

Board members present:

Jon Christenson, Christine Chute, Victor Dodier, John Prohodsky, Ron Rubel, Jim Scheppeke, Jeff Schumacher, Roz Shirack, Brian Sund, Lorrie Walker

Guests were present as well. **See Exhibit A - Attendance Roster**

President Victor Dodier called the meeting to order at 6:34 pm with a quorum present.

1. A motion to approve the September 2022 meeting minutes was made by Roz Shirack and seconded by Brian Sund. The September meeting minutes was approved unanimously.
2. A motion to approve the October 2022 meeting minutes was made by Jim Scheppeke and seconded by Lorrie Walker. The October meeting minutes was approved with one abstention.
3. City and County Reports:

- a. Councilor Nordyke

The infrastructure bond measure passed.

In addition to City Council approving funds to design the airport's passenger terminal to support commercial air travel, \$150,000 for the Warming Network was also approved.

#### Housing

Affordable multi-family housing incentives were changed by Council to hold developers accountable. Tax incentives for affordable housing updated.

Redwood Crossing housing provides services to enable people to move into stable, permanent supportive housing. Salem Housing's Sequoia Crossing, permanent supportive housing with 60 beds, is funded and construction has started.

Construction is underway at the Navigation Center for the houseless. Its 50 low-barrier beds are expected to be available in February.

Council approved \$300,000 towards the construction of 20 rental units run by the Center for Hope and Safety and \$600,000 towards the construction of 164 affordable multifamily housing units in the Gateway area.

A tax rebate was approved for 157 units of downtown workforce housing constructed on the former site of the Nordstrom department store with the provision that rent is capped at no more than 130% median family income.

Council approved \$650,000 towards construction of 48 affordable housing units for military veterans in West Salem.

96 units for low wage earners will be built in the Morningside neighborhood. A three-bedroom unit will rent for \$1,234.

Councilor Nordyke mentioned that the houseless and aged-out foster care youth overlap.

Lorrie walker asked about Taylor's House. Taylor's House can house a maximum of 15 children which is determined by the ratio of staff to children.

The Navigation Center's opening will be delayed due to supply chain issues. Staff asked if it can it be used as a warming shelter for 30 people.

Councilor Nordyke said 8,000 people are served by Salem Housing Authority.

b. Councilor Nishioka

The St. Francis Center, which houses domestic violence victims and their children, will be adding more housing units. The Center needs volunteers.

Salem's virtual customer center is online.

The Turkey Trot is November 19<sup>th</sup>.

4. Announcements

Fall Leaf Haul is Saturday, November 19<sup>th</sup> and Saturday, December 10<sup>th</sup> from 9 am to 3:30 pm.

5. Neighborhood Concerns

Lorrie Walker worked 1<sup>st</sup> day of warming center. Gloves, socks, and hats are needed for the houseless. Arches and HOPE are looking for donations of warm clothes.

Black Friday is a good time to buy socks, etc. to give.

Wally Benson is concerned about the SCAN goal regarding owner unoccupied short-term rentals. Roz said SCAN has commented on short term rental conditional use applications and other short term rental issues before Council that SCAN has standing to address. Roz provided an overview of approval process to clarify the difference between a complete application for a conditional use and an approved conditional use.

6. Neighborhood Traffic Management Plan

Anthony Gamallo, Traffic Planner for Salem, presented an overview of the proposed revisions to Salem's Neighborhood Traffic Management Plan. The 1999 plan was last updated in 2006. The revisions to the plan include a publicly accessible database with a graphical front end that captures requests for

improvements and complaints about traffic. The database tracks status of complaints and, if a suggestion is implemented, progress towards being implemented. Traffic planning is developing metrics to rank and evaluate best solutions. Public outreach is being done; plans go to Council in January with revised Traffic Management Plan.

John Prohodsky asked how the City will evaluate complaints and suggestions. There are ten conditions that will be used individually and in various combinations.

Public Works is looking for funds, possibly from grants, to fund their work. Safe Routes to School Funds are a possibility.

Will trip attractors be looked at? Yes.

Traffic issues around South Salem High School will be discussed at a meeting on November 29<sup>th</sup> between 1:30-3:30 in the Library's Anderson room A.

Lorrie Walker mentioned that before the SSSH addition was started, neighbors and SCAN suggested SSSH traffic safety improvements. The consensus was to revisit SSSH traffic safety after the expansion was finished.

Neighbors residing south of SSSH expressed concerns about SSSH traffic, especially around evening events, including down to Hoyt St.

#### 7. Recognition of Tom Anderson's service to SCAN

Tom was presented a copy of the resolution (**Exhibit B**) approved by SCAN recognizing his service to SCAN and the City of Salem

Tom said they moved to Salem in 2006, His experience with SCAN prepared him to be an effective City Councilor. He expressed appreciation for SCAN's support and what his efforts on SCAN taught him.

#### 8. Salem Communications Survey

Victor Dodier said the survey was not broad in scope; participants self-nominated. The survey attempted to answer the question "How do we improve participation in neighborhood events and meetings?" The survey found that most people get their information about the city from email, social media and news outlets. Also, most of those answering the survey prefer receiving information from the City via email or via the City's e-newsletter. The survey findings are leading the City to ask neighborhood associations to create neighborhood newsletters.

Examples of a neighborhood event and meeting: Fairmont Hill Halloween parade and Fairmont Hill emergency planning meetings.

Suggestions made at the meeting on how to improve communications included:

- Compile reports and SCAN actions into a report sent in an email to SCAN residents
- Send SCAN agenda by email
- Email list – difficult to create; editing takes time

- Nextdoor - a place where people post gripes
- Link with existing groups
- Mass mailing

There are about 3,300 households in SCAN.

Organic communications evolved on Fairmont Hill. Fun social events are one way.

Brian Sund asked how do we get grass roots groups to connect?

Victor Dodier said Joan Stembridge contacted him about recognizing John Piper, who rakes SSHS leaves, by a dedicated leaf raking event in John's name. This is an example of a neighborhood event that should be communicated to neighbors.

Jim Scheppeke said the onus should be on the City, not SCAN. City has expertise and resources. Brian Sund said SCAN needs more funds, if we are responsible for our communications.

## 9. Street Painting Update

Nothing has been done; expectation is nothing will be done until spring.

## 10. Committee Reports and President's Report

### a. Land Use Committee

The Land Use Committee did not meet in October. The Committee Chair's report (**Exhibit C**) is attached.

After three years, Our Salem is finished, SCAN's zoning request was last action approved by Council.

There are no land use requests currently. The St. Francis shelter and Hunsaker Dental Clinic are working towards having a complete application.

Council on November 14<sup>th</sup> will consider the zoning code clean up. The Planning Commission on November 15<sup>th</sup> will consider zoning code changes that implement state laws and land use board of appeal decisions.

### b. Transportation Committee

The Transportation Committee met in October. The Committee's report (**Exhibit D**) is attached.

Salem Keizer Area Transportation Study (SKATS) requested comments on a proposal by the City of Salem to reduce the number of "enhanced pedestrian crossings" from five to three in a project to do the same because of increased expenses. The Transportation Committee submitted comments to SKATS requesting that Salem either find project savings or look to other projects for savings to prioritize pedestrian safety.

The Transportation Committee moved that SCAN submit comments on proposed projects in SCAN contained in SKATS's revised Salem Keizer Long Range Transportation Improvement Plan (2023-2050).

The comments:

**Lower Leffelle / Clark Creek Park / South Village Park Bike Corridor**

The City of Salem implemented signage for the segment of the bike corridor between Lower Leffelle and Clark Creek Park in 2021. The remainder of the bike corridor should be implemented earlier than 2030.

**12<sup>th</sup>/13<sup>th</sup> St SE (Mission and Hoyt)**

No comment

**Hines St SE Railroad Crossing Pedestrian Facilities**

No comment

**Mission St SE: 12<sup>th</sup> St SE to Commercial St SE**

The project should be implemented sooner. 2045 is much too long to wait for a bicycle-pedestrian improvement. The City should consider separated bike lanes on Mission St SE rather than shared multi-use sidewalk.

**Owens St SE: Liberty Rd S & Commercial St SE**

No comment

**River Rd S: Croisan Creek Rd S to UGB**

The City should consider improving the access road on the west side of the railroad tracks as a separated bicycle and pedestrian path to Minto Brown park.

**Bush's Pasture Park to River Road Bike Corridor**

The intersection of Miller St. and Commercial St SE should have enhanced safety improvements.

**Commercial St SE: Mission St SE to Superior St SE**

**Saginaw St Bike Corridor**

This project is partially signed today. The project should be completed sooner.

**Commercial St SE: Oxford St SE to Winding Way SE**

No comment

**Sprague HS to South Salem HS Bike Corridor**

The project should be done sooner. Today's kindergarteners will graduate will before 2035.

**General comment on bicycle corridors.**

There should be better east-west bicycle corridor connectivity. For instance, a bike corridor on Hoyt Street going east to Summer Street would connect to the

Lower Leffelle / Clark Creek Park route. Going farther east, the route would connect to the path on Berry Street.

A committee motion does not need a second. Motion passed unanimously.

c. Historic Preservation, Parks and Gardens Committee

The Historic Preservation, Parks, and Garden Committee did not meet in October. The Chair's report (**Exhibit E**) is attached.

d. Chair's report

Victor Dodier has been studying up on Roberts Rules of Order for another group. He has learned that a motion is not needed to approve minutes. The chair will ask if there are any corrections to the minutes. If there are none, the minutes are approved as submitted; if there are corrections, the minutes will be approved with the corrections.

Victor learned about Neighborhood Traffic Management plan at a Land Use Network meeting. He expressed concern that, at this point, the neighborhood traffic management plan is a database that compiles concerns and requests from neighbors. A database is not a plan.

Discussions about South Salem High School traffic and pedestrian safety are restarting. They will occur at:

- The Transportation Committee will meet in the SSHS Library on November 16<sup>th</sup> SCAN at 6:30 pm to discuss traffic and pedestrian safety around SSHS.
- Neighbors will meet with School District staff on November 22<sup>nd</sup> to discuss what can be done for street and traffic improvements around SSHS using bond money.
- City staff will meet with neighbors and others to discuss traffic calming measures around SSHS at the Library's Anderson Auditorium on November 29<sup>th</sup> between 1:30-3:30 pm. Needed traffic management improvements not funded by the School District bond measure might be covered by the Neighborhood Traffic Management Plan.

Victor mentioned that a student was injured by a car at 12<sup>th</sup> and Fairview.

Meeting adjourned at 8:34.



## **Exhibit B**

### **Resolution honoring Tom Anderson's service**

#### RESOLUTION OF APPRECIATION FOR THE SERVICE OF TOM ANDERSEN

WHEREAS, Tom Andersen and his wife Jessica have been residents of South Central Salem since 2006, and;

WHEREAS, Tom Andersen served with distinction as Land Use Chair, Vice-President and President of the South Salem Association of Neighbors, and;

WHEREAS, Tom Andersen has served on the Salem City Council representing Ward 2 that includes South Central Salem since 2015, and;

WHEREAS, in his first four-year term on the Council Tom Andersen worked in the interest of South Central Salem by supporting a less costly police station proposal, working against the expensive and ineffective Salem River Crossing proposal, supporting the seismic upgrade and renovation of our main library, and passing a resolution to make Salem an "Inclusive City," among other important accomplishments, and;

WHEREAS, in his second term Tom Andersen led the final defeat of the Salem River Crossing, led efforts to reform Salem's System Development Charges on new development, led a ban on single-use plastic bags, worked to stabilize city finances with a City Operations Fee, led efforts to create a Salem Climate Action Plan, and initiated planning for much-needed infrastructure bond measure proposal that could be accomplished without a tax increase, among other important accomplishments, and;

WHEREAS, on August 8<sup>th</sup> Tom Andersen resigned his seat on the Salem City Council in order to devote the time necessary to campaign for a seat in the Oregon House of Representatives, District 19, with the goal of continuing to serve his neighbors and all of South Salem in the Oregon Legislative Assembly beginning in 2023;

NOW THEREFORE BE IT RESOLVED BY THE SOUTH CENTRAL ASSOCIATION OF NEIGHBORS, that we express our fondest appreciation for the service of Tom Andersen as our Salem City Councilor and wish him all the best as he seeks to continue his career of service to SCAN and to the state.



## **Exhibit C**

### **Land Use Committee Report**

#### **Our Salem Completed**

City Council made its final approval of Our Salem, the update of the Comprehensive Plan, at its 10/10/2022 meeting. The final vote was to approve a zone change to Mixed Use II (instead of MU-III) for specific properties on Commercial Street SE between Superior St S and Hoyt St SE.

This action was in response to SCAN's earlier testimony requesting all properties along Commercial St. SE in SCAN be zoned Mixed Use-II (instead of MU-I or MU-III), but Council did not support that larger request.

The primary impact of the Comprehensive Plan update in SCAN is the rezoning along Commercial St. SE from Commercial Retail, Commercial Office, and General Commercial zones to MU-I from Mission St to Meyers; MU-II from Meyers St to Hoyt St (plus one property south of Hoyt); and MU-III from that property to Vista Ave. SCAN had originally requested MU-II zoning for Commercial St SE through SCAN, because it would be more compatible with the adjacent residential zones. MU-II allows less massive buildings (55 ft maximum height); has more pedestrian-friendly development standards; and does not allow vehicle-related uses like vehicle sales and service or drive-throughs. SCAN believes MU-II is a better fit for Commercial St, which is part of Cherriots' Core Transit Network.

The next step for the Committee is advocating for better pedestrian improvements along Commercial St SE, such as more traffic controlled intersections, to complement the purpose of mixed use zoning. If multi-family housing is included in any of the mixed use zones, there is no required off-street parking for the housing, if located within ¼ mile of the Core Transit Network. Therefore, it is important that pedestrian improvements occur along with mixed use development to ensure the zones work as intended and do not degrade the safety and quality of those neighborhoods.

#### **Development Applications**

There are two development applications that the Committee will be reviewing after city staff has deemed them to be complete. Preliminary designs do not require any variances to existing development standards.

- 1) Hunsacker Dental Clinic plans to redevelop the prior Kwan's Restaurant site at 835 Commercial St. SE. It will be a large dental clinic with 25 chairs. Demolition work is progressing, but the application is not yet complete for review.
- 2) St. Francis Church Family Housing at Howard and Berry Streets is adding a new 5-unit apartment building behind its existing apartment building. The current building on the lot will be demolished to make room for the new apartment building. The application is not yet complete for review.
- 3) A conditional use application to allow a short-term rental (non-owner occupied) at 795 Church St. SE (corner of Church St. and Mission St). Application is not yet complete for review.

#### **Uniform Development Code Updates**

The City is proposing a number of updates to the Uniform Development Code to clean-up zoning codes to be consistent with Our Salem changes; implement changes in State housing and land use laws; add new temporary uses to implement Council's homeless policies; consolidate curb, sidewalk, street tree, and streetlight improvements into a single streetscape definition;

strengthen and clarify the City-owned tree ordinance to require a request to remove a City-owned tree as a result of development be approved or denied during the land use approval process and require a person who damages a City-owned tree to pay for the City's costs to restore the damage.

Council public hearing of some of the changes is November 14. Planning Commission public hearing of other changes is November 15. So far, the Committee has no concerns with the changes.

Submitted by Roz Shirack, Chair

## Exhibit D

### Transportation Committee Report

The Transportation Committee met on Wednesday, October 19, by Zoom so that we could take advantage of screen sharing.

Attending: John Prohodosky, Jim Scheppke, Brian Sund and Victor Dodier

Salem Keizer Area Transportation Study (SKATS) requested comments on a proposal by the City of Salem to reduce the number of “enhanced pedestrian crossings” from five to three in a project to do the same. Comments were due by October 25. We submitted the comments below:

**Re: Resolution 22-19 to revise the description of Project Key Number 21879 - Pedestrian Safety Improved Crossings to remove two crossing locations:**

The South Central Association of Neighbors (SCAN) Transportation Committee reviewed the proposal to reduce the number of “enhanced pedestrian crossings” from five to three. We do not know what improvements are included in “enhanced pedestrian crossings.” While we are surprised at the expense, pedestrian safety improvements should have a high priority. The City of Salem should reduce project scopes, employ value engineering to reduce the costs, or to look to other projects for the savings to fund these enhanced pedestrian crossing projects rather than to reduce the number of crossings included within Project Key Number 21879.

SKATS is also updating the Salem Keizer Long Range Transportation Improvement Plan (2023-2050). We discussed various transportation projects that are proposed in SCAN. We propose to submit comments:

#### **Lower Leffelle / Clark Creek Park / South Village Park Bike Corridor**

The City of Salem implemented signage for the segment of the bike corridor between Lower Leffelle and Clark Creek Park in 2021. The remainder of the bike corridor should be implemented earlier than 2030.

#### **12<sup>th</sup>/13<sup>th</sup> St SE (Mission and Hoyt)**

No comment

#### **Hines St SE Railroad Crossing Pedestrian Facilities**

No comment

#### **Mission St SE: 12<sup>th</sup> St SE to Commercial St SE**

The project should be implemented sooner. 2045 is much too long to wait for a bicycle-pedestrian improvement. The City should consider separated bike lanes on Mission St SE rather than shared multi-use sidewalk.

#### **Owens St SE: Liberty Rd S & Commercial St SE**

No comment

### **River Rd S: Croisan Creek Rd S to UGB**

The City should consider improving the access road on the west side of the railroad tracks as a separated bicycle and pedestrian path to Minto Brown park.

### **Bush's Pasture Park to River Road Bike Corridor**

The intersection of Miller St. and Commercial St SE should have enhanced safety improvements.

### **Commercial St SE: Mission St SE to Superior St SE**

#### **Saginaw St Bike Corridor**

This project is partially signed today. The project should be completed sooner.

### **Commercial St SE: Oxford St SE to Winding Way SE**

No comment

### **Sprague HS to South Salem HS Bike Corridor**

The project should be done sooner. Today's kindergarteners will graduate will before 2035.

### **General comment on bicycle corridors.**

There should be better east-west bicycle corridor connectivity. For instance, a bike corridor on Hoyt Street going east to Summer Street would connect to the Lower Leffelle / Clark Creek Park route. Going farther east, the route would connect to the path on Berry Street.

If the comments above are acceptable to SCAN Board members, we will submit the comments to SKATS on behalf of SCAN.

Victor Dodier

Chair, SCAN Transportation Committee

## Exhibit E

### Historic Preservation, Parks and Gardens

#### Updates Nov 2022

#### 1. HISTORIC LANDMARK DESIGN REVIEWS

There are no active design reviews currently (Notice of Filing/Request for Comments) for properties in SCAN.

#### 2. NEXT HPPG MEETING

On Weds Dec 15, 2022 at 2 PM by ZOOM. Christine Chute will provide ZOOM service. Guests will include Jesse Dillow, Project Lead from City Public Works on installation of 5 bioswales along lower Leffelle St in Bush's Pasture Park.

Agenda, tentatively, includes: (a) Bioswales in Bush's Pasture Park; (b) Insect infestation in Oregon of the Emerald Ash Bore; (c) Climate Change & City Parks; and (d) invitations to the HPPG Committee to visit individual National Register of Historic sites (residences) in SCAN.

#### 3. PUBLICATIONS NOTED

(a) A new book, ***Over My Dead Body: Unearthing the Hidden History of America's Cemeteries*** by Greg Melville (Abrams Press 2022). A number of SCAN residents volunteer at Pioneer Cemetery on the SW edge of the SCAN Neighborhood.

Salem's Pioneer Cemetery was very much influenced by Mount Auburn Cemetery (1831) in Cambridge, Mass.

Melville looks at key cemeteries in the U.S. He asserts "Mount Auburn was the birthplace of landscape architecture in the United States, and the country's first public park" There are many "kinds of astonishing facts revealed in Melville's fascinating new book" New York Times Book Review Oct 30 2022.

(b) *ARCHITECTURAL RECORD*, October 2022, spotlights multi-family housing. And the new (Andrew) Calder (sculptor) Gardens in Philadelphia, indoor and outdoor spaces, designed in consultation with the renowned Dutch horticulturalist Piet Oudolf. Another article in the October *ARCHITECTURAL RECORD* is on Oregonian Anyeley Hallova, Chair of the Oregon Land Conservation & Development Commission (LCDC).

Highly regarded, Ms. Hallova is a young professional, a developer, holds degrees in environmental systems, city planning and landscape architecture, who was honored in 2016 by the Urban Land Institute as one of the outstanding individuals in the United States "40 under 40" and, more recently by GRIST (2022). Please see ATTACHMENT.

#### 4. SUGGESTION FOR POSSIBLE CONSIDERATION, SPEAKER FOR THE 2023 ANNUAL MEETING

Among those the full Board might consider to speak, — Ms. Anyeley Hallova — to be our featured "key" speaker to the 2023 SCAN Annual Meeting.

2023 is the 50th Anniversary of the founding of the South Central Association of Neighbors, — and the Oregon Land Conservation & Development Commission (LCDC). SCAN was established (July 23, 1973) almost concurrently with enactment of Oregon's coordinated comprehensive statewide land use system (SENATE BILL 100).

SCAN was founded four years before the City of Salem network of neighborhood associations.

A key case in establishing standing for neighborhood associations is *SCAN v Lindsey (Robert Lindsey Mayor of Salem)* 21 OR App. 578. Circuit Court Judge Edward J. Leavy and the three member Appeals panel of Judges William S.

Fort, Robert Y. Thornton (a former Oregon Attorney General) and Robert H. Foley agreed with SCAN.

SCAN has taken 2 land use cases to OR Ct of Appeals, 3 to the Land Use Board of Appeals (LUBA) and one to Circuit Ct. to protect the livability of South Central Salem. Five of the 6 appeals to the Judicial Branch upheld the SCAN position. SCAN has an extensive history in land use. LCDC Goal No. 1 is Citizen Involvement.

## Developer Anyeley Hallová Tackles Equity and Wealth-Building

BY RANDY GRAGG

WITH DEGREES in environmental systems, city planning, and landscape architecture, Portland, Oregon-based Anyeley Hallová didn't travel a conventional path to real-estate development. But, during her nearly two decades in the field, she has used her education in design thinking to advance sustainability, mass-timber construction, and architectural ambition. With the development firm project<sup>^</sup>, she worked on Framework, an office building in Portland. Though never built, it was, in 2017, the first wood high-rise to be permitted in the U.S. and opened the door to future tall wood buildings. Also at project<sup>^</sup>, she developed the Meyer Memorial Trust Headquarters in Portland's Lower Albina neighborhood (RECORD, March 2021). The mass-timber LEED Platinum building was constructed with 47 percent minority- or women-owned business participation (both Framework and Meyer were designed by LEVER Architecture). In 2016, Hallová was named one of Urban Land Institute's "40 under 40" and, earlier this year, honored as a 2022 Grist 50 "Fixer." Hallová sits on the U.S. Green Building Council's board, consults with Amazon's Puget Sound housing-equity accelerator, and chairs Oregon's Land Conservation and Development Commission (LCDC), the powerful overseer for the statewide land-use system.

Hallová, 46, recently started her own development firm, Adre, to advance equity and wealth-building for BIPOC communities. She spoke with RECORD about her new venture.

You've worked with a couple of the most sustainable developers in the country, Gerding Edlen and project<sup>^</sup>. Why was 2020 the right time to start Adre?

Obviously, there was COVID, which kept me home more. You think a lot when you're in your home space. Two was Black Lives Matter, a critical moment similar—I hope—to the civil rights movement: a realization that change needs to happen. Three, I was finishing up Meyer Memorial Trust, the most mission-oriented project I've done, not just for design and sustainability, but also equity. Four, on the LCDC, we were developing policies for housing production and asking cities to answer new questions: "What are you doing for homelessness or affordable homeownership for BIPOC



Hallová started her development firm in 2020.

communities?" I was on the Portland Housing Center Board, working on homeownership for BIPOC folks. And, then, people began asking my advice on how to get more developers of color in the field. I've been asked to increase this, there, and that, and I'm like, "Wait a minute, what about me?" If there are so few developers of color who own a majority of their own business, I thought, if I don't do this, then who is expected to?

How does architecture help further your equity and sustainability goals?

Buildings are for people. They live, work, play, and shop in buildings, and the fabric of our cities is filled with buildings. It shows people their self-worth. If we're going to change trajectories of the lives of people of different economic and racial backgrounds architecture has to play a role. Architecture is completely linked to equity.

As a developer trying to push the needle in sustainability and equity, what are the most frustrating systemic barriers you encounter? What would you change?

The most frustrating part—well, there's a lot, actually—but one is how projects are

financed and owned. The typical real-estate development project requires accredited investors, meaning a certain net worth. Essentially, that allows people who have a lot of money to continue to make money, but it doesn't really allow regular folks to participate. Our whole system of ownership and development perpetuates wealth inequality. It's not something I'm going to solve with my company in the first couple of projects. But our work is inspirational and catalytic. I want to tackle a different issue with each project to inspire those who have more assets and capital to change the system.

Two of your projects are benefiting from the Portland Clean Energy Fund (PCEF) generated from a local surcharge on large retailers. The program has been somewhat controversial. How is PCEF money benefiting your work?

We'll be using the money for design of energy efficiency and production that go beyond code: better performing facades, mass timber for less embodied energy, 60-75-kilowatt solar arrays. Both buildings will be owned by organizations that will serve Black or BIPOC people. These are nonprofits that are receiving these funds, not my company. This fund is huge for the city of Portland and for the United States, saying, hey, we have some money set aside to help communities that don't get access to big capital for sustainability. I hope it is a model in the United States.

Your mixed-use Williams & Russell complex, designed by LEVER, will rise on a 1.7-acre lot in Portland where urban renewal forcibly displaced 120 Black families in the 1970s. Do you think of this as a healing and reconciliation project?

I definitely do, though you cannot repair all that has been lost—on that site or any site, for that matter—through a development project. It has three parts: office, apartments, and affordable homes for sale. Adre is working on the office and affordable homes. Our goal is to maximize ownership within the Black community. So, wealth creation and healing. Design will play a role in how we tell these stories about what has been successful, but also about what has been lost. ■