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City Council Meeting
March 10, 2025
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CITY COUNCIL MEETING
COUNCIL CHAMBER, CITY HALL
MARCH 10, 2025
5:30 p.m.

VIA ZOOM/ IN PERSON

PRESIDING: Mayor Richard Mays

COUNCIL PRESENT: Ben Wring, Tim McGlothlin, Rod Runyon, Scott Randall, Dan Richardson

STAFF PRESENT: City Manager Matthew Klebes, City Attorney Jonathan Kara, City Clerk Amie Ell, Public Works Director Dale McCabe, Police Chief Tom Worthy, Finance Director Angie Wilson, Community Development Director Joshua Chandler, IT Director David Collins

CALL TO ORDER

The meeting was called to order by Mayor Mays at 5:30 p.m.

ROLL CALL OF COUNCIL

Roll Call was conducted by City Clerk Ell. Wring, McGlothlin, Randall, Richardson present. Runyon absent.

PLEDGE OF ALLEGIANCE

Mayor Mays asked Councilor McGlothlin to lead the Pledge of Allegiance. Councilor McGlothlin invited the audience to join in the Pledge of Allegiance.

APPROVAL OF AGENDA

Mayor Mays noted a supplemental agenda had been posted adding Item #13B to the agenda.

It was moved by Wring and seconded by Randall to approve the agenda as amended. The motion carried 4 to 0, Wring, Randall, McGlothlin, Richardson voting in favor; none opposed; Runyon

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absent.

AUDIENCE PARTICIPATION

There was none.

CITY MANAGER REPORT

City Manager Matthew Klebes reported;

- Several public works projects were in progress
 - 6th Street widening project
 - 12th Street Sidewalk and Stormwater improvements
 - Bid process would begin soon for the 10th Street Safe Routes to Schools project
- Appeared on KODL
- Would be attending Oregon City County Managers Association Conference next week

CITY COUNCIL REPORTS

Councilor McGlothlin reported;

- Completed the Oregon Government Ethic Commission Public Meetings Law training to meet new state requirements
- Attended Airport Board meeting

Councilor Wring reported;

- Was absent from previous City Council meeting; report included full month of items.
- Had a meeting with the City Manager
- Appeared on KODL with Mayor Mays
- Attended a Federal Street Plaza meeting
- Attended Urban Renewal Agency meeting

Councilor Randall reported;

- Nothing to report

Councilor Richardson reported;

- Nothing to report

Mayor Mays reported;

- Appeared on KACI
- Presented to The Dalles Rotary club

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- Would be re-starting the Saturdays with The Mayor program. Would begin Saturday March 29th at Café Enza beginning at 10:00am. Special guests; New City Councilor Wring and members of the Beautification and Tree Committee
- Announced that he was seeking new members for the Beautification and Tree Committee

Councilor Runyon joined via Zoom at 5:39pm

CONSENT AGENDA

It was moved by Richardson and seconded by Wring to approve the Consent Agenda as presented. The motion carried 5 to 0, Richardson, Wring, Runyon, McGlothlin, Randall voting in favor; none opposed; none absent.

After the motion was seconded, Richardson asked what amount would be requested for the Transportation Growth Management grant referencing the third item on the consent agenda.

Dan Spatz Economic Development Officer said they would be asking for \$200,000.00 for a project estimated to cost \$250,000.00.

Items approved on the consent agenda were: 1) The minutes of the February 24, 2025 Regular City Council Meeting; 2) Resolution No. 25-014 Authorizing a Request for Grant Funding Through the State Parks & Recreation Department; 3) Resolution No. 25-013 Authorizing a Request for Grant Funding Assistance Through the Oregon Transportation Growth Management (TGM) Program for Preparation of the Westside Area Renaissance Master Plan

CONTRACT REVIEW BOARD ACTIONS

Contract No. 24-011 EPA Brownfield Assessment Consulting Services

Dan Spatz Economic Development Officer reviewed the staff report.

Richardson asked if the Brownfield funding being activated was purely incentive funding or if landowners were required to contribute financially.

Spatz explained assessment work could typically be covered by the grant, but mitigation was often costly and required financial contributions from the landowner. Funding for mitigation was limited, and the process was complex. He said assistance with mitigation could not be provided if there was a continuous chain of ownership involving the original contamination incident. For example, if a current owner of an old fuel depot site was connected to the contamination, the City could only assist with assessment, not mitigation. There was one high-priority site in The Dalles

where they hoped to find a solution, potentially involving coordination with DEQ, the contractor, and the EPA, possibly through the sale of the site.

It was moved by Richardson and seconded by Wring to authorize the City Manager to enter into contract with Stantec Consulting Services Inc. for EPA Brownfield Assessment Consulting Services, for Contract No. 24-011, in an amount not to exceed \$445,899. The motion carried 5 to 0, Richardson, Wring, Runyon, McGlothlin, Randall voting in favor; none opposed; none absent.

Authorization for SCADA System Upgrade Phase 1 Engineering Services Contract Amendment

Dale McCabe Public Works Director reviewed the staff report.

It was moved by McGlothlin and seconded by Randall to authorize an amendment to the engineering services contract with Jacobs Engineering Group for the purchase of materials and software related to The Dalles SCADA System Upgrade Phase 1 Project in an amount not to exceed \$295,156, providing a total contract price of \$1,330,847. The motion carried 5 to 0, McGlothlin, Randall, Richardson, Wring, Runyon voting in favor; none opposed; none absent.

ACTION ITEMS

Resolution No. 25-011 Adopting the City of The Dalles 2025 Downtown Parking Management Strategy Action Plan

Joshua Chandler Community Development Director introduced Owen Ronchelli of Rick Williams Consulting and reviewed the staff report. He noted the change of the cover picture as had been suggested by Councilor Runyon. The historic photo had been obtained with the help of the Columbia Gorge Discovery Center's photo archive.

Wring said one of the key points he wanted to address was adjusting the municipal ordinance that currently defined the downtown parking area.

Chandler confirmed that would be an action that would be brought to Council at a later time.

Wring asked for clarification about privately owned off-street parking in PM-5, noting the importance of considering all parking types—private off-street, public off-street, and public on-street parking—since they contribute to managing congestion downtown. He had observed since the parking study was completed, many private lots downtown had installed proper signage indicating private use and warnings about towing, though compliance varied. He suggested including language in the recommendations about what shared parking agreements might look

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like in the future to avoid conflicts or misunderstandings between private lot owners and the public.

Ronchelli said it was important to include shared parking agreements as a strategy, noting most agreements were peer-to-peer and occurred outside the public realm. These agreements typically involved private lot owners with excess capacity allowing neighboring businesses to use their space, either informally or through formal lease agreements. He cited Oregon City as an example where the City collected data on private lots to identify those with excess capacity and passed the information to the local chamber, which facilitated connections between lot owners and businesses needing parking. While The Dalles was not facing severe parking constraints at the time, he suggested it could be a useful tool to consider for the future.

Wring said it was important to clarify the potential for private-to-private parking partnerships in the plan. He said parking would remain private, but there could be instances where the City, as a public entity, might enter into agreements.

Klebes suggested a revision to better capture the private-to-private parking relationship. He referred to page 17 under PM5, particularly the first bullet point under mid-to-long-term goals, which mentioned obtaining agreements from downtown businesses to assign stalls to affected employees. He proposed adjusting the wording to "obtain or foster agreements from and between downtown businesses" to clearly emphasize the possibility of private-to-private partnerships.

Mayor Mays confirmed Chandler, Ronchelli and Councilors all agreed to the adjustment proposed by Klebes.

Runyon said the report consistently described the parking situation as low to moderate rather than urgent. Improved lighting in public parking lots was needed as the winter months approach as he did not want to direct people to poorly lit areas. He said enforcement for time-limited parking was an issue, asking if additional staff would be required or if it would be a matter of observing how things progress. He had discussed with Lisa Farquharson of the Chamber of Commerce encouraging local businesses to have employees park away from their own business blocks. He said this short-term solution could be effective.

Chandler said a messaging campaign could be organized, including flyers distributed to downtown businesses and collaborating with the Chamber would be feasible.

Ronchelli said effective communication could be achieved through the City website and clearly articulated desired behaviors. He agreed collaboration with the Chamber and using peer-to-peer contact would be effective. He said improving lighting as part of assessing public off-street parking safety standards could help make people feel more confident parking there.

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McGlothlin said he had visited the back parking lot at night and found the street lights were too dim and sparse. He recommended adding more lights with higher lumen output.

Chandler said staff could handle neighborhood and business owner messaging without needing changes to the plan. He noted that PM 6 was listed as a short-term implementation of 12 to 24 months but could be adjusted to occur within 0 to 12 months for action within the next year to address the safety standards such as lighting.

Klebes said the City had collaborated with PUD to improve lighting in alleyways between First and Second, and Second and Third Streets, noting PUD's willingness to add lighting where feasible for a small monthly fee. He said tree coverage that blocked lighting created challenges with the First Street. Future projects like the First Street Streetscaping and the Plaza, which would include lighting amenities, may impact decisions. Staff continued to evaluate the parking lots and recently trimmed tree branches to enhance existing lighting.

McGlothlin suggested the use of mounted surface lighting from the ground up as an option.

Wring said he was pleased to see signage listed as a short-term goal on page 28, aligning with the communication plan. He asked for it to be implemented sooner rather than later, considering the City Manager's remarks about balancing resources and projects.

Mayor Mays said the signage would be more effective if lighting was addressed first to alleviate safety concerns from those reluctant to use the parking lots. He suggested moving the lighting improvements up along with the signage efforts.

Klebes said he could speak with facility staff about lighting at the First Street parking lots but cautioned that with many priorities identified in the Council's action plan for the next 12 to 18 months, not everything could be addressed at once. He said staff could work with the PUD and manage workload while acknowledging upcoming construction projects.

Mayor Mays said the plan could be approved and staff would address the issues that had been raised.

Chandler said they would keep the items as listed and make a modification to page 17 to include language about obtaining or fostering agreements between downtown businesses. He said everything else could be handled by staff.

Klebes said there might be trigger points for taking action more quickly, such as a project breaking ground or being completed, leading to increased parking demand. He said the plan's

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timeline and prioritization would remain unless such triggers occurred.

It was moved by Wring and seconded by Richardson to adopt Resolution No. 25-011, as presented. The motion carried 5 to 0, Wring, Richardson, Runyon, Randall, McGlothlin voting in favor; none opposed; none absent.

DISCUSSION ITEMS

Computer Aided Dispatch and Police Records Management System Acquisition in Partnership with Wasco County

Tom Worthy Police Chief introduced Krista Silver 911 Communications Dispatch Manager and reviewed the staff report.

Klebes noted the purpose of the presentation was to give an overview and get any questions Council may have in order to be prepared to bring back answers as the work moves forward on the project.

Richardson asked if he was correct in a cost of \$1.1 million for the next fiscal year for this project.

Worthy said this was correct but also included the standing services agreement with the county paying for the people on the other end of the radio.

McGlothlin asked Worthy to explain more about what was being done to avoid failure and what had been learned from other agencies that had failed in similar projects.

Chief Worthy said the project could fail if scope, schedule, or budget were not properly managed. Potential issues included overspending, extended timelines, or failing to meet project goals, such as implementing CAD but not achieving RMS. The AdCom contract involved professional project managers advocating for the City with the vendor's project team. The vendor would also assign a project manager to ensure the project met its intended objectives within the established timeline and budget.

Mayor Mays asked whether other cities had completely abandoned similar projects, noting that there was a difference between delays, overspending, and exceeding the budget versus entirely failing the project.

Worthy confirmed that project failures had occurred where significant effort was invested in implementing a new system but never successfully completed, resulting in remaining with the old system. He cited a notable CAD RMS consortium in the metro area that collapsed after a year

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despite being intended as a generational project. He emphasized that while the process is risky, applying proper project management principles and being willing to adapt to the system increases the likelihood of success.

Klebes asked the Chief to comment on the alternative of continuing with the existing system.

Chief Worthy noted that the CAD system had experienced several unplanned reboots recently, resulting in unscheduled downtime that appeared to be occurring more frequently. He emphasized the importance of staying current with technology to support evidence-based policing and meet the department's goals of excellence. He stated that implementing a modern system would be a valuable tool in achieving those objectives.

Silver said the City and County were operating on separate RMS systems that did not communicate with each other, which posed a significant problem. Implementing a unified system would greatly improve coordination and effectiveness.

Wring asked whether the project had any ties to the City's existing IT infrastructure that would also require upgrades or maintenance. He inquired if there were any dependencies outside of the current system that needed to be addressed.

David Collins, IT Director, said the CAD RMS system would be outside of the City's network, as it involved Wasco County. While the City would need to maintain devices connected to the infrastructure and adhere to feature requirements, there did not appear to be any additional dependencies.

McGlothlin asked for confirmation all would be CJIS protected.

Bothe Silver and Collins confirmed it met requirements for CJIS level security.

Mayor Mays asked;

- if all users including the Fire Department were contributing to the equipment purchase;
- where AdCom was located, if the project was connected to the departments recent accreditation process;
- what was meant by "outside influences" mentioned in the memo as possibly affecting outcomes and timelines;
- and when they would know the cost of the data conversion.

Worthy confirmed all users would be contributing. He said the vendor contract covered both CAD and RMS, totaling \$485,000. Dispatch services referred to dispatchers and call takers at the

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center, which was an existing service. He said AdCom was nationwide with locations locally in Tri Cities and Edmondton, Washington. The department was already accredited and in good standing with the Northwest Accreditation Alliance. implementing the new system would help maintain accreditation and enhance policing efforts. He said “outside influences” that could disrupt or delay the project might include issues with the State of Oregon law enforcement data systems. He noted the project’s reliance on NCIC files, including wanted persons and vehicle files, and explained that delays could occur if the state experienced staffing issues or scheduling conflicts. He said they were confident the data conversion estimate was accurate as presented.

Councilor Wring asked if the document included details about training costs for officers, noting that it seemed high-level and if Wasco County was already familiar with the newer system.

Chief Worthy confirmed end-user training was included in the project plan and budgeted for within the scope. Timing would be determined once the project plan was established.

Councilor McGlothlin noted that if two 911 calls were made simultaneously, it increased the risk of communication errors under the current system. He suggested that the proposed improvements would enhance efficiency.

Silver stated that the current outdated system required dispatchers to work harder to accomplish tasks. She noted that the new system's enhanced capabilities would allow dispatchers to work more efficiently, handle calls faster, and improve service for both citizens and officers.

McGlothlin said he supported improvements to the Computer Aided Dispatch (CAD) and reporting system, noting their benefits for data collection, storage, retrieval, and supporting court cases and prosecution. These enhancements contributed to the safety and health of the community. He suggested considering the addition of centralized video monitoring capability to enhance communication between monitoring staff and officers, if not now, then in the future.

EXECUTIVE SESSION

In accordance with ORS 192.660(2)(h) to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed; and

In accordance with ORS 192.660(2)(d) to conduct deliberations with persons designated by the governing body to carry on labor negotiations.

Mayor Mays recessed Open Session at 6:38 p.m.

Mayor Mays reconvene Open Session at 7:00 p.m.

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It was moved by Richardson and seconded by McGlothlin to authorize the City Attorney to file a stipulated general judgment of dismissal without prejudice in the Wasco County Circuit Court for case number 23CV40681, City of The Dalles versus St Vincent de Paul Society of The Dalles and all other necessary authorizations to finalize that case. The motion carried 5 to 0, Richardson, McGlothlin, Wring, Runyon, Randall, voting in favor; none opposed; none absent.

It was moved by McGlothlin and seconded by Wring to authorize the collective bargaining agreement between The Dalles Police Association and the City of The Dalles effective July 1, 2025, through June 30, 2028, contingent upon Association approval. The motion carried 4 to 0, McGlothlin, Wring, Runyon, Richardson voting in favor; Randall abstaining; none opposed; none absent.

ADJOURNMENT

Being no further business, the meeting adjourned at 7:06 p.m.

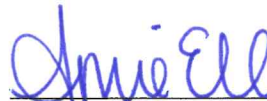
Submitted by/
Amie Ell, City Clerk

SIGNED:



Richard A. Mays, Mayor

ATTEST:



Amie Ell, City Clerk

On Thu, Feb 27, 2025 at 8:43 AM ebgleason <egleasonjcheung@gmail.com> wrote

All,

First, let me take the time to thank you all for your time meeting with me as I tried to help us all move forward with the 1st Street Project, while also respecting and preserving our valuable shared heritage. I have included a map as an attachment to help picture what I am referring to, as well as the KPFF structural report that Joshua Chandler kindly shared with me. Frankly this has been, and continues to be very frustrating and maddening to me. We can do so much better, and, frankly, we need to do so much better.

I suppose that this bothers me so much for a few of the reasons stated below:

1. The design and engineering work, as it stands now, was done with little to no consultation with the public and stakeholders. Why was this? There was an existing ad hoc committee that had reviewed previous 1st Street plans, as well as spin-off plans related to the Union Street Underpass, Lewis and Clark Festival Park, the Waldron Brothers Drugstore, and the Washington Street railroad crossing.
2. I think I have had, in total, 5 meetings with staff about this over the last 5 years, two with Alice Cannon, where we discussed using stamped concrete to mark and memorialize the location of the different Chinese owned businesses and other features of Chinatown. That information was hard to come by, but eventually we found a period Chinese business directory that contained the Chinese name for The Dalles, and the local businesses with their names in English as well as in Chinese characters. There was no discussion concerning the destruction of the Chinatown walls. Evidently the stamped concrete is also no longer part of the project.
3. During my first meeting with Joshua Chandler and the KPFF engineer (I don't recall his name right now) on March 6, 2024, we talked about important historic streetscape features. I was happy to hear that preserving the remnant facade of the Chew Kee Store at 214 1st Street was still in the plans, and that it would be possible to include the historic steel sidewalk doors west of the Wing Hong Hai into the curbside paver strip. Thanks. We also talked about retaining the sidewalk maker stamp (C. C. Hedges/1911) at the SW corner of Court and 1st. This is the spot where the Tong War of Oct 1921 started, and it is an important touchstone to preserve during this project. It can be sawn out and placed in the paver strip near this location. If this is not to be part of the project, let me know and I will do it myself and preserve it for the community.
4. March 6, 2024 was also the first time that I heard plans had been made to remove the Chinatown walls and replace them with gabion baskets. At that time I expressed my incredulity, and my concern that this plan would not only remove historic features of the National Register District, the Local Landmark District, and the Chinatown Archaeological site, but also part of the story of our community and of Chinatown. I was pretty shocked that this was the first time I had heard about it. Folks know my interest in this part of town and my concerns for its preservation. I am also a property owner within the project area. Additionally, something like this, the demolition of a historic feature within a Landmark District is typically, and rightly, reviewed by the Historic Landmarks Commission in a timely manner. Something which was never done, and evidently will not be done.
5. This is, of course, a double standard. If any owner of a designated historic property in The Dalles had proposed to do such a thing it would, and rightly so, be subject to Historic Landmarks Commission review. This a break in procedure and contrary to our Historic Resources Ordinance (11.12.010-11.12.100). Evidently, instead, this project will be reviewed as a case by the State Historic Preservation Office (SHPO) under

ORS 358.653. As far as I could find out, no such case has been filed. One would think that if one was seriously interested in consultation with SHPO that one would not wait until the 100% plans were to be completed within a week.

6. Both the City Historic Resources Ordinance and the State Historic Preservation Office (SHPO) use the Secretary of the Interior's Standards for the Treatment of Historic Properties for guidance during review ([The Secretary of the Interior's Standards for the Treatment of Historic Properties - Technical Preservation Services \(U.S. National Park Service\)](#)). Key provisions of these standards call for the retention of historic materials (the walls), their appropriate repair, and for protecting and preserving archaeological resources in place (both the walls and whatever other archaeological resources are in the area affected by the 1st Street project). This project, as proposed, is contrary to these accepted standards.
7. As far as I can tell, the decision to demolish and replace the Chinatown walls was made by staff (Alice Cannon), without consulting the planner who worked with Landmarks who had knowledge of the historic register and proper contacts and procedures. This decision was made before the engineering structural report on the walls had even been finalized, and also without the consultation of the Urban Renewal Agency, stakeholders, or any public hearings or notices. The process to come to this decision, and the reasons behind this decision were completely opaque. What cost-benefit analysis was used to make this original decision, and how, in the absence of the cost of the option to retain the walls, can such a decision be justified? Then, or now?
8. Replacing the walls with gabion baskets will cost, not counting construction excavation and the added cost of additional archaeological documentation and mitigation, approximately \$78,000-117,000 based on the 2022 figures of \$50-75 sq ft for gabion baskets. So, probably closer to at least \$200,000 today with the inclusion of the added excavation costs. It is harder to estimate the archaeological costs, but I would think, given my 45+ years in the field, that they will add substantially to project costs. We still don't have an estimate to repair and reuse the walls in place.

It is clear, and has been stated as such by staff, that this important development project taking place within the National Register District has had a consistent lack of public and stakeholder input. Crucial planning decisions were made without consulting other knowledgeable staff or the Urban Renewal Agency. It concerns me that it has gotten to this point, and there is still little interest in correcting the course of this project. This has been and will continue to be an expensive project with significant long-term effects on our community. The walls, the Wing Hong Hai building, and the remnant facade of the Chew Kee and Company Store are all of the visible remains of what was once our Chinatown. The Chinatown residents supplied goods, merchandise, and labor to our community. They were an integral part of our town and contributed to its development. Targeted by discriminatory local, state, and federal laws and regulations they still managed to persist with remarkable resilience. But these laws eventually did put an end to our Chinatown. Buildings were torn down and paved over for parking lots. The town forgot, no, actually erased the past. The proposal to remove the walls is yet another example of erasure. The other structures that remain in Chinatown were not built by or for the Chinese residents. They moved in later, after the railroad was put through 1st Street and the main part of the business district shifted south to 2nd and 3rd. Could it be that part, or all of these walls were constructed by Chinese railroad workers when the railroad grade and 1st Street was raised to its current grade? I don't know, but I would not be surprised, as a large crew of Chinese laborers worked on railroad construction here. If so, these walls are the last local visible expression of the physical labor of the Chinese that lived and worked in our community. Something that we should be working hard to preserve vs. working hard to destroy.


The remnants of the initial Chinese immigrant communities in our state are few and far between. Most of the Chinatowns are long gone, taken by neglect, urban renewal, and development. It is a rare fluke which has left us with remnants of our Chinatown; it is an increasingly rare survivor in our State that needs to be preserved and interpreted.

To quote the 2022 structural assessment of the stone walls on 1st Street east of Court in the Chinatown block, "*The walls east of Court Street are lower and appear stable. The proposed sidewalk, once constructed, should not impart more or different loads to these walls. Therefore, it is feasible to maintain the walls. However, the walls are not in good condition – especially the un-mortared sections - and are not engineered to current Codes. The remaining functional life of the walls would be less than a newly constructed wall and would likely require more on-going maintenance if retained. There is also risk that these walls could be damaged during construction and special care will need to be taken to avoid damaging them. If the walls' **aesthetic, historical, and cultural significance are not vital to the City**, then it would be more practical to replace these walls.*" I added the bold highlights to show what values, as recognized by the engineer, we will lose by demolishing the walls and replacing them with gabion baskets. Of course the walls will need maintenance and repair, they are over 100 years old and have not been maintained, other than recent tree trimming, for decades.


I am disappointed and dismayed that we are moving forward with such a flawed project, and one that violates the very historical and design standards that we set in our ordinance and expect our citizens to abide by. Part of the disappointment also rests on the fact that we now, as a city, have such good staff, along with excellent folks on the City Council and the Urban Renewal Board. We need to take a short step back from the 1st Street Project. Involve the community and stakeholders. Consult SHPO and experts on stone masonry and walls. consult with the community on design. Let's do this project right, and make it something that we all have a part in, a stake in, and can take pride in. We have an important and compelling story to tell on 1st Street for both our town and for our visitors, let's highlight it and not destroy it.

I think that we are better than this, that we value and give voice to concerned community members, the council, commission and agency board members, and the very property owners that are affected by projects such as this. Our projects are always better for being more well informed and thoughtful, as a product of consistent, timely, and meaningful dialog.


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Chinatown
1894 Flood

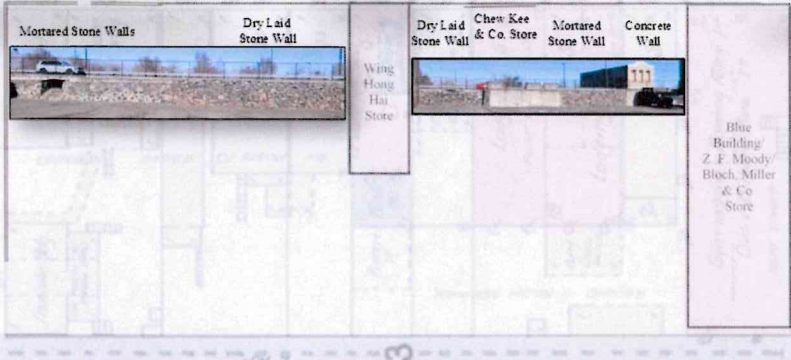


Lee Yuen Hong
Wing Hong Hai Co.



Wong Ling, Wong Gwan, and Chun Shee
Chew Kee and Co. Store



Mortared Stone Walls	Dry Laid Stone Wall	Wing Hong Hai Store	Dry Laid Stone Wall	Chew Kee & Co. Store	Mortared Stone Wall	Concrete Wall	Blue Building / Z. F. Moody Bloch, Miller & Co. Store
							

1909 Sanborn
Fire Insurance Map

224 ft of wall on 1st Street
93 ft of wall on Court Street
Approximately 1555 sq ft
Costs for replacement with gabion baskets, \$50-75/sqft in 2021 at least
\$77,750 - \$116,625
Not including the cost of additional excavation, and archaeological monitoring and mitigation.

Walls date from ca. 1882 to the 1940s. They show the history of the development and abandonment of the Chinatown neighborhood in The Dalles. Some of the walls may have been built by Chinese Railroad Workers.