



I-5 Rose Quarter Improvement Project Historic Albina Advisory Board

Meeting #3 Summary

MEETING DATE: February 23, 2021

MEETING TIME: 4:00 – 6:45PM

LOCATION: Zoom online meeting

This document is a summary of the I-5 Rose Quarter Improvement Historic Albina Advisory Board meeting. The [meeting presentation](#) and [recording](#) provide additional documentation of this meeting.

Historic Albina Advisory Board Members in Attendance

- Sprinavasa Brown
- Andrew Campbell
- Andrew Clarke
- Leslie Goodlow
- Estelle Love-Lavespere
- Kevin Modica
- Pastor Richard Probasco
- Dr. Carlos Richard
- Serena Stoudamire-Wesley
- John Washington

Historic Albina Advisory Board Members Not in Attendance

- Keith Edwards
- Sharon Gary-Smith
- Carl Talton

Staff Members

- Ericka Warren, I-5 Rose Quarter Improvement Project Historic Albina Advisory Board Facilitator
- Dr. Steven Holt, I-5 Rose Quarter Improvement Project Executive Steering Committee Facilitator
- Johnell Bell, I-5 Rose Quarter Improvement Project Community Oversight Advisory Committee facilitator
- Megan Channell, I-5 Rose Quarter Improvement Project Director
- Monica Blanchard, I-5 Rose Quarter Improvement Project Deputy Director
- April deLeon-Galloway, I-5 Rose Quarter Improvement Project Communications and Public Involvement Manager
- Mike Baker, I-5 Rose Quarter Improvement Project Manager

HAAB Meeting Summary

- Alex Cousins, Board support, I-5 Rose Quarter Improvement Project Owner's Representative Team
- Natalie Warren, technical support, I-5 Rose Quarter Improvement Project Owner's Representative Team
- Erin Kielhorn, technical support, I-5 Rose Quarter Improvement Project Owner's Representative Team
- Emily Wolff, notetaker, I-5 Rose Quarter Improvement Project Owner's Representative Team

Guest Presenters

- Jeana Wooley, Independent Highway Cover Assessment facilitator
- Nolan Lienhart, ZGF, Independent Highway Cover Assessment team
- Kate Brooks, ZGF, Independent Highway Cover Assessment team
- R. Steven Lewis, ZGF, Independent Highway Cover Assessment team
- Christiana Whitcomb, HR&A Advisors, Independent Highway Cover Assessment team
- Jessica Stanton, Stanton Global Communications, Rebranding consultant

Agenda

- Welcome, Introduction, Agenda Review
- Project Update
- Public Comment
- Independent Highway Cover Assessment: Workshop #1 Goals
 - Collective Community Visioning
 - Cover Area Ideas
 - Desired Programming and Outcomes
 - Discussion and Closeout
- Project Branding Update
- Next Steps

Welcome, Introduction, Agenda Review

Ericka Warren, Board facilitator, welcomed participants, reviewed the principles of agreement and provided an overview of the meeting. Dr. Steven Holt, Executive Steering Committee facilitator, provided a tribute to Black History Month.

Project Update

Megan Channell, Project Director, gave answers to some questions from the last Board meeting and directed members to reference the end of the meeting summary in their packet for written responses to those questions in the Comment Response Matrix.

Johnell Bell, Community Oversight Advisory Committee facilitator, provided an update on the committee's work to date on this project on the disadvantaged business enterprise and workforce diversity program and the Diversity Plan.

Public Comment

- Aaron Brown, from No More Freeways, expressed concern over the number of freeway lanes and air quality in the area. See *I-5 Rose Quarter Project – Historic Albina Advisory Board Meeting (February 23, 2021)*, [\[video\]](#), 19:25
- Paxton Russel, with Sunrise PDX, supported demand management approaches for reducing congestion and concerns related to fossil fuels and climate change. See *I-5 Rose Quarter Project – Historic Albina Advisory Board Meeting (February 23, 2021)*, [\[video\]](#), 21:10
- Aida Crandal, a former student of Harriet Tubman Middle School, commented about her concerns related to air quality at the school. See *I-5 Rose Quarter Project – Historic Albina Advisory Board Meeting (February 23, 2021)*, [\[video\]](#), 23:46
- Josh Spector, with Sunrise PDX, commented that air quality should be the top priority for Harriet Tubman Middle School. See *I-5 Rose Quarter Project – Historic Albina Advisory Board Meeting (February 23, 2021)*, [\[video\]](#), 25:44
- Joan Pedith, a Harriet Tubman Middle School parent, commented that she would like to see ODOT study alternatives to freeway expansion. See *I-5 Rose Quarter Project – Historic Albina Advisory Board Meeting (February 23, 2021)*, [\[video\]](#), 27:38

Independent Highway Cover Assessment

Jeana Woolley, Independent Cover Assessment Team facilitator, provided an overview of Work Session #1 and where the team hoped for Board feedback and collaboration.

Cover Area Ideas

Nolan Lienhart explained the purpose and goals of the work session. Kate Brooks reviewed the evolution of the Albina neighborhood, including outside the Project's Area of Potential Impact. She reviewed the neighborhood transformation, zone of influence, critical connections, local assets and services for important community considerations.

- Many Board members expressed the need to ensure the historic Albina community displaced from the area feel connected to and can safely access the assets and services provided on the highway covers.
 - The Independent Cover Assessment Team responded that this topic would be covered in the next portion of the presentation.

HAAB Meeting Summary

- John Washington expressed that what the community using the area looks like and what is comfortable to members of the Black community must be a priority in the highway cover scenarios.
 - The Independent Cover Assessment Team responded that the purpose of Work Session #1 is for the Board to express what should be reflected in the scenarios.
- Serena Stoudamire-Wesley and Dr. Carlos Richard asked about air quality data and assumptions made by the project, including whether pollution will increase once the project is complete.
 - Mike Baker responded that the [Environmental Assessment](#) analyzed project impacts in the future and considered population changes, projected changes in traffic volumes, vehicle fleet emissions, air quality, greenhouse gas emissions, and noise. The findings of the Environmental Assessment were verified by a panel of national experts as outlined in the [Environmental Peer Review Report](#).

Desired Programming and Outcomes

Jeana Wooley described the community objectives that guide the independent cover assessment work: community wealth, health and cohesion. R. Steven Lewis expressed his appreciation for the conversation around this work and how important that is to develop a successful project. Christiana Whitcomb further defined the outcomes and their relationship to the project.

Collective Community Visioning

Steven provided examples of Black-owned businesses creating community wealth, local gardens and farmers markets ran by the community that prevent food deserts and localize wealth. He talked about health issues common among Black individuals and the importance of changing the way this community interacts with hospitals and health services.

Jeana talked about community cohesion through multicultural centers and posed the question to the Board about what components are important to see in order to serve the black community long-term. Board members identified the following components:

- **Serena Stoudamire-Wesley** noted that she is interested in about how Black small businesses and entrepreneurs will survive challenges related to COVID. She urged the team to consider the legacies are we leaving and how we create wealth to stop the next generations from hurting.
- **Estelle Love-Lavespere** commented that ownership is most important as far as programs is restorative justice. Displaced, as well as creating access for and

spaces comfortable for community members displaced from these neighborhoods.

- **Sprinavasa Brown** asked that the team consider how we can make this visioning effort more aspirational and guarantee the institutional anchors for Historic Albina are actually the descendants.
 - The Independent Assessment Team responded this will be considered when developing scenarios and exploring governance strategies.
- **John Washington** noted he was encouraged by the process incorporating community. He also supported a broader perspective beyond affordable housing for supporting Black-owned businesses and supporting food sources for the Black community, including education around job training. John expressed the importance of using our real estate towards generational wealth.
- **Kevin Modica** asked that the process consider how space will be used by the houseless community. He noted that he would like to see an open and accessible, non-denominational, faith-based place that can be used to support education and business or a business or technical school or university.
- **Dr. Richard and Leslie Goodlow** noted that the space on the highway covers will not be enough to provide for all community needs and there is a need to be realistic about what can be funded in these spaces.
- **Sprinavasa Brown** noted she would like to see a business and financial literacy coaching center specific to entrepreneurs and career transitioning, supporting those impacted by the criminal justice system. The focus should also include Black spirituality and mental health with trauma-resilient and healing-centered spaces, as well as a cultural center for community education.
- **Andrew Clarke** noted that it is important to look at all types of possibilities for building and redistributing wealth. He expressed interest in hearing more about how contracting practices are going to happen, how the design is going to roll out and what the opportunities are for ownership and real estate development.

Jeana Wooley thanked everyone for all their engagement and explained that the next phase of work will be to start incorporating Board ideas into the project scenarios.

Project Rebranding Update

April deLeon-Galloway introduced Jessica Stanton who is leading the rebranding work for the project, explaining that ODOT is undertaking this effort to ensure that the project branding accurately represents the historic Albina community it is intended to serve.

Jessica Stanton shared photos and stories from Board members and historical archives that the team using as part of the design phase to achieve a better understanding and representation of the historic community. Jessica expressed her interest in collaborating with as many people from the community as possible in this effort.

Next Steps

Ericka reviewed the six-month work plan and reminded the group that approval of the Charter will be considered at the next meeting. Ericka and Dr. Holt thanked committee members for their participation and adjourned the meeting at 6:40 p.m.

Adjourn

Note: The meeting was hosted as a Zoom Webinar format that enabled Historic Albina Advisory Board members to unmute their microphones and use web-cameras to participate in the meeting. Attendees, or public observers, remained in “listen-only” mode and without access to video-sharing functions (attendees were able to view the presentation slides).

Historic Albina Advisory Board Response Matrix

ODOT is committed to being held accountable to the community, in particular the historic Albina community, for actions we take in response to the feedback we've heard. This matrix is a living document that will be updated following every meeting of the I-5 Rose Quarter Improvement Project Historic Albina Advisory Board. The matrix lists specific information requests, action items, and project recommendations and ideas ODOT has received, and did not address directly as part of the meeting, from the Board and documents how ODOT is responding. For a complete record of the discussions from each meeting, see the summary for each past meeting posted on the [events page](#).

Timing Key

Near Term: Zero to six months

Long Term: Six months to one year

During Construction: Activities to take place during or specific to construction

Out of Scope: Beyond ODOT purview, or requires times or resources from other community or agency partners

Date	Source	Comment	Response	Timing	Responsible Party	Status
2/23/2021	Serena Stoudamire-Wesley Dr. Richard	<p>Could we see the quantitative and qualitative data related to air quality in the area and impacts to the Black Community?</p> <p>Can you provide historic air quality and environmental reports to show how environmental quality has changed with the community?</p>	<p>The project's potential effects on air quality were evaluated during the preparation of the Environmental Assessment (EA) and are presented in the Air Quality Technical Report. The study found that long-term air quality pollutant emissions in the project area would be slightly lower if the project were built, versus if it were not built. Table 9 on page 42 of the Air Quality Technical Report shows the year 2045 mobile source air toxics (emissions from motor vehicles) in both scenarios. Part of the reduction can be attributed to the improved traffic flow and less idling on the highway due to project improvements that will result in reduced congestion. Potential short-term impacts to air quality during the construction phase of the project would be addressed by requiring construction contractors to implement a variety of mitigation measures to minimize dust and exhaust emissions from construction equipment and vehicles.</p> <p>During the preparation of the Environmental Assessment (EA), the project's potential effects on greenhouse gas emissions were also evaluated, as presented in the Climate Change Technical Report. The project's long-term effects were evaluated and presented in the report. The study found that in the year 2045 annual greenhouse gas emissions for the project area would be slightly lower if the Project were built versus if it were not built (described on page 31 and page 32 of the Climate Change Technical Report).</p> <p>The Oregon Department of Environmental Quality also releases annual air quality reports (most recently in 2019) that show city-level trends over time. Historical reports include air quality trends since 1998.</p> <p>We will also provide a fact sheet in the next Board packet that describes the Environmental Assessment and air quality findings and the findings of the Environmental Peer Review that confirmed the Environmental Assessment analysis.</p>	Near Term	ODOT	Complete

			<p>Also please see our Environmental Assessment workshop boards for more information.</p> <p>The Historic Alina Advisory Board will receive a presentation on air quality specifically at the April 6, 2021 meeting.</p>			
2/23/2021	John Washington	Were the properties at the edge of the Willamette River included in the Area of Potential Impact?	<p>The Environmental Assessment analyzed potential impacts for the project area, generally the area along I-5 between I-405 and I-84.</p> <p>The properties at the river's edge were included in the area analyzed by the Environmental Assessment for environmental justice, land use, and hazardous materials since the potential for project-related impacts was identified.</p> <p>The Project Area includes the interchange of I-5 and N Broadway and NE Weidler Street (Broadway/Weidler interchange) and the surrounding transportation network, from approximately N/NE Hancock Street to the north, N Benton Avenue to the west, N/NE Multnomah Street to the south, and NE 2nd Avenue to the east. A map of the project area is provided on page 3 of the Environmental Assessment (EA).</p>	Near Term	ODOT	Complete
2/23/2021	Sprinavasa Brown	What are the metrics that will be used to identify community assets and to define a successful community? How will we work to bring those back to the community?	<p>For the highway covers, the Independent Cover Assessment Team recognizes that within the historic Albina community, there are differences of opinion about what are community assets and what constitutes a successful community. Understanding this, the goal has been to assemble a broad spectrum of community voices and listen to the ways they prioritize assets, program, resources and outcomes that could be served by the Rose Quarter Improvement Project. The team is in the process of summarizing the emerging priorities after hearing from community members who participated in Workshop 1 and the abbreviated workshop sessions with the Board, Executive Steering Committee and Community Opportunity Advisory Committee with emphasis on those areas with the greatest amount of shared vision. The summary will be shared with the project advisory committees at meetings in March and April and with community participants at Workshop 2 in April. As the team presents and refines the highway cover scenarios, they will use community feedback from Work Session 2 activities to inform the community's vision and priorities.</p> <p>For the larger project, the project values are our guide for achieving positive outcomes for the community. These values are being intentionally applied to project design and development and will help keep ODOT accountable.</p> <p>The Board, in cooperation with the Executive Steering Committee, will help us define the actions and performance metrics needed to measure and evaluate the project's success based on the project values and outcomes. We are currently working with our project partners to develop those performance measures for tracking our progress. The performance measures will include both quantitative and qualitative metrics. We are planning to bring the performance measures to the Board and invite broader community input later this spring.</p>	Near Term	Independent Cover Assessment Team, ODOT	Complete

2/23/2021	Sprinavasa Brown	Is there a community land trust in Oregon that is specifically focused on equity and/or whose intended beneficiaries are racially specific?	<p>The Independent Cover Assessment Team is not aware of any community land trust in Oregon that has been formed to provide benefits to a racially specific group of beneficiaries. It is important to note that the first community land trust, New Communities LLC, was formed by Black farmers in the 1960s to provide racial justice and economic empowerment to their tenant farming community in southwest Georgia. The history of their struggle is documented in the film Arc of Justice.</p> <p>Most community land trusts around the country today have been created to provide equity and affordability to Black, Indigenous and communities of color and low-income communities threatened with gentrification and rising land values that are displacing community members. The largest and oldest community land trust in Oregon is Proud Ground which has been in existence for 30 years and has provided permanent affordability for lower income families through its home ownership model. About 60 percent of the homes in the community land trust are owned by to Black, Indigenous, and families of color.</p> <p>The team will continue to research relevant examples nationally that may inform how a community land trust can help deliver restorative justice for the Black historic Albina community on and around the Albina/Rose Quarter highway covers. Another resource for preserving urban land for community benefit is the Urban Land Conservancy. The conservancy helps to acquire, preserve, and develop real estate in underserved areas for long-term community benefit.</p>	Near Term	Independent Cover Assessment Team	Complete
2/2/2021	Dr. Carlos Richard John Washington Keith Edwards	For the highway cover examples, have there been any studies documenting air quality before and after the enhancements were made?	<p>The Independent Cover Assessment Team is still researching whether the examples presented or other highway cover projects documented air quality conditions before and after the projects were built. The team will provide more information on this research at a later date.</p>	Near Term	Independent Cover Assessment Team	In Progress
2/2/2021	Sprinavasa Brown	<p>Of the highway cover examples provided, do you have data that breaks down if there was real wealth building and investment for historically marginalized communities that resulted?</p> <p>What was the decision-making lens for the businesses and other uses that were included in these buildings?</p>	<p>No. The highway cover examples the Independent Cover Assessment Team used were primarily selected to illustrate a variety of physical approaches to bridging over highways, while the potential programming slides were put together to illustrate projects and programs that could meet the restorative justice values and outcomes established for this project by the Executive Steering Committee and previous community engagement activity. The Independent Cover Assessment process anticipates that any successful cover scenarios in the Albina neighborhood could use the physical strategies observed in precedent highway covers to support the kinds of wealth building opportunities shown in the potential programming examples.</p> <p>The team will continue to search for highway cover projects that have resulted in wealth building and investment for historically marginalized communities, but also</p>	Near Term	Independent Cover Assessment Team	Complete

			recognizes that this process may require breaking new ground to successfully implement any desired scenarios for this community. The entire field of undoing the damage done to Black, Indigenous and communities of color by urban renewal and transportation infrastructure projects is a relatively new field of study. One non-profit that is promoting this work is <u>The Third Way</u> .			
2/2/2021	Kevin Modica	Related to the highway covers, what work has been done to plan for community and public safety to avoid potential safety, urban growth, and neighborhood problems?	<p>This work will be done as part of the highway cover development scenarios that are created by the Independent Cover Assessment Team. All public realm spaces that are included in the final alternates will be designed to maximize public safety and community benefit, and will be accompanied by the governance and financing recommendations that will need to be considered and adopted by the public partners to make these spaces function as the community envisions.</p> <p>The team’s scenarios may suggest governance models that enable funding as well as management of these community assets, either by existing community organizations, or through the creation of some new entity. It would be reasonable to include community safety among those responsibilities, which would be a great way to ensure that public safety is prioritized in a way that creates safe spaces for Black people in this neighborhood.</p>	Near Term	Independent Cover Assessment Team	Complete
2/2/2021	Pastor Richard Probasco	Who will be participating in the workshops? Do the participants range in age from youth to seniors?	Over 100 community organizations, churches, neighborhood businesses and individuals were outreached to from January 6 to February 22. There were 48 participants in Workshop 1, of which 41 were Black historic Albina community members, business owners and/or residents. Eight local business owners attended, six of whom were Black historic Albina community members. There were 30 attendees recommended by community organizations, churches and individuals – all of whom were Black historic Albina community members. Six attendees were recommended by affordable housing providers, all of whom were members of Black, Indigenous and communities of color. Finally, the workshops had three at-large civic organizations in attendance.	Near Term	Independent Cover Assessment Team	Complete
1/12/2021	Keith Edwards	How are young people included in this process?	The project team will look into opportunities for engaging an advisory committee student representative and will explore other strategies for increasing youth outreach and engagement as part of community involvement efforts in 2021.	Near Term	ODOT, Facilitator	In Progress