



## March 13, 2024 Council Agenda

5756

1900 SW Fourth Avenue, Room 2500, Portland, OR 97201

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### Wednesday, March 13, 2024 9:30 am

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**Session Status:** Recessed

**Council in Attendance:** Mayor Ted Wheeler

Commissioner Carmen Rubio

Commissioner Dan Ryan

Commissioner Rene Gonzalez

Commissioner Mingus Mapps

Council convened at 9:39 a.m.

Mayor Wheeler presided.

Officers in attendance: Maja Haium, Senior Deputy City Attorney; Rebecca Dobert, Acting Council Clerk

The Consent Agenda was adopted on a Y-5 roll call.

Council recessed at 11:16 a.m.

### Communications

213

[Request of Ruth Campbell to address Council regarding city planning and street design that prioritizes bicycles and pedestrians](#) (Communication)

**Document number:** 213-2024

**Disposition:** Placed on File

214

[Request of Amber Boydston to address Council regarding ending the occupation in Israel and genocide](#) (Communication)

**Document number:** 214-2024

**Disposition:** Placed on File

215

[Request of Aubrey Russell to address Council regarding Lincoln and Roosevelt statues in South Park Blocks](#)  
(Communication)

**Document number:** 215-2024

**Disposition:** Placed on File

216

[Request of Christopher Hale to address Council regarding road deaths, safer infrastructure, and cultural change](#)  
(Communication)

**Document number:** 216-2024

**Disposition:** Placed on File

217

[Request of Jared Essig to address Council regarding public safety, behavioral health, and mass psychogenic illness treatment](#) (Communication)

**Document number:** 217-2024

**Disposition:** Placed on File

## Consent Agenda

218

[\\*Pay property damage claim of Nicholas Haynes for \\$9,765 resulting from a motor vehicle collision involving the Portland Water Bureau](#) (Emergency Ordinance)

**Document number:** 191650

**Introduced by:** Mayor Ted Wheeler

**Bureau:** Management and Finance; Revenue and Financial Services; Risk Management

**Disposition:** Passed

**Votes:** Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

219

[\\*Authorize subrecipient grant agreement with Latino Network for the Digital Divide Response Project not to exceed \\$142,200 \(Emergency Ordinance\)](#)

**Document number:** 191651

**Introduced by:** Commissioner Carmen Rubio

**Bureau:** Planning and Sustainability (BPS)

**Disposition:** Passed

**Votes:** Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

220

[Amend Property Owner Responsibility for Streets Code to update street maintenance terminology \(amend Code Chapter 17.42\) \(Ordinance\)](#)

**Document number:** 191663

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Transportation

**Disposition:** Passed to second reading

Passed to second reading March 20, 2024 at 9:30 a.m.

221

[Authorize amended and restated Intergovernmental Agreement for the Regional Water Providers Consortium \(amend Contract 52523\) \(Ordinance\)](#)

**Document number:** 191664

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Water

**Disposition:** Passed to second reading

Passed to second reading March 20, 2024 at 9:30 a.m.

222

[Amend participating agreement with Invoice Cloud, Inc., for paperless billing processing fees to extend term for two years and increase funds in the amount of \\$1,200,000 \(amend Contract 30005056\)](#) (Ordinance)

**Document number:** 191652

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Water

Second reading agenda item 205

**Disposition:** Passed

**Votes:** Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

## Regular Agenda

223

[Add Leaf Blowers Code to phase out the use of gasoline leaf blowers to reduce public health impacts \(add Code Chapter 8.80\)](#) (Ordinance)

**Document number:** 191653

**Introduced by:** Commissioner Carmen Rubio

**Bureau:** Planning and Sustainability (BPS)

Second reading agenda item 210

**Disposition:** Passed

**Votes:** Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

224

[\\*Accept a grant in the amount of \\$13,895,277 from the Oregon Department of Transportation and authorize Intergovernmental Agreement for Burgard Bridge Resiliency and Multimodal Enhancement Project](#) (Emergency Ordinance)

**Document number:** 191654

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Transportation

**Time requested:** 10 minutes

**Disposition:** Passed

**Votes:** Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

225

[\\*Approve findings to authorize an exemption to the competitive bidding requirements and authorize competitive solicitation for use of the alternative contract method Negotiated Request for Proposals for construction of the NW Park Ave and Johnson St/Kearney St Local Improvement District \(C-10069\)](#) (Emergency Ordinance)

**Document number:** 191655

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Transportation

**Time requested:** 10 minutes

**Disposition:** Passed As Amended

Motion to amend Ordinance to remove Directive C: Moved by Mapps and seconded by Ryan. (Y-5)

**Votes:** Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

226

[\\*Authorize Intergovernmental Agreement with Multnomah County for improvements related to the Broadway Bridge West Approach component of the Broadway Corridor Development \(C-10069\)](#) (Emergency Ordinance)

**Document number:** 191656

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Transportation

**Time requested:** 10 minutes

**Disposition:** Passed

**Votes:** Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

227

[Authorize the rates and charges for water and water-related services beginning July 1, 2024 to June 30, 2025 and fix an effective date](#) (Ordinance)

**Document number:** 191657

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Water

Second reading agenda item 211

**Disposition:** Passed As Amended

**Votes:** Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

228

[Authorize competitive solicitation and contract with the lowest responsive and responsible bidder and provide payment for construction of the NE 87th and Marx Sewer Reconstruction Project for an estimated cost of \\$1,006,000 \(Project E11505\)](#) (Ordinance)

**Document number:** 191666

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Environmental Services

**Time requested:** 10 minutes

**Disposition:** Passed to second reading

Passed to second reading March 20, 2024 at 9:30 a.m.

229

[Revise sewer and stormwater rates, charges and fees in accordance with the FY 2024-25 Budget](#) (Ordinance)

**Document number:** 191658

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Environmental Services

Second reading agenda item 212

**Disposition:** Passed

**Votes:** Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

## **Wednesday, March 13, 2024 2:00 pm**

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**Session Status:** Adjourned

**Council in Attendance:** Mayor Ted Wheeler

Commissioner Carmen Rubio

Commissioner Dan Ryan

Commissioner Rene Gonzalez

Commissioner Mingus Mapps

Mayor Wheeler presided.

Mayor Wheeler left at 2:59 p.m and Commissioner Mapps presided.

Officers in attendance: Naomi Sheffield, Senior Deputy City Attorney; Keelan McClymont, Council Clerk

Council adjourned at 3:48 p.m.

## Time Certain

230

[Accept the Portland Design Commission 2023 State of the City Design Report](#) (Report)

**Document number:** 230-2024

**Introduced by:** Commissioner Carmen Rubio

**Bureau:** Development Services

**Time certain:** 2:00 pm

**Time requested:** 1 hour

**Disposition:** Accepted

Motion to accept the report: Moved by Mapps and seconded by Rubio. (Y-5)

**Votes:** Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

231

[Accept the Portland Historic Landmarks Commission 2023 State of the City Preservation Report](#) (Report)

**Document number:** 231-2024

**Introduced by:** Commissioner Carmen Rubio

**Bureau:** Development Services

**Time certain:** 3:00 pm

**Time requested:** 1 hour

**Disposition:** Accepted

Motion to accept the report: Moved by Gonzalez and seconded by Rubio. (Y-5)

**Votes:** Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Absent

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**Thursday, March 14, 2024 2:00 pm**

**Session Status:** No session scheduled



Portland City Council Meeting Speaker List March 13, 2024 - 9:30 a.m.

Name	Title	Agenda Item
Ted Wheeler	Mayor	
Patricia Tigue	Financial Analyst	Pre-gavel
Matthew Gierach	Debt Manager	Pre-gavel
Thomas Lannom	Interim Chief Financial Officer	Pre-gavel
Michael Jordan	Chief Administrative Officer	Pre-gavel
Carmen Rubio	Commissioner	
Dan Ryan	Commissioner	
Rene Gonzalez	Commissioner	
Mingus Mapps	Commissioner	
Rebecca Dohert	Acting Council Clerk	
Maja Haium	Senior Deputy City Attorney	
Amber Boydston	(Communications)	214
Aubrey Russell	(Communications)	215
Soo Pak	Arts, Culture, and Special Events Manager	215
Jared Essig	(Communications)	217
Christopher Hale	(Communications)	216
Winston Sandino	Project Manager, PBOT	224
Bryan Poole	Project Manager, PBOT	225, 226
Sarah Harpole	Prosper Portland Senior Project Manager	225
Kevin Lux	(Testimony)	226
Dawn Uchiyama	Director, Bureau of Environmental Services	227
Farshad Allahdadi	Business Services Group Manager, Bureau of Environmental Services	227
Cecelia Huynh	Finance Director	227
Jacob Loeb	(Testimony)	228

Portland City Council Meeting Speaker List  
 March 13, 2024 - 2:00 p.m.

Name	Title	Agenda Item
Ted Wheeler	Mayor	
Keelan McClymont	Council Clerk	
Carmen Rubio	Commissioner	
Dan Ryan	Commissioner	
Rene Gonzalez	Commissioner	
Mingus Mapps	Commissioner	
Naomi Sheffield	Senior Deputy City Attorney	
Chandra Robinson	Vice Chair, Design Commission	230
Joe Swank	Design Commission Member	230
Fiona Lyon	Hollywood HUB – Design Excellence Award Recipient - Good Housing	230
Noah P. Rosen	Hollywood HUB – Design Excellence Award Recipient - Good Housing, Bridge Housing	230
Dustin Furseth	Hollywood HUB – Design Excellence Award Recipient - Good Housing, Holst Architects	230
Jason Franklin	PSU Art & Architecture – Civic Strength, Portland State University	230
Tim Eddy	Alderway Building – A Vibrant Downtown, Hennebery Eddy Architects	230
Jason Smith	Alderway Building – A Vibrant Downtown, Hennebery Eddy Architects	230
Samuel Rodriguez	Design Commission Member	230
Andrew Smith	Chair, Historic Landmarks Commission	231
Peggy Moretti	Historic Landmarks Commission Member	231
Kimberly Moreland	Vice Chair, Historic Landmarks Commission	231
Maya Foty	Historic Landmarks Commission Member	231
Paul Alessandro	NW Cultural Center – Project of the Year Award, Hartshorne Plunkard Architecture	231
Matthew Poncelow	NW Cultural Center – Project of the Year Award, Ankrom Moisan Architects	231
Sarah Hobbs	(Testimony)	231

## **Portland City Council Meeting Closed Caption File**

**March 13, 2024 – 9:30 a.m.**

This file was produced through the closed captioning process for the televised city Council broadcast and should not be considered a verbatim transcript. The official vote counts, motions, and names of speakers are included in the official minutes.

**Speaker:** Well, good morning, everyone. We have a pre gavel this morning and it's brief. But it's as important as it is arcane. And it's something I wanted to bring to the attention of the council. And it's. It's something that that we can all collectively be proud of. But it's also something that largely goes unnoticed. And it's something that our staff works very, very hard to get right. And it's the kind of thing where they'll get no acclaim for doing it right. But if they do it wrong, everybody is going to know about it and it will generate significant news, interest. And so I would regard this as something that it is probably worthy of taking a breather and noting. Today we're celebrating news that Moody's has once again affirmed the city of Portland stable, triple-a stable rating for our recent bond issuance. This is the highest rating a bond can achieve, and it underscores Portland's high level of credit worthiness. The credit rating agency specifically highlighted several of Portland's credit strengths, including healthy long term economic fundamentals, the city's vigorous financial management practices as well as strong governance. This triple-a bond rating allows the city of Portland to attain the most advantageous borrowing costs that are available in ensuring that we can continue to invest in the community and infrastructure that makes Portland a vibrant city. I want to take a moment to recognize and congratulate the exceptional team within the bureau of revenue and financial services that have worked hard on this achievement. But before I do that, I

just want to paint a little bit of a picture here. So the significance of the bond rating is that it determines the cost that we will receive for the issuance of bonds. So every time we have biko taylor come up here and tell us about a new infrastructure project, or any time pbot comes forward with a new infrastructure project, or any time we want to issue debt for any reason, the credit rating determines how much that credit is going to cost. The city of Portland, and it has a significant material impact on the bottom line of our city. And so I felt it was important this year in particular, to recognize the good work of the omf and finance and budgeting teams because moody's changed its protocols. And so this was the first time that we've been under the new protocols. It takes a larger, more holistic look at the city's finances as it looks at issues that are near and dear to our hearts, like the color of money, they look at our practices, our fiscal, our financial practices, and they kicked the tires very, very hard this time around. And honestly, we weren't sure what the new system would mean in terms of our credit rating. So we all breathe a significant sigh of relief when the strong triple-a rating was sustained. I want to take this opportunity to thank the leader of the team, chief administrative officer michael jordan, interim chief financial officer thomas lanham, city treasurer brigid o'callaghan, city debt manager matt garrick, and financial analyst patricia teague. This rating is a testament to your dedication, your expertise and your commitment to the city's finances, your hard work and your collective effort have been instrumental in retaining our city's strong credit rating, and I just want to say, I think we're well positioned for future strong credit ratings, too. But I just felt it was important to highlight this one thing that just never gets highlighted in our city's infrastructure, with that, colleagues, thank you. I don't know if anybody else commissioner Mapps if you want to say something.

**Speaker:** Well, I don't know if staff wants to make any presentation. Well, do you guys want to say anything before I go?

**Speaker:** Thank you, I have a couple of things I can say, but I can speak after you're done.

**Speaker:** Well, sure, I want to echo the mayor's congratulations.

**Speaker:** And thanks to our teams over at revenue and finance and omf for their good work. As a guy who occupies the infrastructure space, i. I, rely on our credit rating, deeply. Even a small change can have huge impacts on literally what the city is able to pull off, certainly one of the things that I have been trying to track during my time on council is the fact that the rules governing this space have evolved in recent years, I haven't been quite clear how the new landscape works, but we have a great group of professionals who have navigated this space, obviously exceptionally well, and if I can put a plea out there to the future and to, the folks who will sit on this council a year from now, one of my recommendations is that early on, you hold a work session just to educate yourself about the various factors that impacts the city's credit rating as we move forward, this is a basic aspect of good governance that Portland has to get right, it's also an evolving landscape. And I think, as we head into this budget cycle, we all know and recognize that we face, increasing financial pressures and the choices that we make as we navigate that space will also have implications for what our credit rating looks like, which in the end really boils down to how much money costs, so very important, we have done this, better than, you couldn't do it any better than we have done it right now. Which is why we retain our triple-a rating. I want to thank you for being there, and, I see my colleague dan Ryan has his hand up.

**Speaker:** Thanks, commissioner. Commissioner Ryan.

**Speaker:** Yeah. Thank you. First of all, mayor, for bringing this to the attention of the public. And everything you said was spot on. I know that when we run organizations, I'm looking at commissioner Rubio, the treasurer of the board, the cfo and the ceo and a couple other people are really excited about this. And then no one else really gets it. But you're right. If it didn't go well, forget about it. And it saves. So much money for our taxpayers. So I just want to thank the three of you and the team that you have and just state your name again for the public and how long you've worked for the city of Portland, my name is patricia tige. I'm a principal debt analyst, and I've been at the city for 26 years, 26 years.

**Speaker:** Thank you for your service. Yeah

**Speaker:** Matt jirak, debt manager. I've been with the city for five and a half years.

**Speaker:** Thank you. Matt. Hey. Five and a half. Mike, where do we begin? Yeah

**Speaker:** Where do we begin?

**Speaker:** Yeah.

**Speaker:** Well, first of all, thank you, this doesn't get recognized all that often, and this is a particularly well deserved thing for matt and patricia. They. I've worked with them in a former life on revenue debt issuances at environmental services, and quite frankly, they're the best, period. But it's really a recognition of the entire city and all the management, because moody's doesn't just look at what these guys do, they look at what we all do. And if you want to learn how well a city or a county or a state are actually operating, go read their their official statement for a debt issuance, they are amazing documents and they're very heavy and long. But these guys do a great job putting them together, you know, we have six core values at this city. And, we talk a lot about equity and anti-racism, and justifiably so. We also talk a fair amount about communication and collaboration and transparency. What we don't talk about very often is the value of fiscal responsibility, which is also one of

our six core values, this rating by moody's, an independent third party whose job it is to accurately communicate the financial status of a municipality to financial markets worldwide, that's all they do. And they're known for it across the entire planet. And for us to receive this rating, it's a pretty big deal. Some might say you've had a triple a rating for quite a while, what is the big deal? And the mayor really articulated the difference. It's a different methodology, we were concerned, quite frankly, and to maintain a stable triple-a, is really a testament, to the whole city, as I said before. And I want to extend that this is not just about the staff and the management of the city. It's also about you today. You're going to make a very difficult decision, and you make it every year about rates for utilities. And one thing moody's and s&p look at with great scrutiny is the governing body's ability to make tough decisions, to maintain the financial stability of the organization. And as we said before, our entire rating now is based on the whole city's financial. It used to be that the utilities were kind of in a separate category, but the decision that you're going to consider today is one of those really tough decisions that when you sit in your chairs is, those are the tough ones you have to make. And we appreciate it. And so it extends to all of us. So congratulations to you too.

**Speaker:** Thanks, michael. You appreciate it. Great. Thank you, thank you. Thanks for your continued excellent work. Appreciate it. All right. Good morning everybody. This is the Wednesday, March 13th, 2024 morning session of the Portland City Council. Rebecca good morning. Please call the roll rebecca Ryan here gonzales.

**Speaker:** Here. Mapps here. Mueller

**Speaker:** Here it is. Now time for legal counsel to shine.

**Speaker:** Welcome to the Portland City Council to testify before council in person or virtually, you must sign up in advance on the council agenda at Portland gov backlash council backlash agenda. Information on engaging with City Council can

be found on the council clerk's web page. The presiding officer preserves order and decorum during City Council meetings. The presiding officer determines the length of testimony. Individuals generally have three minutes to testify unless otherwise stated, a timer will indicate when your time is done. Disruptive conduct, such as shouting, refusing to conclude your testimony when your time is up, or interrupting others testimony. Or council deliberations will not be allowed. If you cause a disruption, a warning will be given. Further disruption will result in ejection from the meeting. Anyone who fails to leave once ejected is subject to arrest for trespass. Additionally council may take a short recess and reconvene virtually. Your testimony today should address the matter being considered. When testifying, state your name for the record. Your address is not necessary. Disclose if you are a lobbyist. If you are representing an organization, please identify it. For testifiers joining virtually, please unmute yourself once the council clerk calls your name. Thank you.

**Speaker:** Thank you very much. First up is communications. First individual please. Rebecca.

**Speaker:** Item 1213 request of ruth campbell to address council regarding city planning and street design that prioritizes bicycles and pedestrians. They canceled their request. All right.

**Speaker:** Very well. Let's see. I take it 214 comes next.

**Speaker:** Please request of amber boydston to address council regarding ending the occupation in israel and genocide. Good morning. Online

**Speaker:** Good morning everybody. My name is amber and I'm a Portland born black woman parent and educator and founder of my organization, spirited justice. And today, I'm calling upon your humanity and power to make tangible change. I am infuriated by your paid silence. Multnomah County had a unanimous vote for



cease fire resolution last week, and I am still awaiting on a complete compliance. I'm calling for an immediate and permanent cease fire to allow unrestricted and unimpeded humanitarian aid to enter into gaza and to end the us military support to israel that is being used against both us and international law. An astounding 10 billion in military aid has been sent to israel out of our Portland tax dollars, while those funds could be spent directly supporting our city and the communities in it, we have trained professionals willing to help with our debilitating housing crisis, with our schools and the families and teachers who have been at the mercy of policies and practices that are antithetical to actual growth and education care, and to fill the gaps with food sovereignty. There's no shortage of solutions from the people. There is just a shortage of integrity and policies for the people, and funding allocations from our elected officials to be recorded. Palestinian child starvation deaths have mounted over the past few weeks, with an expected exponential rise. There is a growing threat of ground invasion in rafah. The previously declared safe zone that has now been bombed for over a month, with daily shelling the reprehensible facade that Portland's elected officials weaponized. Like palestinians, genocide has nothing to do with us is proven untrue by the amount of funding and infrastructure around supporting a relationship to israel and maintaining its illegal occupation of palestinian land. Yesterday today, today and tomorrow. I demand as a taxpayer and fellow human on this planet for an immediate and permanent cease fire. Thank you.

**Speaker:** Thank you, amber, and I won't give my speech again. I'm well on the record on this subject, but thank you for your testimony. Next individual please.

**Speaker:** 215 request of aubrey russell to address council regarding lincoln and roosevelt statues in south park blocks.

**Speaker:** Welcome.

**Speaker:** Good morning. Thank you. Aubrey russell, darian jones told me here two weeks ago at City Council that following adoption of a policy to consider the monuments, monuments, complaints that there would be a report from the city arts program, to you, that there would be a recommendation in that, report to you that that report and recommendation would come to you, roughly a month following, the adoption of the monuments complaint policy, the date, April 11th was mentioned. I took that to mean maybe, April 10th, since that's a Wednesday, that report and recommendation in darien said would be accompanied by, a resolution by which you City Council, could determine the fate of statues lincoln, roosevelt, york and others, in this last week, though, we're hearing something different from darien. We are confused, there is talk of July as the next interaction with council, not April. We are concerned that the report and recommendation to City Council that are, central to remove to moving this process forward, is slipping. We look forward to speaking in good faith with darien. The April timeline was not just communicated to me by darien here. Two weeks ago, darien had made assurances to this effect over the course of the previous month on February 7th, darien explained in an email to us. In essence, once the City Council ratifies a policy governing a process, the city arts program will be poised to swiftly submit a report. The report will address whether monuments should be returned or removed, the urgency of finding a solution to the five toppled monuments was underscored on July 19th. Those are darien's words, he then said. February 16th, after City Council has adopted a process for decision making on public monuments, the city arts program will produce a report likely in March, with recommendations to City Council to consider for decisions on the toppled, removed monuments. Darien also said. The policy recommendations for a public process and decisions on the topple or remove monuments are slated for February and March of 2024. Darien again

wrote on February the 16th, following council adoption of a policy, our office will work with the city arts program in March to deliver a report to City Council with recommendations. And I could go on, but I have just one more. On February 17th, darien wrote. Once this policy is adopted by council staff, time will be focused on working with the city arts program and committed to produce that report to City Council in March. Again, we are confused following your adoption of the monuments complaint policy, we think the timing is right to keep to the city's stated plan. Thank you. I'm sorry I went over.

**Speaker:** Thank you. You weren't too bad, commissioner Ryan.

**Speaker:** Sure. Good to see you, aubrey. And as you know, the person that name you used a few times is in, in in the audience. You guys could actually communicate directly, which would be great, this just passed, seven days ago, and the arts, office, and my office is working together. It will take, it'll take some time. This will happen in the spring. We're doing a restorative justice process. It'll be messy. It'll be, honest. And it will come back to this dais in due time. I'm not going to commit to an actual date in April. At this moment on the dais, I will commit that we're on it, and it's going to be a long report. And we're also, more importantly, engaging with a lot of communities, at this time. And we had to get that engagement process up and running in a more robust fashion. And I'm really grateful that jerry jones in my office, jumped in and helped with that.

**Speaker:** We look forward in dealing in good faith. I know, and honestly, with meaning to words and commitments. Thank you.

**Speaker:** You're so welcome. And again, sharon's right there. You guys can have a real conversation. All right. Sounds good. Thanks.

**Speaker:** Thanks a lot, aubrey. Appreciate it, next individual, please.

**Speaker:** 216 request of christopher hale to address council regarding road deaths, safer infrastructure and cultural change.

**Speaker:** Good morning christopher. I see you there online. Can you unmute?

**Speaker:** Christopher, can you hear us? Try talking. Doesn't look like you're muted. Christopher.

**Speaker:** Why don't we go to the next individual and then maybe we can sort it out? Or if you have christopher's phone number, maybe we can just do it by phone. Thanks, rebecca. We'll come back to you, christopher, in a moment, next individual 217, please.

**Speaker:** Request of jared essig to address council regarding public safety, behavioral health, and mass psychogenic illness treatment. Good morning.

**Speaker:** Good morning, mayor Wheeler. Councilors. Citizens of Portland. My name is jared essig. I'm representing the rose city iron front, defending constitutional government, rule of law and republican democracy. We're a nonpartisan, in public interest, political and direct action group that is anti-fascist, anti totalitarian, communist and anti-imperialist. You might know or you might not, that before the spanish, french, russian, british and American empires, there was the roman empire. Now once upon a time, the roman empire invaded and conquered and occupied judea and samaria and renamed it palestine, which is a european word imposed upon the region by a foreign imperial power. Israel is the national liberation movement of the jewish people from the roman empire and its offspring. Now, I'm not here to talk to you about that, but rather about a cease fire that we urgently need right here in Portland. We've had an unprecedented crime and murder epidemic. The probable cause of this is the celebration, endorsement and valorization of violence. Yet this cause has been mostly ignored by analysis done of it, including by our auditor and by the Oregonian, and by most so-called

responsible adults in the room, we also need a middle east peace plan. And it goes in a nutshell like this. Stop the war against israel. In a nutshell, if we want a permanent cease fire, it's going to happen when the us government starts enforcing us law and stop financing palestinian terrorism. Our tax dollars are currently going to support the palestinian authority's martyrs fund, which subsidizes the pay to slay program, whereby palestinian criminals and terrorists who make random attacks on israelis and end up in israeli prisons and jails, are paid stipends and subsidies by the palestinian authority. This egregious program was mentioned in a letter of July last year. A bipartisan congressional letter denouncing this and asking for an investigation and end to the pay to slay subsidies is about \$300 million per year. The palestinian authority spends on this, including our tax dollars financing this. Now, you might have known that in the last couple of months, there have been pro terrorism, war rallies throughout Portland, shutting down streets and bridges under asking israel to cease fire and its self-defense and abandoned efforts to redeem its hostages while simultaneously calling saying that, quote, resistance is justified. You ever notice they don't condemn the massacre of October 7th? Even the Multnomah County board did not condemn the massacre of October 7th. Why? They believe it's justified globalized. The intifada. You've heard that this threatens the peace and dignity of Portland. And I ask you to take a more, resolute stance like you did on October 11th. In the words of, mayor Wheeler, which we thank you for. Terrorism, in all its forms, is a threat to the peace, prosperity and values of our county. We vehemently oppose and denounce the actions of hamas. The county board should say the same thing as social justice. The teachers unions and the other so-called responsible adults in the room. Thank you. And adopt the amended resolution that I propose from oakland county board as a recommendation. Thank you, can we see if christopher is able to hear us?

**Speaker:** Christopher hale. Chris, can you.

**Speaker:** I can hear you now. Can you hear me?

**Speaker:** We can hear you, too. Excellent

**Speaker:** Thank you for your patience. You welcome. Good morning. Morning, my name is doctor christopher hale. Board certified. Er physician. I want to talk about our epidemic of road deaths in Portland. Specifically, I want to challenge some statements from the City Council that have been dismissive of building safer infrastructure, saying we just need to change the culture of bad driving. So I'm going to give my conclusion right at the beginning. We can't hope for a culture change to modify behavior in infrastructure is what modifies behavior. Ever since humans existed, they've used intoxicating substances, and we've never succeeded in getting everyone to show moderation. Ever since cars were invented, people have driven, distracted, and too fast. But we didn't say we don't need seatbelts and airbags. People just need to drive more responsibly. We assume the inevitability of human error, and we made changes. So those errors were not death sentences. The inevitable errors don't need to be deadly. When someone inevitably drives while drunk or distracted is someone more likely to be killed in this unprotected bike lane or in a bike lane protected by hardened infrastructure like these jersey barriers repainting and narrowing lane widths has repeatedly been shown to slow drivers at the same speed limit of 35mph. Roads with nine foot lanes had 50% fewer car crashes and pedestrian incidents than roads with 12 foot lanes. I'm happy to show you the studies, but it also makes intuitive sense. Wider lanes emboldened people to drive faster and more carelessly. Narrow lanes force people to pay more attention, and they go slower. On which road do you think someone is more likely to feel comfortable glancing down at their phone or street racing? This super wide road with little to no infrastructure or this road, this lovely street is in hamburg,

new york. But it didn't always look like this. This used to be a wide failing main street, and the infrastructure changes are widely credited for revitalizing the area. One of the primary things they did was simply narrow the lanes from 21ft down to ten feet. They had the exact same number of lanes, but serious crash injuries fell by 90, and they reclaimed much of the street for other purposes. Curb extensions also modify behavior because drivers need to take the turn at a sharper angle, they're forced to slow down and pedestrians are more visible. Elevated crosswalks remind drivers that they're passing through a pedestrian priority area and they act as speed bumps at precisely the moment the driver should be driving slowly. Infrastructure doesn't need to be a large capital expenditure, since people don't want to wreck their car or scratch their paint on these hardened traffic, diverters drivers will slow down to negotiate the turn around them. Now this City Council has been in charge during a year when Portland broke a 30 year record for traffic deaths and so far this year we've already had 15 deaths. So we're on track to surpass last year. Now three of you are running for mayor, and if you do nothing more than continue to call for a change in the culture of dangerous driving, this is the record you'll be running on. Mayor Wheeler. This could be your legacy. But if you all start pushing for the hardened infrastructure changes that have been proven to save lives, you can be credited as as people who started to turn around this ongoing disaster. Thank you for your time.

**Speaker:** Thanks, chris. And don't don't go away. A couple of comments here, commissioner Mapps has a comment. I've got one as well.

**Speaker:** Sure. Doctor hale, thank you so much for your testimony today and for your advocacy on behalf of safer infrastructure. As the commissioner in charge of infrastructure for the city of Portland and your transportation commissioner, I couldn't agree with you more. However, here is a space where I do disagree with

you, I have, basically sat in and watched every City Council meeting for the last three plus years. I've never heard anyone on council, including myself, say, infrastructure does not matter, especially in the space of traffic fatalities. What we have is me specifically have said is, you know, infrastructure matters, enforcement matters, and culture matters. As the transportation commissioner, I have some control over infrastructure, and we are continually investing in building safer and better infrastructure at the same time, enforcement matters. And that's why you have heard me in this council and probably out in the community, urging my colleagues to increase, enforcement. You know, a majority of our traffic fatalities involve one or both parties or under the influence of drugs or alcohol. That's deeply problematic. And frankly, that's kind of a cultural issue, also, the way people drive in the space is quite, problematic too. So what I'm calling for and what we have been working towards, and I agree, we have a lot of work left to do, is to better enforcement, I'm calling on my colleagues to help us do more, we need better infrastructure, more enforcement. And there is a culture change that just needs to happen. I will tell you, I do not see a day in Portland. Does not go by when I don't see someone drive through a red light. That's just remarkable. That did not happen even 3 or 4 years ago. I think it's pretty clear from the research that something about our driving culture change profoundly during the pandemic era, one of the things that I think we need to do in order to make our streets safer, is to remind people of that and ask people to just drive sober, drive slow, and drive carefully, thank you very much, mayor. And i'll hand it back to you.

**Speaker:** Thanks, christopher, first of all, thank you for being here. That was actually a great presentation. I may have my daughter watch that because she's just learning now how to give a very succinct, very effective presentation. Used really good examples, the ones from new york, that is a sterling example, 90% reduction,



and issues due to the infrastructure improvements there, that is exactly the kind of, of insight and information we need. I want to agree with my, my colleague commissioner Mapps. I sort of view it as the proverbial three legged stool. Correct. Which is hilarious since I don't think I've actually seen a three legged stool in probably 30 years. I don't even know if they exist anymore, but you're 100% correct that infrastructure for matters significantly in terms of shaping behavior. I think that was the most important thing I heard in your presentation was the infrastructure can help us with that cultural shift, so infrastructure, behavior and enforcement there have to be consequences that are swift and sure for erratic or dangerous behavior that puts everybody's lives at risk. And I know as a council we're committed to that. And I also agree with commissioner Mapps, just on the cultural piece. I just see, you know, and this is anecdotal, it's not as scientific as the good information you brought forward, but I just see so much more reckless behavior as you just have people just blowing through yellow lights at full speed, people not slowing. You know, I watched some poor guy try to cross the crosswalk the other day, over on park and car after car after car was just blowing by this guy while he was trying to cross the street. And of course, electronics have become ubiquitous in our lives. And unfortunately, a lot of people, let's just say it, they're heavily addicted to it and they can't even put it down long enough to bother to drive safely. And so I think all three of these things are important. And I really appreciate the way you highlighted the important role that infrastructure does play. But we also have to focus on the behavioral shifts that aren't related to infrastructure. And we have to focus on enforcement for those who just don't get it. So but thank you. Very good. Very provocative testimony and I hope we see you again.

**Speaker:** Thank you. Well, I certainly agree. And thank you. Thank you for your time. I 100% agree that the cultural problem is an issue, we all have to, do what we can where we can, you know, as an er doctor, i, I deal with people who have, you know, problems with opioids and with and with alcohol and if anything, like i, I may have more power over that part of the culture than you do because I can I actually prescribe things for people. But since you don't have that power to change the cultural aspect, you know, we're calling on you to change what you can. And that is infrastructure and enforcement. Definitely. Because i, I completely agree. I, we take our kids to and from school by bike, and we have to wait at crosswalks where people do not stop for us and we have to and we see people every single day blow through red lights, and we see people driving every single day without license plates on. So red light cameras can't enforce them. So. So all those steps are necessary at the same time. So do do what you can, if you. But if you can't change the culture, changing the infrastructure, changing the enforcement can change the behavior and changes in behavior over a long period of time is what changes culture. So thank you.

**Speaker:** Yes, sir. And on a complete side note, thanks. I know this is a really challenging time to be a doctor, and I have a lot of friends who are doctors, and I just see the pressures they're under and the stress and the workloads. Thank you for your service in that arena as well.

**Speaker:** You're very welcome. Thank you, thank you.

**Speaker:** That completes, communications, correct? Yes. Have any items been pulled off the consent agenda? No. Please call the roll. Rubio.

**Speaker:** Hi, Ryan.

**Speaker:** Hi, gonzales.

**Speaker:** Hi, maps. Hi, mueller. Hi

**Speaker:** The consent agenda is adopted. We will now move to the regular agenda. Item 223.

**Speaker:** Add leaf blower blowers code to phase out the use of gasoline leaf blowers to reduce public health impacts, this is a second reading of a nonemergency ordinance. Is there any further business on this item? Seeing none, please call the roll yea. Rubio.

**Speaker:** Colleagues, this is an important vote today because it signals the beginning of the phase out of gas powered leaf blowers in our city. A policy that will make our city healthier and cleaner to live in the health and climate impacts of gas powered leaf blowers are real. According to the California Air Resources Board. For the best selling commercial leaf blower, one hour of operation emits smog forming pollution comparable to driving a 2017 Toyota Camry about 1100 miles, or approximately the distance from Los Angeles to Denver. This policy is centered around environmental justice, making sure that we fully understand the needs and impacts of those closest to the problem, and we're making sure support is available as workers and small businesses make this transition. Thank you to staff Vivian Sonrisa, Vin and Vin for the extensive work that they put you put into this policy, as well as Megan Bayer, my staff, there was a significant amount of work and outreach and communication that went into this work, and I believe this team truly listened to the input of many to bring forward an achievable transition. I'd also like to acknowledge the cooperation of the infrastructure bureaus to help put a put a and guide a transition that they can and will meet. And we're also happy to partner on this work with Multnomah County chair Rebecca Peterson and her team. Lastly, I'd like to remember where this all started and give credit to where it's due to the late commissioner Nick Fish. He was a strong advocate for this work, and I believe he would be so proud to finally see this policy moving forward. I vote i, Ryan.

**Speaker:** First of all, thank you, commissioner Rubio, for leading a collaborative process to bring this ordinance forward. We heard some very impassioned testimony last week. It was quite good. And two individuals captured my attention with their testimonies. I wanted to lift those. Mauricio flores of the Oregon landscape contractors association and then doctor yuri ramirez from the clean air lawn care. Their insights were so invaluable in the leaders within the lawn care community are endorsements of a move away from gas leaf blowers, reaffirms this direction we're going, and your caveats are well taken. You highlighted the need for improved infrastructure, for a phased approach, and a special consideration to ensure small contractors remain competitive in our market. So your emphasis on the challenges faced by the latinx community within this industry underlines the necessity for inclusive engagement and effective communication from our local governing authorities, especially as we transition to full compliance and your your commitment to clean energy and your proactive approach in addressing council are so commendable. It was inspiring to see industry leaders like yourself support the measures that are undeniably beneficial for both our residents and for the environment, even when it may mean more competition for your business. I also like to acknowledge the contributions from parks and rec on this project. Parks and rec is appreciative to have been at the table, so thank you for that. And I just want to acknowledge a 90% of the city's leaf blowers users are employed by parks and rec. They maintain over 200 parks and remove hundreds of tons of wet leaves during each leaf season. Many of you already know that parks has replaced 100% of their handheld blowers with battery operated models. They are in discussions to upgrade their facilities to support that infrastructure needed to charge to charge this technology charge. And there is a change to. As I said last week, it's important that we connect the dots between the theory, policy making and this practical

implementation. I applaud the parties involved. I look forward to the implementation being successful. I vote yea Gonzalez I want to support this today.

**Speaker:** I think this is an important response to those aging in place, to those working from home in the city of Portland, certainly in the ten plus years I owned my own business with substantial, hours working from home, it changed my perspective on this issue and the disruption of everyday life that comes from the noise generated by leaf blowers. We have some caveats as we monitor this over the coming years. However, I think it's important to emphasize the enforcement of this policy in residential areas and maintain understanding that large properties like open space managers, including parks and golf courses, will need assistance and adoption, I am somewhat concerned with the current technology that what we're going to lead to is less powerful leaf blowers running for longer, particularly in heavy leaf seasons. But I appreciate that this will be, edged in that there will be a transition period that hopefully the technology will, catch up. I'm also concerned about the disproportionate impact this policy may have on small, minority owned, particularly latino operated businesses in the area, I sincerely hope that the promise of financial help from county resources and staff materialized not just for city bureaus, although it's important, but for small businesses that may be impacted, I do want to also emphasize that we've heard from some contractors that the result of this ordinance will be that they'll run diesel engine vehicles all day long to keep their battery charges and, and switching out. So I do think we have to monitor the unintended consequences of what this will do in the field, but again we're betting on long terme technological evolution and the hope of transitioning from a dirty grid to a cleaner grid in the state of Oregon and in the region. Last note here, and I just hope folks pay attention to the current status of electrical generation in our region. One of our two major utilities, as of the last report on the

Oregon department of energy, is producing 45% of its electricity with coal, 18% with natural gas, that doesn't include what they buy on the market. So when we talk electrification in 2024, we are driving continue to drive coal and natural gas consumption again, we can hope and, that that will continue to trend towards cleaner sources of energy in our grid, but I just wanted us to be aware of those realities. I will still I still vote to support this today, in response to the needs of our neighbors and, aging in place and working from home. Thank you.

**Speaker:** Perhaps, as I cast this vote, I am thinking about, our departed colleague, nick fish, this was certainly one of his passion projects, and I am certainly, proud to be on the council that helps move this forward, partly to honor him. It feels in many ways, if you've been out in the community for a couple of years, you have, probably had dozens, if not hundreds of conversations with Portlanders who care about this. It's great to move this conversation forward, at the same time, you have heard, commissioner Gonzalez expressed concerns about how this particular proposal might impact the private sector, and before I cast my vote, I do want to also highlight that there are concerns about how this will be implemented and how this will impact some of our public sector agencies, specifically in the public works space. I'll tell you, a water bts a pbots all have to manage large, essentially wild areas, and frankly, we need to use industrial scale equipment for that, it's frankly the technology that, we need to, we need to, to comply with this particular ordinance doesn't quite exist yet. We hope that it will exist soon, that's one of the reasons why I am making a point to get it on the record that as we go about implementing this, we need to be sure to dialog not only with parks, but also water in particular. And bts and pbots. But in the meantime, I vote I and I look forward to the implementation of this important ordinance. Wheeler

**Speaker:** Well, I appreciate this being brought forward. Thank you, commissioner Rubio. Thank you for everybody who worked on it, it always generates a question in my head, which is, how the heck did we get along before leaf blowers came along? And, the answer, of course, is we used rakes and brooms. I even forgot about brooms. I don't know how that happened, but maybe that says something about my sloppy habit, so. But, I want to just say I appreciate the way this was done. This was done with front. Front loaded input from industry and those who would be economically impacted by this policy. I appreciate commissioner, that you listened to those industries and your creation of a phase in approach, which I think was very smart. I also am very glad that right up front, you mentioned nick fish because we would have been remiss if we didn't mention the fact that when this was a very controversial issue and it still is. I mean, let's not kid ourselves, but it was a very controversial issue and nick was ready to take this one all the way to the mat to see it through. And from his perspective, I remember him saying that the trade off wasn't worth it. The efficiency trade off was not worth the costs to the community, and that rang true with me then. It certainly rings true with me now, as the technology continues to improve and I strongly agree with what commissioner gonzales said, there is a bigger picture here, and we can't lose sight of that bigger picture. Just solving one piece of a chain of issues isn't sufficient to solve the overall problem. And I do think we should continue to be vigilant about the impact of this policy. And perhaps unintended consequences of this policy and others as we think about the bigger picture. And then, just last but not least, I really appreciate you mentioning, just sort of the annoyance factors. I don't know what it is about my ears, but just the, the frequent sea at which these things operate really drive me nuts, so I'm glad we're we're putting into place, an approach that I think can address all of these issues simultaneously. We probably didn't get it exactly right,

but there's always room for improvement. There's always room for evolution. But this is a really, really strong and appropriate starting point. So I vote I and the ordinance is adopted. Next item please. During section that doesn't usually happen here at city hall.

**Speaker:** Wanting this for ten years. Thank you.

**Speaker:** Well, you and I guess we should mention you folks as well. I mean, this this has been a community priority for a long, long time. And those of you who are here today, I recognize you from, long standing discussions on this subject and others. So thank you for your push. That's how things get done around here. Thank you. Thank you. Next item 224.

**Speaker:** Accept a grant in the amount of \$13,895,277 from the Oregon department of transportation and authorize intergovernmental agreement for burgard bridge resiliency and multimodal enhancement project.

**Speaker:** Commissioner Mapps.

**Speaker:** Colleagues, this item comes to us from pbot. This ordinance allows pbot to accept a grant from odot and enter into an iga with that state agency to replace the 92 year old burgard bridge over the union pacific railroad and saint john's. This bridge provides a critical connection to residents and businesses. It serves all modes of transportation and provides a critical link that connects the north Portland peninsula to other areas of the city. The current bridge is also in poor condition. This project will replace this aging infrastructure with a new bridge that will facilitate freight movement, provide enhanced bicycle and pedestrian facilities, and meet seismic standards. Here. To tell us more about this project, we have pbot project manager winston sandeno. Welcome winston, I assume it's all. There you go. I see we're all hand the floor over to you. Hi, winston. You're on mute.

**Speaker:** Oh, sorry about that.



**Speaker:** Yeah. Now we hear you.

**Speaker:** Good. Thank you. Thank you very much. Mayor and City Council members. My name is Winston Sandeno. I'm a project manager for the, Portland Bureau of Transportation, and I was assigned to deliver the design and construction of this bridge, you can see in the map where the bridge is located, it's a south, you'll see, Saint John's neighborhood. And then the north side, you'll see the, Rivergate industrial area. You can see Marine Drive on the northeast side, Terminal Four. It's an important connection to the port on the, north west side, next slide, please. I would like to talk about the background and the existing conditions of the bridge. The bridge was originally constructed in 1930, and the existing bridge carries vehicular, pedestrian and bicycle traffic on North Lombard Street, formerly known as Burghardt Road, which is recently changed. The name over the Union Pacific Railroad. And it is owned and maintained by the Portland Bureau of Transportation. It is on a major freight route that serves Terminal Four. North West Container. Rivergate industrial area. The current layout of the bridge is a six span, 126ft long. By 2040 eight feet wide, reinforced concrete bridge, and has been modified and rehabilitated numerous times since its initial construction. The bridge is also steeped relative to its flat approaches, creating a hump shape with slopes and angles that do not meet current roadway or ADA standards, lacks a sidewalk on one side, and has unprotected red paint and posed bike lanes. Recently, the bridge was hit by a Union Pacific train in 2020, and it is currently in a very poor condition due to the damage sustained from the train. Impact traffic lanes have been shifted to avoid the running vehicles over the damaged pier. Next slide please. The new proposed bridge is going to be a 110 foot long single span structure in a deck of 57ft. It will maintain a clear span over the Union Pacific Railroad right away, and it's fully contained within the existing PBOT right of way, which currently it's about 80ft

wide. The bridge will also comply with 5% ada grade requirements throughout the extent of the project. Based on the revised vertical alignment, and it will maintain a 23.6 vertical clearance as it is required by the union pacific railroad. The new cross section of the bridge will also include eight foot sidewalk on both sides, 12 foot travel lane with a shy distance and a 12 foot sidewalk level at two way bikeway on one side. Next slide please, sorry about the picture, that's what we had from the, grant application. But on the top side, you're going to see the existing bridge condition. So it's a, it's a long bridge. It's 126ft long, six span. You can see that there are five columns very close to each other, down below you're going to see the flat area where the, train tracks are, they're very close. That's the issue. We have, trains hitting the, the, the columns. That's the existing bridge down below. You're going to see the new proposed bridge. So so you will never have any problem with the columns. It will be a single span bridge. And, the union pacific railroad would have plenty of right of way to expand and, no problem with hitting the bridge. We will also include a protected fence on top, next slide, please. This is the proposed cross section of the bridge, this is looking, from saint john's to, rivergate. We will have an eight foot sidewalk on one side, two 12 foot travel lane with a 1.5, shy distance. We'll have another eight foot sidewalk and a basically a 12 foot, bike, multi-use path. Next slide please. Construction, staging. This is important to mention, north lombard street over this bridge provides a direct access to rivergate and the marine terminals at the port. And it also serves as the only direct connection from rivergate to the us highway 30 via the saint johns bridge. So fully closing this bridge during construction would have a major impact to freight traffic, and there are no available detour routes that would not significantly impact residential streets, so the bridge will be constructed in several stages to maintain traffic at all times, so the proposed staging will have at least one vehicular lane of traffic at least 11ft wide as the

minimum standard, but a preference for two lanes can be established. Pedestrian access will also be provided for all construction stages. A minimum pedestrian sidewalk width of five feet will be established as the basis of design for the temporary condition during construction, with pedestrians separated from vehicular traffic with the medium median barrier or other similar approved measures. Next slide please. This is a really good map to show where the bridge is located. And the route of freight traffic. Traffic or freight traffic coming from lombard and, heading north to terminal four, which is a really important or northwest container services will have to detour to fassett in columbia to get to the destination. So having this, bridge open at all times during construction, construction is really important. Next slide please. The proposed budget and funding project is expected to cost about 17.3 million, allocated, across several categories design, right of way, environmental phase and construction, I mentioned right away, we actually have plenty of right of way, but we might have to get some temporary construction easement during during construction, the bridge, a bridge investment program, federal funding grant in the amount of 13.8 million has been awarded to pbot for this project. And pbot is committed to providing 3.4 million of matching fund. That they will come from heavy vehicle use tax revenues, I think that's the end of the presentation, I wanted to mention that the fhwa, gave us a very tight timeline to build this project. So we have until September of 2025 to deliver the design of this project. So it's a pretty tight timeline. And I'm going to stay here for questions.

**Speaker:** Great colleagues. Any questions? Commissioner Ryan, this is really good news.

**Speaker:** Commissioner Mapps and Winston, after listening to some testimony today that we hear almost every week, do you feel good about the protection for pedestrians and bikes, the construction of this bridge?

**Speaker:** Why don't I kick that over to Winston?

**Speaker:** We definitely have, we have baked in, pedestrian access. Bike access, Winston, how confident are we in the fact that this is a multimodal bridge?

**Speaker:** And. Well, I think it's. Yes, as you can see in the proposed bridge will have two completely separate sidewalks, eight foot sidewalks, and a 12 foot multi-use path, or basically a two way bike lane on one side. So there's plenty of, right of way to, to accommodate 12 foot, which is the minimum for, ODOT, the travel lanes plus a 1.2, foot shy distance. So it's almost like a 13 foot, wide travel lanes and, plenty of room for sidewalk and, bike facilities. I would say protected bike facilities.

**Speaker:** Okay. Thank you. Winston I have well, first of all, I support this project, and I don't envy you the timeline for design that that is a very tight timeline, but I'm.

**Speaker:** I'm sure you'll be successful, out of left field question number one. I remember this happening. How did a train hit the bridge?

**Speaker:** It's a derail, I think you probably remember another bridge that was, hit, recently, on, by interstate, it's just a derail of the train, and so just derailed at an unfortunate point.

**Speaker:** And how much of this is being paid for by the company that operates the train versus the taxpayers? Is it, I don't have, an answer to that, I probably would, have to talk to our bridge, maintenance, I am curious, because I remember when it happened. I remember thinking, wow, that's an expensive mistake, and I'd hate to think that the liability is just all absorbed by taxpayers. That doesn't seem right. Yes.

**Speaker:** Although mr. Winston, can you remind us how much how many city tax dollars go into this versus the overall cost of the bridge. It's a 3 million, of, heavy vehicle, use. That's the match.

**Speaker:** Okay. So the city's putting in a \$3 million match and just remind us again roughly how much this bridge costs.

**Speaker:** 17 million.

**Speaker:** Okay. Thank you very much.

**Speaker:** It's, 20, 20% of the bridge of it, though, right?

**Speaker:** Odot's putting in, like, 13 million of it.

**Speaker:** Yes, 13 million is coming from it's an aside.

**Speaker:** The bridge needs to be replaced. Obviously that was more of a sideshow. City, I understand.

**Speaker:** Although, mr. Mayor, I do, as long as we're talking about this bridge being important and it's important to replace this bridge, partly because it got hit by a train, i'll also tell you, since I've had this assignment at pbot, which has been roughly a year or 2040, freight plan has come out, which is essentially a stack of the infrastructure projects that we need. Slash want slash must get done, between, today and 2040. And i'll tell you, replacing this bridge was at the very top of this list. So I really want to congratulate, winston for helping us get us here today. And, my pbot crew for doing amazing work, they have done, like, they focus like, a laser on our top priorities and are getting it done. You can imagine in the infrastructure space being able to move within a year, on your top priority, especially when your top priority is building a new bridge. That's just amazing. Very proud to work with these folks. And I just want to thank them.

**Speaker:** Yeah, good, good work. And it's an up, you know, an opportunity to upgrade that infrastructure per the testimony we heard this morning. Yeah so it all

sort of fits together. Maybe the train just precipitated or sped up what was inevitable anyway. Yeah, great. Any other comments or questions. This is a let me make sure. Yes, this is an emergency ordinance. Please call the roll yea. Rubio. Aye. Ryan.

**Speaker:** Yes. Congratulation. Commissioner Mapps and pbot staff for securing the grant.

**Speaker:** I vote yea Gonzalez I maps, I want to thank winston for his presentation today and his work on this project that extends to everyone over at pbot who's been working in this space, I also want to acknowledge the funding sources that make this possible, this project possible, which include the biden administration, our local match from our heavy vehicle use tax. And now this odot grant, we're thrilled to move this project forward, which is one of the many reasons I'm voting I Wheeler.

**Speaker:** Well, first of all, I want to thank commissioner maps for prioritizing this. And winston, thank you. I know this is a very aggressive timeline, but I have full confidence in you and your team to be able to get it done by September. I look forward to seeing how this progresses. I vote aye and the ordinance is adopted. Could we please. Thanks, winston. Could we please read items two, two, five and two two, six together? They're both emergency ordinances.

**Speaker:** Item 225 approve findings to authorize an exemption to the competitive bidding requirements and authorize competitive solicitation for the use of the alternative contract method. Negotiated request for proposals for construction of the northwest park ave and johnson street. Kearny street local improvement district, item 226. Authorize intergovernmental agreement with Multnomah County for improvements related to the Broadway bridge west approach component of the Broadway corridor development.

**Speaker:** Commissioner Mapps, thank you, colleagues, let me start out by giving you a quick run of show, this item is a little bit unusual and that we're reading two items together. First i'll introduce, two, two, five, and then we'll have a staff presentation. And then you'll have an opportunity to ask questions around that. Then i'll introduce two, two, six, we have no formal staff presentation on two, two, six, but we will have staff available to answer any questions that you might have on that. I believe both of these items are emergency ordinances, so I am hoping that we will be able to vote on this today. And we will vote on this today, one way or another. Now with that orientation, let me tell you a little bit about what's happening here. We have these two items which come to us from pbob. Both emergency ordinances deal with the broadway corridor project. This project will transform the blocks where the old post office used to be located into a new, vibrant, mixed use neighborhood which will be served by a multi-modal transportation hub. The broadway corridor project is a collaboration across city bureaus, government agencies, community and private partners and will transform this site into a destination in the central city that has the potential to generate considerable social, economic, and community benefits. I want to take a moment to express my gratitude to our colleagues in salem for approving \$6 million this session for this project, these funds are greatly appreciated and will help propel our work forward. And now, let me give you a brief overview of what the first ordinance does. That's item two, two, five, 225 authorizes an exemption to the city's standard low bid contracting process and allows the city to pursue an alternative contracting process for the park avenue and johnson kearny streets. Local improvement district projects, there are several reasons why pbob proposes using an alternative contracting method. First, this approach will reduce risk to the city and the general public. Second, we expect this alternative contracting method

to save money. And third, this approach will reduce the amount of time it takes to complete this work. The construction costs for this project is anticipated to be between 15 and \$18 million, this project is primarily funded by a local improvement district and system development charges. And here today, to tell us more about this item, we have brian poole, a capital project manager with pbot. Welcome, brian.

**Speaker:** Thank you. Commissioner Mapps. Good morning. Mayor.

Commissioners, my name is brian poole, and I'm here today to seek authorization for an exemption to the competitive bidding requirements for the construction of northwest, johnson and northwest county streets and authorize the use of alternative contracting, method of negotiated request for proposals and with me online is sarah harpole from prosper Portland and kathleen brennan from omf construction procurement to help answer questions. Next slide. And just to give some context and maybe a reminder, the 14 acre former usps site is bounded by northwest, hoyt, lovejoy, ninth and Broadway streets. And this request is related to construction of phase one infrastructure that will extend johnson and kearny streets, the main east west streets, through the site, and make minor improvements to northwest ninth avenue, as well. Next, slide. And the development of this infrastructure is the next step in advancing this public private partnership endeavor. The usps master plan process began in 2018, set forth the urban design, public infrastructure, and phasing necessary to support up to 4,000,000ft<sup>2</sup> of development and prosper Portland is managing the overall preparation and development of the site. Pbot and the city is partnering to develop the infrastructure and set up the debt financing, and the Portland housing bureau plans to be the first to develop on the site. Following completion of the project site. Next slide. And as you can see, this this project will help open up much of the site



for development and reduce a lot of the upfront infrastructure costs to demolition of the usps warehouse was recently completed. As you can see on the picture on the right there and the site is now construction ready. Next slide. This shows sort of a concept drawing of northwest johnson street, and when fully built out, it is intended to become a retail main street for the district while also serving as a neighborhood greenway route that connects union station to the pearl district, slab town and other parts of northwest Portland. Northwest colonie street will serve as the local access street, which you can see on the bottom right. This current project will construct the streets and the utility infrastructure to help reduce impacts during construction and improve area accessibility and mobility options for all users. Next slide. The total funding for the street infrastructure is approximately \$28 million, which does include a phase two that will construct an extension of northwest park avenue. Construction of this phase is anticipated and anticipated to be between 15 and \$18 million, and this funding is coming from transportation. Sdc's recently allocated state funding and a local improvement district. Next slide. This this slide just shows a timeline of where we're at and where we're going with the project. We anticipate breaking ground in late summer of 2024 and continuing into 2026. And once complete, the Portland housing bureau, if we can coordinate correctly, plans to begin construction of an affordable housing development on the corner of northwest johnson and northwest ninth avenue, immediately after, and then construction of park avenue will occur in the future as development warrants. The need. Next slide. And regarding the procurement method for construction, the project team considered four contracting options for the project, and we feel the negotiated rfp option will best allow the city to ensure a successful project that can meet the aims of the regional workforce equity agreement and increase opportunities for certified subcontractor participation and workforce diversity. It

will also allow for the review of proposals to determine the contractor has the necessary expertise to deal with unknown underground materials, and an ability to work with other agencies, contractors and utilities during construction. Cost will still be the primary factor in the evaluation of proposals. Next slide. So in summary, we ask that City Council accept these findings, authorize the project projects exemption from competitive bidding, and authorize a competitive solicitation for the negotiated rfp contracting and we also ask that as part of that, that the ordinance as proposed be amended and that we strike directive c from the ordinance, thank you, commissioner Ryan's office for catching the area there. So we do ask that it be amended to strike directive c, and then we also ask for approval of a related item, the iga, with Multnomah County, that will ensure coordination and enable reimbursement during construction. Next slide. So with that, we're excited to move this project to the next phase of development. And, thank you for your time and happy to answer any questions.

**Speaker:** So I just want to be clear, I think I heard you say you need an amendment. We do?

**Speaker:** Yes, so moved or actually, let me introduce this amendment, colleagues, I need to introduce an amendment to strike.

**Speaker:** Can you, directive c from the northern district directive c from the ordinance?

**Speaker:** Yes. And give us an intuitive understanding of what's in directive c, directive c mentioned that that we accept the findings of the lowest responsive and responsible bidder. So it was just carry over language that we typically do for our low bid projects that unfortunately found its way into this alternative process. Okay.

**Speaker:** So I moved to amend the ordinance to strike, directive c, directive.

**Speaker:** See also.

**Speaker:** Commissioner Ryan seconds any further discussion on the amendment?  
Seeing none, please call the roll.

**Speaker:** Rubio I Ryan I Gonzalez. I maps I Wheeler I amendments on the table.

**Speaker:** Great. Any further questions at this point on this particular item. Do you have public testimony. Well why don't we if there's questions on the second one, you can also tee that up.

**Speaker:** I think there might be to public testimony.

**Speaker:** Let's wait. Let's let's hear the presentation on both and then go to public. Because the public testimony will encompass both.

**Speaker:** Yeah. And so yeah. Commissioner Mapps, do you want to read the second item? We don't have a presentation on the, on the iga, right, right.

**Speaker:** So do we want to go to.

**Speaker:** Yeah, let's.

**Speaker:** Okay. So there's no more presentations. Any other questions at this point?

**Speaker:** Well, let's see here. Here's just to orient myself. Okay. I think we have one person to signed up to testify. I can't remember if it's on this ordinance or the second ordinance.

**Speaker:** It doesn't matter. So because we've called both ordinances, they're both on the table so people can testify in either. I just wanted to make sure there wasn't a presentation on two, two, six.

**Speaker:** I do have an interest. Some introductory language. Very good. So why don't i. Why don't I read the language on, two, two, six, so, colleagues, the second ordinance that we're going to hear about today is two, two, six. This ordinance is a really straightforward iga, with Multnomah County for staffing services for the construction of the johnson and kearney street extensions, which we just heard

about, this iga will allow the county to inspect the construction impacts to the  
broadway bridge west approach and will compensate the county for staff resources  
used for this work. The total costs authorized for the second item is not to exceed  
\$120,000. This project is primarily funded by local improvement district and system  
development charges. We have no formal staff presentation on this one, but brian's  
here, to answer any questions that you might have. And if I could just put all that  
into intuitive terms. So what we're doing in this space is we're connecting the local,  
we're reconnecting the local street grid, which, didn't exist because we had the  
giant post office there, the new street grid will at some point connect to, some  
county property, the roadway bridge, the county operates the bridge. They need  
to inspect our plans and our work to make sure that we're not going to screw up  
their bridge as we build this project. Is that kind of fair? Yeah, that's.

**Speaker:** That's correct.

**Speaker:** Very good. Well said. I, I have a commissioner Gonzalez I guess I have a  
conceptual question as we're thinking about this space.

**Speaker:** What are our thoughts on pedestrian only cycling? Only as we're  
reopening some of these streets, what is essential for vehicle transport and what is  
what might lend itself to pedestrian only or cycling only, areas down there.

**Speaker:** Yeah. So, it's an exciting opportunity. We, we don't have, you know, many  
opportunities in the central city to build new streets and think about that in that  
way. So, yeah, I appreciate your question. And on johnson street, we are going to be  
having a separated cycle track. So there will be a two way, bike facility on the south  
side of the street, that won't be within the roadway, and then there'll be we'll have  
sidewalks on both streets, kearney's is more of a shared street. We expect that to  
be really low volume, and then northwest park is actually we're that's sort of that  
second phase of the project, we are working with the parks bureau to, to really

think about what that looks like. And, sarah harple, who was sort of been part of that master planning process, could probably answer this question better. But we do envision that being sort of a more pedestrian oriented street. That sort of helps transition the north park blocks, up through the site and ultimately up to the broadway bridge, so I don't know if you have anything you want to add.

**Speaker:** Sure. Good morning, commissioners. Mayor. Mayor Wheeler, for the record, my name is sarah harpole. I'm a senior project manager at prosper Portland, I would just add, as we went through the master planning site for this property, johnson, as you can imagine, it going through kind of the center of the site, serves really as the front door for six of the parcels. So a pretty significant amount of the property, so that's necessary for access and opening the doors of those properties, kearney similarly serves as a front door for the northern end of the development, but also where parking and access goes. So vehicular traffic through the site is critical, and that was demonstrated both through the master planning process and our traffic impact studies as we, kind of looked at traffic demand, signal traffic mitigation, etc. So trying to balance all of those needs within the site, and as brian said, we tried to also emphasize, bike and pedestrian access through the site. So additionally, on the northern side of johnson, you have an expanded sidewalk. So it's kind of an extra large space. And some of the design elements are intended to signal prioritization of bike and pedestrian movement through johnson.

**Speaker:** Okay. Appreciate it. Thank you.

**Speaker:** Very good. Any other questions before we go to public testimony, do we have anybody signed up? Rebecca

**Speaker:** Yes. One person. Right. Kevin lux.

**Speaker:** Well, good morning, commissioners and mayor. Hey good to see all of you again. My name is Kevin Lux. I'm the executive secretary treasurer of the Columbia Pacific Building and Construction Trades Council, we represent approximately 20,000 union construction workers across ten counties in Oregon and three in Washington. And I am an unapologetic advocate for the interests of working people, specifically those of us in the building and construction industry. And I really like to center the conversation on how this affects workers. Now, I'm here to testify generally in favor of item number 22 226 with cautious optimism. And here's why I want to highlight the good ongoing work as part of the Broadway Corridor project and the way it enhances the lives and prosperity of construction workers in the greater Portland area. Item 226 to authorize an IGA may seem small, a little wonky, a little technical, but some facts that aren't wonky as of January of this year, Prosper Portland successfully completed the demolition of the postal service vehicle maintenance facility, and as a result of that, 93% of the costs were spent at COVID certified firms. Nearly \$36 million was spent at minority owned firms, 93, or 24% of hours were worked by apprentices. That's a workforce of the future. 70% of workers, 70, 70% of hours were worked by minority workers and 20% of the hours were worked by women workers. This increasing diversity across the workforce and these aren't just numbers. These are people. These are lives. And to further the good, good work for Broadway Corridor, it's my hope and that of my affiliates, that item two, two, six will be a little bit of grease in the gears to advance the goals of the city. Prosper Portland and the Healthy Communities Coalition. The business community and the community partners and real working people. It is truly restorative justice. Work on behalf of those who lace up their boots every day to literally build a better and brighter future for us all. I appreciate your

consideration and renewing your commitment to center your good work on how it helps working people in Portland. Thank you.

**Speaker:** Thank you, thank you.

**Speaker:** Appreciate your testimony. All right. That completes public testimony. Any further discussion? If not, please call the roll on item 225. An emergency ordinance as amended. Yea. Rubio, I want to thank commissioner Mapps and the transportation bureau team for their great partnership on the Broadway corridor work. Today's actions represent yet another milestone of steady progress to prepare Broadway corridor for development, in alignment with the vision set forth by the community partners. Notably, it demonstrates the continued and successful collaboration among several city bureaus, namely transportation, environmental services, water bureau, housing bureau, and prosper Portland on all aspects of the project. It and also parks and recreation from master plan conceptualization and securing local and state funding to completing design plans and clearing the site for construction of the streets and future development, all leading to today's authorization to seek construction bids. And notably, the Portland housing bureau is now actively seeking proposals for a first phase of development to include up to 230 affordable housing units, which will depend on this very infrastructure today that we're talking about to open its doors and importantly, this project will also continue to deliver on the commitment to the values of the Broadway corridor that this public investment should and will further inclusive economic growth and jobs for working people. This is great work and I'm both eager and happy to see this project continue moving forward. I vote yea Ryan.

**Speaker:** Yes, I'm glad this came to the dais today.

**Speaker:** I think the project that always comes to my mind because it was so public, everyone could see it was Cascade station where we did all the

infrastructure first and then it gradually developed. And so I always think of that in regards to this. I appreciate commissioner Rubio bringing up all the different bureaus that are involved in this. And so this is a great step forward. And I also appreciate the testimony. Well done.

**Speaker:** I vote yea gonzales, so support this, baby step and hopefully, revitalized area for our city and definitely appreciate the testimony on the importance for creating family wage jobs, we got to build more in the city of Portland. This is a good step in that direction.

**Speaker:** I vote yea Mapps, I want to thank staff for today's presentation and I want to thank everyone across many, many different bureaus. For helping guests get to this point, and colleagues, I do. As I cast this vote. I also want to pause and underscore why I think this project is important or why it's resonating with me, today and at this moment in Portland's history, I think many, many people in Portland, at this particular moment in time are wondering about and frankly afraid about the future of downtown Portland. And obviously downtown, faces many challenges as, but I would argue that this project is part of the solution. One of the things that we've learned in recent years is that neighborhoods that tend to thrive, at this moment have a different mix of commercial versus residential. And frankly, one of our problems downtown is that we don't have enough residential, with this project, we are literally laying the foundation for Portland's next great neighborhood, I believe that this will contribute to the revitalization of downtown Portland, really glad to be part of the solution here. And we'll watch this neighborhood unfold and grow with, pride and excitement moving forward. Which is why I vote yea Wheeler.

**Speaker:** I well, first of all, I strongly support this, and I appreciate the great work that's been done here. And my colleagues are right to acknowledge that this has



been an all hands on deck effort. And I will tell you that up until maybe a year ago, one of my greatest regrets is having served as mayor is how slow this project has progressed, how slowly we went through considerable efforts to put together a broad community benefits agreement with substantial input from the community and following that, we went through an extensive master planning exercise that was completed over almost now, just under six years ago. Then, of course, 2020 came around and all bets were off and we even had to switch master plan developers along the way and make some other changes. But now I look at it through different eyes and I see, as commissioner Mapps just pointed out, that the future city can't be like the city of the past, and that is embedded in the values of this development, as commissioner Rubio pointed out, but also the mix, had we actually gone forward a couple of years earlier, the mix would have been wrong. We would have bet big time on a mix that would have turned out not to be appropriate for the environment, which we're operating today. So in a sense, the fact that we got shut down by covid and it was put on ice, except for the pre-development work and the demolition work has probably benefited us. And I'm glad that we have this opportunity to reevaluate what we're going to do in terms of the absolute mix under the master plan that was approved in 2018, because we can't make people come to the central city anymore, no city can. You have to make them want to be there. And so we have the opportunity to really think about this neighborhood as a clean slate opportunity, right in the central city core to determine what that mix of attributes is. That will encourage people to be here and to activate it, and to have everybody feel like they have a piece of the action. And so I look forward to watching how this develops. I'm glad we're starting with the housing component, and I think over the course of the next 15 years, this should be a very, very exciting

and energizing project for all Portlanders. I vote yea the ordinance is adopted as amended. Item 226. Also an emergency ordinance. Please call the roll.

**Speaker:** Rubio i, Ryan. All right. Gonzales I maps I Wheeler I the ordinance is adopted.

**Speaker:** Thank you for a great presentation. Item 227 please. Anonymous agency or sorry. It's a second reading of a non emergency ordinance.

**Speaker:** Authorize the rates and charges for water and water related services beginning July 1st, 2024 to June 30th, 2025 and fixed an effective date.

**Speaker:** Colleagues. Any further business on this second reading, commissioner Ryan.

**Speaker:** Commissioner Mapps I had a wonderful meeting with people from your staff and some of the leaders from the bureau, but I just wanted to make sure for transparency, that I can just repeat a couple of sure, I see, hi. I can't remember names right now.

**Speaker:** Don.

**Speaker:** I know don's name. If you if they came up, I'd probably be more convenient.

**Speaker:** All right. Don come on up.

**Speaker:** Are you were trying to hide all the way in the back of the room. That never works.

**Speaker:** It was the first, is this a water question or a bs question or both? Are we on.

**Speaker:** Are we on item two? Two seven?

**Speaker:** Yes. Okay. Okay. Yeah. It's do we have a final number basically for the filtration project at bull run, as I call it.

**Speaker:** I think a lot of Portlanders call it. I know we've had some change orders that have come. And so we were talking about the connection between rates and when we do big projects, one that I really celebrate. I think most Portlanders do we really need to have, protect one of our most precious resources. And so it's an investment worth doing. I just want to make sure the connection is really clear.

**Speaker:** Commissioner Ryan, I think we might have the wrong team here today to. Is anyone here prepared to answer that? I don't know, final number for the filtration. Yeah, yeah, these are the wrong, folks for this particular question. So two different bureaus, water and bs, don is head of the. Yes, but I will tell you, we are, the rates and changes for the water and water related services.

**Speaker:** Am I looking at the wrong one? Are we on two? Nope.

**Speaker:** Two. Two. Seven. That's where we're at. So we're just determining the rates, for next year for your water and sewer bill, the water filtration plant is, one project, within the water bureau, and it certainly paid for in part, through rates, but what we're really trying to do here is determine, basically the rate that you pay to either get some of the best water in the world or to, process your stormwater or to process your wastewater.

**Speaker:** Okay. I think I asked a valid question, and, I get that, I understand there's two different bureaus. I'm so aware of that. Yeah, I just thought that I was in a meeting with you, and I know I brought up those questions last Friday.

**Speaker:** So you did.

**Speaker:** You did, I think, water bureau staff would be in the best position to answer that. I don't have those numbers right in front of me.

**Speaker:** Apologies, but they were both there. I it's not one of my heroes. It's easy to not, you know.

**Speaker:** So, commissioner.

**Speaker:** Commissioner Gonzalez.

**Speaker:** I was just going to submit. I think commissioner Ryan's questions last week are on the mind of a lot of Portlanders. And what is not always intuitive and looking at the city budget, including when we approve rates, is the difference between capital projects and how that flows through in the budget we're approving, particularly as we're talking about rates. And it's a, it is not particularly intuitive to those who don't spend a ton of time with, you know, public accounting, much less it, you know, public entity, financial statements. And so, it, you know, the question is, is rate making the time to have that conversation about capital projects or not? And, and particularly such a large one. And so i, I just this is something that's on the mind of a lot of folks and how we sort of elevate it up and make it a space for meaningful conversation. Because the flip side is when we get updates on the filtration project, it's we hear these gigantic numbers, but people are trying to translate it into the rates. They're going to pay. And it's, it's not an intuitive transition, unless we kind of go back to the basics of how it flows through, for sure.

**Speaker:** No, i, I hear, I hear your, concerns and certainly one of the things I can work on is trying to be, as we go through the budget process to be to be clear or clearer about the relationship between our capital projects, our service delivery and what you pay on your water and sewer bill, I will tell you the rates that are put forward here, for water and sewer do include the cost of building the water filtration plant. I frankly, I would say since I have had this assignment, which is about three years, we've done a lot of value engineering here to try to maintain costs or bring it in on budget, so I can tell you the proposal that we have on the table today, will pay for the project that we are. I will remind people, obliged to build commissioner or mr. Mayor cecilia online.

**Speaker:** Oh, is she here?

**Speaker:** She's on line.

**Speaker:** Cecilia, if you're here. Thank you, I did. I couldn't see you. Cecilia is the person who can answer all of your questions. Commissioner Ryan, cecilia, have you been tracking what's been going on or the conversation?

**Speaker:** Yeah. Yes, but I want to make sure that i, heard commissioner Ryan's question correctly. If you could please repeat your question.

**Speaker:** Oh, sure. Do we have the final numbers on the bull run filtration project? And do we know if any more change orders or cost adjustments are coming? I know we've all voted on a couple of those. Sure, what we have included in the, requested budget, is consist with what we talked about last summer with council, that did have an increase to the 350 million to the program, total program cost. That does include indirect and direct, that total is about \$1.8 billion currently. We, and in the budget is what we submitted. We will be coming to council, next month. We are scheduled to, working to schedule that next month to provide a annual update on the project. We have a couple of, gaps that we will need to come to council. The second gmps on those projects, and so we will be providing additional information on the project. Okay.

**Speaker:** Next month. No thank you, cecilia and mwcc, it is the general contractor. Correct it's that I am not certain of.

**Speaker:** I recall it from change orders. That's one reason. Yeah. Okay thank you, jack nodded, and they're they are they fulfilling their previous commitments to certified firms? Maybe that's a question to bring up when they come back in a month.

**Speaker:** Yes.

**Speaker:** Okay. Thank you so much. So that's those are my questions. Great thank you. Sorry, john.

**Speaker:** No worries.

**Speaker:** It was gabe in the meeting last week.

**Speaker:** Yeah. And I just want to clarify for commissioner Mapps, what I was alluding to is not a critique of the way it's presented by the bureaus. It's just a I think it's just a challenge sometimes to, for folks at home to track, the way capital projects flow through into rates. And it's, it's, and I don't mean to speak for commissioner Ryan, but just hearing his questions last week and this week as stewards, where we're interjecting, where we're, you know, there's the capital side and then there's the rate making approval and just trying to talk about it in the right way. And and hone in on what we can actually control.

**Speaker:** I appreciate that. And I will tell you, this is authentically a confusing and complex space. There's both the capital side. There's the rate side. There's also the larger regulatory space side that we have to comply with. You know, frankly, if we don't, we are obliged to bring this plant online by 2027. If we don't bring it on by 2027 or the federal government's will say, your water no longer drinks drinking the standards that we have set for our nation. And then, frankly, every day we have a problem and fines which will start to accumulate. So that's kind of the balance that we're, are one of the many balancing acts that we're in in this space.

**Speaker:** And in that meeting that the staff was great. And there was the connection, obviously, between this work and the rates. So that was discussed. And I'm just trying to make sure that we actually track it transparently and we celebrate it even because it's really important. Just like the big pipe was.

**Speaker:** Yeah, absolutely. I appreciate the question.

**Speaker:** Great. Very good. Any further business on this item please call the roll. Rubio I want to thank I'm going to speak to both.

**Speaker:** Just because we heard them that way. And it's, clear for me. I want to thank commissioner Mapps and bts and water staff for providing a follow up briefing, to answer some of my questions that came up after the presentation last week, I also understand the need and will. I will support increasing the rates to continue supporting the infrastructure needs to maintain these critical services, and the workforce, and I also want to acknowledge the financial strain on communities, when they're seeing their rates, go up across all utilities and all services, those are real costs to, to families, however, it's something we need to do to keep up our service levels, I appreciate the continued funding allocations. To programs also to alleviate the costs on our lower and fixed income populations, to however, and I feel like that's, that bears lifting up. So I appreciate that, thank you for continuing to keep these program costs manageable for all those folks. So I'm happy to vote. I

**Speaker:** Ryan.

**Speaker:** Yes, thank you. First of all, to commissioner Mapps staff and the staff from water bureau. It was very informative. It was very helpful to have some dialog last week, on this topic, because access to fresh drinking water is non-negotiable and I hope we have enough safeguards in place to protect our most vulnerable populations from these steady rate increases. And I hope we are able to come to terms with the reality and shed light on our expenses and realities. At bull run, I vote I Gonzalez, I vote aye, I maps, I want to thank cecilia for, parachuting in here today, and I want to thank everyone at both bureaus who have been working these folks literally work 13 months a year, to calculate their budgets and their rates. I'm incredibly proud of the work they've done, and the services they provide. I will also tell you, as I cast this vote, my mind is, harkening back to the pre proc today where we were celebrating the good work that this council has done. To keep our triple a rating. I'll tell you folks, one of the reasons why that has been in question is that

moody's and the other financial services have changed the formula that they use to calculate, the risk involved in loaning the city of Portland money, one of the new things here is that they look at how responsibly, bodies like City Council, pay for and fund, utility services, frankly, before that wasn't part of the formula. Today, it is. Frankly, that's one of the reasons why it's important that we set rates that actually meet the cost of the services that we are obliged to provide, both out of good government and because of the larger regulatory space that we exist in, this is frankly, what good government looks like, which is why I am glad to vote. I Wheeler I the ordinance is adopted.

**Speaker:** Next item item 228. First reading of an emergency ordinance.

**Speaker:** Authorize competitive solicitation and contract with the lowest responsive and responsible bidder, and provide payment for construction of the northeast 87th and market street sewer works. Excuse me. Sewer reconstruction project for an estimated cost of \$1,006,000.

**Speaker:** Commissioner Mapps colleagues.

**Speaker:** This item comes to us from the bureau of environmental services. As this ordinance authorizes bids to replace several hundred feet of sewer pipe along northeast 87th avenue. These pipes are deteriorating and have a history of maintenance problems. More specifically, the section of sewer pipe has costly issues caused by tree root intrusion and requires frequent sewer cleaning. Environmental services has determined that replacing this section of sewer pipe will extend the service life of this critical pipe and reduce the risk of pipe breakage and sewer releases. Which in turn will protect public health, people's property and the environment. The project that we are considering will cost approximately \$1 million. We expect to begin construction in July of 2024. Here. To tell us more about this ordinance, we have brandon wilson and engineering manager for



environmental services, and we also have dakota smiley, our project manager with bts. Welcome team bts, thank you, commissioner, as you mentioned, my name is brandon wilson. I'm acting, interim design division manager, and I'm here to introduce dakota smiley. She is the design manager and project manager for this project. And she has a presentation that she'd like to go through. Thank you.

**Speaker:** Good morning. Council, I am dakota smiley, the project manager for this project. Is it appropriate for me to share my screen for the presentation? Yeah, that'd be great.

**Speaker:** If you're, queued up to do that. Okay.

**Speaker:** I have the presentation open, but I do not. Oh, there it is. Can you see the presentation on screen?

**Speaker:** Yeah, we see it. It's okay, so this project, I'm the project manager. And the supervisor for this project is, terrence chan, the project is, on the northern intersection of 87th and marks avenue in the parkrose neighborhood, near to the Portland airport, this pipe is approximately 433ft of eight inch concrete pipe that we will be upgrading to pvc pipe to, extend the life of this pipe, there are two maintenance holes that we will be rehabilitating during this construction process, and six service laterals to the immediate properties that will also be replaced during construction, during our early investigations and design, we found that the soil around the pipe is contaminated with non-hazardous media, lube oil and gasoline from the nearby toyota dealership, so we will be dealing with the soil, and we are also within 100ft of the columbia slough on the north end, which has resulted in high groundwater. Also near our pipe. That water has also been contaminated. And we will be treating that during construction. Those two items increased our budget for this project into the \$1 million range, which is why we are here today. The pipe that we are replacing is in a industrial complex, the highest traffic is semi trucks in

the area. It's both a local street, northeast 87th avenue, but also industrial. All we have already had our public involvement reach out to the nearby businesses so they are aware of the project and we will keep them informed at every stage of the project. And during construction, if there are any road closures or the, updated traffic control during construction, the potential impacts that we have is that semi trailers are currently parked along northeast 87th avenue. They will not be able to do that during construction and will most likely park on northeast marks drive and possibly on northeast columbia court. The secondary impact is that there are houseless encampments on both northeast marks drive and northeast columbia court that would be impacted by those semi trucks that will be moved to those areas. But again, we are working with, company to reduce the impact and minimize it for those two groups during construction. Our engineers estimate just over \$1 million, very high confidence level. We will be advertising this project in late April and plan to begin construction in July of 2024 and have approximately a 90 calendar day construction period to end just before the wet rainy season begins later this fall. And with that, I would like to open it up to any questions that the council may have.

**Speaker:** Mr. Mayor, I think we might have public testimony on this one.

**Speaker:** If there's no questions, we'll move right to public testimony.

**Speaker:** There's no one signed up for two, two, seven.

**Speaker:** Oh, really? Okay

**Speaker:** All right, colleagues, any questions?

**Speaker:** Seeing none. This is a first reading of a non emergency ordinance.

**Speaker:** Excuse me I'm sorry. My mistake is item 228. We do have one person signed up. We have jacob loeb. Sorry

**Speaker:** Jacob probably gave you a heart attack there.

**Speaker:** Welcome. No worries. Thanks.

**Speaker:** Hello, mayor. Commissioners, my name is Jacob Loeb. I serve on several city advisory groups, and I sit on the East Second Avenue Business Association board. But today I'm speaking on support of this project on behalf of my primary employer, Velo Tech. Great for over a decade, we have served the national cycling community from our warehouse on Northeast 87th Avenue. This is a challenging place to operate a business from dealing with, persistent encampments, theft and vandalism. And we also have suffered the unpleasant effects of backed up sewers and flooded parking lots. We support this project and hope that it can improve conditions for the cluster of businesses on this street. And, while maintaining business access during construction, as we get many deliveries and we send many shipments out through couriers, simple support of the project, we're not directly connected to this, but we do benefit from it being repaired and we appreciate it.

**Speaker:** Short to the point. Thank you. Appreciate it. Jacob, if there are no questions, I do want to take a moment to thank Jacob for testifying in favor of this. You don't often get public testimony for bread and butter transportation projects like this. I also want to let folks know or remind folks that I used to literally work in this neighborhood at an historic park rose, which is like roughly 112th. And Sandy spent a lot of time managing the, the houselessness, issues in that space also helped bring a lid, which actually did amazing work to kind of transform these neighborhoods into from kind of rubble. And if you just kind of look at the streets into some really beautiful infrastructure, really glad to see this move forward.

**Speaker:** Great. This is the first reading of a non-emergency ordinance. It moves to second reading. Last item 229a second reading revised sewer and stormwater rates

charges and fees in accordance with the fy 20 2425 budget. Any further discussion.  
Lets call the role. Bye. All right. The ordinance is adopted. We are adjourned.

## **Portland City Council Meeting Closed Caption File**

**March 13, 2024 – 2:00 p.m.**

This file was produced through the closed captioning process for the televised city Council broadcast and should not be considered a verbatim transcript. The official vote counts, motions, and names of speakers are included in the official minutes.

**Speaker:** The Wednesday, March thirteenth, 2024, afternoon session of the Portland City Council. Keelan. Good afternoon. Please call the roll.

**Speaker:** Good afternoon. Yea. Rubio here. Ryan. Here. Gonzales. Here maps. Here. Wheeler, here.

**Speaker:** Now we'll hear from legal council on the rules of order and decorum. Good afternoon.

**Speaker:** Good afternoon. Welcome to the Portland City Council. To testify before council in person or virtually. You must sign up in advance on the council agenda at [Portland.gov/council/agenda](https://portland.gov/council/agenda). Information on engaging with City Council can be found on the council clerk's web page. The presiding officer preserves order and decorum during City Council meetings. The presiding officer determines the length of testimony. Individuals generally have three minutes to testify. Unless otherwise stated, a timer will indicate when your time is done. Disruptive conduct such as shouting, refusing to conclude your testimony when your time is up or interrupting others testimony or council deliberations will not be allowed. If you cause a disruption, a warning will be given. Further disruption will result in ejection from the meeting. Anyone who fails to leave once ejected is subject to arrest for trespass. Additionally, council may take a short recess and reconvene virtually. Your testimony today should address the matter being considered when testifying. State

your name for the record. Your address is not necessary. Disclose if you are a lobbyist. If you are representing an organization, please identify it. For testifiers joining virtually, please unmute yourself once the council clerk calls your name. Thank you.

**Speaker:** Thank you very much. And colleagues, just as a reminder, I will need to leave early so I'll be passing the gavel. Commissioner Mapps. We have a visiting dignitary that, that I'd like to meet with. So we'll start with item 230. It's report, except the Portland design commission 2023 state of the city design report. And that goes right to commissioner Rubio.

**Speaker:** Thank you. Mayor. It's a pleasure to introduce the 2023 Portland design commission. State of the city design report. First, I'd like to thank the dedicated and talented volunteers who serve on the commission. This commission meets for many, many hours. 2 to 3 Thursday afternoons a month, and they review land use cases and provide design advice. They are committed, hard working group that includes Brian McCarter as a chair. Chandler Robinson vice chair. And members Jessica Molenaar, Sam Rodriguez, Zari Centner, Tina Blue and Joe Swank. So we want to thank you and appreciate all your service. The commission will be presenting their 12th annual report before council, but they have been operating in the city of Portland since about 1980, providing leadership and expertise on urban design and architecture, and on maintaining and enhancing Portland's historical and architectural heritage. The premise of this 2023 state of the city report is Portland progress. The design commission will explain how the application of the design review's three tenets context, public realm, and quality and resilience apply to three exemplary catalyst projects in 2023 that embody the theme. A vibrant downtown civic strength and great housing. The commission will also introduce its members, the staff that supports its charge from City Council shows support for the new

form of government and financial restructuring, and further their support for the housing and regulatory reform project recently approved by this council. Last li. The commission will also celebrate the 2023 Portland design commission design excellence award winner. The hollywood hub, a 200 plus unit affordable housing project approved for construction at the hollywood transit center. I look forward to hearing more today from the commission members and interested public, and am committed to supporting all these great efforts that are underway. Now. I'll turn it over to the design commission chair, brian mccarter, to share the Portland design commission's 2023 state of the city design report.

**Speaker:** Good afternoon. Thank you so much for having us today, brian mccarter is out sick. So today you have shonda robinson, vice chair, and joe swank, a new member of the design commission. Thanks for having us.

**Speaker:** Yes. Good afternoon, mayor. Commissioners, I look forward to presenting here today, I'm going to cover the first portion of this, this review and then turn it over to, colleague chandra to talk through the design excellence award, component. So, as commissioner Rubio noted, design review meets 2 to 3 Thursdays every month. And we review the design advice requests, land use review hearings, as well as, a lot of briefings and master plan reviews for major projects in the city. And again, those those three tenets are really what we, strive to, point out through the design guidelines and the zoning code that we have. And so that's context into the neighborhood and surrounding community, public realm. So the treatment of our right of ways and how the building presents to the public, and then really the use of quality materials and how that has a long lasting permanence within the city and provides our city with resiliency and, the commissioners, seen on screen here, as noted by commissioner Rubio, we have tinubu, our public at large commissioner in her first terme, myself, a developer in first terme, jessica

molinari, architect who's been with us for second term. Sam rodriguez, also a developer in his second term. Zari santner, part of the regional arts and culture council in her second term, who's also landscape architect, vice chair. Sandra robinson, architect in her second term, and finally, chair brian mccarter, who is not with us today, landscape architect in his second term and in 2023, we do want to note that we welcome two new commissioners in tinubu and myself, joe swank. And then, more importantly, I think the commission and the staff at bts really want to thank the service of commissioner molnar and commissioner rodriguez, who have combined, served for 16 years with this commission, commissioner molinari last day on the commission is Friday of this week, and then sam rodriguez is leaving the commission in November of 2024. Again, commissioner Rubio mentioned the bts staff, and really, we put in some hours to do all of this. But really, the success of the design commission is really from the staff and the hard work that they put into reviewing those design guidelines and teeing everything up for us during those design advice requests and those land use hearings. So we really rely on their experience, their expertise, and really their institutional knowledge that comes with that years of experience, unfortunately, in 2023, we did see the departure of four of those very, experienced and knowledgeable staff, either through layoffs or transfers to different departments. And a lot of this is just due to how the, how bds is funded, relying primarily on permit fees and the ebbs and flows of the economic cycles that we are in. But really, the challenge there is when we rebound from one of those cycles and we don't have that institutional knowledge, that experience to kind of ramp back up and keep pace with developers and projects that want to come forward in that process, again, design commission welcomes kind of a new form of government. And I think the big thing is, as we continue to grow is how can we look to revamp some of the funding structures for bts and how do we really



kind of mitigate some of these economic cycles and not be so tied to that? So we can retain more of that institutional knowledge? Commissioner Rubio also mentioned the housing regulatory relief project, which this commission was in big support of, anything to help further and spur more development, one of the successes we hope to see out of that project is really tracking the results and the metrics over the next five years. While that is in effect, and seeing what we can improve, beyond that, with, with this as a test case for the next five years. So really being rigorous about, tracking that, that success and then finally, kind of a summary of 2023 from the design commission, there were seven land use review hearings heard at the commission. Six of those seven were what we call slam dunks. So one hearing to get approval and, you know, you're out the door with approval versus multiple comebacks for hearings. We had 11 design advice requests which again helped with those slam dunks. Those are, you know, voluntary in a lot of cases. But really help design teams and project teams, come to the commission ready with all the components of that. And then we had 11 design briefings for projects within the city. And then what didn't come through, design review, but again, relied on that staff was 24 type two staff level land use reviews and then 25 type one staff level land use reviews and this doesn't occur just in central city, but it occurs all over the city in our design overlay zones. And with that, I'm going to turn it over to sandra.

**Speaker:** Yeah. Thanks, joe. So, we all are. We really love getting to work on design commission and to view all of the projects, review them and think about those three tenets of design. And this year there were three projects that we really wanted to lift up and to share with you, because those are things that are really pushing progress in Portland, and they're really addressing the things that, that we're struggling with right now. Right? Obviously, everyone knows there's a lack of

housing, there's a lack of housing that's affordable for people, right? Not affordable housing, but housing that's affordable is different, and then there's also not enough people downtown to keep it lively because of covid and offices not being fully staffed. And so, thinking about those things as being really important and then also kind of sharing the president's the presence of this sort of, civic structure that we have in the city. We have this great university downtown, and we have all of our city buildings. Right. And showing that those are running and beautiful and active is really important to the life of the city. So the three projects that I want to share with you today are a project by hennebery eddy architects. That's right. Downtown a project by lever architecture that's on the psu campus. And a project by holst that is the hollywood hub housing. And these are all bringing vitality to Portland in different areas and in different ways. And these are all projects that we felt that design commission, were able to review and give some thoughts to that really helped make the project, even better than it was before. And they were great. So the first one I want to talk about is the alder way storefront improvement. And this was a da that we saw this year. And with the da design advice request, those are not always required. But this is to kind of talk about the elements of the project and what things are working or not working. So you can see this building right on broadway and alder, right downtown on our main street, a really prominent building that we've all walked by a million times. This has been many different things over the years, and when it was originally built, it didn't have an active storefront, right? So there were places where cars could drive in, not necessarily where you could see into the building. You kind of see that in these historic photos. And then this is the current condition of the building. So it has these sort of deep awnings that overhang and kind of shadow it. It's a little bit harder to see in there. The existing building kind of feels a little bit short, and it's a historic building that's

really beautiful. So when you do renovate it, you want to do something special to it. So the proposal was to start to add more glazing on the ground floor, so you could really see into that space and start to align some of those mullions with the apparent structure above that didn't carry all the way down to the ground floor. So it really made a connection between the upper and the lower parts of the building, kind of made the design itself more cohesive, really embracing that structure. They wanted to obviously fix broken and damaged parts of the upper floor facades, so that the whole thing felt really new and vibrant. And after talking with them about things that they could do to really make those alignments work and to kind of add a little bit more vitality, even the team returned with something really great where they again were aligning with the structure above, making it really transparent. And I think it's a really, really brave and really confident to do this downtown. Right. Instead of saying, we need to protect all this glass, we're going to put all of these shutters on it to protect it while we're not there. They really wanted to celebrate what this is supposed to be and how vibrant Broadway really is. So we really commend them on this great design and this great addition to downtown that's actually going to help us. And here's another image of that and how vibrant that space can be, where they really pulled the glass higher up than it was before. So it makes that ground floor much taller, which is a really grand kind of presence that's necessary for important downtown streets. The next project to talk about is the PSU art and design building, and this was seen in DA as well as a formal land use hearing. And this project is really important because it's right on the Park blocks and it's right on Broadway. So it's the farther end of Broadway, the south end. It's almost the last building. It's right next to the Native American student cultural center, which is a very small building right next to this large building. So the design team came in, and admittedly, this is my firm, but this is one of the projects that's

doing a lot in the city. Right? So the design team came in and nate from our office presented it, talked about an art yard in the center of the building that would allow students to create art and leave it outside as they were working on it, sort of put everything away for security, views out into the park, a really grand civic presence on broadway. And then one of the things that we talked about with them was because the native American student center was only one story and very small, they needed to find a way to kind of, make that less apparent and make sure they weren't blocking views to that building since it actually is the last building on that street. So they reduced the mass in that area, brought the height down, and, and it added the added bonus was that it increased light into that, into that courtyard. So their revisions actually made something more prominent, more prominent entries on broadway, better loading and then better views of the native American student center. So you see this really great civic building on the Portland state campus that has a great presence on broadway and on the park blocks, and really respects the native American student center, the third project that we're going to share with you is the hollywood hub. And we did see this for\$ and for land use. And their big issue was that there were some very, very, unfortunate sort of zoning rules around this area that made it so that they were going to end up making two buildings, right? One sort of just a little tower and the other an l-shape around it, we really talked to them about how that that was just not really going to work in the area because there was so much pedestrian traffic. Folks are coming off the max. There was a lot going on, and it was really hiding all of the active use kind of behind another building. So they worked really hard and they talked to everyone that they could and, and were able to actually turn this into one big site so that they could create a building that really supported the pedestrian and transit uses in the area. And what they came back with was something that's really beautiful and blends public and

private really well. So it feels really open and active and safe. And we do actually have folks here from each of those teams who are going to come and talk a little bit more about their projects and the hollywood hub, I would like to share is our number one award winner for design excellence for 2023. It's an awesome project that's going to provide a lot of housing and is really going to create a very safe and beautiful space at that hollywood hub. That's a super busy part of Portland. So we really commend them on their design and their project and I'd love to welcome up, fiona lyon, noah rosen and dustin forsyth, for the hollywood hub project to come up and share a little bit with us.

**Speaker:** Good afternoon, mayor Wheeler and City Councilors. Commissioners. I'm sorry, my name is fiona lyon, and I'm the design manager for trimet's tod program, I'm honored to represent trimet today to accept this award for our team, this project signifies so much for our region, our partnership, and our community, with strong partnerships and commitment of the city staff, hollywood hub will really transform underutilized trimet land, and a vacated city street, it delivers 222 new affordable homes and a vibrant, thriving and diverse district. It's dense with multiple transit options and just amenities. A large, the project also improves a lot of infrastructure and connectivity through a remarkable public space, and it really links directly into the heart of the neighborhood, everything about this project really supports trimet's tod goals, and we were really proud of it, as you will hear in a moment from dustin, this combination and scale of benefits really would not exist without the guidance of the design commission and the city staff. Tim heron, especially, who have been really fundamental in the project's success, and driven by the design commission's really high expectations for high quality design and community investment, this project achievement will really set new standards. We think, and have a lasting impact on the built environment and the future of tod in

our community, and lastly, to borrow design commissioner brian mccarter's words, who unfortunately isn't here, we feel that hollywood hub is the most robust tod project that the Portland region has ever taken on.

**Speaker:** Good afternoon, commissioners. Thank you for the time. My name is noah rosen, director of development for bridge housing. The developer for hollywood hub bridge is a 40 year old nonprofit that has been strengthening communities and improving lives, starting but not ending with affordable housing in the bay area and southern california. And for the last 8 or 10 years up here in the pacific northwest, we're extremely proud of hollywood hub because it is a really exemplary model of how public and nonprofit partnerships can result in quality, affordable housing that is equitable and transit oriented development. There are far too many people to thank, and helping to make this project a reality. Of course, we want to give our thanks to the design commission, who pushed us to make this project much better than it was initially envisioned to be, so they were critical in making it a success. We'd also like to thank trimet, incredibly strong partner in this project, Portland housing bureau. The entire city of Portland oaks, hacienda cdc, our services provider, partner on the project, senator widen's office, and again, the design commission. We look forward to starting construction in the fall. And thank you for the award.

**Speaker:** Thank you, my name is dustin forsyth. I'm a senior associate at holst architecture, and we were the design lead for hollywood hub, it's with my great pleasure that I testify on behalf of the design and construction team, which was a collaboration between, bridge trimet o'neil walsh community builders, the city of Portland, and many more. But specifically, I just want to highlight today a couple, positive impacts that the design review process actually had on this project. I think it's pretty remarkable in this case. So, very briefly, like two years ago, we were really

struggling with this site, there was something, a federal line on the site called a difficult to develop boundary that no one in the city has control over, and it was limiting our ideas. So this is a relic from a survey from the past, and it sort of limited our ability to utilize the site to its maximum potential. So because of that, we decided to take an optional path and go ahead of the design commission and a design advice hearing request just to show the problems that we were up against and get some feedback, so that first hearing, honestly, it was brutal. We left just like, I don't think this project is going to happen, but what it made us, it realized it was just what the project needed. It made us question, how unmovable this sort of federal line was. And, we actually opened up a line of communication with senator widen's office, and they connected us to the proper agencies, in Washington to open up a discussion about what the rules of this boundary line were and actually resulted in a much better, robust project. So really, huge thank you to senator wyden and his staff for recognizing that and how important the housing was at this location. So honestly, from that moment forward, this project was a series of successes, that I'm really, truly humbled to be a part of, we were able to shift our focus and deliver a design solution that enhances the public realm for all Portlanders, and provide that housing that who needs to for who needs it most. So we believe in creating architecture, of quality and permanence, public spaces that connect us and unite us, and projects that capitalize on our city's mass transit system. And so, in closing, we really couldn't have done this without the help from our city planner, tim heron's, constant attention and dedication to this project, the Portland design commission's help thinking outside of the box, and lastly, I just want to thank the City Council for recognizing and elevating, good design and the critical role that it plays in the public realm of our vibrant city. So thank you.

**Speaker:** I feel like we should say congratulations. I mean, it's a it's a fabulous project, you deserve to get the architectural excellence award for it. It is very well conceived, and, congratulations. Thank you. Amazing thank you. Appreciate it.

**Speaker:** Thank you so much for an awesome project.

**Speaker:** Do more.

**Speaker:** All right. Next, we'd like to invite Jason Franklin up for the Portland State University art and design building. Welcome. Thank you.

**Speaker:** All right. Good afternoon, Mayor and members of the commission, I'm Jason Franklin. I'm the associate vice president for planning, construction and real estate at Portland State, which essentially means I oversee the physical campus there. So I want to say thanks to the design commission and staff for inviting me here to talk about the project that you, Shonda, already introduced, PSU is a willing partner in helping lead the renaissance of downtown Portland and I think the construction of our new 100,000 square foot mass timber building for art and design is another positive step towards a downtown that emphasizes arts, education and culture, as was emphasized or was discussed already, a new building in downtown is always a complex undertaking, and with numerous design challenges. And in this case, we're building on the Park Blocks. So there's heightened attention to that, however, with early advice from the design commission and guidance from staff, we were able to design a new building that demonstrates PSU's commitment to high quality architecture and placemaking, as Chandra talked about, you know, we engaged the design review early in the process as well as communicating our attentions to the project, we were able to get feedback that really helped shape this project. So we came in with some ideas. And I really think it's that open dialog between the architect, the owner and the design commission that results in the best projects. And, we've had numerous projects go



through the design commission and, and, and I've got to say, this was one of the most productive and, and really rewarding experiences I've been involved in as we, help transform the shape of this building and really emphasize, the native American community center next door, as well as providing, you know, honoring that that space on the park as well as on Broadway. So it was a very positive, discussion, this is the last full block site on South Park blocks. And so in many cases, and actually in other cases, there's actually no back. It's all front to the building, which poses all kinds of issues, like where do you load the building, where does the trash go out all that? And what's where's the front door? So the design commission helped us think through these issues. And I think the end product really is much, much better than we would have been able to come up as a as the design team and owner on our own. So I want to thank lever architects and their partners, the design commission, design staff for all their great work and helping to make Portland a great place to live and to have great architecture and places that we can all enjoy. So thank you.

**Speaker:** Thank you Jason.

**Speaker:** Commissioner Ryan.

**Speaker:** Yeah, just just, so did all of the art that was on, the second floor of Neuberger Hall. Is it all moving? There it is.

**Speaker:** Yeah.

**Speaker:** Yep. So we're moving it there. Actually, art and design is currently in five different buildings across campus. Yeah. So this is the first time they'll be all together in one building. So really exciting.

**Speaker:** Yeah, well, the, the gallery move over there to the, Jordan Schnitzer Museum of Art will remain in what used to be Neuberger, but we'll have a new student run gallery, in this building.

**Speaker:** I worked there awhile ago, and we talked about this day. So exciting. Yeah, yeah. Thank you. Great.

**Speaker:** Wonderful. Thanks, Jason. All right. And next up, I would like to invite Tim, Eddie and Jason Smith from Hennebery Eddy Architects to talk a little bit about the Alder Way building.

**Speaker:** Good afternoon, commissioners, I'm Tim Eddy with Hennebery Eddy Architects and, we're really glad to be here this afternoon, I just want to say a couple of things, and Jason will tell you a little bit more about the effort on this project, but, it's worth noting that this particular project would not have been required to visit the Design Commission, it would have been a type two administrative review by staff, the unconventional approach we took to the design of the, of the project, brought our planner, the planner. We were working with Grace Jeffries, with the design, design review section to suggest that we conduct a design advice request with the commission. And, it was a great suggestion, and we really appreciate the input that the commission had and the support that they gave us through the process of shepherding something that's actually very unusual, through the process, we are very close to getting a building permit. We're just like one check sheet away and, you all start to see some action on the corner of Broadway and Alder very soon, I think. So go ahead. Jason. Thanks, Tim. I'm Jason Smith, I'm an associate at Hennebery Architects.

**Speaker:** So thanks for listening to our testimony. But from the outset, this project is kind of rooted in optimism of downtown, and as Sandra showed, there's some historic value to this building. But even before those images that she showed, this project was originally a vaudeville theater called the Pantages Theater. So it looked nothing like those images, so that happened in 1911. And then, a guy by the name of Fred Meyer came along and bought the building in 1928 and completely

transformed it, he took off all the facade and then put it back as a four story office building, which you saw on the upper levels was very cohesive, but the ground floor was left completely empty, for each tenant to come in and infill with their own unique design, so kind of from the outset, there was no overriding design for the ground floor, and so our charge was kind of to change that. So when we met with the commission earlier last year, we and our client, melvin mark, investors, envisioned a highly transparent retail environment that would embrace quality and permanence and really kind of work with other development in that area to reinvigorate this part of downtown, and our design approach was, again, to kind of strip away all of the existing ground floor that wasn't historic, revealing some of the underlying structure of the theater, which hasn't really been shown off in a long time. And then we're replacing it with a glass veil. And this is just going to invite a lot of transparency onto the ground floor, really enhance the public realm, and reinforce connections to the neighborhood and the commission really, embraced this. They really supported the use of transparency in this part of downtown that really needs more connection, and then they really challenged us, using rhythm and try to harmonize with the existing building, and so we developed a more architecturally coherent product and I think they really enjoyed that. So all in all, it was a better product, and the support from the commission really helped with that. It helped us get through the land use approval process very easily. And then it's also helped, with our plan check comments for permits. As tim just mentioned, we're just there, and then lastly, the design commission aided our quest to get this listed on the national register of historic places, which is also in progress and should be listed soon. So again, could I ask you a question?

**Speaker:** Yeah, first of all, again, congratulations to all of our speakers today, this is just it's incredible work, and I think it's worth it to pause and take stock of the fact

that we have outstanding architecture excellence. The city historically, we have and we continue, even during somewhat challenging times, to build stuff. What advice would you give this council all around vibrancy, in particular, an active nation, knowing what you know about what has changed? How has it changed your approach to architecture and design, particularly as it interacts with public spaces? What should we be thinking about?

**Speaker:** Oh, well, that's a big question. I mean, personally, I don't just ask yes no questions.

**Speaker:** Yeah, yeah, no doubt. Yet I mean, I honestly, I don't really feel like it's changed my approach a whole lot.

**Speaker:** Like I really think architecture needs to embrace the public realm wherever it's built, but I think recognizing where we are in the city and, you know, supporting these projects and allowing them to move forward, I think any time they come along, it's really good to celebrate their renovation.

**Speaker:** I think one of the things that, the commission really supports is this idea of quality and permanence of materials, and that's an area that comes under pressure during design, and, and, we've all heard the words value engineering. And, so, that idea that in the urban spaces that we're really using materials that can hold up over the long term and can be maintained and can sustain, you know, sometimes urban damage, and can be cleaned and repaired and look good the next day, if we look at, you know, the historic buildings that have really, sustained the city for a long time, city hall, for example, you know, 100 year buildings are made with really, really great materials that can really sustain a lot of, of time and wear.

**Speaker:** Yeah. Thank you. Appreciate it. Thank you again. Congratulations.

**Speaker:** Thanks, tim and jason. All right, I'd like to invite up sam rodriguez in case any of you have questions for us. Thanks so much for listening. We're really proud to serve on the commission and to work with all of these great architects and developers and owners who are doing wonderful things. These three projects really are catalyst projects that are going to give other folks confidence in what's happening in the city, that people are here downtown. People are building new things. And I think that's that's great for Portland.

**Speaker:** I have a question. Sure

**Speaker:** Go for it, renee.

**Speaker:** Well, actually, this builds off of the mayor's question a little bit, just some I mean, it's first of all, I just want to acknowledge this wonderful day to celebrate beauty in the city and what great, designers and architects are doing. And so i, I it's a moment of celebration, that we're still creating stuff that's going to last a long time, the I am curious about sort of the mixed use question and first floor retail. And as it comes into design and i, you know, there's real zoning code questions and we kind of put that in its own bucket. But this is where design in the financial mix is an interesting question. We we've long had challenges filling vacancies on first floor retail and mixed use. I mean that's predates the pandemic, often a loss leader for certain development, we are certainly feeling some real pains right now. And and, the economic pressures on that type of development are really exacerbated that this moment in time. And i, I'm just generally curious what are the alternatives that we should be considering? Again, there's a zoning overlay here, as we, you know, is what's permitted and some of that we're already addressing. But the sense of beauty and the sense of public space and the interaction with the building on that first floor, but at the same time, recognizing that there there's long been economic challenges filling that space, in the city. And we are at a particularly pronounced

moment of those challenges. And i, I guess I'm just supporting the mayor's questions. If you have thoughts on that and what we should be thinking about from, we have lots of thoughts, actually.

**Speaker:** We'd love to share, there's you know, we've been thinking about a lot in terms of the housing regulatory reform and really specifically, I mean, in order for places to feel safe, you have to feel like there are people around you. So people inside of buildings where they can see out, you can see in a little bit. It does pose a problem for housing, because if it's your living room or your bedroom, you're going to pull the blinds, right. So as we've reviewed, ground floor housing over the years, we've come up with a set of like best practices where you push that housing back a bit and you bring it up a bit, so it's not right on the street. You add a porch rail, you add some landscaping. So that there's enough buffer there that you can still keep your curtains open and keep eyes on the street. Right. So those are the things that actually make you feel safe when you're walking around town. And that's kind of the problem we have right now, is that if there aren't people in any of the ground floor spaces, there isn't retail, there's not housing, that sort of thing. Then people walk around and feel like, well, if something happens, no one's here to see it. There's no one to help me. Right. And it's not that we walk around feeling like we're in danger all the time. It's just something innately that you feel when you're walking around. If you don't see anyone, you're like, oh, well, should I be here right? And we should be here. I mean, we, we love the city and we know we're it's going through problems right now. Right. But you're absolutely right that we have for years had a problem with filling that retail space. And so I'm preparing to hand right over to sam, who's one of our developers on the commission who's been here for almost eight years. November will be his eight years. And he always has a really great

perspective on it as well, because we really want to support, you know, everything that's happening right now.

**Speaker:** And as an eight year old, I only have very small opinions, I think the regulatory relief is, is fundamental because it will allow some flexibility, particularly the code got tighter and tighter and tighter to the point where there were prohibitions of housing on the ground for despite the effort to put some design behind it, like, you know, pull back, push up these things to put layers in front of it in order to make it work better. I think what we need to moving forward, we need to have flexibility so that, these spaces can be transformed. I mean, I think landowner, I mean, building owners would want to have the retail. The retail is, is helps the activation of the building. It's an amenity in an innovative zone. Right. So but if you can't make it work in dark retail is not good for anybody. You know the public realm, nor is it good for the for the economics of the building. So if we can somehow come up with, I think the regulatory leaf is a great first step. But if in design review we can be more flexible about how those ground floors can be currently, maybe housing, even if it's not the best of housing and eventually retail, when it when it can be retail. So I think it's easier on podium building. So when there's concrete on the ground floor much easier than it is if it's a five story wood building. So each each building types a little different. But I think the first step obviously is what's happening, which is the cleaning up of the city itself. So people feel safe, feel safe to come. Then the retail will follow. I mean, it's been challenging before, but we'll follow. Housing in between would be a good thing. So I think it's small steps, but we we'll get there.

**Speaker:** The architecture of the building really wants to support both so that if you had housing on the ground floor, you know that when retail comes back more strongly and there's a desire for those kind of spaces that you can actually make

that happen, right? So if you have a really low ground floor that works for housing, it's not a very good retail space. There's not a lot of light that gets back into that space. And so if you make those initial ground floors high enough and then you just have sort of a taller space in your housing, that's what makes things work. If we don't change everything in the structure of the building so that it's adaptable over time, we want these to be 100 year buildings, right? And if they're going to be 100 year buildings, they have to be a little bit easier to change over time. The uses, just like the alderwood building. You heard that testimony. It was a theater. It's been lots of different things over time. And, it works if it has a taller ground floor. You can actually make those changes over time, right?

**Speaker:** Yeah. And I know that's helpful. And I think the last time we had you all up, we saw some really, interesting innovation in residential development on first floor. The I mean, it was very notable, some I think that may have been lance, but some interesting projects, and this is more in the abstract, but just thinking about what can we do from a public art perspective on first floors? Natural experiences is always interesting in a building. But, you know, was there is there things we can be doing to be more creative and flexibility? But again, building for 100 year arc of these buildings that we're conceptualizing a certain use today. But we want to create that flexibility for owners to use over the 100 years, and still a way that welcomes people downtown. So yeah, appreciate it.

**Speaker:** I mean, something something I had thought about in the past was if there's a lot of open retail on ground floors downtown, you know, the ncca and other art schools do a lot of sort of festivals. And there's the time based art program and, you can imagine different art experiences, performance art happening in those spaces. That's something you could you could really activate all of those spaces, even if on a temporary basis, you could have, you know, you could



have kids from cs moca coming in there and curating an art experience that people can come and see. You can provide temporary space for, for, you know, festival food, you know, sort of like food trucks, but they get a little micro retail space for a little while. I think there's a lot of things that we can do that's not moving a permanent tenant in there. That is not asking someone to put their store in there if they're not ready. But there's a lot of temporary activation that's actually really cool. And it's very much in the culture of Portland to have a lot of pop ups and have art and have interesting things. So there's a lot of cool stuff we could do. Yeah.

Commissioner Mapps, number one, thank you, for this great presentation and for your work, over the year, and years in the case of, many folks who have served on, on this commission, really also just really great presentation. Congratulations to the folks who won awards today, too, I wanted to create some space, though, for you folks to flesh out one of your recommendations, that's contained in this report. And that's around finding a new funding model for bts, I think this is really important in the time that I've been here, well, if you're a longtime Portlander, you have seen, some of the challenges in this space, and I also not I also want to, give some credit. You know, I think they actually have one of the more sophisticated models for thinking about how we go about predicting staffing and whatnot, at the same time, we do seem to every 15 years or so, have a moment of crashing that causes a lot of disruption, number one, just so everyone in the room kind of really hears it. And number two, well, number one, can you unpack the problem for us? And number two, if you have any ideas about new directions or options that we could look at, could you flesh those out too? Yeah.

**Speaker:** Really good question. I know we've all kind of been thinking about this a little here and there. Sam. Well, I mean, yeah, I think obviously ideally they should they should be at least a base budget that, the bureau could count on.

**Speaker:** So that there's, there's a base to start with. I mean, it might be a mix of hybrid, funding structure, but the other one is also hiring is difficult in the city. So, you know, if it sometimes it misses the cycle, because one of the things that's going to happen, and you can just see it, this is going to pick up, we have you know, we were seeing three times as many projects three years ago. Now we're seeing very few. So there's not a lot of load workload in the in the city. But it will increase. And when it increases that means that the timelines for permits, the timelines for approvals, all those things are going to and we lost some brain trust too. So there was already some, you know, some some shorthand happening in the city with the client, with their clients, the investors, developers, architects, engineers and whatnot. So if, if we if we don't preserve that, then we enter this constant cycle of now things are going to take 14 months, 15 months, 16 months again, then nobody wants to do so. It's we need something that's going to stabilize the system and when there is the opportunity to staff up that it's done in a fairly expedited way because at that point you're going to be competing, as happened in the last cycle, you're going to be competing against the engineers and the architects that are hiring the planners because they have so much work, and then they hire in two months and the city takes six months. I don't know, I don't know what the timeline is, but it was a lot of time. So I think it's important to sort of think about it structurally and, and, sort of from the core out. So great.

**Speaker:** Well, colleagues, I just want to, again for, this is really a message I'm sending into the future, for next councils, I suspect, this is a really important problem. It's also a problem that reoccurs as we go through, up the ups and downs of our housing cycles, you know, I actually think, bts is, actually approached this space with, relatively high degree of sophistication in terms of modeling, staffing needs. There's still some challenges that, happen in this space. I sure hope that one

of the things council is working on next year is to thinking about, how we can, tweak our approach to funding and staffing needs so we can, ensure that we hold on to talent and that we're ready to meet the needs of the building community when, folks want to build. Thank you.

**Speaker:** Thanks, commissioner Ryan.

**Speaker:** Oh, thanks. It's good to see all of you. And, your question was the one that I wanted to noodle on as well. Okay, great. And but but you you asked it, and that was a good conversation, I know, and I was faced with it when I had the assignment. It was at the beginning of, covid and the downtown shutdown. And I think we had hope that the building would take off in two years. So we were able to build a bridge, of financing. So we didn't experience 2008 again. It's the lingering reputation and investments that aren't happening in Portland. That's really at what we're looking at now. So now we're forced to really think about that new funding model. And in some sectors you could be more nimble with the talent and you could shift people around to different bureaus. We have some internal hr regulations that make that hard. So I hope when we do these conversations, we do try to think out of the box, even if it means having some tension, about what that looks like, I think we could go deeper on the other question, though, I put my hand up as the great questions were being asked, but I think that, space where there's regulatory relief and incentives needs to keep being explored. I love the dialog about the, first floor and your comments about the high ceiling. Thank you. Of course, that made sense, I don't know if we're going further enough, and I know we have to go against not against. We work with the state, who also has rules and regulations. So I just want to hear some more top of mind thinking, because you're volunteers that work your tails off and you put in so many hours. So you have every right to feel really free to say what anything you want, to us. And so I really hope,

especially this gentleman that's, leaving the commission, I had a couple of conversations with sam since I've been in office. And you've never been shy to give a couple. I was going to say thoughtful comments. So what else? What have you not said yet, I would just say that, obviously. And yeah, don't give me the. Yeah, free. A free, it's not a good idea. But anyway, I think, I think one of the important things to think about is there's an investment that has been made over the last 2 or 4 years to permit and entitle and permit projects. It's a whole bunch of projects sitting in this building. Actually, the permits are sitting in this building's waiting to be picked up. They can't be picked up because they can't be financed at this time. So we just need to do everything and not pause. Because if you if we want to if we want a quick spurt of development, that's a year and a half worth of work that's sitting in those in those or permit files. Well, it's permits at this point, but they're part of it is entitlement, which is what we do at design review commission that that is probably easier to extend. But the permits are also just as important. If we want to spurt development quickly once the financing environment changes. So I'm not quite sure exactly what the limitations are. There seems to be some code, you know, code code. Updates that happen every so often that could actually stop permits from being valid anymore. We need to look into that in order to make sure that when the financing, spouts actually open, those permits can be picked up. That's also, by the way, money that will enter into the city in in lots of money will enter into the city as permit fees, which will allow things to actually move faster if we have to start all over again, that's two years out. Let's say the spigot is open, tomorrow is two years. You go through design review, go through permitting, get a permit and start building. By the time you build that thing, it's five years out. So it's just something to keep in mind that there's a lot of projects out there, that are waiting to be picked up.

**Speaker:** They just code that comes in, and that would cause clutter for that suddenly to not be a valid permit.

**Speaker:** I mean, they would have to start all over again because permits have changed enough. It could it could have, consequences that way. So, I mean, it's beyond the design review commission issues, but as long as you gave me the microphone, hey, i'll, that was a thought provoking. I'll i'll, i'll use it.

**Speaker:** There are active conversations about that. We this is not the first time we've heard, we've talked about and yes, it's because they're expiring now but that the financing hasn't been able to get through. And so it's in this vicious cycle. So yeah we have to be really. Yeah

**Speaker:** And maybe not everything can be, you know, extended. But if we can extend them as long as possible into 2025, explore some regulatory relief on that angle somewhere.

**Speaker:** Yeah. And I think there's, there's some extensions that have been made already based on but but the landscape keeps changing. The projections keep changing. So we have to recalibrate each time. So yes that's that's an active conversation. And if it needs to come in code form then it will come. But yeah good. More tbd on that.

**Speaker:** Anything on the incentive side.

**Speaker:** Well I mean I just think that, I mean, I think as a communication thing, we need to communicate. The city is looking great. It is starting to look really good. Tell that story that you told me recently. Yes. Well, I had an investor. Yeah. Tell a quick story. I had two projects in hillsboro. I had an investor showed up. He wouldn't actually stay in Portland. He stayed at a hampton inn in beaverton, of all things. I mean, just this, anyway, picked him up, did the tours, and then brought him to Portland because it's beautiful out here. And he was. He lives in denver. He was

impressed. He was impressed to the point where he's like, denver is worse. But denver somehow doesn't seem worse to investors. So we need to communicate that. So I mean, I've got another investor. I got to go in a little bit. That's in town. I'm just going to go do the same thing again. So we all need to do this. But also I think it needs to be a programmatic systematic communication strategy to show that, yeah, you know what these these hotels are cheap right now. Come stay here. The restaurants are still fantastic and it's safe. It's just do that. So that's that's I mean the work is being done. Congratulations to you all for doing that. And I think we just need to make sure the city is a beautiful city. Design review is an important piece of this because, I mean, I cover salt lake city and it's not as intimate and as beautiful as Portland is. And there's many cities like that. Houston is not. Dallas is not that all these other places. So we need to exploit what we have, which is the city that is intimate and, beautiful. And it's got great food and the people and nobody honks their horns and it's and it's a great place. So it's to communicate that so that.

**Speaker:** Yeah, I think that Portland gets more press. And so then we get more bad press when there's bad press to, to be had. Right, but all of us on design commission, you know, we do this as volunteers for eight years and then we also do this every day in our regular job. Right? So we all have a really good sense of what people think about Portland. And so, you know, as an architect, when I have clients, I drive them around and I say, see, it's not on fire. Things are beautiful. Well, and in fact, in the last year I worked really hard with, a couple of groups to bring the noma conference here to Portland downtown. So the national organization of minority architects, we started a chapter in 2020, a Portland chapter, and we brought the conference here that had 3500, designers of color from around the country come here and stay at the hilton. And they were here for 4 or 5 days. And now this summer, there's also going to be an edger conference, which is an

academic focused design conference. And there's going to be another 1500 people. So these are smaller conferences, but it's what we do all the time because we care about the city. We know it's great and we want to bring people here. So even in other times we're trying to get people here. So we want to work with you. If there's conversations you want to have at other times, we're happy to hang out and have a coffee and talk about it because we love this stuff. Right? Absolutely

**Speaker:** Great. Thank you, commissioner Rubio.

**Speaker:** Yeah. And I'm sorry to put you on the spot again, sam, because is you're the person who has so much experience and so many of my colleagues have already asked a lot of great questions that were on my mind, too, but I will ask, this one because as you over time have been at the nexus of so many different lines of work, not only, in design work and bds, but also prosper Portland, also the housing bureau. So what what advice do you then have over? We're here for eight more months. Seven more months? Really? What what should we be focusing on? On setting things up for the next council and then what do you hope, perspective that we can try and pass on and set up for the next council to be aware of coming into this work new? Sure.

**Speaker:** I think excuse me. I think, as you know, I mean, you started as a freshman, all of you at some point were a freshman council member, and it takes a time to get your sea legs and figure out how all things go. I think it would be wonderful if they were for some of these more critical areas. There were some education, some, you know, and maybe you, as the current commission, should leave a sort of a, a plan of how next? Yeah, it's like a plan of this is what we were trying to do. This is what these are the things we were trying to achieve. This is how we were trying to achieve them. And then, by the way, you know, you could ask the design commission to come and tell you how that works. You can ask the, you

know, I don't know of the services prosper Portland, this how all of it works because now it's 12 people. A lot of them are some of them. Some of you will be in this commission, some a lot of them are going to be brand new to this. So it's going to be a different whole different system of government. So I think in order to get the continuity we need both for you to create almost like a foundational document for what is it what you were trying to achieve, which some your you've achieved a lot. I mean, we, we sunk into a really deep hole and it seems that we're getting out of it. So how do we keep that momentum going. Is your plans. It might be different. They might change them, adapt them to different things to it. But I think it would be great if it was there and then it was some kind of a, you know, kitchen table type, groups that could inform them. Maybe some of the developers, economists, the retail people, the, the chamber of commerce. I don't know who it is, but I think it would be great to set that up so that they have some resources to go to so that they don't spend the first year trying to understand how the whole thing works or what you were trying to achieve. That would be my recommendation.

**Speaker:** Then that's where our terms are. So long, so that we build up this kind of institutional knowledge and understanding of processes. And yeah. Thanks, sam.

**Speaker:** Yeah, great.

**Speaker:** Thank you. This has been fantastic, if there aren't other questions, we'll entertain a motion to accept the report. So moved. Commissioner Mapps moves. Can I get a second? Second? Commissioner Rubio seconds. Any further discussion? Seeing none. Please call the roll Keelan Rubio.

**Speaker:** So I want to thank the design commissioners for their dedication and providing such a high level of service to our community, and again, to outgoing commissioner sam rodriguez and then also jessica, your work has literally shaped Portland. And, we're a stronger city for all of your time and your talent. And so we



are greatly indebted to you, and also congratulate to each of the design award winners for their innovation and their creativity, and for showing through your design, you're reminding us who we are as a city in a time where it feels really important to see that right now, and also, it's reminding us how beautiful and vibrant our architecture here is in our city. It's really good to see, I also really appreciate, the mention of history and neighborhood culture, I think practically everyone mentioned it in their own way. And that's in Portland. Important to Portland, but overall, just thanks. Thanks to all of you for putting so much time. And we can feel the love that you have for Portland. And it it definitely comes through. So happy to vote. I we're going to go out of order really quick.

**Speaker:** Wheeler.

**Speaker:** Great. Thank you. Colleagues, my guest has arrived. This has been a fantastic presentation. It's always enjoyable. I learn a lot. I think it's fantastic that we have such great designs here, again, congratulations to all of those who are recognized for their outstanding work. I'm sure for each of you here, there are many, many others in the architectural and design community who also do fantastic work. We want to acknowledge them as well, and I appreciate the comments that were made in particular around, the vibe of the city. What's still very unique here, what's positive and how you see things improving. And that is a broader message that that I'm certainly working hard to get out there, not just to our own community and our own region, but indeed the nation and the world and your work certainly makes it easier for us to do, because it's tangible all. Thank you. Appreciate it. And I vote i, Ryan missioner Mapps I'm handing the gavel to you. Got it.

**Speaker:** Thank you, well, thank you so much, sandra, joe and sam, it was, I just have to say, your service as volunteers to our city does amaze me. I'll, I don't know,

just show up in a report how long your meetings are. And so I again, from the bottom of my heart, thank you so much. And and, I want to also say that, tim and the staff comes up frequently. So thank you to the staff who, professionally make those long hours worth it. And jessica and sam, thank you for your eight years of service, and, sam, you could do a commercial for travel Portland and so, please.

**Speaker:** Yes.

**Speaker:** That was wonderful. And I appreciate it. The discussion that we had, I always look forward to the storytelling from the winners of the design awards, I think because it just gives you hope, like we're building and something exciting is coming soon to these neighborhoods and especially downtown where we need that. You know, it's so easy to destroy and destruct and it's so challenging to build and then design with that 100 year window. And yet that's what makes Portland, Portland, and that's what inspires us. I always like to remind the pedestrian short blocks I'd be the one thing I'd add into your commercial, that's really wonderful. So thank you for being here for us having some nuance type dialog on developing and building. It's a very exciting space, and I think sometimes it gets put into a really simple narrative. And, anyway, I really look forward to, constantly being in touch with this report. And I love the questions that commissioner Rubio asked about how we will make sure that this is lifted in our new form of government, because we want to make sure that we stay in touch. I accept the report.

**Speaker:** And, what an inspiring day. And, just thanks to all the creators and the builders that keep the city inspired and working and building, I vote to accept the report. Perhaps, I want to thank you for a truly excellent presentation. And again, thank you for your work throughout the year. When I heard that you meet twice a month, my heart sank a little bit, because I know how challenging that is. But it is so important. And we really, saw so many examples of that today, really happy to

receive this report, this is one of the many times in this job when you, come out of an item, actually, more optimistic about the city than you were when you even, started the day, so thank you for uplifting us all. I vote i. And, the report is accepted, I believe, Keelan. Can you read the next item, please?

**Speaker:** Item 231, accept the Portland historic landmarks commission 2023, state of the city preservation report.

**Speaker:** Great, commissioner Rubio, I believe this is your item. I will hand the mic over to you.

**Speaker:** Thank you, colleagues, next, I'm happy to introduce the 2023 Portland historic landmark commission state of the city preservation report. I'd like to start by thanking all the volunteers who serve on this commission. This commission is another hard working commission that gets together two full Monday afternoons a month to review land use cases and provide design advice. They are a dedicated, hard working group that includes Andrew Clark, Kimberly Moreland, chair and vice chair, Hannah Bronfman, Cleo Davis, Maya Foti, Christopher Jose, Hugo Hamblin, Agosto and Peggy Moretti. Thank you, each of you, for your service to the city and to the landmarks commission. Now this commission will be presenting their 14th report before council, but they have been operating in the city of Portland since around 1980 as well, historic landmarks commission provides leadership and expertise on maintaining and enhancing Portland's historic and architectural heritage. The primary focus of this 2023 state of preservation report is how retention and reinvestment in our existing built resources in general, and historic preservation in particular, can be key to the city's success in continuing to recover from the COVID-19 pandemic and the economic and development downturn that have followed. So, their presentation will include an overview of existing and necessary programs that can utilize existing resources to address ongoing issues

like the housing and climate crisis. Also, highlights of how historic buildings can be key models for office to housing conversions, and discussion around the need for the city to ensure its compliance with state law in the preservation of historic resources. And lastly, the commission will also highlight its project of the year, a unanimously approved conversion, well, actually, i'll save that for their presentation. So i'll now turn it over to the historic landmarks commission chair andrew smith, to share the commission's 2023 state of the city preservation report.

**Speaker:** Thank you, commissioner Rubio.

**Speaker:** It's wonderful to be with you all again this afternoon.

**Speaker:** And I'm going to be brief in my remarks and turn it over to some of my fellow commissioners to kind of dig into the overview of our report.

**Speaker:** But over the next 15 minutes or so, you will hear four recommendations, ones, urging you things. We're urging you to act on, some, some preservation successes, our annual watch list. And then, as commissioner Rubio said, our project of the year, I do want to take a minute to acknowledge a couple of commissioners who served out their full eight year terms and left the commission recently, kristen miner and matthew roman and, they, kristen and matthew were worked tirelessly, in the, in their role on the commission. And I want to especially give a shout out to kristen miner, who did serve for five years as chair of the commission, before I took that role over from her last year. So, I will turn it over to, commissioner peggy moretti.

**Speaker:** Hello. Very nice to be here in person. Now, my part of the presentation is to hone in on our four recommended council action items, there are four. And I'm going to start with the most important one that has a great big giant star. Next to it in our in our hearts and in our our thoughts here of being the most important thing, we are asking, the city to lobby salem for a rehabilitation tax credit that can

be used to revive downtown and repurpose existing buildings for housing and hit our emissions reduction goals with the expiration of the special assessment program. Oregon is one of just a handful of states in the nation that provide no economic incentives to rehab and reuse older historic buildings. We wring our hands over housing shortages, how to revive downtown and lower carbon emissions, yet fail to recognize a big part of the solution is right in front of us. Literally big. Our largest renewable resource is our existing buildings. We urge the city to prioritize and lobby for a state rehabilitation tax credit. It has been proven effective in 39 other states. Such a tax credit at 20% is typical and can be coupled with federal incentives to offset as much as 40% of rehabilitation costs. And we don't have to reinvent the wheel. The national trust has published a roadmap with data and tons of analysis on what provision is made for the most effective outcomes. One real quick case in point the state of Illinois. Since taking effect in 2019, their tax credit program has created thousands of jobs, reduced landfill, encouraged millions in private investment, and 99% of the housing units developed are affordable. Passage of a state rehabilitation tax credit is the single most important thing we could do to repurpose more buildings and significantly advance our common goals, including one creating more workforce and affordable housing two revitalizing downtown in closing the funding gap for conversions of commercial buildings to residential uses, three lower carbon emissions reuse equates to removing thousands of cars off the road. Four improving public safety by offsetting seismic retrofit costs. And that seismic question has been kind of backburnered here in the city. But the rehabilitation tax credit would have profound impact on that on public safety. It would dramatically reduce landfill waste and retain the places that embody our diverse cultural heritage and neighborhood character. That's our big number one. Request two is to allocate a portion of the Portland

clean energy fund to retrofit and reuse projects. We urge City Council to prioritize retrofitting existing buildings rather than new construction. Wherever possible. Deploy pce dollars to improve the thermal performance, upgrade lighting, modernize mechanical systems, and retain embodied carbon. This legitimately advances the city's clean energy goals and this far reaching strategy should apply to both historic and non-historic existing buildings. Our third request is that we do come into compliance with ors 350 8.6 53 under this statute, the city of Portland is required to maintain and protect city owned properties which are listed in or eligible for listing in the national register of historic places. It requires consultation with the state historic preservation office when a listed or eligible historic property is going to be transferred, sold, demolished or altered before that work can proceed, we ask you to take stewardship of these taxpayer funded assets seriously. The historic landmarks commission is pleased to hear that city staff is working across multiple bureaus to ensure the city's compliance, and we ask that you please follow through. And finally, we're going to echo the design commission's points about permanent funding for bd's staffing for the historic landmarks commission, retaining talented bd's staff is critical. Many of the projects that come before us involve careful navigation of how to interpret land use regulation and apply high level design criteria, while still encouraging creativity and robust development. It does take years of on the job training to develop the required body of knowledge that was recently lost. The current approach shoots the city in the foot, so let's stop doing that. Thank you very much for your earnest consideration of these requests.

**Speaker:** Commissioner Rubio, should we have questions on recommendations now, or would you like to continue with your presentation?

**Speaker:** I think we can probably finish up our presentation and then we'll have plenty of time for that. Commissioner. Thank you, commissioner moreland.

**Speaker:** Good afternoon. Commissioners, I have the pleasure of highlighting some of our preservation successes. And I first wanted the legacy business program, community and case community, community engagement phase since the pandemic, you know that many of our legacy businesses in Portland have struggled and was forced to close their doors since 2020. The Portland historic landmark has advocated to for the City Council staff to study and financially support the implementation of a legacy business program, designed to support the city's most vulnerable, legacy business. Today, we celebrate the notice of intent that from the congressional directly directed spending award of 352,000 to the bureau of planning and sustainability to support the scoping and development of a legacy business program. The program, the scope of work would include studying, analyzing, and bringing forth the recommendations related to legacy businesses preservation and will deepen the city's understanding of the long time needs and vulnerabilities of institute that have historically served underrepresented, underrepresented communities. The legacy business program will provide relevant resources to businesses that meet specific criteria for a legacy business program to remain economically viable and, if needed, protect the older buildings and we are looking to the san francisco model to, direct, study of what could happen in Portland. The next step include working with bts to coordinate with interested parties, to design a project approach that best represents and respond to the need of Portland long standing small businesses and other community serving institutions as opportunities for community participation and feedback will be provided in 2024 and 2025. The project is expected to conclude in late 2025, at which time the city will consider implementing one or more programs designed to protect our historically significant legacy businesses. Our next steps includes, the tools that we use to protect our resources, including our historic designation.

Reviews like to highlight two projects, one located at 2069 northwest overton street. Last year, the historic landmark commission hosted a type three historic designation review to designate the property at 2069 northwest over overton street as a conservation landmark. At the request of the owner. The proposed resource is a two and a half story wood frame structure constructed in 1902, and a craftsman style sited on 5000ft<sup>2</sup> lot in northwest plan district, accountable and landmark is a type of a historic resource designation to signify a building portion of a building. Structures objects or landscape trees, sites or place that the city has designated for its special historic features. On October 35, 2022, a contributing resource in the overton historic district, formerly located at 2137 northeast ninth ninth avenue, was lost due to fire. At the request of the property owners, staff approved the relocation of the house. Low, once located at 1606 northeast ninth avenue to the newly vacant, newly vacant parcel at 2137 northeast ninth avenue and the. Also as part of this request, the historic landmark approved the, the destination of the relocated house as a contributing resource in the irvington historic district. The relocated and newly designated. Contributing resources are two and a half story, single clad house with a rusticated stone front porch column, and chimney, and, and I and i. Final successes are two, not three, actually three. National register nominations. The first one is the doctor, john d marshall building, and which is a one story modern, commercial building at 2337 north williams avenue that was constructed in for doctor john d marshall in 1952, one of the small number of black physicians working in Portland during the early postwar era. The building is significantly associated with black owned businesses, professional offices, community programs, and the black medical. History. Early in this. Early in his history, doctor john demarco used the building to serve african American families in the lower albina area at the dental clinic and the period of significance for the building,



spanned from 1952 to 1979 and from its construction, for the doctor, John Demarco, through the end of its association with the Portland chapter of the Black Panther Party. And we recently expanded that to 1980, when the period of significance was expanded to 1980, because that's when Doctor John Demarco stopped his practice. The other one is the John Pepper House, which is, I believe I've spoken Native American, historic nomination. And it's located at 100 and 809 Northeast Fremont Street in the Portland Park Road neighborhood. And its association is the indigenous jazz artist Jim Pepper, of the Car and I excuse me by mispronouncing the Muskogee Creek heritage. He was an innovator of jazz rock fusion and world music. And Pepper is internationally known for his composition, melding popular jazz music with rock, folk and mainly traditional Native American music. And I final nomination that we're really proud and was actually announced after the publication of this. Report at the Beach Mall and Ed Kennedy House at 202516 Northeast 26th Avenue in Portland, Oregon, and I had the pleasure of working on both the John D. Marshall and the Beach and Small Kennedy House and, both of those nominations fall within the African American Resource in Portland, Oregon, from 1851 to 1973, multiple property documentation that you guys approved and, a few years ago, and the Small Kennedy House is located in the Portland Grand Park neighborhood and is, located within the boundary of the National Register of Historic Place listed Irvington Historic District. And Mrs. Kennedy, and her husband were the editor and publisher of the early Black newspaper called the Portland Advocate. And, Mrs. Mom, Mrs. Kennedy goes on to be an early leader of the W the National Association of the for the Advancement of Colored People and she also was one of the first African American to enroll in the Northwest College of Law. And in 1922, she became the first Black woman in Oregon to earn a law degree. And also in 1922, she became began hosting racial social events in her home, and in 1932

she announced her candidacy for state representative for Multnomah County's fifth district. So she was an amazing renaissance, woman. And, we're just so pleased that her home has been nominated as a historic landmark. Thank you. Thank you.

**Speaker:** And on to our 2024 watch list.

**Speaker:** Great.

**Speaker:** I will start with the centennial mill, which you can see, it was called crown mills, which subsequently became known as centennial mills and was operated as a flour mill on Portland's waterfront between 1910 and 2000, originally built by balfour, guthrie and company, centennial mills was once one of the largest such facilities in Oregon, and the last major flour milling operation in downtown Portland. Milling grain was among Oregon's earliest and most significant industrial endeavors, and the wheat trade became Oregon's single largest export during the 20th century. The most recent proposal includes demolition of all the historic structures on site. These buildings are character defining features of the Portland waterfront. Their removal will continue to add to the erosion of Portland's unique architectural character. We look to City Council to lead the effort to support new designs that retain the historic as much historic character and industrial context as possible along this uniquely important riverfront bridge. Next slide. The next slide is, vista bridge, it was designed in 1926 by fred fowler, a 1912 graduate of the university of Oregon. It was listed on the national register of historic places in 1984. It was financed. Half of it was financed originally by citizens of Portland, and then the other quarter was financed by the city of Portland and the electric company, which is an interesting anecdote, it's a reinforced, poured in place concrete structure, unfortunately, the bridge became a destination for suicide, with the first incident possibly occurring shortly after 1926 when it was opened. Since then, fences have been erected on the bridge, they look temporary. Debris is, catching

between the historic components and this temporary fence causing damage, it could potentially be causing structural damage, we look to City Council to support efforts to fund a condition assessment and design studies to find a permanent solution to make the bridge safe, reverse the structural deterioration caused by the temporary fence, and make it more compatible with the historic historic character of the bridge and of course, ensuring that it's safe, here we go again with the urine buildings. You might remember this from last year in the year before, but Portland, I heard that sigh, Portland has approximately 1650 unreinforced masonry buildings, which use stone or brick masonry for structural walls. These structures house more than 7000 residential units in approximately 250 buildings. Many others have civic or educational uses as well. Some of these buildings are designated as historic resources and represent a valuable part of the city's cultural heritage. Many are not designated because they are fragile in a seismic event. As you all know, in 2019, the Portland bureau of emergency management formed. The group comprised of representatives of building owners, tenants, subject matter experts. In fact, Andrew and I were on that committee as well to sort of from the historic preservation side of it, and of course, there were more compelling things that happened, including the pandemic that sort of fell apart, but we absolutely have to keep an eye on that. It has to happen, there's a lot of good things that would come from it. Not only would it make the building the, city safer, but it would also bring people back into the buildings, make it safer, and, in the fall of 2024, hlc asked the city to renew its commitment to finding solutions back to the rehabilitation tax credits mentioned earlier to aid in the retrofit of these buildings. And again, find ways of providing funds to and resources for the owners to retrofit them. Finally downtown again, thank you, commissioner Rubio, for introducing an ordinance to expedite removal of graffiti from personal property. We saw that we appreciate it, we need to get

people back into downtown. We all know that, how do we do that? Everybody wants to know how to do that. One, of course, is the, office towers and back again to the rehabilitation tax credits. You know, how can we help fund these initiatives to bring people back into the city, make the building safe, find different uses. So it's not just office, it's also residential. You know, other cities are finding ways to do this. And we can too, and then finally, I'm, I'm very pleased that, with the doom and gloom, I can also introduce, our project of the year, which is a super exciting project. We unanimously approved the conversion of the former first church of christ scientist historic landmark into a club with restaurants, spas, spas and bar, and construction of a new detached six story hotel on a vacant parcel within the landmark boundary. I'm part of a lawyer's biking group that bikes on Mondays and Thursdays. We bike by this building. For years I look at it falling apart and it's always just a heartbreak. And so when this came through in front of landmarks, it was just so exciting. It's a massive building. It needs a ton of work. And the conversation wasn't, you know, how can we get rid of it? It was how can we add on to it? The design is complementary, very, very thoughtful. And so, gosh, wouldn't it be great to have more project like this and more developers that can find ways of bringing buildings like this back to life? And with that, I think I can invite the testimony that the two architects from the two design teams, the past and the current, I think they're online. Oh, I'm sorry, should we ask a question or should I introduce the how would the commission like to proceed?

**Speaker:** Colleagues, do you have want to have questions now? It sounds like we have some, invited testimony, and I believe we have at least one member of the public who has signed up to testify today to.

**Speaker:** Sure. Yeah. Let's hear the test.

**Speaker:** Okay, great, it's my understanding. So there's a past architect and a current architect, and both are here. Matthew poncelet from ankara. Muslim architects and paul alessandro for hartshorn plunkert architecture. And I think they're online. Correct?

**Speaker:** They are. That's correct.

**Speaker:** Wonderful with that. Thank you. Okay, I will go first, speaking of, buildings, good afternoon, I'm paula alessandro, partner at barton plunkett architecture in chicago. And thanks for inviting me to speak today. As a preservation architect, I consider myself an extreme advocate for how preserving our historic built environment can be a catalyst for neighborhoods and their growth. Conversely, lack of investment in our historic resources often leads to the opposite, as aging resources crumble in disrepair, having a preservation commission that is actively involved in identifying and advocating for these buildings, as you do in Portland is an asset that can't be overvalued. Specifically for our work on the restoration and the reuse of the first church of christ scientist building, we were presented with a multitude of costly challenges. In addition to restoration of the existing structure, windows and roofs, the building needed seismic reinforcement, replacement of all the building's mechanical systems, and fire and life safety upgrades all before we could begin the work of inserting the project's new program. As difficult as this list was, it all had to be completed while maintaining the building's unique character and spaces. With the steep on ramp, the new addition had to do much of the heavy lifting in terms of revenue generation for the development. One thing we all understand in preservation and development is it takes dollars to get projects off the ground, especially when the barrier to entry is often a neglected and deteriorated, deteriorating structure in need of millions of dollars of work. The commission was understanding of the

development needs and actively worked with us to find historically appropriate solutions, including incentive programs like affordable commercial space at ground floor and ground floor height bonuses that allowed us to make the hotel addition an asset not only to the potential hotel guests, but to the neighborhood residents, neighborhood residents as a whole. This was the starting point for our interaction with commission their thoughtful, transparent, and collaborative engagement was instrumental in achieving not only our goals, but the city and neighborhoods as well. Through the commission and the public process they encouraged, we were able to arrive at a north star set of objectives and work to find ways to achieve them. Also beyond the work of resource, the commission was extremely helpful in in assisting us to find opportunities to make the new hotel addition an integral element in the development of the neighborhood. The public process, particularly for this for these discussions, helped us focus on what was desired by residents who will be able to utilize its many amenities as well as what would be most appropriate for this historic district. Historic commissions can make or break a project. Rigid. Rigid rules and lack of transparent process often lead to unsuccessful outcomes, and worse, can lead to the loss of historic resources in Portland, however, this process works. Our project would not have gotten off the ground without the consistent and careful work of the commission, and their assistance was instrumental in shaping the new building in a way that allowed for good design and for maximizing development opportunities consistent with the goal of all the stakeholders. Congratulations and thank you to all the members of the historic landmarks commission.

**Speaker:** Great. Thank you. Paul, my name is matthew poncelet and a senior associate with ankrom moisan architects, the local architect of record who will be taking the project through permitting and construction, thank you for inviting me to

testify today. We are very excited to be working with the team to realize this beautiful design and save a piece of Portland history. These projects don't come along every day, and we're very honored to be involved, upgrading the historic property to a new use with modern amenities and increased safety through seismic upgrades is a worthwhile challenge to keep this project around for the next 100 years. The design team has also been working with the Oregon state preservation office and the national park service to save many significant details and to try to keep the historic, quality of this project intact. The process at the state and national level has greatly benefited from the review and early input from the Portland historic landmarks commission, we would also like to thank the bureau of development services for the ongoing support as we work through the permitting process of making this project into reality, in the coming months, we hope that the city will continue to support the project with a smooth permitting process and consideration for reducing, fees or providing other, incentive or credits in this challenging financial market. Thank you again for honoring the project. We look forward to helping create a space where Portlanders can thrive, as we move forward into the future. Thank you.

**Speaker:** Thanks, paul and matthew, and with that, I think we our presentation is concluded, colleagues, do you do we have any questions for our panel, or would we like to hear from the, public testimony that we have today?

**Speaker:** Okay. Keelan. Do we have any public testimony?

**Speaker:** We have one person signed up, sarah hobbs.

**Speaker:** Hi, sarah. Come on up.

**Speaker:** Good. I have needed one extra minute to present what I have to say.

**Speaker:** Let's try to keep it to three minimum, because I know you all want to go home and have lives.

**Speaker:** I will do well.

**Speaker:** I don't know about that. I know some of. At least I have a meeting I have to get to, but i'll tell you, we're we always enjoy. Conversing with you, so. Okay, just go and do the best we can.

**Speaker:** Thank you. For the record, my name is sarah hobbs. In 2013, I was part of the group friends of the vista bridge. The understanding we had was the suicide, harm reduction, fences would be replaced by 2018. After funding was obtained to replace the crumbling rails taking into account the view from the bridge, and as well, the fact that since its opening in 1926, the bridge became known as Portland's suicide bridge. The rails were in need of replacement long before the suicide reduction fences were installed. 11 more years of deferred maintenance has made what is a bad situation now becoming critical. Since its opening 98 years ago, the vista bridge has had trained, trained traffic going under it. Today it's a trimet blue and red lines. The bridge south rail is directly in front of the max robertson tunnel, going forward, I ask that other stakeholders in this issue be brought to the table. Trimet dwight holden, the executive director of lines for life, who I know commissioners Rubio and Ryan, has reached out to your offices. Neighbors that live near the bridge or travel over it, people like myself who have suicide lived experience with the bridge. And the commission mentioned in the write up, the ford street bridge. I found that the city archives letter dated April 1915, where doctor knowing that suicidal people were drawn to the bridge due to the iconic view, asked that the city put six feet of razor wire on the rail to prevent people from climbing up and over the rails. That was not done until shortly. We saw the issue transfer to the vista bridge later on 109 years later. Research clearly shows the role iconic views play in suicide crisis locations and commissioner Mapps. As director of



pbot, I have asked the white holtan to reach out to your office as well that need the extra time after all.

**Speaker:** Well, a great job, sir, and I'm awfully glad you came up. Let me address. Address, your comments, I appreciate both the commission and sarah, you highlighting some of the issues surrounding the, vista bridge, one of the things I might ask, I think both the commission and perhaps commissioner Rubio's office is, to do is to sit in, my office and pbot any, a letter asking what is articulating what you're ask is, and I will get my team working on it. I will be transparent. This is probably not a problem we're going to resolve. Before the end of the calendar year, but maybe it is up and resolve that 109 years, it's still an ongoing problem.

**Speaker:** I totally I appreciate that I have to take a look at what's happening in the budget with, yeah, pbot at this point.

**Speaker:** So that's the kind of problem I'm trying to manage. Now, I would ask for the formal letter partly so that we can begin to build some, institution and frankly, bureaucratic momentum, one of just the current realities is this current council is going to expire at the end of this calendar year. So, next year when you come back, if you sent the letter, there will be some institutional memory of what's going on, and i'll do my best to, get good answers to you before the end of this calendar year. But really great recommendations. Both from the commission and sarah, your recommendations in terms of going even bigger, I love that too, will be will engage in a dialog with you around how to do better in this space.

**Speaker:** When we drove in 2013 to look at how we could keep the bridge safe, we thought they were going to be gone. Five years later. One of the biggest opponents to any suicide prevention being put on the span was trimet because it is that bridge literally is right smack in front of the east end of the max westbound max robertson tunnel. Sadly, in may of 2013, we lost a 15 year old young lady to suicide and

unfortunately she passed away on the max tracks and those things were hurried to get the investigation done and get the light rail going. It still brought max traffic to an unexpected halt for six hours, so I support the historical significance. It's just how can we come together to work together, either to say it is historic. It is a beautiful example of 1920 arch band bridge architecture. It's just find a way to keep that deck safe within historical parameters.

**Speaker:** Got it. I'm on it. If we can exchange some paper on this, i'll make sure that our teams work on it. And this conversation can either get resolved by the end of the year, or we can get some momentum going, into 2025, thank you very much. Keelan do we have any more testimony today? No, we don't, colleagues, this is the point in the program where we could open the floor up to, conversation or questions.

**Speaker:** Oh, yeah.

**Speaker:** Sure. Yeah. Thank you. Sarah

**Speaker:** Oh, pretty easy going. Yea. Ryan.

**Speaker:** We have these hard working volunteers here. It seems in my I think it's my fourth report, and I enjoy this every year and they come back to back. So sometimes I think I co-mingle them bit my head, but, it seems like with historic it's you focused a lot more preservation on history and the stories of the people that that inhabited those spaces. And I don't know if this is new or if it's something that's been going on for a while, but I just wanted to give space.

**Speaker:** And I am looking I think I relate to, the history of underrepresented communities is kind of a new movement for us, recognizing the cultural history because we, we really didn't have the resources to build those elaborate buildings. And they had architecture features and queen anne styles and, but so I think, so it

didn't movement to be more inclusive by expanding the definition of historic preservation to include cultural histories and heritage, as well.

**Speaker:** Thank you for holding that space and making it, now, I think a part of the culture, going forward, it's just really wonderful to hear those stories and I just really appreciate it so much. So I just wanted to lift that by wearing this. Thank you so much. Yeah. Thank you.

**Speaker:** And, commissioner Ryan, if I could, piggyback off on your point, one of the things I was really glad to see when you listed your preservation successes was, the jim pepper house, i'll tell you, I don't know if sean crews, who owns that house, is watching today, but he has been a tireless advocate over many, many years to celebrate the legacy of jim pepper, Portland, or a park. Roseann, a saxophone list, and one of the great things, if you know sean well, if you know sean, within 15 minutes or so, you're probably going to learn something about jim pepper, but it really when his love of that house, which was also jim pepper's house and jim pepper's music is sort of a celebration of Portland, I think it's really great that as we talk about historic preservation, we're not always focused on the grand buildings that frankly, represented the establishment of 100 years ago, but rather the, sometimes it's great to preserve the spaces that, everyday Portlanders who really did remarkable things to basically make this town the way it is, in is really important. And I really appreciate your work in this space, too.

**Speaker:** And, a lot of his, his research was incorporated into the nomination. And jim pepper, he grew up there, but he would also write in music in that house when he would come visit his father. So it has such significance to not only his childhood, but but his music career as well.

**Speaker:** Absolutely. And as long as we're, singing the praises of jim pepper, I'm sure I used to sit on the board of the jim pepper fest, music festival. I'm sure it's still

going on. It's if you're been a Portlander for around for very long, it's hard to avoid serving on that board at some point, tends to, happen in the summer. I encourage folks to go out and check it out. It's a great celebration of, park rose, the arts. And, jim pepper, colleagues, any other questions? Well, I have a couple of, statements. I'm glad. I wanted to definitely, recognize the jim pepper, piece. The your other kind of council action items I thought were notable, I know I'm creating more homework for you, I appreciate the recommendation that we, lobbied the state legislature for a, rehabilitation tax credit. That's a great, idea again, one of the things that we're confronting right now is the expiration of this council, moving forward, I think it would be great if you could send a letter. Maybe if you and commissioner Rubio's office could send a letter, maybe to the mayor and the office of government relations so they can begin to, to put together a stack of items for our next legislative agenda, I don't think this council will have the opportunity to vote on one of those again, but I think that's a really good idea, and I also really appreciate you highlighting, the need for permanent staffing at bts. I think it's quite interesting that we have two different commissions, with, you know, different portfolios in many ways, kind of coming to the same conclusion, I have to say that that is one of the conclusions that I've come to, during my time on council to, so I hope that we can build some institutional knowledge and some institutional momentum around making progress in that space. And and, and on the vista, I'm glad sarah came up and brought up the vista, bridge issue. I'll tell you, I'm a little bit behind on that. But if you send me a letter on that, we'll have pbots get back to you with at least where our current planning is, and we can begin to think about what needs to happen in that space as we move forward. And I believe those are all the comments and feedback that I have for today. Thank you. Commissioner Rubio, do you have any closing comments or anything before i, call for a motion to accept the report there?

**Speaker:** In my closing, my vote comments. But just really appreciate the presentation today and, really look forward to following up on the recommendations, may I have a motion to accept the report? So moved.

**Speaker:** I hear, a motion from commissioner Gonzalez. May I have a second? Second, commissioner. Commissioner Rubio seconds. Keelan. Please call the roll. Rubio.

**Speaker:** So I want to appreciate all the hard work of all of the volunteers on on the commission and especially thank the outgoing commissioners, kristen miner and matthew roman, for their service to Portland, and also just really want to, uplift the hours of dedication that each of you put forth, in those hours are invaluable in terms of preserving the history of our city. I really also appreciate the new approach to preserving cultural history and cultural stories for those exact, very reason. That's very resonant with me, and it's an important way of sharing stories in history, so it's very affirming to hear that I also am really eager for my staff and I to engage more in in some of your recommendations. As I mentioned, and, and especially, the comments about the rehabilitation tax credit, it's very innovative and very interested in following up on this and leaning into it and, having, listened to this presentation now three times, I just want to also, appreciate your always flagging emerged and timely issues for this council. It seems like your you're waving the flag ahead of, you know, the tide that comes. And so, we have learned to listen to you. And so for that, we're very appreciative, as well. So I vote I to accept this report and thank you. Ryan.

**Speaker:** Yes, thank you, chair andrew and vice chair kimberly. You should feel really proud. That was a wonderful report. And, peggy, mia, thank you for your the, your report, your what you added. And the testimony was wonderful. So just a big thanks to the entire commission for their many, many hours. I really do appreciate

this report. It's such a smart recap of the year. And I do agree with, your priorities, especially those focusing on the rehabilitation tax credit. I was kind of shocked to see that. I think there are 40 states that have already figured this out, 39, 39 it's been years.

**Speaker:** Yeah, it closes that funding gap that I know the commissioners heard about on that office to, commercial to residential, I'm not kidding. It's a huge tool.

**Speaker:** I mean, I kind of wasn't shocked. Nevada was still one of the states holding out, but after that, I was just like, come on, Oregon. So, thanks for lifting that. And I agree with my colleagues that it can be part of our, our government affairs, focus, because adoption of that tax credit would really be a big win for Portland and for the entire state. So thank you for that. I also want to highlight a theme that sometimes isn't heard enough. And that is just, the historic landmarks commission reminds us that we don't need to keep reinventing the wheel. Like there's 39 other states that have already figured this out. This isn't special. This is just like, get with the program, as mentioned in the q&a, thanks so much for going beyond the marble, the columns ornate and lifting, the courageous and resilient, of spirit of those who inhabited those spaces. Cultural history is restorative justice. I so appreciate it. I accept the report.

**Speaker:** I just want to thank you for helping to celebrate our shared history and the various cultural contributors over the years, it's this report is always kind of energizing. It's only my second time around. But, both to your design review and then, landmark it I haven't been here as long as commissioner Ryan, but I often will synthesize them, together in a way, but always walked out. Walk out inspired. And, thank you for your service to the city of Portland. I vote to accept the report. Maps again, thank you for the presentation, thanks for this work. I'll tell you, this presentation is one of my favorite of the year, I always come out of this with a

deeper appreciation of the city that I and all of us love, which is among the many reasons I am glad to vote. I, the report is accepted by council, and with that Keelan, I believe we are done for the day. Is that correct? Great. Thank you very much. We really appreciate everyone who came in today, good council meeting. Thank you. Thank you councilors.

**Speaker:** Thank you