

The Oregonian

Audit: Portland City Council ‘fell short’ on promises to voters on recent tax, bond measures

*By The Oregonian
December 17, 2019*

Portland leaders failed to fully deliver on promises they made to voters as they implemented arts, cannabis, affordable housing, and street repair programs funded by voter-approved taxes and bond measures, according to a city auditor’s report released early Tuesday.

City Auditor Mary Hull Caballero’s report detailed a number of shortcomings, including that Portland City Council hasn’t used clear language when appealing to voters or consistently reviewed whether it was actually possible to meet the accountability measures they’ve promised.

“Following through on commitments is key to retaining voter trust,” Hull Caballero wrote in a release detailing the report. “If the City continues to ask voters to fund city services through new taxes, it needs to deliver fully on its promises or voters may not oblige.”

The audit focused on the following measures and taxes passed in 2016: the 3% tax on recreational marijuana, the \$258.4 million affordable housing bond, and the 10-cents-a-gallon tax to raise money to repair roads over the next four years. The audit also analyzed the 7-year-old Portland art tax for schools and nonprofit programs that assesses a \$35 charge per resident annually.

City council members thanked the auditor’s office for the report, writing that the “recommendations are thoughtful and well-reasoned.”

“We are pleased to see that recent city-referred measures are generally delivering on commitments about how new tax and bond revenue will be used,” city leaders continued in a letter to Hull Caballero. “And we appreciate that commitments about accountability, cost, and deliverables should be clear and realistic. Both the Council and voters should understand what they are being asked to consider so that they can make informed, appropriate decisions.”

In one of the more scathing findings, the auditor reported that city leaders promised to use cannabis tax revenues to pay for drug and alcohol education and treatment, public safety, and to support for neighborhood small businesses. However, wording on the measure was broad and failed clearly cite just how much would go to each program area.

In fact, the audit found, nearly 80% was spent on public safety in each of the first two years. And in one of those years, none went to drug and alcohol treatment on year.

Portland politicians sound alarm over Rose Quarter freeway decision days before scheduled vote

*By Andrew Theen
December 13, 2019*

Days before Oregon’s top transportation decision-making body is expected to vote on what to do with the nearly \$500 million Rose Quarter freeway project, four Portland politicians who’ve

been involved in closed-door briefings for the past six months said they still didn't know what's going to happen.

But they indicated they want to take a step back and perform a more extensive analysis, which would further delay the freeway project. Their comments are the latest, and most forceful, from high-profile Portland officials.

Of the four, only Commissioner Chloe Eudaly had publicly pushed for a formal in-depth study. In the spring, Metro planners penned a scathing letter to the state that raised significant questions about the environmental analysis conducted by the state -- calling it "inadequate" and "potentially misleading" -- but fell short of requesting a formal Environmental Impact Statement.

"We continue to have concerns about the stewardship and outcomes of the project," Metro Council President Lynn Peterson, Portland Mayor Ted Wheeler, Eudaly and Multnomah County Commissioner Jessica Vega Pederson wrote in a letter Thursday to Gov. Kate Brown and the chair of the Oregon Transportation Commission.

In the letter, the officials said that despite meeting for months about the project to "advance a meaningful concept, offer constructive feedback and raise concerns" they still don't know what the Oregon Transportation Commission is going to do.

The group of Portland-area elected officials collectively called for an Environmental Impact Statement, the more extensive study of the project's impacts. The letter drew attention to how the proposed project to add merging lanes, shoulders and freeway caps to a portion of a one mile stretch of Interstate 5 through the Rose Quarter would affect the region's climate and air pollution goals. The politicians said of particular concern is that the final project "improve air quality," reduce congestion for "all modes" of transit and reduces greenhouse gas emissions.

Rukaiyah Adams, the chief investment officer for Meyer Memorial Trust and the chair of the Albina Vision Trust group, asked Brown to delay the commission's vote and to "reconvene the discussion early next year in Portland."

Her group goes even further, calling for a formal delay and an independent commission to offer recommendations on what to do and how to proceed within the next 90 days, rather than an environmental impact statement or further federal study.

"We write this letter to ask for your personal involvement in supporting the transformative vision and realistic solutions that we have proposed." Adams wrote to Brown on Thursday, while copying other elected officials and stakeholders. "We trust that you understand the critical role that wise public investment can make in shaping a better future for Oregon families and healing some of the scars of the past."

In a statement provided to The Oregonian/OregonLive, Brown's spokesman, Charles Boyle, said the state's top elected official "appreciates that city and regional leaders have been and continue to be engaged in the ongoing public outreach and public collaboration process for this project."

But Boyle didn't offer any hints about what will happen next week, instead saying that Brown expects the state transportation leaders and the volunteer commission to "to continue to listen to and understand Oregonians' views on this project, hear potential concerns, and discuss next steps with local elected officials."

Don Hamilton, a state transportation spokesman, said the state commission would "discuss the outcomes laid out in the letter, as well as other issues" at its meeting in Lebanon on Tuesday. "ODOT shares a mutual interest in ensuring actions are taken around equity, climate goals, air quality and congestion relief," Hamilton wrote in an email. "While the commission still needs to

deliberate after receiving a project overview, we expect the outcomes from Tuesday's meeting will address our partners' concerns."

The Oregonian/OregonLive reported this week that the state transportation department didn't offer any staff recommendation on what to do with the project, an unusual step for a high-profile project that's been debated and discussed for years.

"I think it's surprising that we don't know going into that meeting what either the OTC or staff recommendation is," Peterson said Friday.

She said the group that's been meeting with state transportation officials, which includes minority contractors, Portland Public Schools officials and the Albina Vision group that seeks to develop parts of the historically African American neighborhood that was torn apart by the freeway construction decades ago, "but we haven't seen any movement on any proposals."

Peterson, who hopes to put a transportation funding package on the November 2020 ballot that is projected to include \$6.25 billion in local and federal spending, said she doesn't know next steps.

"We had a conversation with the governor about this," she said of the letter, but referred further comment to Brown's office.

Brown has, thus far, not publicly weighed in on the issue, aside from generalities about process and listening to the community.

The group said they want more details about potential ways to develop areas where the freeway will be covered with concrete lids. Those lids, initially, were not expected to be engineered so that buildings could be erected above the freeway. Peterson and the politicians said they wanted an independent study that would investigate how to make that happen.

In May, the state transportation department advertised that it planned to hire a contractor to do just that. A news release at the time said that the agency was listening to the public.

"You spoke, we listened," said-then Oregon Transportation Commission Chair Tammy Baney. "We heard the concern from stakeholders that this project be built upon stronger partnerships and informed by our shared values," Baney continued. "The results of this consultant work will help us achieve that goal."

But Hamilton said Friday that work "hasn't happened yet" and the state hadn't hired a contractor. "But after Tuesday, we may know more about what the direction in that regard will be," he said in an email.

Adams' letter states that the area surrounding the Rose Quarter and the freeway is "a place where the racial inequity of urban renewal came, then came again, and again. Promises were made and broken. Black people and immigrants were displaced. Wealth was taken. The construction of Interstate 5 (I-5) was central to this unjust history and any future investment in the area should strive to repair the damage done."

She said the group, known as the Albina Vision Trust which comprises neighbors, architects, business leaders and other interested groups, has "repeatedly voiced our concerns" about the project in the past year "in plain and direct terms."

"Our concerns have been met with no dependable assurance" that the project and the process "will fundamentally change."

According to her draft proposal for the independent commission, the freeway project should be centered on social justice, restoring wealth to the historic community in the area and street level

improvements that are focused on families. “The original project destroyed a community, this one must catalyze its renaissance,” she said.

In a subsequent email, Adams stressed she “doesn’t oppose the project outright” but opposes “a rush job.”

The Rose Quarter project was included in the Legislature’s 2017 transportation package, but support for moving forward with construction quickly has eroded in recent months. House Speaker Tina Kotek said she, too, favored a more extensive environmental impact statement.

In February the state released an Environmental Assessment of the project, which it claimed would reduce greenhouse gas emissions and improve air quality while slightly reducing some travel times through the congested corridor.

Anti-highway expansion groups blasted that rationale and have protested that decision since then. Those groups are expected to testify before the commission at its meeting 100 miles away in Lebanon on Tuesday.

New 24-hour shelter for families experiencing homelessness opens in Lents

*By Beth Nakamura
December 16, 2019*

Family Village, a shelter designed to accommodate up to 25 families experiencing homelessness, opened Monday in Southeast Portland’s Lents neighborhood, on the grounds where a church once stood.

Portland Homeless Family Solutions bought the property in late 2017 for \$3 million, according to Brandi Tuck, the nonprofit’s executive director. Another \$2 million went into renovating the 16,000-square-foot building into what the group calls a more “trauma informed design.”

The City of Portland kicked in \$500,000 toward the project, the Joint Office of Homeless Services provided \$300,000 and the rest came from private donations totaling \$4 million.

Anchoring the main space, once a church sanctuary, is a day area for families that includes a library, computer corner and a children’s play area. Design features include curved partition walls, calming colors, potted plants and abundant natural light. The former choir loft overlooking the day area was converted into a small recreation room.

Portland Homeless Family Solutions will operate the 24-hour shelter, which will also provide families with mental health care, life skills classes, rehousing assistance and other services at the site.

Outside the main building are eight two-bedroom apartments, which currently house families. Stays at all of the living spaces are limited to 120 days.

Multnomah County Commissioner Jessica Vega Pederson, one of several speakers at the shelter’s opening Monday, stressed the urgent need for the shelter, citing a 2017 city housing report that claimed “of the 24 different Portland neighborhoods, none were considered affordable to rent for the average black, latino, Native American or single mother household.”

“And only one neighborhood in the entire city of Portland is affordable for seniors,” she said.

Money from the city and county -- and private donations -- will pay for the shelter’s operations.

“We know that shelters aren’t the only solution,” Vega Pederson said. “But for the families who are going to be resting their heads here tonight in a warm, dry and safe place, this shelter is invaluable.”

The Portland Tribune

Police reform forum asks for oversight, accountability

*By KOIN 6 News
December 17, 2019*

Police accountability and civilian oversight were two of the most important issues the crowd wanted to discuss.

It was a packed house Monday night at PCC Southeast Community Hall for a community conversation about Portland policing.

The Dec. 16 discussion, hosted by Mayor Ted Wheeler and Commissioner Jo Ann Hardesty, gave people the chance to weigh in before the Portland Police Bureau and the union begin contract negotiations. The current contract is set to expire in 2020. In recent months, activists have demanded city officials create a new agreement that gives civilians more access and oversight.

"Across the board, people want the same things," said Hardesty. "They just want a police force that is representative of the community and that serves all people the same."

While the meeting was planned weeks ago, it came right on the heels of Portland police officers shooting and killing Koben Henrickson, who had a history of mental illness. He and other Portlanders killed in recent years were held up on signs and posters at the meeting Monday. It was clear the public wanted to talk about police use of force.

Police accountability and civilian oversight were two of the most important issues the crowd wanted to discuss. City leaders said it was input they want going into this round of negotiation.

"Use of force and accountability go hand in hand in the minds of many people here tonight," said Wheeler. "When it comes to oversight, I'm hearing a lot of people at different tables saying they want their elected representatives to be the final say on disciplinary actions — and that's not the way it works under the contract — but I'm seeing that as a consistent theme."

Hardesty went on to say, "We're going to have to take it one bite at a time. We're not going to be able to make all the changes we want to make this first go around, but I think we've got a lot of really smart people that are going to start peeling away at the onion so we get a contract the community can support."

This was the second of two community conversations. The comments were recorded and will be shared with city council and at negotiations. The mayor said city leaders and the Portland Police Association are all ready to begin negotiations in good faith. When exactly that will begin, he couldn't say.

Barricades go up as Ross Island traffic changes begin

By KOIN 6 News
December 16, 2019

The Portland Bureau of Transportation is trying to reduce congestion on Southwest Portland streets leading to the bridge.

Barricades have gone up in southwest Portland as a new pilot program launched Monday morning — bringing changes to many drivers' daily commute.

In an effort to try and minimize traffic to surrounding neighborhoods, the Portland Bureau of Transportation is starting a pilot program on Monday using barricades to restrict cut-through traffic access points to the Ross Island Bridge.

Most local residential streets have 500 to 1000 cars a day. But Southwest Gibbs Street west of Water Avenue sees 1,500 trips a day and Southwest Kelly Avenue sees 1,500 a day.

Concern about the congestion and unsafe driving on Southwest Corbett and Kelly was brought up by residents and the South Portland Neighborhood Association. Neighbors said rush-hour traffic from I-5 in downtown and areas south of downtown are severely impacting their neighborhood.

"They block the intersections, the cars honk their horns, there are many minor fender-benders," Michael Kaplan told KOIN 6 News. "In a neighborhood where children and families have been moving back in with pedestrians and increasing bicyclists, this enormous traffic problem has been a huge burden."

The South Portland Neighborhood Association helped design the new plan that will eliminate the ability for drivers to cut through residential streets in the area. The Ross Island Bridge can be still be accessed by other streets.

This PBOT pilot program will last until September and will be re-assessed at that time.

Cut-through routes closed by the project

SW Kelly Ave, between SW Whitaker and SW Curry: Close northbound access.

Purpose: Prevents commuter traffic from using SW Kelly to access the eastbound bridge ramp on SW Kelly.

SW Whitaker St, between SW Kelly and SW Corbett: Close eastbound access.

Purpose: Prevents commuter traffic from using SW Corbett to access the eastbound bridge ramp on SW Kelly.

SW Gibbs/ SW Naito Pkwy intersection: Close access to SW Naito Parkway.

Purpose: Prevents commuter traffic from using either SW Kelly or SW Corbett to access the eastbound bridge ramp via SW Gibbs at SW Naito Parkway.

You can find the Lair Hill Neighborhood Traffic Access Management Project [here](#).

Wheeler: 'Mental health system failed' in Henriksen shooting

By KOIN 6 News
December 13, 2019

UPDATE: Mayor and Multnomah County exchange statements over responsibility for fatal officer-involved shooting.

Mayor Ted Wheeler said Friday he agreed with Portland Police Chief Danielle Outlaw "that the mental health system failed" Koben Henriksen, who was shot and killed by Portland police on Dec. 8.

In a statement Thursday, Outlaw wondered where is the "level of accountability throughout the mental health system" that leaves police "in an impossible position."

Henriksen, 51, had recent encounters with Portland police that ended without any use of force. Officers diffused those situations and got him to a mental health facility for treatment. In those encounters, he threatened police and "needed someone to kill him" and "thought police officers were the best option."

During a Dec. 13 press conference, Wheeler said, "By the time, shots were fired on Sunday there were already multiple system failures, in my opinion," Wheeler said. "I feel quite strongly that the mental health system failed Mr. Henriksen. I agree with Chief Outlaw on this point."

Afterward, Multnomah County issued a statement which said, "It is a tragedy anytime anyone in crisis dies in our community. Every one of us has people we know who struggle with mental health challenges. Multnomah County will wait for the official review on the death of Koben Henriksen to bear out the facts. Ultimately, anyone experiencing a mental health crisis should not have to face a violent death at the hands of law enforcement. The County is actively working to provide other options locally for these situations because even if our mental health system were fully-funded, people are still going to experience crisis in public. We can, and we must, do better."

During his press conference, Wheeler also said no one has all the facts in this case yet and asked the public for patience.

"While I understand the need for the public to have information as quickly as possible, it's critically important that this process be able to unfold in a thoughtful and thorough manner," Wheeler said.

Wheeler also said there is an obligation for a thorough and complete report that will be made public as soon as possible.

While Wheeler said he doesn't have direct control over the mental health system, he has a voice and will use it.

"I've already met with the Behavioral Health Director Steven Allen from the Oregon Health Authority and Ebony Clark, who is the interim director of the Multnomah County Mental Health and Addiction Services to offer whatever I can offer to assist in their sincere efforts and strengthen our mental health system."

Willamette Week

Portland Mayor Joins Chorus Calling for a More Thorough Review of I-5 Expansion in the Rose Quarter

*By Rachel Monahan
December 13, 2019*

A Dec. 12 letter sent to Gov. Kate Brown, says: "We continue to have concerns about the stewardship and outcomes of the Project."

Four top Portland-area elected officials are calling for a more thorough review of the proposed \$450 million expansion of Interstate 5 at the Rose Quarter.

Portland Mayor Ted Wheeler today joined Metro Council President Lynn Peterson, Multnomah County Commissioner Jessica Vega Pederson and City Commissioner Chloe Eudaly in calling for a full-blown environmental impact statement, which would delay the project.

Eudaly had previously called for an environmental impact statement, as have Portland Public Schools and House Speaker Tina Kotek (D-Portland).

Eudaly, Wheeler, Peterson and Vega Pederson have been among the officials meeting with the Oregon Department of Transportation for the last six months to work on improving the project.

"Over the past six months, our agencies have participated in an informal process with the Oregon Transportation Commission (OTC) with the sincere desire to collaboratively pursue a path forward," reads the Dec. 12 letter sent by Peterson and the others to Gov. Kate Brown and the members of OTC, which guides state transportation policy. "The OTC has yet to articulate how our input would be addressed or how our recommendations would be incorporated. We continue to have concerns about the stewardship and outcomes of the Project."

This development adds new pressure for the Oregon Transportation Commission to approve an EIS at its Dec. 17 meeting next week.

Wheeler has been under significant pressure from climate activists to ask for the review. In an April letter, with Peterson, he raised questions about the project without formally calling for a more thorough review. "They feel initial requests weren't being addressed," says spokesman Timothy Becker.

Asked what had changed for her, Peterson denied changing course.

"Our message hasn't changed throughout this entire process," Peterson tells WW. "Every letter that we've written has been asking and requesting an EIS or asking why they didn't do an EIS."

It's unclear why Peterson would claim she'd always called for an EIS, since her previous correspondence with OTC did not call for an EIS and did not even mention the concept. (A scathing letter sent by Metro bureaucrats also did not call for an EIS.)

Vega Pederson highlighted the concerns about equity, given the highway's original construction which ran through a traditionally black neighborhood.

"There have been ongoing discussions with ODOT about the importance of this project on the Albina community," she tells WW. "But we haven't seen action on ODOT's part that they've been incorporating community needs, and that has to happen. This letter is calling out the importance of the project moving forward in the right way. We don't want to repeat the sins of the past, let alone make them worse."

Critics of the project celebrated, saying they hoped the OTC will listen to the elected officials.

"We're grateful that local elected officials realized they could no longer ignore the thousands of constituents, community organizations, and youth climate leaders who correctly pointed out months ago that ODOT's abysmal freeway expansion proposal warrants far greater scrutiny and better community engagement," says Aaron Brown, organizer with No More Freeways, a group opposing the project.

Mayor Ted Wheeler Reports His First Round of Campaign Contributions, One of Them Noteworthy

By Nigel Jaquiss

December 15, 2019

The incumbent draws support from a variety of downtown business interests who have been his traditional base of support.

Mayor Ted Wheeler's re-election campaign disclosed its first round of fundraising this week.

Wheeler disclosed about \$50,000 in new contributions this week, most from business leaders, real estate developers and people who've supported him throughout previous races for Multnomah County chairman, state treasurer and his first run for mayor.

Most of the money came in checks of \$1,000 to \$5,000 and are from historical supporters such as Bob Walsh, the CEO of Walsh Construction (\$2,500); Vanessa Sturgeon, the CEO of TMT Development, owner of the Fox Tower and Park Avenue West buildings; and The Standard (\$2,500) a large insurance company.

The most interesting transaction: on Nov. 22, more than a week after Wheeler's campaign announced he would limit contributions to \$5,000, his campaign got a \$10,000 check from Peter Brix, a longtime supporter who formerly owned Brix Maritime, a barge company.

That's not unusual—Brix has three times in the past made \$10,000 to Wheeler's campaigns.

But this year, Wheeler set a limit lower than \$10,000. That same day, campaign finance records show, Wheeler's campaign sent \$5,000 back to Brix, to stay within the self-imposed limit.

Then, on Dec. 6, Brix's wife, Noydena Brix, who has not previously made a donation in her name in a state or local political race, gave Wheeler \$5,000. That fits within the limit Wheeler set—which says \$5,000 per individual, not per family—and gets his campaign the money Brix apparently wanted it to have.

Wheeler's campaign did not immediately respond to requests for comment.

City Council Unanimously Approves Exempting Construction, Garbage and Recycling Firms From New Clean Energy Tax

*By Nigel Jaquiss
December 14, 2019*

The vote will reduce revenue from the measure by \$10 million a year.

The Portland City Council voted unanimously late on the afternoon of Dec. 12 to make significant changes to the 2018 Portland Clean Energy Fund.

Voters approved the measure 65 percent to 35 percent last year, agreeing to impose a new tax on retailers that have sales of more than \$500,000 in Portland and more than \$1 billion nationally.

The definition of "retailers" in the measure was vague and, after passage, city officials determined it would include large construction companies and companies that pick up garbage and recycling.

That infuriated those industries and led to negotiations between the Portland Business Alliance and City Hall. PBA pushed for exemptions of those industries and revenues from the sale of qualified retirement plans.

In a letter to city council, PBA President and CEO Andrew Hoan said his organization could live with the proposed changes that emerged from negotiations.

"By explicitly exempting the construction industry, the sale of retirement plans and residential garbage service—industries that are not retail by any definition—the amendments take an important step toward aligning the PCES with what the community was informed, in both campaign materials and official measure documents, was a tax only on large retail businesses," Hoan wrote.

The exemptions will reduce revenue from the new tax by an estimated \$10 million a year, according to Revenue Division Director Thomas Lannom. The new estimated revenue is \$44 million to \$61 million.

In council testimony, Oriana Magnera, the climate and energy policy coordinator at Verde, a non-profit that played a key role in promoting the measure, said the coalition of groups behind the Portland Clean Energy Fund could accept the compromise as well but would resist any further tweaks.

"We will fight fiercely if any future erosion occurs," Magnera told the council.

Commissioner Jo Ann Hardesty, who helped create the new tax, said she thought that even though the changes will mean less money, they are reasonable.

"It wasn't until after it passed that we found out the definiton [of retailer] was much broader than we anticipated," Hardesty said before casting a yes vote. "I am the mother of the PCEF and I stake my reputation on making sure it's enacted exactly as we envisioned."

The final tally was four to zero, with Commissioner Nick Fish absent.

The Portland Mercury

City Leaders Respond to Latest Deadly Police Shooting

By Alex Zielinski

December 16, 2019

On December 8, Koben Henriksen was fatally shot by a Portland police officer, making him the fifth person to be killed by Portland Police Bureau (PPB) in 2019.

Portland hasn't experienced a year with that many deaths at the hands of police since 2010.

Henriksen's death was particularly striking, as it incorporated three of the region's leading societal problems: Homelessness, an overburdened mental health care system, and unchecked police violence. Henriksen, 51, was homeless and struggling with an undiagnosed mental illness at the time of his death. According to police reports, Henriksen had been transported to local hospitals twice in the past few months, after police determined he was mentally ill enough to seek a psychiatric evaluation.

Henriksen was wandering in traffic near Mall 205 on the afternoon of December 8, waving knives at passing cars, when officers were called to the scene. Despite PPB's familiarity with Henriksen's mental state, officers immediately responded with deadly force. No more than 13 seconds after approaching Henriksen, PPB Officer Justin Raphael shot him dead.

The shooting drew immediate response from local officials, mental health leaders, and police accountability advocates. Here's what we're hearing so far:

Danielle Outlaw, Portland police chief

"PPB officers have had two prior encounters in the past four months involving the same individual. In each of these incidents, mental health appears to have played a role and the officers peacefully resolved the incidents and connected the individual to medical services. Unfortunately, in the most recent encounter, the outcome was different, which is a tragedy for all involved, including family, the community, the officers, and PPB personnel. The negative impacts are deep and oftentimes irreversible.

This series of cases highlights the systemic failures of the mental health system, which continues to recycle individuals rather than resolve the underlying issues. New ideas, such as the Portland Street Response project, are welcome, but would not have resolved this issue differently because that team would not have been dispatched due to the nature of the call involving an armed individual. There are a number of accountability measures in effect for the officers involved, which will scrutinize their every action and decision. Where is the same level of accountability throughout the mental health system? Law enforcement professionals are put in an impossible position and we need the public to help prioritize effective and humane mental health treatment and demand urgent and immediate action."

Ted Wheeler, Mayor of Portland

"I'm asking the public for patience while we wait for the facts to come out. I am not going to prejudge the decisions of the police officers without the facts, despite pressure to do so. I don't know what happened between the time the officers arrived on the scene and when the shooting took place. That will be one focus of the current investigation.

By the time shots were fired on Sunday, there had already been multiple systems failures, in my opinion. I feel quite strongly that the mental health system failed Mr. Henriksen. As mayor, I

don't have any control over the mental health system, but I have a voice and I believe it's my responsibility to work with the state and county mental health authorities to improve our mental health safety net. This is truly a sad situation for all of us in Portland. It's a tragedy. We must do better for those in crisis in our streets, for the men and women in our police bureau who are all too often called upon to resolve very complex social issues, and [for] the community at large who expect us to protect the most vulnerable in our community. I will do everything in my power to help vulnerable people in our community to get access to services they need."

Jo Ann Hardesty, Portland City Commissioner

"I'm disappointed that we're myopically pointing fingers at one particular issue rather than taking a deep dive to meaningfully talk about all the systems that failed Mr. Henriksen this past week. This isn't a question of which system is solely responsible. So yes, I agree that our mental health system could use improvement. But there are other systems that also need improving. Although we cannot draw conclusions about what occurred with Mr. Henriksen until there has been a full investigation, the OIR Group, who conducts annual outside reviews of officer involved shootings, has raised concerns that we have used deadly force too soon. These patterns of behavior have been identified by OIR year after year, and yet people in mental health crisis continue to die of deadly force.

So this is my hope: It's my hope that we use this opportunity to work on all the systems that continue to fail our most vulnerable. Our communities deserve better."

Multnomah County (via spokesperson Julie Sullivan-Springhetti)

"It is a tragedy anytime anyone in crisis dies in our community. Every one of us has people we know who struggle with mental health challenges. Multnomah County will wait for the official review on the death of Koben Henriksen to bear out the facts. Ultimately, anyone experiencing a mental health crisis should not have to face a violent death at the hands of law enforcement. The county is actively working to provide other options locally for these situations because even if our mental health system were fully-funded, people are still going to experience crisis in public. We can, and we must, do better."

Dan Handelman, founder of Portland Copwatch

"We've seen this before: The police and the City deflect the criticism of what is an apparent excessive use of force by blaming the shortcomings of the mental health system. The police accused James Chasse of urinating in public and then told people he was on drugs (even though he had a bag of bread crumbs). They focused on Keaton Otis' mental health issues even though they had no idea about that at the time and pulled him over for "looking like a gangster." It's clear that the training for police to de-escalate and reduce harm to people who may have mental health issues, which has been put in place over the past five to seven years under the Department of Justice agreement, is not working.

It is extremely rare that a person dies due to use of force when in the protection of mental health workers but all too common when they are confronted by police."

Jesse Merithew, civil rights attorney currently representing several families of Portlanders who've been killed by PPB officers

"People in glass houses shouldn't throw stones. It is true that the mental health system was not able to effectively intervene to address Mr. Henriksen's needs before he was killed by the Portland Police. But no one from the mental health system put a bullet in his head. The Portland Police did that. Placing the responsibility on other institutions to protect vulnerable people from

police violence is perverse. While the officers involved will have their actions and decisions scrutinized, that scrutiny is nothing more than a show trial with a predetermined outcome. 'The officer feared for his life, he had no choice, it's all very tragic, but we did nothing wrong.' The officers will be cleared of any wrongdoing and can look forward to long careers with the Portland Police Bureau."

Sarah Radcliffe, attorney with Disability Rights Oregon

"We owe it to those who've died this year in crisis to find out if there was anything we could have done different to save their lives. It's very clear we need more resources for affordable housing and comprehensive mental health care. But, even with a robust mental health system in place, there are still going to be moments of crisis that require a police officer response—and it's absolutely unacceptable to respond with deadly force."

Jason Renaud, co-founder of Mental Health Association of Portland

[\(see full statement here\)](#)

"Routine harm by police—including death—to people with mental illness hasn't been eliminated or even reduced [since the DOJ settlement agreement]. There's been reduction of use of force against people who don't have mental illness, but that's a different thing. Further, because cops said they were going to fix the problem and failed, people with mental illness and addiction trust Portland cops less. That means when a cop says 'Stop!' a kid might consider running. That means when an adult psychotic son threatens his mom, she might not call for help.

Oregon laws don't match community values—so police who misuse force aren't held accountable. District attorneys don't have guidance or laws to prosecute police who misuse force, which results in impunity. Impunity is a poison which kills governments; as conscious concerned citizens, we can taste the poison. Antifa tastes the poison, everyone of color taste the poison, people with an interest in justice taste the poison. It's making us sick."

Members of Portland Committee on Community-Engaged Policing (PCCEP)

"Board members extend our deepest condolences to the family and loved ones of Koben S. Henriksen who was killed on Sunday afternoon in Portland by a police officer. Although we do not have much information on the circumstances of this shooting, we are troubled that he may have been suffering a mental health crisis at the time of his death....We are concerned that the police may continue to use deadly force in cases where deescalation would be most appropriate. We hope that the police and other city officials can share more information about this shooting soon and we look forward to an independent investigation."

The Daily Journal of Commerce

Contractors will be exempt from Portland tax

*By Josh Kulla
December 13, 2019*

Construction companies will not be subject to the city of Portland's new clean energy excise tax after all.

City commissioners voted unanimously Thursday to amend city code to exempt construction companies as well as sales of residential garbage and recycling services and qualified retirement plans from paying a 1 percent surcharge on gross revenue from retail sales within Portland. The

surcharge was imposed by Measure 26-201, approved by voters in 2018, and applies to Portland retailers with total annual retail revenue greater than \$1 billion and Portland annual retail revenue over \$500,000.

The measure created the Portland Clean Energy Fund (PCEF), which will provide both money for clean energy projects and training for workers. But commissioners admitted Thursday that the measure as approved by city voters applied to a larger portion of the business community than previously assumed.

“It wasn’t until after it passed that we found out the definition was much broader than we anticipated,” said Commissioner Jo Ann Hardesty, a longtime and staunch supporter of the PCEF, which is intended to provide economic opportunities to underprivileged communities. “I wouldn’t have supported a tax on anyone’s retirement account, period. I don’t think adding a tax to affordable housing or school construction or garbage hauling for residential homes was something we ever envisioned would take place.”

The Portland Business Alliance had lobbied City Hall, as well as a work group of PCEF stakeholders, to add the exemptions approved on Thursday. Many professionals within the construction industry had previously raised concerns about the tax’s potential impacts.

Preemptive action was taken by some parties, including Oregon Health & Science University, which in September directed general contractors working on its numerous building projects to include the tax in their proposed budgets.

Although financial data for large firms is typically kept under wraps, industry officials told the DJC in October that without changes to the ballot measure sizable general contractors including Hoffman, Fortis, Turner, Skanska, Mortenson, JE Dunn, Howard S. Wright and others would likely be subject to the city’s tax.

Meanwhile, the amendment will mean less money for the PCEF. Thomas Lannom, director of the city’s Office of Management & Finance’s Revenue Division, told the City Council that anticipated revenue from the clean energy surcharge could fall by as much as \$10 million. That rankled several citizens who showed up Thursday to protest the amendment.

“It’s a little bit disingenuous to say exempting construction projects helps low-income and affordable housing,” Portland resident Charles Johnson said.

Johnson suggested that exemptions should be for affordable housing projects themselves, and not construction in general.

Mayor Ted Wheeler said that while he wholeheartedly supports the PCEF, he also endorses the exemptions.

“I acknowledge these changes are less than ideal,” he said, “but this program will continue to be a model for the rest of the country.”

Transit-oriented development plans to go before city officials

*By Josh Kulla
December 12, 2019*

A proposal for a two-building mixed-use development that could add 289 residential units to Portland’s South Waterfront District is set to go before the Bureau of Development Services on Tuesday for a pre-application conference.

TriMet owns the 2.33-acre parcel on Southwest Moody Avenue, and is working with TVA Architects and Portland developer Phil Morford to convert the narrow property, known as the Tilikum Moody site, into a transit-oriented development. As proposed, the development would be constructed on the property's southern end – between the Ross Island Bridge and Southwest Harbor Avenue.

“It’s a little early, but this is probably the most exciting project that we’ve ever done,” Morford said. “We look at it as being a very public project.”

TriMet earlier this year hired Cushman & Wakefield to market the property without a stated asking price. Floor area ratio regulations allow construction of a total of 944,574 square feet; also, the property is subject to Portland’s Central City 2035 Plan.

According to a sales flyer, the property contains roughly 36,446 square feet of usable land area and is located in an opportunity zone. Zoning is central commercial. Maximum building height in this area is 250 feet.

Morford and TVA Architects have worked together on a number of developments, and are doing so on four projects – including this one – in Portland.

Early documents submitted to the BDS suggest that both buildings would feature residential units above ground-floor retail space and at-grade vehicle parking. The proposal calls for a total of 40 parking spaces.

Two vehicle access points to the property from Southwest Moody Avenue would be constructed.

Project plans are subject to change, Morford said, as development continues and stormwater management issues are explored more fully.

“It’s going to be in the middle of a lot of OHSU medical buildings and mass transit,” Morford said. “All that is going to affect our unit type and design. We hope to have at least 300 units, and at this time it would comprise two buildings, but whether or not we can do all this is largely up to the infrastructure restrictions and parameters.”

Among those are stormwater issues as well as street easements that were replaced on Moody Avenue when Portland Streetcar tracks were constructed.

Morford said that he and TVA Architects lead designer Robert Thompson believe this project can be great.

“Bob and I are extremely excited about this project,” he said. “Of all the things we’ve been involved with, due to its special location, we’re very excited about its potential.”

Development on track for ex-farmland in Portland

*By Josh Kulla
December 13, 2019*

The Portland City Council on Wednesday gave the go-ahead for city bureaus to continue working with private landowners to develop one of the largest remaining unbuilt parcels in the city.

Commissioners voted unanimously in favor of adopting the Parkrose-Argay Development Study, which calls for creation of a public-private partnership to develop the 32-acre Rossi Farms site – around the intersection of Northeast 122nd Avenue and Shaver Street, where the Parkrose and

Argay neighborhoods meet. A series of public workshops were held over the past year to determine a preferred alternative that provides views of Mount Hood to the east. Plans call for nearly 750 new apartments, as many as 138 new townhomes, a handful of cottages, commercial space and a new grocery store along 122nd Avenue.

“Thank you, Mr. Rossi, to you and your associates for helping making this a really grand vision,” Portland Mayor Ted Wheeler said. “This could have gone in a very different direction, but you really gave the template to the community to be able to shape this.”

The resolution approved by the City Council directs the Bureau of Planning and Sustainability to now work with the Rossi, Garre and Giusto families as well as Prosper Portland to “gauge interest in a future private-public partnership for development of the 32-acre site.”

Other city commissioners were equally enthusiastic.

“This site is so full of exciting potential,” Commissioner Chloe Eudaly said.

The 32 acres span both sides of 122nd Avenue and are near Parkrose High School, Parkrose Middle School and Shaver Elementary School.

The historic Rossi Farms red barn sits on the site and is likely to be repurposed as event space or something similar after public input showed strong support for the structure’s retention and reuse.

A total of six preliminary concept plans were devised by a work group featuring representatives of city agencies, the East Portland Action Plan, the Parkrose School District, Scott | Edwards Architecture, Walker Macy, Lancaster Engineering and others.

The yearlong process identified the View Corridor alternative as the most to the community. A new street would run diagonally through the east side of the site and toward Mount Hood to preserve and frame views of the mountain. Green spaces on either side of that main street would have even better views.

North-south streets envisioned to support mixed-use development would be oriented with views of Mount St. Helens in mind and be offset from connections to streets to the north to discourage cut-through vehicle traffic.

Barry Manning, a senior planner with the Bureau of Planning and Sustainability, told commissioners that preliminary planning showed plenty of investment opportunity in the Parkrose/Argay area, albeit at perhaps a lower level of return than the central city.

Consultant “Johnson Economics felt that there was a pretty significant opportunity to develop rental apartments on this site,” Manning said. “This area hasn’t seen much new investment activity. The pricing of rents in the area doesn’t support concrete-podium construction but would support wood-frame construction.”

If the concept plan were to be implemented, the property owners would need to agree on a more formal mechanism to make decisions together. This could take a range of forms, such as a written agreement, or creation of a more formal legal entity.

A suitable developer with experience developing master plans on a large site will also need to be brought on board, along with the required variety of contractors involved in such an enterprise.

Joe Rossi spoke Wednesday on behalf of his family, which has owned the property in question for more than four generations. The family intends to work with the city to bring the concept plan to reality, he said.

“I can’t say enough how much this exceeded my expectations,” Rossi said. “We’re going to go all the way through on this. The first step was the zoning we got; we had really good public input in the zoning process. This was the second step, and the third step will be for us to come and stay involved.”

Work remains for South Waterfront redevelopment

By Chuck Slothower

December 13, 2019

A Dallas-based developer’s plans for a five-building redevelopment of property in the South Waterfront District have a long way to go to gain approval, the Portland Design Commission indicated on Thursday.

The development would sit on four blocks near the Willamette River. Portland Bureau of Development Services staffers raised questions regarding access to the Willamette River, traffic impacts and the layout of a greenway through the area.

The project’s first review hearing before the Design Commission was Thursday. Commissioners were nonplussed by Alamo Manhattan’s proposal, saying they were unsure how to even begin evaluating what one commissioner described as an incomplete land-use application for a massive redevelopment.

Alamo Manhattan proposes to build approximately 1,232 residential units, 20,000 square feet of retail space and 965 parking spots. The design would locate two high-rise buildings closest to the river, with three mid-rise buildings on the two western blocks, in contrast with city guidelines that call for building heights to step down to the river. The buildings closest to the river would rise to 244 feet, 9 inches, just below the 250-foot maximum height. The interior block buildings would be approximately 72 to 73 feet tall.

“This is very unusual that we’re reviewing five massive buildings and a greenway,” Commissioner Zari Santner said. “How come the bureau accepts an application that is so insufficiently complete?”

“The applicant can deem it complete,” BDS planner Staci Monroe replied. “There is nothing in the code that prohibits it.”

Monroe agreed that it was not typical to review several buildings and related infrastructure at once.

“It’s an insane amount of work to put this into one land-use case,” she said.

Santner suggested the developer’s plans were not close to meeting guidelines.

“There’s nothing that stops us from asking the applicant to keep coming back until we get to something that’s approvable,” she said.

Alamo Manhattan President Matt Segrest offered no indication that the developer would break up the land-use application into smaller parts.

“I recognize this is a huge chore here,” he said. “It is. There’s no way around that. We want to get this approved as soon as we can as well.”

The staff report did not recommend approval – a routine stance in the early stages of a land-use application. However, the staff report details at least 29 distinct guidelines not yet met by the

proposal. Furthermore, the city's environmental services and transportation bureaus, as well as the BDS site development section, stated they were not able to support the application.

The design team includes WDG Architecture, HLR Architects, landscape architect Linda Tycher and Associates and engineering firm Otak.

The property is slightly north of The Old Spaghetti Factory, and bounded by Southwest Bond Avenue, Southwest Lane Street, Southwest Lowell Street and the river.

Two design advice hearings for the project took place in February and August. The project team is scheduled to return before the Design Commission on Feb. 6, 2020.

Also on Thursday:

OHSU expansion wins approval

The Portland Design Commission unanimously approved plans for Oregon Health & Science University's 14-story hospital expansion on Marquam Hill.

Commissioners praised the proposal presented by the design team of NBBJ, based in Seattle, and Mayer/Reed, which handled the outdoor plaza.

"The response that we're looking at today is significantly stronger than when this building (design) came into the room," Design Commission Chairwoman Julie Livingston said at Thursday's hearing.

The building will be located slightly west of the Elks Children's Eye Clinic, which was also designed by NBBJ.

The plaza and outdoor spaces were a focus of the Design Commission's attention throughout the review process. The designers responded to earlier criticism that the plaza's pathways weren't well integrated and lacked separation between pedestrians and cars. The final design expanded outdoor seating, added street trees and also created a landscape buffer between the sidewalk and street.

"Your collective feedback has greatly improved the hospital design as well as the public plaza," said José Sama, a principal with NBBJ, which recently opened a Portland office.

OPB

Wheeler Commits To Debates, Forums In Upcoming Portland Mayoral Race

*By Rebecca Ellis
December 17, 2019*

Staff for Portland Mayor Ted Wheeler's re-election campaign said Monday the team was prepared to start holding mayoral debates for the 2020 primary in the new year.

The brief statement, released Monday afternoon, came in response to candidate Sarah Iannarone's challenge one week prior. In a Dec. 9 letter, Iannarone's campaign asked the mayor to join her on stage for six debates before the primary in May.

Wheeler's response did not mention Iannarone by name, but said the mayor looked "forward to participating in joint candidate events, debates and forums that showcase the diversity of ideas in this race."

These forums, as described by the Wheeler campaign, would be "as representative as possible of the entirety of the field of candidates."

Iannarone's campaign had previously said they hoped to keep future debates limited to a smaller pool of "viable candidates" to avoid stretching viewers' bandwidth for local electoral politics and keeping the debates focused.

Iannarone's letter had suggested each debate would be about a topic pertinent to Portlanders: environmental justice and climate change; housing affordability and homelessness; police accountability and public safety; inequality and poverty; good government and civil society; and health.

The response from the Wheeler campaign did not address the specific topics nor the number of debates that Iannarone had suggested.

Amy Rathfelder, Wheeler's deputy campaign manager, said the two opponents will likely hammer out an official number of debates together. As for the topics under discussion, Rathfelder said they'll likely make a few additions to Iannarone's list in the next few days.

In a statement, Iannarone's campaign said they appreciated Wheeler's response.

"We are happy that Mayor Wheeler has accepted our request to participate in debates," the Iannarone campaign said. "We are committed to ensuring an inclusive, equitable, and substantive conversation around who is the best choice to address the problems that have continued to impact all Portlanders."

Parents Blame Mental Health System Failures, Officer In Koben Henriksen's Death

*By Rebecca Ellis
December 13, 2019*

Koben Henriksen could not buy a coat. He could not see his parents. He could not sleep in a motel.

He would tell his family that if he broke those rules, the voices — or as he called them "energy" — promised to punish him.

For more than a decade, Henriksen obeyed. He moved through Oregon cold, isolated, homeless.

It was a torturous existence he repeatedly tried to end. He ingested poison and sat on train tracks. He begged his father to buy him a gun, and when that failed, to take him to a European country where euthanasia for mental illness is legal. Last month, a detective called his father, Rick Henriksen, to tell him his son had tried to induce "suicide by cop" on Nov. 14 by threatening two Portland police officers with a knife in each hand.

On Dec. 8, Henriksen's parents believe their son made another attempt to provoke a police officer into ending his life on the same street in southeast Portland.

This time, the officer did shoot — at least once in the head and once in the chest, according to Rick Henriksen, who spoke with a detective.

With those shots, Henriksen's story became notable not only for how he lived — at the mercy of a debilitating mental illness he could find no relief from — but for how he died, as the Portland Police Bureau's fifth fatal shooting this year.

Details about the shooting have been slow to emerge. The bare bones of the incident, pieced together through archived dispatch tape and police news releases, have officers dispatched to a call of a man brandishing a knife at vehicles, just east of Mall 205. Another officer chimed in, flagging the call as a potential "suicide by cop." Less than seven minutes after being dispatched, one officer fatally fired the lethal shots, and another fired "foam-tipped projectiles," meant to subdue a person from afar.

Two pocket knives belonging to Henriksen were found at the scene, according to police.

On Friday afternoon, Henriksen's parents will hold a funeral for their 51-year-old son. His father, who splits his time between Troutdale and Mexico, where he works as a real estate developer, flew in from Cabo on Thursday. His mother, Candra Scott, flew in from San Francisco. They plan to cover their son's face for the ceremony.

In Rick Henriksen's mind, there is no doubt that Portland police officer Justin Raphael used excessive force when he fired the fatal shots.

"I can't imagine any logical person that would come to a different conclusion on that, unless I'm missing something important here on how this all developed," Henriksen said. "And I don't think I am."

But he said he wants to be clear: He is not making a blanket statement about police violence, particularly after two officers were successful in calming his son down last month after an alleged attempt to provoke officers into shooting him.

Henriksen's parents reserved their harshest indictments for the country's mental health system, which they believe should shoulder a large share of the blame for their son's death.

Henriksen's mother said her son's schizophrenia started with heartbreak. Stressful events can trigger the illness in those already susceptible. And Scott said, for her son, that event was coming home one day at the age of 27 to find the girl he loved had disappeared.

"Boom, just like that overnight," Scott said. "He just turned to stone. And his soul was just gone."

Henriksen spiraled. He was no longer the charming, chatty boy she'd raised, but an erratic man she did not recognize. He cut off his friends and his family. He sold his house in San Francisco and moved to Mesquite, Nevada. He eventually lost his home and moved into his car — then lost the car.

The voices grew louder.

"I've never seen anyone suffer as much as he did. Constantly. He was never really ever out of pain, incredible pain, and there just was no relief," Scott said. "These voices were demons."

About a decade ago, Henriksen brought his debilitating demons to Oregon. He found some stability in East Portland for a period at a group home for people with mental illness. But schizophrenia continued to constrain him.

Last fall, when his father took him on a 10-day hiking trip to Jackson Hole, Wyoming, the voices wouldn't let him eat at most of the city's restaurants or change out of the sweatpants he'd been wearing for a year and a half.

Shortly after the trip, Henriksen left the group home and returned to the street.

Psychotic breaks would land him in the hospital for stretches of time. Often, doctors would medicate him. Then, he'd be discharged and return to living on the streets. He'd throw out the medication because the voices, as he explained to his father, were spiritual, not biochemical.

Soon, he'd be back in the hospital.

His parents felt powerless to break the cycle. Their son would rarely talk to them because, he said, the voices would not allow it. And patient confidentiality laws meant the specialists their son saw couldn't talk either, no matter how many times they called.

"It's a terrible, terrible system where I, as a parent, can't talk to the psychologist unless Koben gives me permission," Rick Henriksen said. "For the last few years, I haven't been able to talk to anybody. I can't talk to the county. I can't talk to a psychologist. I have no power whatsoever."

Henriksen said he understands how these stringent rules would benefit patients with less severe mental illnesses, who are capable of managing their affairs without family members intervening. But for people like his son, who couldn't make a decision about what clothes to purchase without voices threatening them, Henriksen said he doesn't understand why the mental health system would bar a patient's most powerful advocates from helping steer treatment.

In recent months, he watched helpless as his son became increasingly intent on ending his life.

"He said, 'Dad, I can't keep going through this. If I can't live a normal life, I don't want to live,'" Rick Henriksen said. "And, at that particular point, given what he's been through for 20 years, I can understand how it feels."

On Thursday evening, the police bureau released new details about the November incident that Henriksen's father was told was an attempt at suicide by cop. After deescalating the incident, officers sent Henriksen to Providence Hospital for treatment.

The release also noted a similar incident over the summer where Henriksen told officers he needed to die, and they were his best bet. Then, too, police took Henriksen to Providence Hospital.

The point of releasing these details, Police Chief Danielle Outlaw wrote, was not to tarnish Henriksen's character, but to highlight the failures of the mental health system, which "continues to recycle individuals rather than resolve the underlying issues."

It's a sentiment Rick Henriksen said he agrees with entirely. Less than a month after his son's first alleged suicide by cop attempt and the follow-up treatment, he was back on the street, off medication and prepared to try again.

"It's a system that is so, pardon the expression, rotten that it kills people," Henriksen said.

"And that's exactly what happened to my son."

Portland Leaders Announce New Climate Action Proposals

*By Monica Samayoa
December 13, 2019*

Portland's mayor and other leaders revealed new climate policy commitments Friday, that represent their next steps in trying to respond to climate change.

Mayor Ted Wheeler, along with Portland General Electric CEO Maria Pope and TriMet's General Manager Doug Kelsey, unveiled new proposals and policies that will put Portland on track to reduce greenhouse gas emissions by 50% over the next ten years.

The goal is to reach net zero carbon emissions by 2050.

Wheeler said he's been working with local organizations and youth leaders in developing a community centered approach to address climate action.

"I would like to thank the youth of our region for working with the city to push for meaningful action. In Portland, we value what kind of future we want our children to experience," Wheeler said.

The policy focus on reducing greenhouse gas emissions from city operations and transportation. One of the commitments is implementing a 'climate test' which is an internal price on carbon.

"It'll ensure that city bureaus are making informed climate friendly decisions particularly for major capital investments and high carbon impact decisions such as fuel and vehicle purchases," Wheeler said.

Other commitments include establishing a new policy that requires carbon offsets for any city staff related travel and implement a local carbon offset fund.

"It's important to us that we not just invest in the carbon offset but that we invest those dollars locally," Wheeler said.

Another major announcement came from TriMet General Manager Doug Kelsey as the agency is converting the Max light rail transit (LRT) system to 100% wind power by February 2020.

"With our switch to wind power we'll be the first united states transit agency, that we're aware of to making low carbon LRT system better for the environment," Kelsey said.

TriMet also will no longer purchase diesel fuel buses after 2025. Kelsey said by 2030, the agency will have at least 340 electric buses and will continue to look at other clean energy technology.

Wheeler thanked youth climate activists for their efforts in working with the city to implement change. On Dec. 6, youth climate activists gave a list of demands to Wheeler.

He said he wants to continue to work with the community the youth activists on declaring a climate emergency declaration, next year.