

The Portland Tribune

Saltzman: Use Terminal 1 warehouse for a homeless shelter

By Jim Redden

July 22, 2016

Commissioner Dan Saltzman will ask the City Council in early August to temporarily allow the empty warehouse on the city-owned Terminal 1 site in Northwest Portland to house hundreds of homeless people for 18 months, and maybe longer.

"I will ask under the housing state of emergency we declared last week. We have a severe shortage of homeless shelters," says Saltzman, who is charged of the Portland Housing Bureau (PHB). He told the Portland Tribune he will make the request during the week of Aug. 8.

The 14-acre site is zoned industrial and was purchased by the Bureau of Environmental Services (BES) with ratepayer funds to serve as a staging ground for the Big Pipe project to reduce combined sewer overflows into the Willamette River. The council has declared the property surplus and BES has put it up for sale under a council-approved process. The first bids could be received as soon as Monday.

The idea of using Terminal 1 for homeless services was first proposed months ago by local developer Homer Williams and Dike Dame, who has said it would be a suitable location for a large residential multi-service center similar to one in Austin. The idea is opposed by Commissioner Nick Fish, who is in charge of BES and says the city needs to maximize the use of its limited industrial lands.

Saltzman's proposal was first reported by The Oregonian on Thursday. In response, Fish issued a statement on Friday that said in part, "I am frankly shocked that any consideration would be given to concentrating vulnerable members of our community in an aging warehouse on the river.

"I continue to believe, based on the shortage of industrial land, the existing zoning, and the interests of our ratepayers, that we should use this property to promote family-wage jobs."

Fish had previously sent the council a letter outlining his objections to using the property for a homeless shelter. You can read it [here](#).

Mayor Charlie Hales supports the idea, according to his communications director, Sara Hottman. He praises various businesses and organizations that have provided or supported new shelters in recent months.

"Mayor Hales is fully supportive of Homer Williams' proposal and Commissioner Saltzman's efforts. The mayor has repeated the mantra that homelessness is a community-wide problem that needs community-wide solutions. He has unending praise for the Menashe family, the Multnomah Village neighborhood 'YIMBYS' (YES in my backyard), First Congregational Church, and other private sector, community and nonprofit groups for stepping up with solutions. Now, Homer Williams is doing the same - offering a plan and financing - and Mayor Hales is fully supportive," Hottman said in an email.

Saltzman says his proposal does not preclude the eventual sale of the property, however, saying he will propose that BES lease the property to the PHB for 18 months, and then see what happens.

Whoever buys it probably won't do anything with it for at least 18 months," says Saltzman.

Williams and Dame originally estimated the cost of there project at \$100 million and said the private sector would contribute much if not most of it. They have since suggested it could be done for less.

Willamette Week

Ted Wheeler Crowdsources Questions for Next Portland Development Commission Leader

By Beth Slovic
July 25, 2016

With a national search underway for the Portland Development Commission's next executive director and with Mayor Charlie Hales' promising to include Mayor-elect Ted Wheeler in the hiring process, Wheeler took a novel approach recently: He turned to Twitter to ask Portlanders what they wanted in PDC's next leader.



Ted Wheeler @tedwheeler · Jul 19

If you were interviewing candidates for PDC head, what questions would you ask?



Shortlist for Portland Development Commission's next director has fa...

Two of the three candidates being considered to replace executive director Patrick Quinton have previous experience with the Portland Development...

oregonlive.com



Not surprisingly, Twitter users offered a variety of responses both earnest and cynical.



Portland is searching for a new PDC director to replace Patrick Quinton, who left in June after five years at the helm of the city's urban-renewal agency.

His announcement in February that he would leave initially caused a ruckus as Hales announced his intention to fill the position before his term as mayor ends in December. Wheeler, then a leading candidate to replace Hales, declared his desire to let the next mayor pick Quinton's replacement.

Hales acquiesced in May after Wheeler won the election outright, saying he would include Wheeler in the decision.

Last week, The Oregonian reported that the PDC has named three finalists: Kimberly Branam, PDC's deputy director; Elissa Gertler, a former PDC executive now with Metro; and Odis Jones, managing partner of a Detroit development group.

The Portland Mercury

Homeless Advocates Will Set Up an "Economic Refugee Camp" For People Displaced in Springwater Sweep

*By Dirk VanderHart
July 23, 2016*

Organizations advocating for homeless people on the Springwater Corridor say they'll establish an "economic refugee camp" for people displaced in a planned sweep of the multi-use trail beginning August 1—and unlike a previous, similar camp, they say they'll refuse to budge if the city asks.

At a meeting of volunteer advocates and homeless this morning near a large encampment on the Springwater, Ree Kaarhus announced her organization, Boots on the Ground PDX, had

identified a piece of land where tents and RVs can set up beginning July 31. The organized encampment would include security and a code of conduct that prohibits substances.

"This is going to look like a UN refugee camp," Kaarhus said. "If we can make it work, the city may open more organized camps."

Kaarhus and her allies have proven they can get efforts like this off the ground. In May, they set up a small encampment for homeless women on a vacant plot of city land in Lents. They moved on shortly after, when Mayor Charlie Hales vowed to find them a more appropriate plot of land. That promise has so far gone unfulfilled, and some of the women who were in the camp are once again facing abuse on the Springwater, advocates say.

Kaarhus is refusing to say where the plot of land is located until the camp is actually established, but she suggested this morning it wouldn't be in the Lents neighborhood, where tensions over entrenched homeless camping along the Springwater have led to outrage.

"I think Lents has been pushed to a breaking point," she said. Unlike the women's camp, Kaarhus says that the community being planned won't move because of the city's assurances. And she cautioned that the camp won't accept anyone who can't abide the rules. "If you cannot be personally responsible, please do not come to the gate."

Kaarhus's announcement came as advocates and homeless residents met to strategize how to react to the planned sweep, which Hales announced July 15. Among decisions the group made this morning: Demanding that he not carry out the sweep, and that he meet with people living off the trail. Activists with Portland Tenants United were also on hand, offering to help homeless people "stand their ground" during a sweep.

Most Of City Council Now Supports A Massive Homeless Shelter at NW Portland's Terminal 1

*By Dirk VanderHart
July 22, 2016*

The Bureau of Environmental Services put its 14.5-acre Terminal 1 property up for sale nearly a month ago. And due to the strictures of the city's surplus property process, it'll finally get to receive bids for the land beginning Monday.

The only problem? It appears the majority of Portland City Council wants to keep Terminal 1 around.

As first reported by the Oregonian, Housing Commissioner Dan Saltzman is ready to put forward a proposal to house hundreds of homeless people on the plot, an old Port of Portland property at NW 21st and Front consisting of a 100,000-square-foot warehouse and a crumbling dock.

Saltzman's interested enough in a proposal for a massive campus for the homeless being pushed by developers Homer Williams and Dike Dame that he reportedly plans to put something before Portland City Council early next month to enshrine Terminal 1 as the site. Saltzman's office hasn't responded to our inquiries about specifics.

News of the plan came as a surprise to Commissioner Nick Fish, who oversees BES, and put out a statement this morning saying "I have not been presented with any proposal and can't comment on the substance of the media report until I have been briefed on the specifics...I am frankly shocked that any consideration would be given to concentrating vulnerable members of our community in an aging warehouse on the river."

In a lengthy memo last month, Fish voiced doubts about using Terminal 1 as a homeless center, saying it was a rare plot of riverside industrial land in the central city, and should be used to create jobs.

That opinion doesn't much matter if three of city council's five members disagree. Beyond Saltzman, Mayor Charlie Hales' office told the O Hales is "fully supportive of the project and advancing it." And Williams tells the Mercury he spoke with Commissioner Steve Novick about the plan this morning, and that Novick's on board.

Asked whether that's true, Novick sent along a prepared statement in which he says there's no reason not to give Williams a shot.

"It's not an ideal location," the statement reads. "But in the absence of other viable alternatives, the real question is, is it better for people to be sleeping in the street than to be sleeping at Terminal 1? I don't think too many people would answer 'yes' to that question."

That question is particularly pertinent as a planned sweep of hundreds of campers along the Springwater Corridor nears.

Williams says he stumbled upon the idea for a homeless campus on a business trip to San Antonio. While reading a newspaper there, he learned of the city's Haven For Hope, and immediately pressed a city official into giving him a tour. The program consists of two parts—a covered cement "courtyard" where people can sleep on the ground outside, and a residential component.

Haven For Hope cost roughly \$100 million. Williams says Portland can do something here for closer to \$60 million (with something like \$15 million in yearly operating expenses). He envisions between 50 and 60 percent of the funding for construction to come from private interests, and the rest to be filled in with public dollars. He's suggested calling the project "Oregon Trail of Hope," and has raised hundreds of thousands of dollars to design a proposal. He expects a study he commissioned of Portland's homelessness issues, by two consultants who worked on the San Antonio project, to be completed in the near future.

"The whole community needs to get involved, and the business community has to get involved in a significant way," Williams tells the Mercury. "This is a time we need to all come together and figure out what needs to be done."

Williams says he'll avoid having people sleep outdoors, as they do in San Antonio, and that security would have a lighter touch in Portland's facility.

"Think almost of army barracks," he says. "We want beds, lockers, and then showers and bathroom facilities. And onsite medical and dental and health care."

A finished project is years off, Williams says. In the meantime, Saltzman's reportedly going to advocate changing up the zoning designation for Terminal 1, then using the warehouse as an

emergency shelter space. Right now, it looks like that concept has support. If that changes in coming days, Williams says his idea might be dead in the water.

"The city has no other large parcel of land and Wapato is not a good solution," he says, referring to the unused county jail facility in North Portland frequently suggested as a homeless shelter site. "It's really hard."

The Daily Journal of Commerce

Development fees stacking

By Chuck Slothower

July 25, 2016

As Portland developers consider new projects, they are increasingly seeing a gathering storm of mounting and unpredictable up-front costs that could threaten to bring a close to the bustling development cycle.

A 1 percent construction-excise tax. Inclusionary housing requirements. Looming property taxes to pay for affordable housing and schools.

"You add all of those up, it's going to impact the viability of projects; there's no doubt," said Tom DiChiara, co-founder and principal of Slabtown developer Cairn Pacific. "It's counterproductive when you're trying to build affordable housing. There's a limit to what we can absorb, and it gets passed on to renters at the end of the day."

Developers said they have never seen so many new costs in effect or working their way toward public approval at one time.

Most immediately, developers are preparing for the impact of a construction excise tax that will take effect Aug. 1. The tax will be levied on 1 percent of a commercial or residential project's permit valuation. That will be six or even seven figures for some projects. For example, a commercial building permit issued last week for a four-story mixed-use building at 7428 N. Charleston Ave. was valued at nearly \$13.7 million. If the application hadn't been submitted until after Aug. 1, the developer would have been required to pay a \$137,000 construction excise tax.

For Cairn Pacific's Leland James mixed-use project, the permit valuation of \$100 million would have required a \$1 million excise tax payment, DiChiara said.

Developers are rolling the cost of the construction excise tax into their pro forma evaluations for future projects.

Meanwhile, inclusionary housing requirements are being developed by city staff and consultants, and are likely to be presented to the City Council for adoption in December.

Greg Goodman, co-president of Downtown Development Group, sits on the committee convened by Commissioner Dan Saltzman to consider possible inclusionary housing regulations. He told fellow members that the affordable housing requirements should be "revenue neutral" for developers, or nothing will get built.

“Inclusionary zoning is not bad if there’s offsets,” he added in an interview. “If there’s not offsets, it’s going to shut the industry down because margins are so thin.”

City officials are considering what incentives to offer developers in exchange for building affordable units. Permission for a 3-to-1 floor-to-area ratio, or FAR, bonus is one element under discussion. That would allow developers to build taller or larger buildings filled with more revenue-producing apartments. The city is also discussing a range of incentives that are laid out in the state law passed in March; these could include property tax exemptions, fee waivers or density adjustments.

Also, Portland voters in November will be asked to approve \$1 billion in bonds for affordable housing and Portland Public Schools. A rise in property taxes would repay the bonds, hitting owners of highly valued properties particularly hard.

Taken together, the fees, taxes and new rules add up to a potentially devastating hit to development.

“We’re just waiting and watching to see what the effects are going to be,” DiChiara said.

To hedge against the excise tax and inclusionary zoning rules, Cairn Pacific recently requested a pre-application meeting with the Bureau of Development Services for a major makeover of the George Morlan Plumbing Supply building in Northwest Portland. Planners will have plenty of lead time – construction isn’t scheduled to begin until 2019, when the plumbing retailer’s lease expires.

Cairn Pacific’s initial plans, submitted by SERA Architects, call for 178 apartment units, ground-floor retail space and underground parking. The project is the next step of Cairn Pacific’s remake of the Slabtown neighborhood kicked off by the L.L. Hawkins and Leland James buildings.

DiChiara said he wanted to begin the entitlement process “while we know what the rules are.”

Portland’s robust design review process also figures heavily into developers’ pre-development costs. Developers say the level of detail called for by the city’s design review application means they have to spend dearly on architects and other plans before they know whether a project will be approved.

For Downtown Development Group’s next project, a half-block development on Block 31 at Southwest Second Avenue and Ash Street, Goodman expects to spend half a million dollars to go through design review.

Goodman expects to spend \$2 million to navigate design review for a subsequent downtown project that he said he’s not ready to reveal publicly.

Portland is analyzing its design review process with the help of Walker Macy. Consultants are looking at how design review is done in other fast-growing cities, including Denver, Seattle, San Francisco, Milwaukee and Austin, Texas.

Mark Hinshaw, a principal at Walker Macy, said few cities ask their design review board to scrutinize project details as Portland does. In many comparable cities, more details are reviewed by staffers, with the design review board left to look at how projects fit with citywide policies and goals.

Some of Portland's guidelines are too vague, Hinshaw said. For instance, one urges designs to "integrate the river," even for projects proposed several blocks from the Willamette. It's unclear what that means, he said.

"It makes it unpredictable for people," he said.

The Bureau of Development Services has already taken steps to streamline design review, including introduction of a "Type IIX" process for projects that include affordable units.

DiChiara said it may make sense to give city staff more discretion on project elements such as signage.

"Do we really need to be looking at the minutiae of detail?" he said.

Creation of another commission to handle some of the Design Commission's responsibilities may make sense, DiChiara said.

"As the city's gotten busier, having one commission trying to do everything has become a challenge and has become part of the discussion of how long it takes to get things done," he said.

Inclusionary housing committee waits on incentives

By Chuck Slothower

July 25, 2016

The city of Portland is moving toward offering developers a 3-to-1 floor-to-area ratio bonus as part of new inclusionary zoning requirements.

Developers have a lingering question: What else you got?

The panel of experts convened by Commissioner Dan Saltzman met this past Tuesday with consultants and city staffers to give their thoughts on how to implement zoning code changes that would require multifamily developers to build affordable units.

Compliance with inclusionary zoning would allow developers to get a 3-to-1 FAR bonus, said Tyler Bump, an economic planner for the Bureau of Planning and Sustainability. That allows developers to add three stories beyond existing limits, or increase building mass by a similar amount.

"It allows you to build a bigger building, a taller building, in exchange for including affordable units on site," Bump said.

The 3-to-1 FAR bonus may not be enough on its own to make up for the lost revenue of inclusionary zoning, said Kira Cador, president of Rembold Properties, who is also a panel member.

"It depends on where in the city you're building. It could," she said in an interview. "I don't know if it changes the economics of a pro forma so dramatically as to make it a wash at this point. But until we see an analysis, it's hard to know."

Cador and other developers on the panel are waiting on an economic analysis from ECONorthwest. "I feel like we've kind of come to a stopping point until we look at real numbers," she said.

When inclusionary zoning takes effect, the city may do away with a menu of 19 existing options for developers to get bonus FAR. These include amenities such as water features, daycares, below-grade parking and bike lockers.

City officials are not satisfied that the bonus incentives are working as designed, said Shannon Callahan, a housing policy advisor to Saltzman. "Some of them, you get a lot of height without having to do much with the building," she said.

The city is looking to shorten the list of bonus incentives, Callahan said. Instead of getting FAR for daycares and bike parking, developers will get bonus FAR for building affordable housing units.

The looming revamp of how developers can be granted bonus FAR may affect an existing market of bonus transfers from other properties. Bump said it's unclear how the proposed rules would affect that market.

Greg Goodman, co-president of Downtown Development Group and a member of the inclusionary zoning panel, said developers should be encouraged to build up to the height limit under the city's zoning code, which varies across the city.

"If you're building residential and you have 325 feet (of height limit), why build 175 feet?" he said. "Get rid of the transfer and just build up to the height limit."

Goodman also cautioned against getting rid of the FAR bonus for subterranean parking.

"You need to incentivize people to use below-ground parking," he said. "Otherwise, you're going to get people building above-ground parking, which should pretty much be a thing of the past."

State legislation that removed a previous ban on cities requiring inclusionary zoning gives Portland several options for developer incentives. These include waivers of system development charges, finance-based incentives and property tax exemptions.

Portland's system needs to be flexible, said Cador. "They need to be creative because not every deal is going to pencil the same."

On Tuesday, the consultants from David Paul Rosen and Associates set out to run the committee through a series of data tables. Yet committee members were far more interested in discussing inclusionary zoning policy, and how it might affect development.

At one point, Lisa Bates, a Portland State University associate professor of urban studies and planning, gave Bump an editing tip on proposed code language. "You need an Oxford comma," she said.

The committee is scheduled to meet again Aug. 23. The Planning Commission is tentatively scheduled to consider inclusionary zoning regulations on Oct. 28, with a City Council hearing likely to follow in December.

City preparing deconstruction workforce

By Garrett Andrews

July 21, 2016

Deconstruction – thoughtfully taking apart a building with an eye toward material reuse – is not a new idea. But Portland is preparing to make it the new normal.

The City Council recently passed a law, backed by Mayor Charlie Hales, that requires deconstruction of houses built prior to 1917 and all buildings designated historic. After the law takes effect this fall, only contractors certified by the city will be authorized to handle such projects.

So the city is working with Earth Advantage to prepare a workforce of contractors. The classroom for certification this week is a vacant, 35-year-old, single-family home in the Pleasant Valley area. Signs on windows indicate that the property is used by the Portland Police Bureau for canine training, and debris in the upstairs hallway indicates that it's also used by the bomb squad.

The city's instructor is Dave Bennink, a Bellingham, Wash., resident who travels around the country instructing in deconstruction. Portland's program is indeed unique, he said, though Boulder, Colo., also has a robust one, and Vancouver, British Columbia, has maybe the best program he's seen.

Bennink has contributed chapters to the authoritative book on deconstruction – the Building Materials Reuse Association's "Introduction to Deconstruction." Copies were distributed at the training session earlier this week.

"If you demolish your (building) and send everything to the landfill, you're paying twice – for the demolition, and for the new materials," he said.

Monday featured a skills assessment where experienced contractors were able to demonstrate they didn't need the full course. Tuesday and Wednesday were full instruction days involving lecture and demonstrations.

Most companies were represented by an owner. A few sent more than one representative. Some students were members of firms that perform deconstruction – Rose City Disposal sent three people, and the ReBuilding Center was represented by longtime materials reuse advocate Stephen Reichard.

Most of the other participants this week were members of the city's Prime Contractors Development Program, which helped enable grants to cover course fees. In the future, deconstruction training will run upwards of \$1,700, depending on class size.

One thought behind the training is that graduates will pass on what they learned to co-workers and subordinates. After Oct. 31, when the law goes into effect, only businesses with an employee certified in deconstruction will be allowed to perform the work.

Dan Mohrmann, proprietor of Pelican Deconstruction, Salvage and Design, said he feels the winds of change, and wants to be ahead of the curve with adoption of the city's deconstruction policy. He's performed the work before, and wants to ensure he's able to continue after Halloween.

Mohrmann was one of several students seen yawning during a long lecture.

“A lot of us aren’t used to sitting still for that long,” he said.

When Denise Shaw, general manager of Ruffin Construction, debated which employee to send for the certification training, she had about 10 to choose from. She selected her son and business partner, Patrick, who is expected to take over for her one day. The Shaws expect certification in deconstruction to lead to more work for them, but don’t expect it to radically alter their lives.

“You know, if there’s going to be a list of contractors that do (deconstruction), it will be nice to be on that list,” Patrick Shaw said.

City officials hope that with deconstruction’s relatively low bar of entry in terms of cost and skill, the emerging industry segment will provide women and minorities a foothold for growth.

Portland affordable housing bond measure on tap

By Chuck Slothower

July 21, 2016

The city of Portland this fall will ask voters to approve \$258 million in funding for publicly owned housing primarily for very low-income residents – housing that advocates say private developers simply aren’t building.

The City Council voted on June 30 to refer the measure to Nov. 8 ballots.

The city’s under-development inclusionary zoning regulations and other measures are intended to help tenants who approach the median family income for the Portland area. In contrast, almost half of the bond measure’s money would be devoted to serving people with very little income – those making 30 percent of the area’s median income (\$73,300 for a family of four) or less.

Homes for about 3,000 Portlanders would be constructed or rehabilitated, bond measure supporters say. Currently, each night, more than 4,000 homeless Portland residents sleep outside.

“It’s going to make a really big impact on the need,” said Jes Larson, director of the Welcome Home Coalition, a group that advocates for the homeless. “The bond is able to work in a way that really maximizes our ability to impact the need for deep, deep affordability.”

The bond would be repaid by a property tax hike on Portland residents. The owner of a \$450,000 home would pay about \$189 a year in additional property tax.

The bond measure comes as private development of affordable housing lags. Backers of the measure said such projects are needed to fill the gap left by private housing developers.

“There isn’t, frankly, a private-sector market to develop below 30 percent (median income) units,” said Commissioner Dan Saltzman, who oversees the Housing Bureau.

A sizable number of two- and three-bedroom units also would be built with the bond money, according to advocates.

“Over half the units we’re anticipating will be family-sized, too,” Saltzman said. “That’s two areas we don’t see the private sector responding to the very large need.”

The bond money also would go toward homes for seniors, veterans and people with disabilities.

Supporters are prepared to mount a major campaign during a busy election year, Larson said. Ballots will be crowded, with Portland Public Schools expected to ask for voters’ approval a \$750 million bond, and a full slate of federal, state and local races.

“We’re definitely preparing for a political advertising environment the likes of which Portland hasn’t seen for a long time,” said Christine Lewis, campaign manager for Yes for Affordable Homes, an organization formed recently to support the ballot measure.

Properties throughout Portland would be eligible for development or rehabilitation through the bond.

“One of the advantages of doing the general obligation bond (is that) we are truly free to invest anywhere in the city, not just in renewal areas,” Saltzman said.

Some of the bond money would likely go toward acquisition of sites for development, he said, and about 25 percent of the bond would be spent on rehabilitation of existing units.

The city would be required to remain the owner of any properties developed through the bond under rules set out in the Oregon Constitution. The properties would be designed, constructed and managed by nonprofit or for-profit firms, while the city would remain the ultimate owner, Saltzman said.

Supporters are positioning the ballot measure as paying for necessary public infrastructure – no different than roads or other amenities.

“There’s no profit in it,” Larson said. “We just have to invest our tax dollars to make sure it exists, just as we do our parks.”

The bond measure comes as Portland prepares to levy a construction excise tax on developers beginning Aug. 1. Combined with the bond measure and other sources of funding, the city is looking to inject an unprecedented amount of money into its affordable housing efforts.

Other cities are confronting their affordable housing problems with new taxes. The city of Denver recently moved toward instituting a new fee on developers based on square footage and a property tax increase to raise an estimated \$155 million in 10 years, according to a Denver Business Journal report.

Portland officials would begin collecting bond money in July 2017, if voters were to approve the measure. Saltzman said city dollars possibly could move around to allow projects to start sooner.

The city’s for-profit and nonprofit developers are watching closely.

“It advances our mission, and that’s why we’re supporting it,” said Lauren Schmidt, fundraising and public relations manager for REACH Community Development. “Whether or not REACH is building it all or not, it contributes to affordable housing.”

The Portland Business Journal

Terminal 1 homeless shelter debate heats up as Portland commissioners talk tough

By Andy Giegerich

July 22, 2016

Portland's City Council is set to hear much about a proposed homeless shelter and services facility in Northwest Portland.

One commissioner, as it turns out, has heard plenty.

Commissioner Dan Saltzman told the Oregonian Thursday he'll seek to allow the city to lease 14 acres along the Willamette River for a project proposed by developer Homer Williams. Williams believes the project, at Terminal One North, would cost \$60 million, or \$40 million less than he'd originally anticipated.

Williams has said he won't develop the project, called "Trail of Hope," himself.

Commissioner Nick Fish, who's actively sought other uses for the site, said Friday he remains skeptical of the plan, at least at the site where it's currently proposed. The site's zoning, he explained, doesn't allow for shelters or schools. An overlay zone also requires river-dependent uses.

Changing it would mean altering the "comprehensive plan" amendment.

Which, Fish said in an email, " would be difficult due the shortfall of Harbor Access Lands and the city's compliance" with the state Goal 9 environmental regulations.

"In light of the technical, legal, and practical challenges ... I do not believe that 'Oregon Trail of Hope' is an appropriate use for T1," Fish wrote. "However, this is an exciting idea and I encourage council to undertake a broad survey of all available land (public and private) to identify a more suitable site."