

I-5 ROSE QUARTER

IMPROVEMENT PROJECT



HISTORIC ALBINA ADVISORY BOARD

I-5 Rose Quarter Improvement Project

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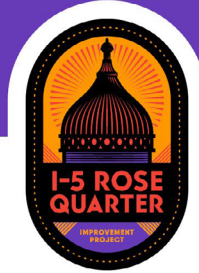


HAAB CHARTER

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To access the remediated version of the HAAB Charter document, please visit https://www.i5rosequarter.org/media/045knvgb/haab-charter-revised_2023sept26_adopted_remediated.pdf



HISTORIC ALBINA ADVISORY BOARD CHARTER

September 26, 2023

I. OVERVIEW

This charter serves as the foundational document of the Historic Albina Advisory Board (HAAB or Board) for the I-5 Rose Quarter Improvement Project. The HAAB is at the heart of the project's efforts to engage and cultivate relationships with the Black community. The Board elevates Black community voices to ensure that project outcomes reflect community interests and values, and that historic Albina directly benefits from the investments of this project. In addition, members provide information to and bring feedback from the community and other committee members.

This charter guides the scope and operation of the HAAB within the leadership and decision-making structure of the project.

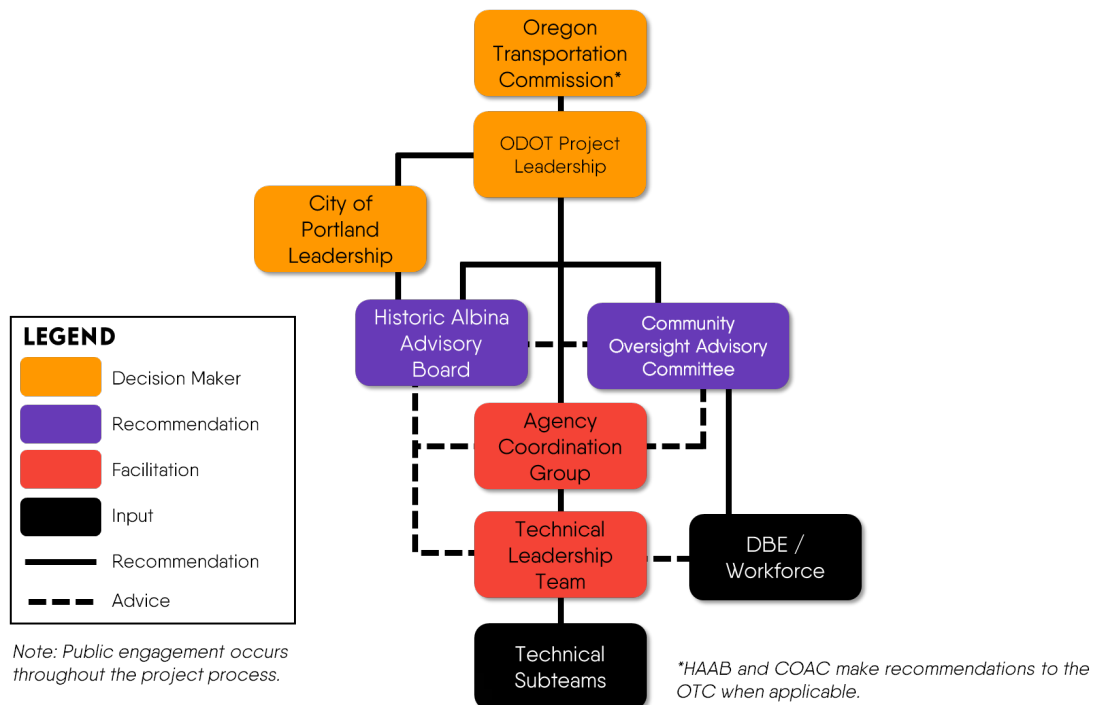


Figure 1. I-5 Rose Quarter Improvement Project Leadership and Decision Structure

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- **Oregon Department of Transportation (ODOT):** The state's transportation agency and I-5 Rose Quarter Project owner.
 - **Oregon Transportation Commission (OTC):** Directs ODOT policies and makes final project decisions.
 - **Project Leadership:** ODOT Project Leadership provides high-level guidance, advises the OTC and informs major decisions related to the project's design and construction, and coordinates with City of Portland leadership, as the local street and land use authority, on decisions.
 - **City of Portland Leadership:** Leads highway cover development process and has local street and land use design, permitting and local construction authority.
 - **Historic Albina Advisory Board (HAAB):** Elevates voices in the Black community to ensure that project outcomes reflect community interests and values and that historic Albina directly benefits from the investments of this project. Makes recommendations to Project Leadership on project design and construction, and directly to the Oregon Transportation Commission when appropriate. Makes recommendations to City of Portland leadership regarding highway cover long-term development scenarios and potential governance models as part of the City of Portland-led Community Framework Agreement process. Serves as the primary recommending body related to project and cover design.
 - **Community Oversight Advisory Committee (COAC):** Reviews and provides feedback on the CM/GC's DBE and workforce programs and practices. Makes recommendations to Project Leadership and directly to the OTC (when appropriate).
 - **Agency Coordination Group:** Facilitates project actions and decisions and needed agency coordination, elevates recommendations to Project Leadership as appropriate, informed by recommendations and feedback from HAAB and COAC. (Agencies: ODOT, FHWA, Metro, TriMet, PPS, City of Portland)
 - **Technical Leadership Team:** Works through technical design and construction issues, project analysis, and recommends technical decisions. (Agencies: ODOT, FHWA, Metro, TriMet, PPS, City of Portland)
 - **Subteams (Technical, DBE/Workforce, Public Engagement/Communications):** Conducts day-to-day project development activities. (Agencies: ODOT, FHWA, Metro, TriMet, PPS, City of Portland)
 - **Federal Decisions/Approvals:** NEPA Process and Documentation, Funding/Financing Plan, Contract Documents, DBE/Workforce Program

2. VISION, VALUES AND PRINCIPLES OF AGREEMENT

The Board is guided by the Values Statement as adopted by the former Executive Steering Committee with the aim to achieve positive project outcomes for the community through the intentional application of the following values:

1. **Restorative Justice.** The aim of this value is to accelerate social, racial and economic equity sustaining positive tangible change specifically for Portland's Black community.
2. **Community Input and Transparent Decision-Making.** The aim of this value is to have community-informed and involved decision-making through a community-connected, transparent and inclusionary process.
3. **Mobility Focus.** The aim of this value is to increase connectivity for the traveling public and local community.
4. **Climate Action and Improved Public Health.** The aim of this value is to reduce greenhouse gas emissions and meet local, regional and statewide climate action goals.

The Board is accountable to the following seven Principles of Agreement:

1. Your voice matters
2. Speak your truth
3. Listen for understanding
4. Deal with issues not with people
5. Experience discomfort
6. Remain respectfully engaged
7. Expect and accept non-closure

3. PURPOSE

The purpose of the Historic Albina Advisory Board is to elevate voices in the Black community to ensure that project outcomes reflect community interests and values and that historic Albina directly benefits from the investments of this project.

The Board brings community interests and values into the project's decision-making process concerning project elements that most directly support community connections and wealth generation in the Black and historic Albina community. In addition to advice about various aspects of the project, the HAAB will provide formal recommendations on the following:

- Transportation infrastructure design details and highway cover design responsive to community economic development needs, public health and aesthetic desires.
- Urban design priorities and transportation system design details for the project, including local streets, transit and paths to improve movements for people within and through the project area.
- Preferred interim highway cover uses (day-of-opening uses), and associated community engagement process.
- Preferred long-term highway cover development scenarios and potential governance models, and associated community engagement process.
- Project performance metrics to track, measure and evaluate project success based on defined values and outcomes, including informing the Project definition of restorative justice.
- Ways to minimize community impacts during construction.
- Advice on elevated issues from the Community Oversight Advisory Committee and elevate relevant issues to the Community Oversight Advisory Committee.
- Advice on how the project connects with other community efforts that can contribute to restorative justice in the Albina community.

In addition to the above items, the Board will receive regular informational briefings from ODOT and the City of Portland about other issues including, but not limited to, the following:

- Highway cover governance and programming (process led by City of Portland).
- Structural design details of the highway cover.
- Project funding and financing plan.
- Project design and construction schedule.

Operationally, Board members will review project information, discuss and deliberate, and provide interest- and value-based advice and recommendations directly to Project Leadership and the City of Portland to substantively inform project design, cover design and governance, and recommendations to the OTC.

4. MEMBERSHIP

The Board is composed of up to 21 members that include Black Portlanders and those with ties to historic Albina. Members represent themselves, their communities and, in some cases, their organizations. HAAB membership seats are for the individual person, not the organization(s) with which they are affiliated. Current membership is listed on the website Committees page.

Inaugural Board membership was based on recommendations from the collective group of facilitators and consultants who support the project's committees. ODOT has empowered these individuals, who also have deep connections with local communities of color and people with ties to historic Albina, to shape the membership of the Board. "Ties to historic Albina" include growing up in the neighborhood or having a multigenerational presence, attending school there, working, worshipping or serving there. Board membership going forward is based on recommendations from the collective group of facilitators and consultants who support the project as well as inaugural HAAB members. Any member wishing to withdraw from the Board should do so by informing the facilitator in writing. ODOT will fill any vacancies based on the needs of the Board. ODOT will consult with its committee facilitators and consultants regarding any Board vacancies and retains the final decision regarding selection of Board members. The Board may invite ex officio members to listen in on the conversation and offer contextual information.

5. DECISION-MAKING AND ACCOUNTABILITY

As an advisory body, HAAB receives information, discusses and deliberates, and then makes decisions about the advice and recommendations it provides to Project Leadership and the City of Portland, which are collectively committed to working closely and thoughtfully with the HAAB throughout this process.

The Board will strive for consensus decision-making when possible, while recognizing that consensus may not always be achievable and with the understanding that consensus advice is more powerful to decision-makers and the community. The Board will submit polling as well as written recommendations or memorandums to Project Leadership and the City of Portland that describe the range of the committee's perspectives and considerations to convey advice and recommendations and record it for the community's use. When called upon, Board members may participate and present at project-related meetings and briefings, such as at the COAC, City of Portland committees, commissions or Council, or the OTC.

There is no requirement for the Board to reach consensus for advice and recommendations to go forward. In these instances, the facilitator will work with the group to identify areas of agreement among Board members and will capture individual perspectives where agreement is not identified.

The Historic Albina Advisory Board members hold themselves accountable to each other and the process by:

- Valuing lived and professional experiences equally to shape committee discussion and dialogue.
- Preparing for, attending and actively participating in committee meetings.
- Asking questions and requesting additional information whenever anything is unclear or needs further clarification.
- Applying lessons and learnings gained through previous lived and professional experiences to current work.
- Speaking truth to power.

ODOT acknowledges the past harm done to the Black community. ODOT seeks to revitalize the Black community and surrounding areas by focusing on economic prosperity and development. ODOT is committed to the revitalization of the Black community, and ODOT commits to doing the following:

- Making equitable decisions regarding transportation projects and the revitalization of the Black community.
- Being transparent (i.e., openly sharing expectations, plans, mistakes, setbacks, feedback, revenue and other relevant information) with the community.
- Being open regarding decisions, how ODOT made decisions, and how the community's feedback impacted the decisions.
- Reviewing the community feedback and reporting how the feedback was either considered, applied or precluded from project consideration.

6. ROLES AND RESPONSIBILITIES

6.1 Historic Albina Advisory Board

Members of the Board will commit to:

- Notify the facilitator in advance of any meeting they cannot attend. Alternates are not permitted.
- Read project information provided in advance of committee meetings.
- Attend meetings being prepared to discuss agenda topics and actively participate in discussions.
- Work collaboratively, actively and respectfully with other members, other committees and the project team to find solutions.
- Between meetings, provide information to and bring back input from the community, as needed or requested, to ensure the broader community issues, concerns or needs are raised during meetings.

As the HAAB is a working body, the Project relies on Board members contributing their expertise and judgement to ensure progress aligned with the established values and to maintain the project schedule. While there is no quorum requirement for Board meetings to be held, meetings are more productive and better represent our community when members are able to attend.

It is recognized that board members may be unable to attend some meetings due to conflicts with other commitments or unforeseen circumstances. Members are asked to notify the facilitator of absences at least 24 hours prior whenever possible. In consideration of each member's valuable investment and to support full contribution of all Board members, the following may be cause for removal from the HAAB:

- Two un-notified absences in a row (where the member did not notify the facilitator in advance of the meeting).
- Three notified absences in a row.
- Member misses one-third (four) of the 12 yearly HAAB monthly meetings.

6.2 Executive Steering Committee

The Executive Steering Committee (ESC) was established to provide high-level guidance to and advise the OTC and the ODOT Urban Mobility Office on decisions related to the project's design, construction and community partnerships. ESC members included elected officials, agency and interest group representatives and community members.

In addition to its other functions, the ESC received and acted upon advice and recommendations from the HAAB as it developed its recommendations for the OTC.

At the completion of the Independent Cover Assessment work, the ESC was sunset on August 31, 2021, and the HAAB was elevated to advise ODOT and the OTC in their stead.

6.3 Project Team

The project team is responsible for successful delivery of the project in line with legislative requirements (House Bill 2017). Its members include ODOT and consultant project managers.

In addition to its other functions, the project team:

- Hosts HAAB meetings (online or in-person).
- Publicizes the meetings and solicits public comments.
- Provides the agenda and meeting materials at least one week prior to each meeting.
- Provides project updates at each meeting.
- Documents each meeting.
- Updates the project website about the Board's activities.
- Manages the Board's compensation program.
- Provides feedback about how the Board's advice influenced project decisions.

6.4 Process Facilitation

ODOT provides the services of independent third-party strategic advisors and neutral facilitators to support the committees working on this project. They are members of the project team and support all committee members, maintain the integrity of the process, and facilitate communication about the process among members and other interested parties. The facilitators work collaboratively with the team members to prepare process designs, meeting agendas and pre-work materials, and with the Board members to prepare any draft and final products.

6.5 Work Plan

The project team maintains a work plan for the committee that meets the needs of the project, the community and ODOT. The work plan guides agenda development and keeps the overall process on track. Requirements for project design and construction, as well as potential community partnership opportunities, will inform the work plan. The facilitator and project team will work collaboratively with the Board to adjust the plan as needed.

6.6 Board Compensation

Members are eligible for compensation for their time serving on the Board, including time spent reviewing agendas and project materials provided in advance, time spent outside of meetings conferring with the facilitators, and time spent in the meetings. Payment is currently made on a quarterly basis through ODOT's Equitable Engagement Compensation Program, which is administered by project staff. Members are eligible to receive \$30/hour for their time, which is tracked for them.

Payment is made via:

- Electronic gift card emailed to each member.
- Paper check sent in the mail.

Board members must opt-in or opt-out of participation. The appropriate documentation must be completed. This means that if a member wants to receive a paper check they have to complete two additional forms for this to occur. Completion of the additional forms are mandatory for auditing and processing reasons.

Any new members of the Board will be notified about the Board compensation program.

7. GENERAL OPERATING PROCEDURES

7.1 Open Meetings and Public Comment

Anyone interested in this project is invited to observe meetings of the Historic Albina Advisory Board. Meetings include a brief public comment time, moderated by the facilitator, as part of each agenda. Meeting notification will be publicly available through the project website (www.i5rosequarter.org), ODOT GovDelivery notice, and notice to the I-5 Rose Quarter Improvement Project mailing list. The public may share comments by e-mail (i5rosequarter@odot.oregon.gov), phone (503-470-3127), or during the committee meeting. Comments received by 11:00 a.m. at least two business days before the meeting will be shared with the committee in advance. All written and voice-recorded comments received will be added to the meeting record.

7.2 Quorum

There is no quorum requirement. Those members present and active at each meeting have the authority and permission of the group to continue to work in the absence of others.

7.3 Meeting Agenda

The meeting packet (agenda and any pre-reading material) is provided to Board members one week prior to each meeting. Meeting agendas are posted to the project website one week prior to each meeting for public information. Such posting does not prevent last-minute adjustments to the agenda based on emerging information.

7.4 Meeting Dates and Location

Board meetings are hosted by the project team. Meetings will generally be scheduled for two to three hours, depending on the agenda. Meetings may be held in person at meeting venues within the project area, hybrid or virtually. Meeting locations will be ADA-accessible.

HAAB meetings will be publicly noticed through www.i5rosequarter.org and the project GovDelivery email list at least seven days in advance of each meeting. Other notifications may include ODOT's social media platforms, e-alerts and news releases.

7.4 a

HAAB work sessions or sub-committees are utilized to provide opportunities for HAAB members to spend additional informal time with project staff to dig into technical details and develop a shared baseline understanding in order to support the robust and meaningful engagement for all HAAB members when the topics are presented at a formal HAAB meeting.

Work sessions and sub-committee meetings may be held in person at meeting venues within the project area, hybrid or virtually.

7.5 Meeting Structure

The meeting structure will depend upon the topic(s) under discussion, which are largely tied to the project's schedule and milestones. There may be instances where the Board meets jointly with other project committees or work groups. Board members may occasionally be asked to represent the HAAB at other meetings.

Technical questions related to the topics under discussion at each meeting will be addressed as possible during the meeting, with any follow-up actions noted. The project team will provide facilitation, administrative support and project/program/policy expertise as appropriate for each meeting.

7.6 Meeting Documentation

The project team provides a written summary of each formal meeting, including key discussion points, action items, and any areas of agreement among members. Any advice to be transmitted to Project Leadership or the City of Portland is specifically identified in the summary. Following its preliminary review by ODOT, the facilitator distributes a draft meeting summary to Board members approximately ten business days following the meeting. Members have one week to provide comments on the draft summary, which is then declared final. The facilitator provides the final meeting summary to Board members, and then it is posted online as a public document no later than one month following the meeting.

7.7 Conflict of Interest

Board members agree to discuss and make recommendations only when they do not have an actual or potential conflict of interest. A "conflict of interest" is defined as:

Any action or any decision or recommendation by a person acting in a capacity as a public official or media representative, the effect of which could be to the private monetary benefit or detriment of the person or the person's relative, or a business with which the person or the person's relative is associated.

Members agree that should such a conflict of interest arise, they will immediately notify the facilitator and abstain from Board recommendations on that agenda item.

8. COMMUNICATIONS

Open communication is essential to all Board deliberations and is encouraged through the following guidelines.

8.1 Correspondence

Members are encouraged to share opinions and ask questions during Board meetings to ensure full discussions with multiple viewpoints. Questions between meetings may be submitted to the facilitator, and responses may be sent to the entire HAAB membership. Members recognize that all emails sent to ODOT related to this project are considered public records and may be made available upon an information request.

8.2 Media Requests

Rose Gerber, Public Outreach and Media Manager for this project, shall serve as the media coordinator and provide official comments to the media on behalf of the HAAB and the project. Members will notify Rose Gerber (Rose.Gerber@odot.oregon.gov) and the facilitator of all media requests received. Members may speak with the media directly if they wish but should clarify that they are speaking as an individual only and not on behalf of the project or HAAB, nor should they characterize the points of view of other members.

8.3 Photography and Recording

Formal HAAB meetings are open to the public. Members may be video recorded, audio recorded, live-streamed, and/or photographed during the Board meetings. Zoom meetings are recorded and posted on the project homepage as official records of the meetings. Photographic images from Board meetings may be used by the project team in outreach materials provided to the public. Any member with specific concerns about this should notify the facilitator.

8.4 Public Meetings and Records

ODOT will conduct formal HAAB meetings under the provisions of Oregon Public Meetings Law (ORS 192.610-690) and provide notice to the public regarding the dates, times and locations of all meetings.

All records of the committee, including formal documents, discussion drafts, meeting summaries and exhibits, are public records. Communications among members related to the subject matter of the committee should not be treated as confidential and may be subject to public records requests. "Communications" refers to all statements and statements made during meetings, memoranda, work projects, records, documents or materials developed to fulfill the charge, including electronic mail correspondence by and among the members. The personal private notes of individual members taken at public meetings might be considered to be public to the extent they "relate to the conduct of the public's business" (ORS 192.41 0(4)).

This charter is considered a living document and may be adjusted further as required. Any changes to this document will be made with the full awareness and input from the Board.

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ODOT acknowledges the impact and harm caused to the historic Albina community by the initial construction of I-5. We are committed to supporting a safer and more equitable project for Albina. The project will enhance and improve travel, community spaces and community connections while supporting opportunities for economic development, including future land redevelopment opportunities. The project's values are:



Restorative Justice for the Albina Community to accelerate social, racial and economic equity, sustaining positive tangible change specifically for Portland's Black community.



Community Input & Transparent Decision-Making to have community-informed and involved decision-making through a community-connected, transparent and inclusionary process.



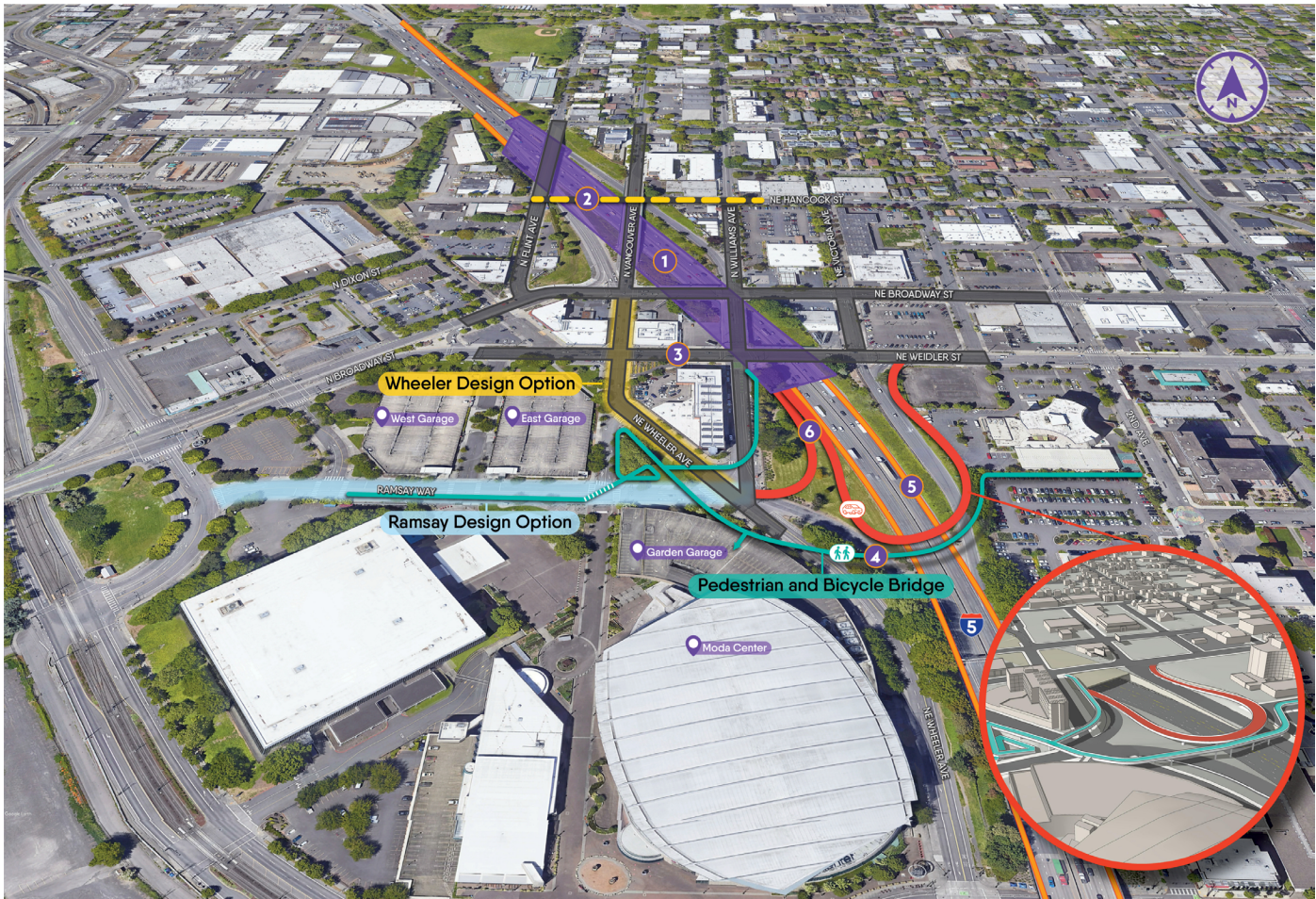
Mobility Focus to increase connectivity for the traveling public and local community.



Climate Action & Improved Public Health to reduce greenhouse gas emissions and meet local, regional and statewide climate action goals.

PROJECT IMPROVEMENTS OVERVIEW

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1 Highway Cover

A new highway cover over I-5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities.

2 Hancock Crossing

A new east-west roadway crossing over I-5 that will reconnect Hancock Street across the highway, adding another crossing north of Broadway and Weidler.

3 Multimodal Local Street Improvements

A variety of street improvements for people walking, biking and rolling.

4 Pedestrian and Bicycle Bridge

A car-free bridge creates a new path over I-5 to connect with the walking and biking network.

5 Auxiliary Lanes and Shoulders

Ramp-to-ramp connections on I-5 between I-84 and I-405, paired with wider shoulders, that will improve safety and reduce congestion at the state's top bottleneck. An estimated one-third of traffic will be able to stay on these ramp-to-ramp connections to travel between interstates instead of merging and causing congestion and safety issues.

6 I-5 Southbound Ramp Relocation

Relocation of the I-5 southbound off-ramp from Vancouver/Broadway to the south, connecting with NE Williams Avenue and NE Weidler Street.

Please note that this graphic is conceptual, and the project design and cover shape may change as design progresses.



As defined in the June 2023 Urban Mobility Strategy Finance Plan, we're focusing on these priorities to maximize available funding for the I-5 Rose Quarter Improvement Project:

- completing the environmental review process
- advancing Early Work Packages A and B to 100% design
- advancing Early Work Package C toward final design
- advancing the Main Construction Package to 30% design

At this time, funding for project construction is not available. The project team is continuing to prepare for future funding opportunities needed to complete the project design and begin construction.



SCAN HERE

for additional design information on the **I5 Rose Quarter Website**

<https://www.i5rosequarter.org/design-construction/>

On June 26, 2023, ODOT released a draft Urban Mobility Strategy Finance Plan. The finance plan confirms funding for completing the environmental review process and design for Early Work Packages A and B, advancing Early Work Package C toward final design and advancing the Main Construction Package toward 30% design. The project team will focus on these priorities, on ways to finance the project and on preparation for construction. ODOT is actively applying for federal grants and pursuing other funding opportunities.

Design for the Main Construction Package, which includes the highway cover, will be determined through a public process in partnership with the City of Portland and ODOT. The process includes the development of preferred opening-day and longer-term development concepts, street and path design, and options for governance and financing, followed by the formation of a Community Framework Agreement to guide future development of the highway cover. The process of designing the highway cover uses will continue to seek input from the Black and historic Albina community through guidance from the project's Historic Albina Advisory Board.

In partnership with the City of Portland, the Historic Albina Advisory Board and other key community partners, the project team made design refinements addressing public comments received during the Supplemental Environmental Assessment (EA) public comment period from November 15, 2022, to January 4, 2023. ODOT will release a Revised Supplemental EA, including the refinements, for review by the Federal Highway Administration (FHWA). A decision from FHWA is expected in 2024.

BACKGROUND INFORMATION

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<https://www.i5rosequarter.org/>



General overview fact sheet



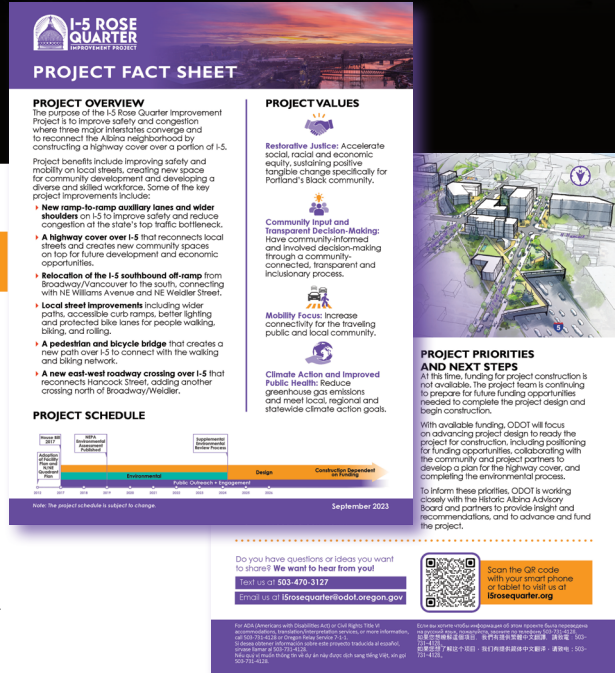
▶ English:

https://www.i5rosequarter.org/media/y4ylw3vo/i5rq_general_factsheet_2023_v12_remediated.pdf



▶ Spanish:

https://www.i5rosequarter.org/media/4yyp3ovx/i5rq_general_factsheet_es_2023_v7_remediated.pdf



HAAB Meeting Schedule

<https://www.i5rosequarter.org/events-meetings/>



Project Timeline



CONTACT INFORMATION

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I-5 Rose Quarter Project Team Contact	Role	Email and Phone
Ericka Warren	I-5 Rose Quarter Improvement Strategic Advisor & HAAB Facilitator	ericka@tryxcellence.com (972) 977-7368
Natalie Warner	I-5 Rose Quarter Improvement Project, Communications Team	Natalie.Warner@deainc.com (503) 367-0020
Contact Natalie for meeting logistics, calendar updates, and technical support for HAAB meetings		

HAAB Members

Dr. Ebony Amato-Blackmon	Keith Edwards	Kevin Modica
Sprinavasa Brown	JT Flowers	James Posey
Andrew Campbell	Leslie Goodlow	Dr. Carlos Richard
Bryson Davis	Cobi Lewis	John Washington III
Cleo Davis	Estelle Love-Lavespere	

I-5 Rose Quarter Project Team	Role
Megan Channell	ODOT, I-5 Rose Quarter Improvement Project Director
Mike Baker	I-5 Rose Quarter Improvement Project, Project Manager
Johnell Bell	I-5 Rose Quarter Improvement Project, Strategic Advisor & COAC Facilitator
Alex Cousins	I-5 Rose Quarter Improvement Project, Communications Team Lead
Teresa Dunham	I-5 Rose Quarter Improvement Project, Communications Team
Brendan Finn	ODOT Urban Mobility Office, Director
Benjamin Fleming	I-5 Rose Quarter Improvement Project, Communications Team
Rose Gerber	ODOT Urban Mobility Office, I-5 Rose Quarter Improvement Project Public Outreach and Media Manager

I-5 Rose Quarter Project Team	Role
Bill Hart	I-5 Rose Quarter Improvement Project, Design Team
Carolyn Heniges	ODOT Urban Mobility Office, I-5 Rose Quarter Improvement Project Construction Resident Engineer
Dr. Steven Holt	I-5 Rose Quarter Improvement Project, Strategic Advisor
Anna Howe	ODOT Urban Mobility Office, Communications Manager
Isabelle Kennedy	I-5 Rose Quarter Improvement Project, Communications Team
John Maloney	I-5 Rose Quarter Improvement Project, Design Team
James McGrath	I-5 Rose Quarter Improvement Project, Design Team
Kassie McKnight-Xi	I-5 Rose Quarter Improvement Project, Communications Team
Jeff Moreland	I-5 Rose Quarter Improvement Project, Construction General Contractor (Raimore Construction)
Angela Murphy	I-5 Rose Quarter Improvement Project, Construction General Contractor (HSJV)
Kirsten Pennington	I-5 Rose Quarter Improvement Project, Communications Director
Nicole Sherbert	I-5 Rose Quarter Improvement Project, Communications Team
Meghan Skornia	I-5 Rose Quarter Improvement Project, Design Team
Tiffany Swift	I-5 Rose Quarter Improvement Project, Design Team
Kerry Werner	ODOT Urban Mobility Office, I-5 Rose Quarter Improvement Project Resident Engineer
John Wolf	I-5 Rose Quarter Improvement Project, Design Team

Partner Agencies	Role
Lisa Abuaf	City of Portland, Prosper Portland
Sharon Daleo	City of Portland, Portland Bureau of Transportation
Patricia Diefenderfer	City of Portland, Bureau of Planning and Sustainability
Troy Doss	City of Portland, Bureau of Planning and Sustainability
Paul Gagliardi	City of Portland, Prosper Portland
Rachael Hoy	City of Portland, Bureau of Planning and Sustainability
Amy Nagy	City of Portland, Prosper Portland
Shawnea Posey	City of Portland, Portland Bureau of Transportation
Caitlin Reff	City of Portland, Portland Bureau of Transportation
Nicholas Starin	City of Portland, Bureau of Planning and Sustainability

DRAFT HISTORIC ALBINA COMMUNITY PRIORITIES

These priorities were identified during the July 2021 Independent Cover Assessment and will be validated by the Historic Albina Advisory Board. They are not listed in priority order.

 https://i5rosequarter.org/pdfs/independent_cover_assessment/RQ-CAP-Report.pdf

COMMUNITY WEALTH



- 1 Establish a Black community development corporation, along with a Black-controlled land trust



- 2 Create affordable rental and ownership business spaces



- 3 Black food sovereignty center and market



- 4 Create permanently affordable rental and ownership housing

“We want a project where Black people don’t have to choose between health or wealth or mobility or cohesion. **We deserve it all.**”

-Community Member

COMMUNITY WEALTH



- 5** Create a quality, culturally appropriate, affordable childcare and childhood development center



- 6** Develop a culturally-appropriate health and wellness center



- 7** Establish a career training and advancement center



- 8** Build a large, accessible outdoor community gathering space



- 9** Develop a Black cultural center that showcases the history of Black Portland



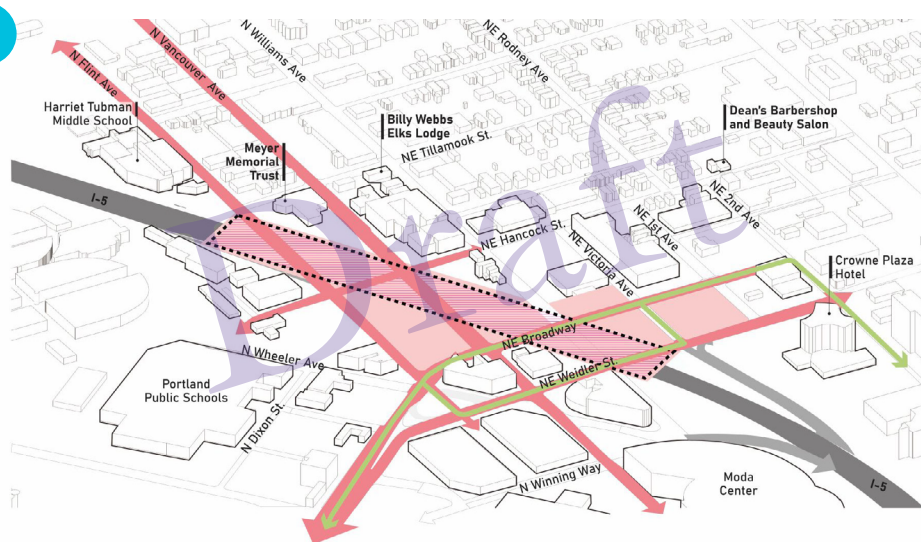
- 10** Develop public realm aesthetics and art installations that reflect Black culture

DRAFT HISTORIC ALBINA NEIGHBORHOOD FRAMEWORK PRINCIPLES

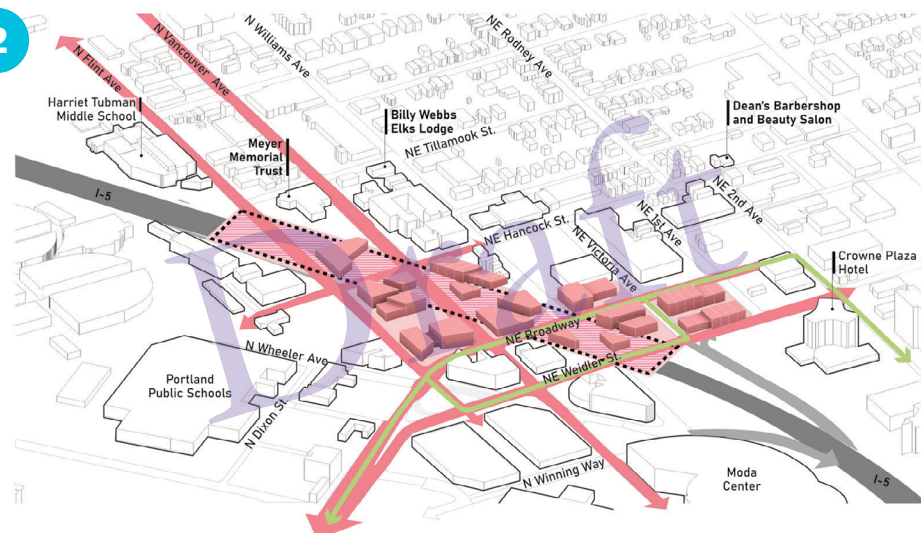
These principles were identified during the July 2021 Independent Cover Assessment and will be validated by the Historic Albina Advisory Board.

 https://i5rosequarter.org/pdfs/independent_cover_assessment/RQ-CAP-Report.pdf

1
Maximize high-quality development parcels on and around the cover for community use and control.

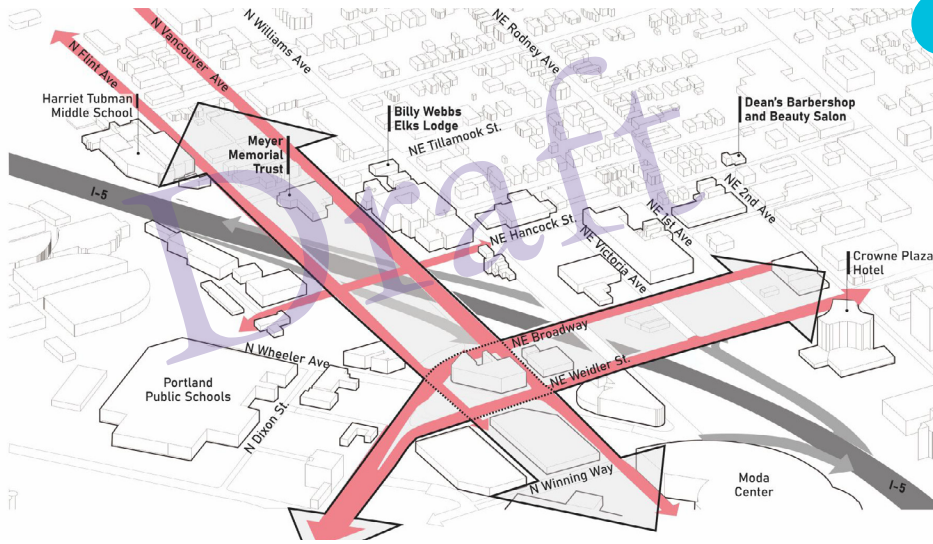


2
Provide flexibility for future development by designing the cover to support both buildings and gathering spaces.



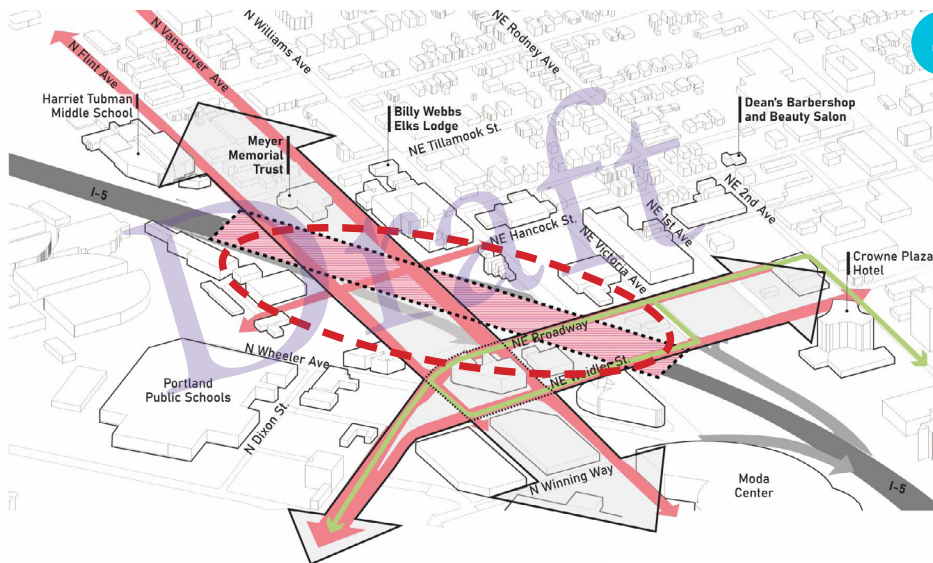
I-5 Rose Quarter Improvement Project Independent Cover Assessment

2



3

Restore streets across the highway to create active frontages for development and prioritize safer, pedestrian-oriented routes.



4

Minimize the highway's noise and pollution effects on the highway cover.

3

DESIGN

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One part of the I-5 Rose Quarter Improvement Project is relocation of the I-5 southbound off-ramp from Vancouver/Broadway to the south, connecting with NE Wheeler Ave. In response to public comments made during the Supplemental Environmental Assessment, a new design dubbed the "Flyover" will re-route 2/3 of the I-5 off-ramp traffic to the east of I-5. This design makes walking, biking and rolling safer; reduces car and transit delays; supports redevelopment opportunities for the Albina Community; and maintains similar Moda Center event access.

- Increases safety by drawing 2/3 of southbound I-5 exit ramp traffic away from the Moda Center area and other intersections on Vancouver and Williams Ave., which are major city walk and bikeways.
- A car-free bridge creates a new path over I-5 to connect with the walking and biking network.
- Adds safer pedestrian and bicycle crossings with shorter crossing distances at multiple intersections, including Ramsay Way.

- Maintains the same Moda Center access as today for traffic entering from the west, east and south.
- Maintains the same Moda Center exit routes as today for traffic leaving the Moda Center after events.
- Improves access into the Moda Center West and East garages and provides access to the Garden Garage by entering from Interstate Ave. (see map Event Access Route).
- ODOT will continue its partnership with the Moda Center to optimize visitor access.

- ♦ No negative impact to new developable area.
- ♦ Makes streets more walkable, with fewer travel lanes, within the Broadway/Weidler area.
- ♦ Expands the local contracting community to support the development of new Disadvantaged Business Enterprises and promotes a diverse and skilled workforce by getting the community to work.
- ♦ ODOT is committed to leveraging this project to accelerate social, racial and economic equity for Portland's Black Community, consistent with the community vision for equitable redevelopment.



WHAT IS THE FLYOVER DESIGN?

One part of the I-5 Rose Quarter Improvement Project is relocation of the I-5 southbound off-ramp from Vancouver/ Broadway to the south, connecting with NE Wheeler Ave. In response to public comments made during the Supplemental Environmental Assessment, a new design dubbed the "Flyover" will re-route 2/3 of the I-5 off-ramp traffic to the east of I-5. This design makes walking, biking and rolling safer; reduces car and transit delays; supports redevelopment opportunities for the Albina Community; and maintains similar Moda Center event access.

BETTER PEDESTRIAN & BICYCLE SAFETY

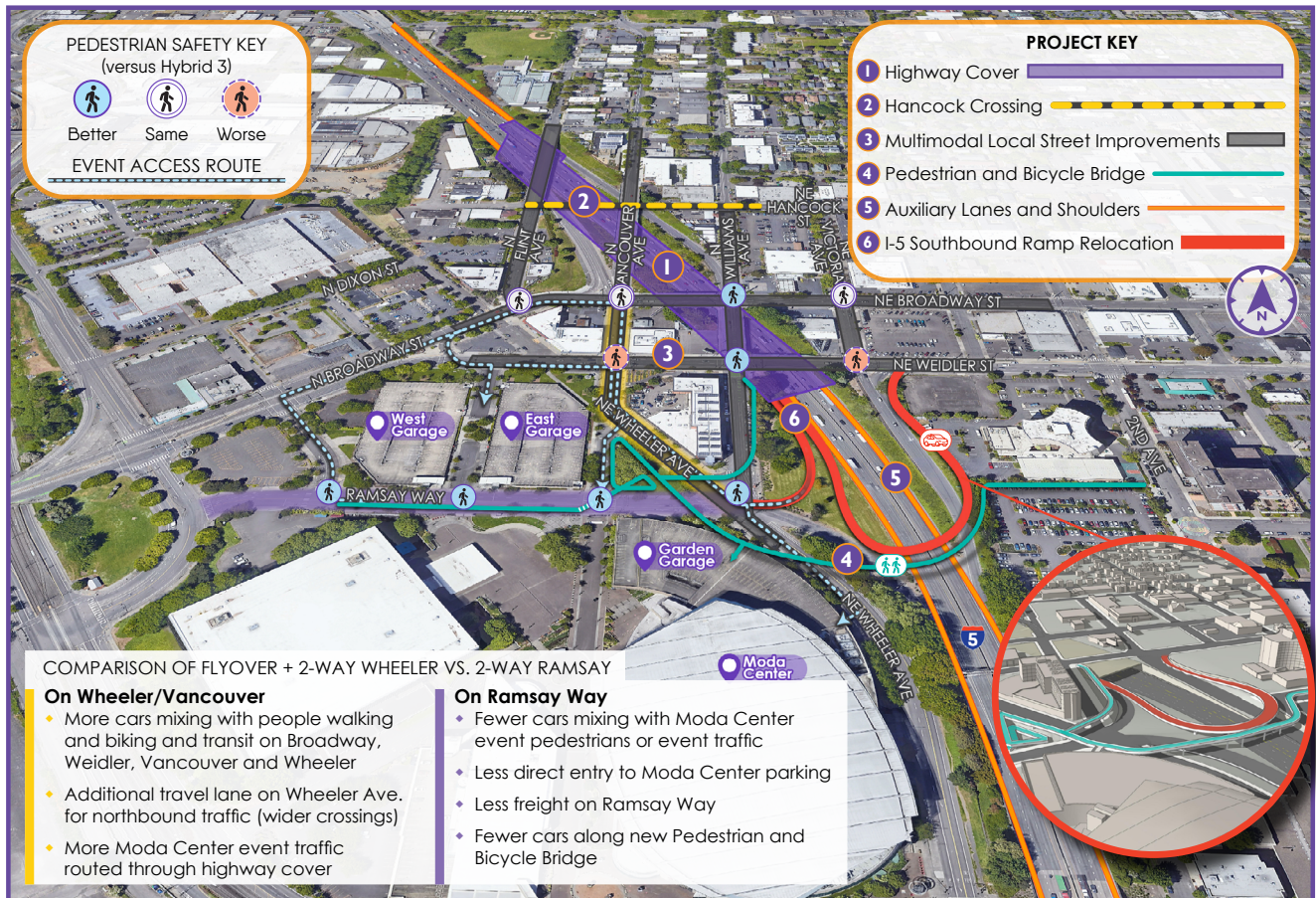
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- Adds safer pedestrian and bicycle crossings with shorter crossing distances at multiple intersections, including Ramsay Way.

MAINTAINS EVENT ACCESS TO MODA CENTER

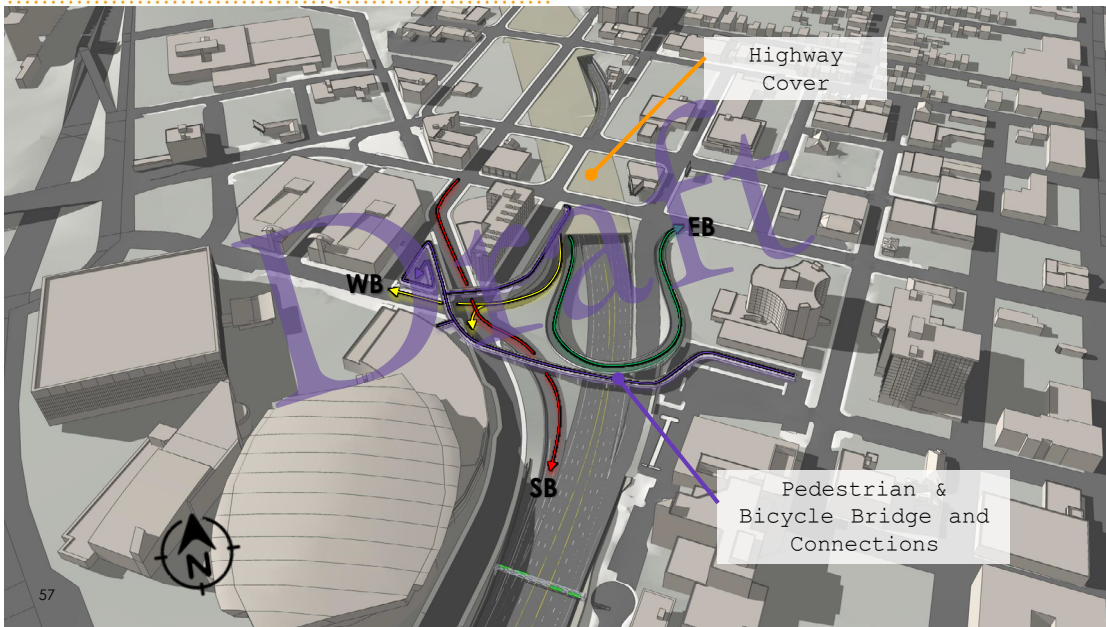
- Maintains the same Moda Center access as today for traffic entering from the west, east and south.
- Maintains the same Moda Center exit routes as today for traffic leaving the Moda Center after events.
- Routes event access from the north to either northbound on the new 2-way Wheeler Ave or southbound to Williams Ave. (see map Event Access Route).
- ODOT will continue its partnership with the Moda Center to optimize visitor access.

CONNECTED COMMUNITY REDEVELOPMENT

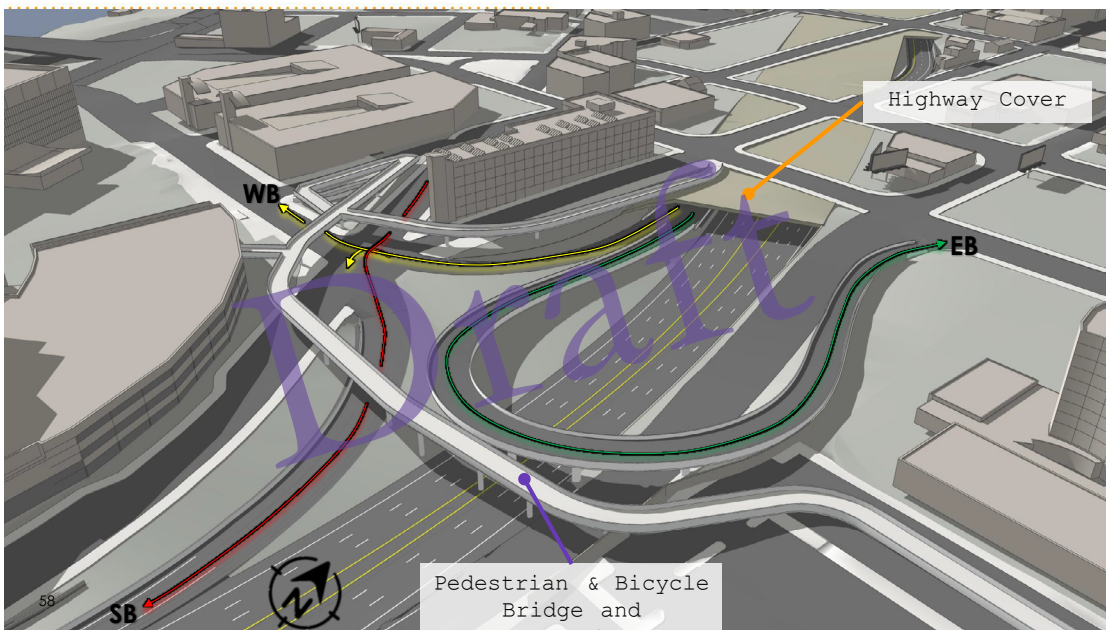
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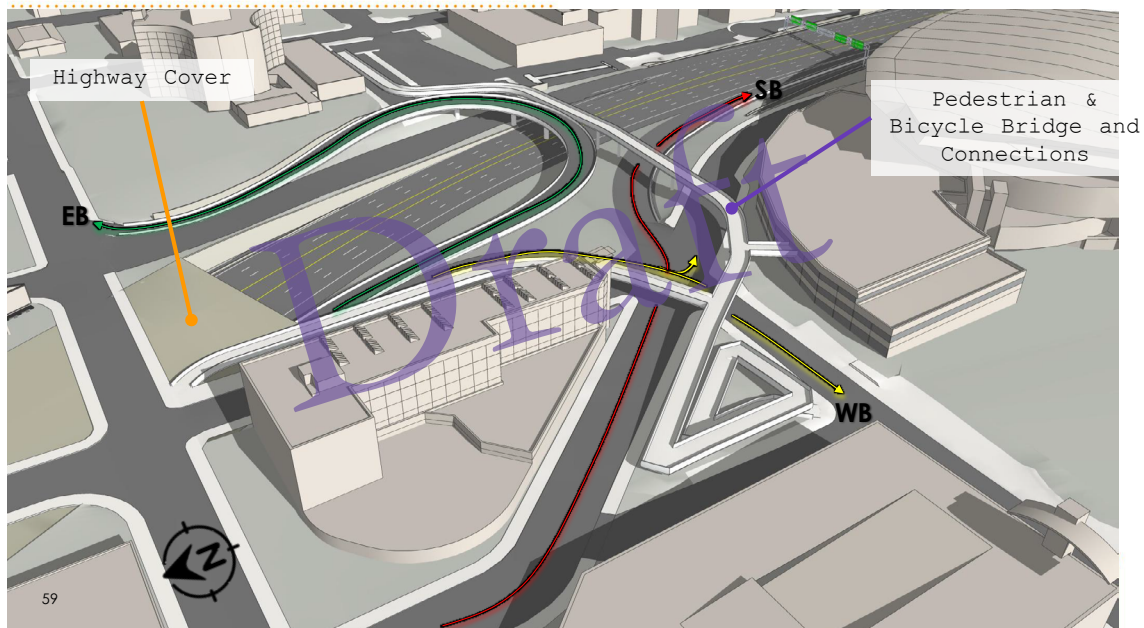
DESIGN REFINEMENT 1A: ANCHOR CONCEPT USING 2-WAY RAMSAY



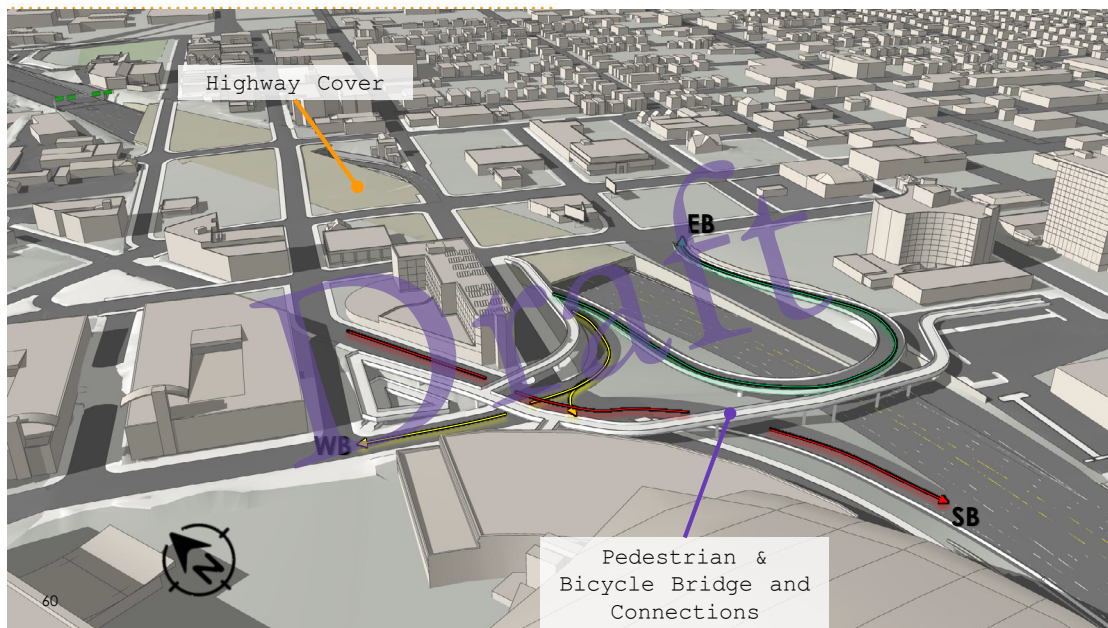
DESIGN REFINEMENT 1A: ANCHOR CONCEPT USING 2-WAY RAMSAY



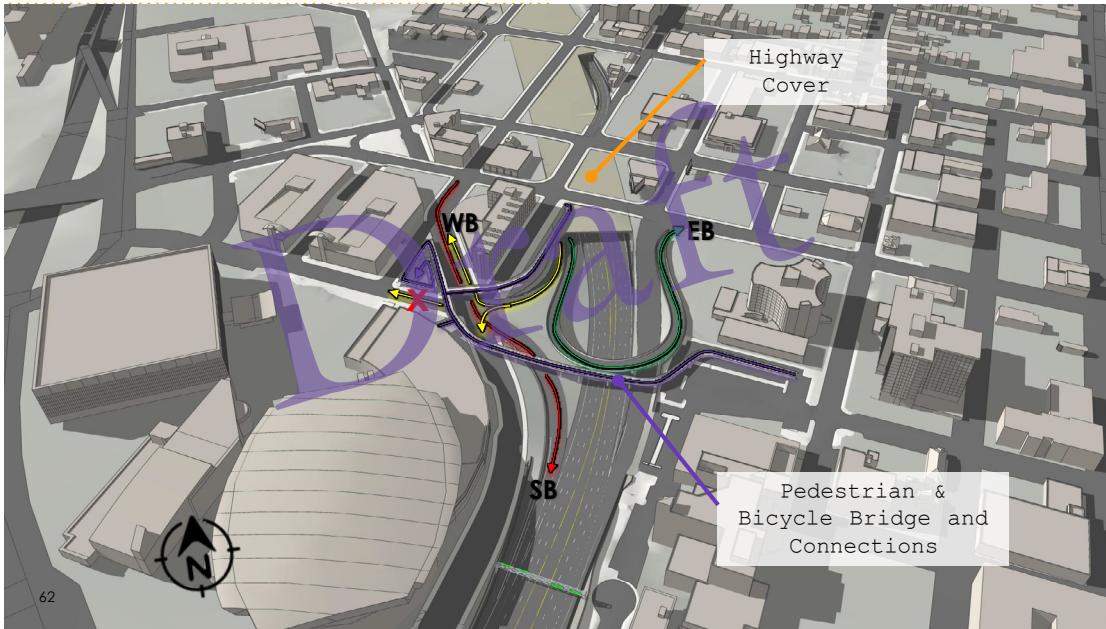
DESIGN REFINEMENT 1A: ANCHOR CONCEPT USING 2-WAY RAMSAY



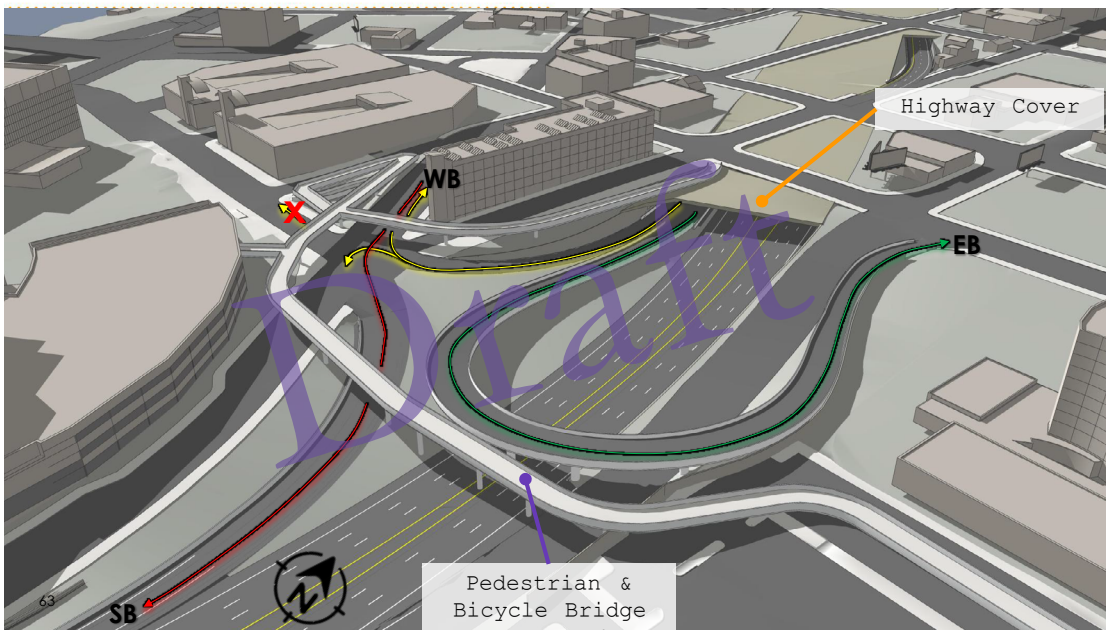
DESIGN REFINEMENT 1A: ANCHOR CONCEPT USING 2-WAY RAMSAY



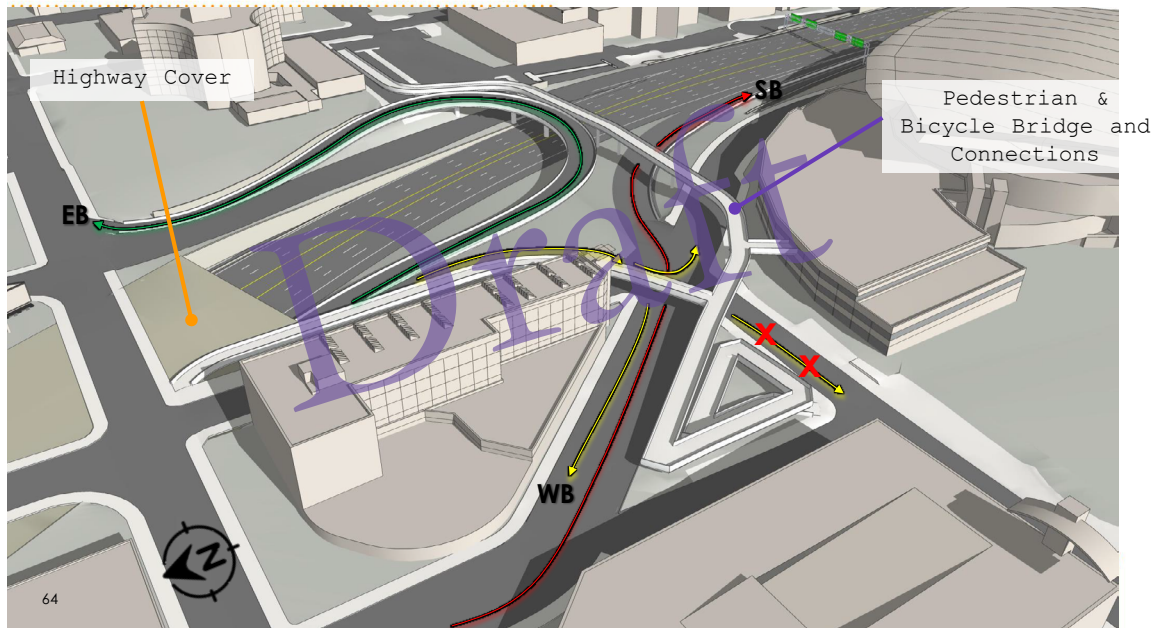
DESIGN REFINEMENT 1B: ANCHOR CONCEPT USING 2-WAY WHEELER



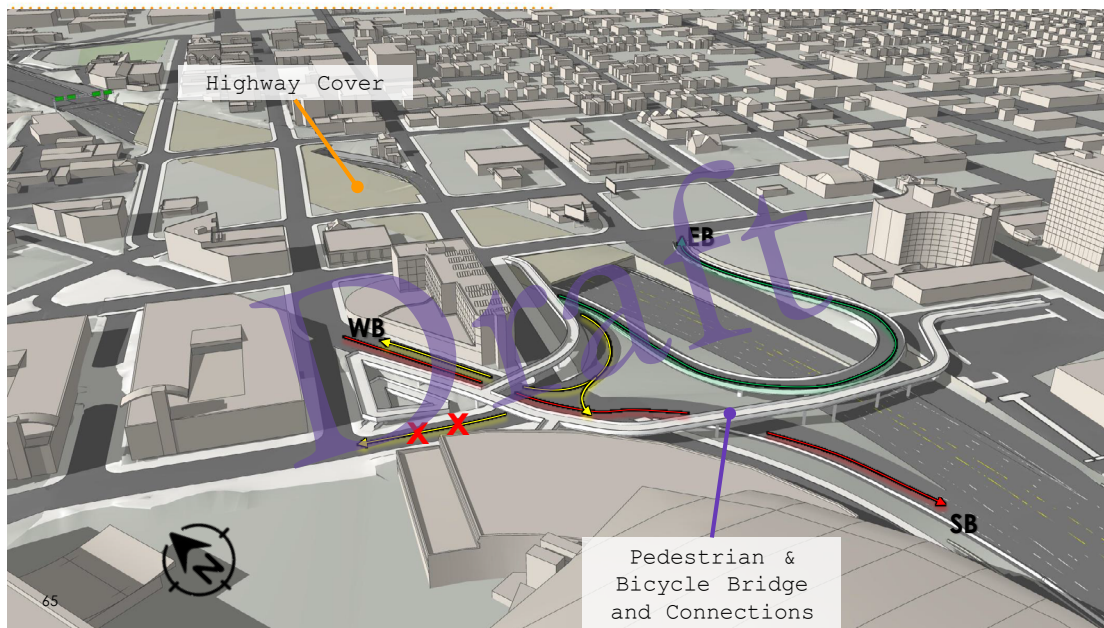
DESIGN REFINEMENT 1B: ANCHOR CONCEPT USING 2-WAY WHEELER



DESIGN REFINEMENT IB: ANCHOR CONCEPT USING 2-WAY WHEELER



DESIGN REFINEMENT IB: ANCHOR CONCEPT USING 2-WAY WHEELER



SUMMARY OF TECHNICAL DUE DILIGENCE ASSESSMENT FOR HIGHWAY COVER USES

Introduction

Through community collaboration and partnerships, the I-5 Rose Quarter Improvement Project in Portland, Oregon is much more than an infrastructure project. It not only improves safety and congestion where three major interstates converge at Oregon's top bottleneck, it creates community connections through enhanced infrastructure and equitable engagement. Years of community input and regional collaboration have culminated in plans for Oregon's first highway cover over I-5, which will support new community space and reconnect the street grid of the Albina neighborhood, Portland's historically Black community. The highway cover is capable of supporting multi-story buildings providing options for community development and wealth creation, while also delivering safer, more accessible multimodal transportation choices, such as a separate pedestrian- and bicycle-only bridge. This improved network will provide access to transit, jobs, and other community amenities that reflect the community vision. The project also creates significant jobs for Black and underserved communities. The project team undertook a due diligence effort to identify and evaluate technical considerations that could affect development options on the new highway cover. These initial findings will inform future phases of work which will ultimately result in recommendations for short-term and longer-term uses for the highway cover and adjacent lands as well as establishing the basis for design assumptions to be used to initiate the 30% highway cover design.

Design Process

Design for the Main Construction Package, which includes the highway cover, will be determined through a public process in partnership with the City of Portland and ODOT. The process includes the development of preferred opening-day and longer-term development concepts, street and path design, and options for governance and financing, followed by the formation of a Community Framework Agreement to guide future development of the highway cover. The process of designing the highway cover uses will continue to seek input from the Black and historic Albina community through guidance from the project's Historic Albina Advisory Board. As defined by the HAAB Charter, the purpose of the HAAB is to elevate voices in the Black community to ensure that project outcomes reflect community interests and values and that historic Albina directly benefits from the investment of this project.

This collaborative process between design and community engagement is developed to follow through on ODOT's commitment to being transparent and open regarding decisions, how ODOT made decisions, and how the community's feedback impacted the decisions. More information about the Project Values, the role of the HAAB and ODOT's commitment to engagement and decision making can be found in the HAAB Charter.

Technical Design Information

To help understand the opportunities and constraints of the highway cover in relationship to the community's vision, the design team has studied a variety of technical topics related to development on the highway cover. These topics focus around exploring technical considerations that could affect the types of uses and development scenarios being recommended for the highway cover, in addition to demonstrating the technical feasibility for buildings on or adjacent to the highway cover. These considerations include structural and geotechnical design, safety regulations, utility services, and long-term access needs. The assumptions for these technical considerations will affect how to advance the preliminary design of the highway cover to the 30% Design milestone. To involve the community in this process these technical findings will be presented to the HAAB over a series of meetings with the goal of confirming the community vision, informing decisions, and increasing project transparency. These topics include:

- **Cover Capacity:** How much weight can the cover hold? How will this affect future development? How does the girder layout and building connections affect the capacity for potential buildings?
- **Cover Offsets:** What areas of the covers can be built on, and what areas cannot support buildings? How will this impact design and potential cover uses?
- **Bridge Joints:** How will development relate to structural joints? How will they affect future development?
- **Geotechnical Information:** How does the consideration of future building loads influence the highway cover design or building placement?
- **Utilities:** How will utility services for development be accessed across the cover?
- **Development on Cover:** What may future development look like? How will it meet the community's vision?

Because many of these constraints and considerations have multiple interdependent variables and require additional consideration for timing of implementation or evaluation of trade-offs, this document should be considered preliminary guidance for all constraints and considerations. A summary of the considerations and preliminary assumptions to be used as an initial start to inform the cover use recommendations are listed below:

- **Cover Capacity:** Buildings of up to 3-stories can be accommodated within the middle portion of the highway cover and 1-story on the northern and southern ends of the highway cover. (Note: Additional consideration, including financial implications, for accommodating up to 4-6 story buildings in the middle portion of the highway cover will be addressed during subsequent design development.)

- Offsets for building placement:
 - » A 24-foot offset from the free edges (the northern and southern portals) is recommended for access and safety
 - » Up to a 15-foot offset from bridge joints in order to allow building loads to be carried across multiple connected girders
 - » A minimum 15-foot horizontal offset for deep foundations or 30-foot for shallow foundations is recommended from the sides of the highway cover
 - » A 15 to 20-foot horizontal offset from the west side of the highway cover is recommended to allow for drainage and utility connections including a potential inspection and utility vault that parallels the edge of the highway cover
- Site Access:
 - » All parcels have at least one street frontage that can provide site access
 - » Considerations for driveways and parking, including on-street parking, need to be resolved following the recommendation for cover uses
 - » Due to the slopes of the highway cover, some setback between the building and street may be required to provide an accessible route, however there are feasible methods to provide access to all potential development areas

Urban Design Concepts

The design team has begun collaboration with the HAAB on a variety of potential urban design concepts as they relate to this due diligence assessment. The team also identified and explored technical decisions and issues from a public realm design perspective, the city-wide context of the cover, and development precedents that represent the type of development that would align with the community priorities. The purpose of this phase is to understand how the potential uses may influence design assumptions for the highway cover. These topics included testing potential conceptual cover uses against the design considerations for the highway cover to better understand and inform the potential influence for on- and off-cover development. As part of the next phases of work the team will continue discussion with the HAAB and project partners to validate the community priorities and confirm technical considerations that will guide the 30% highway cover design. The team will also acknowledge and seek to understand potential future districtwide redevelopment to compare concepts at both a project- and district-scale.

Key Takeaways

As a result of the research and analysis described above, the following initial key takeaways were developed:

- **On-Cover Development:** On-cover buildings and development opportunities are possible within the considerations evaluated. The proposed structural design for the highway cover associated with the transportation infrastructure can accommodate buildings of up to 3-stories in the middle portion of the highway cover and up to 1-story at the northern and southern ends. Supporting taller buildings would require significant upsizing to the girders and superstructure depth, which would require additional revisions to the I-5 corridor and crossing local streets to maintain vertical clearance over I-5.
- **Off-Cover Development:** Off-cover is less constrained. Some setback of buildings from the highway cover is required. There is potential for off-cover and on-cover parcels to provide supportive uses to enhance the development potential.
- **Governance:** Land on the highway cover will remain under ODOT ownership, with the potential for long-term leasing options. Land off the highway cover has the potential for transfer of ownership to other public agencies or private development. Potential Governance tools and agreement mechanisms will be a separate activity that will require extensive coordination between ODOT and other project partners and was not considered as part of the Phase 1 Due Diligence phase or this report.
- **Phased Development:** On-cover and off-cover development are assumed to occur over a period of time and not concurrent with the construction of the cover. An approach of designing for flexible future development options will be used to guide and inform the highway cover design as it advances.

HAAB KEY DESIGN TOPICS TIMING

	2023	2024											
	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Cover Engineering	Intro	Discuss	Engage	Engage	Discuss	Recommend				30% Design			Continues →
Ramsay / Wheeler		Intro				Support							
Bike/Ped Crossing										Intro		Discuss	Recommend
Street Design					Intro					Discuss			Recommend

Note: Project schedule is subject to change.

RQ DISTRICT PROJECTS

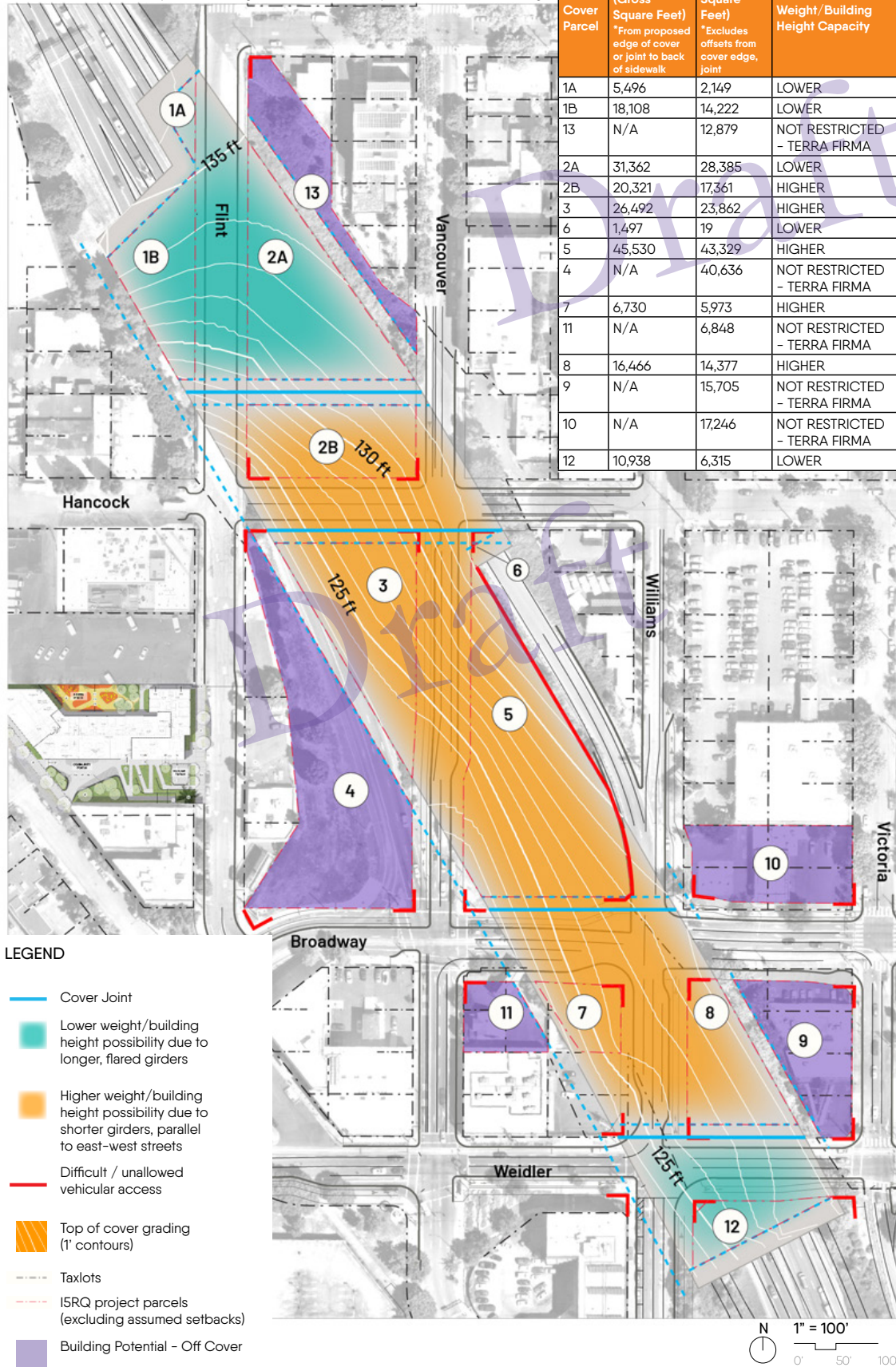
Existing Community Resources and Ongoing Projects in the Site Vicinity



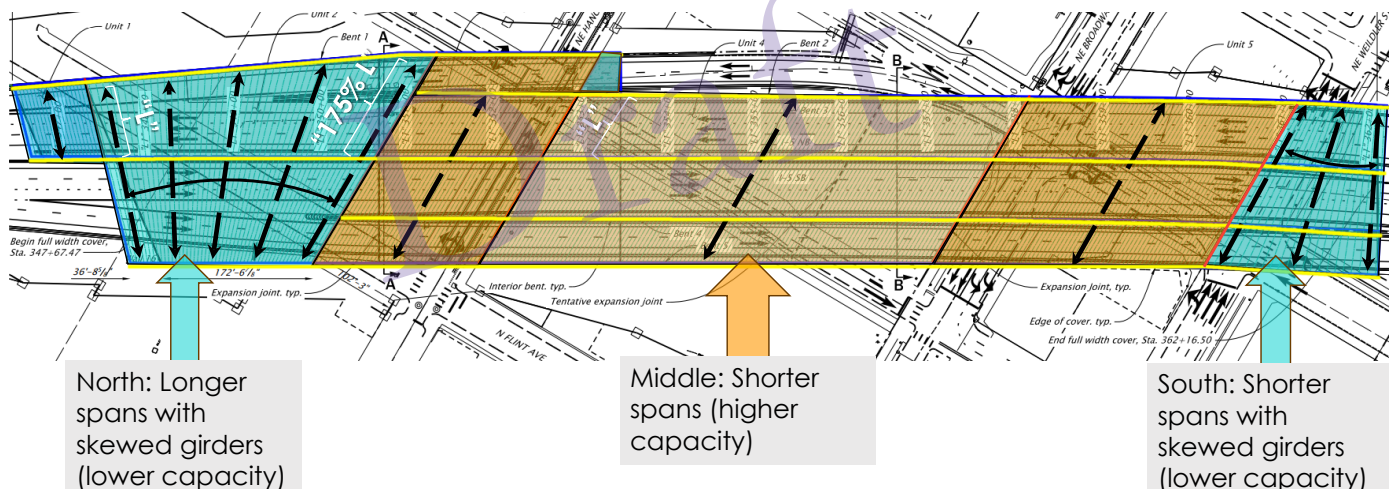
- | | |
|-------------------------|----------------------------|
| ISRQ: I-5 Cover | Key Opportunity Sites |
| ISRQ: Remnant Lands | Developments in Progress |
| Portland Public Schools | Interstate TIF |
| City of Portland | Central City Plan District |
| Prosper Portland | Green Loop Alignment |

COVER CAPACITY

*Estimated area based on initial assumptions and recommendations, subject to change based on future decisions that impact offsets (e.g. maintenance, utilities, parcel use) and further design



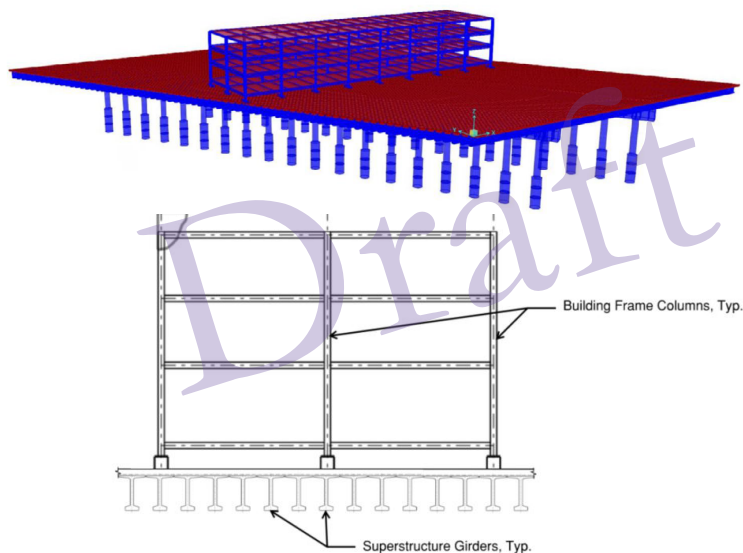
HIGHWAY COVER: GIRDER LAYOUT



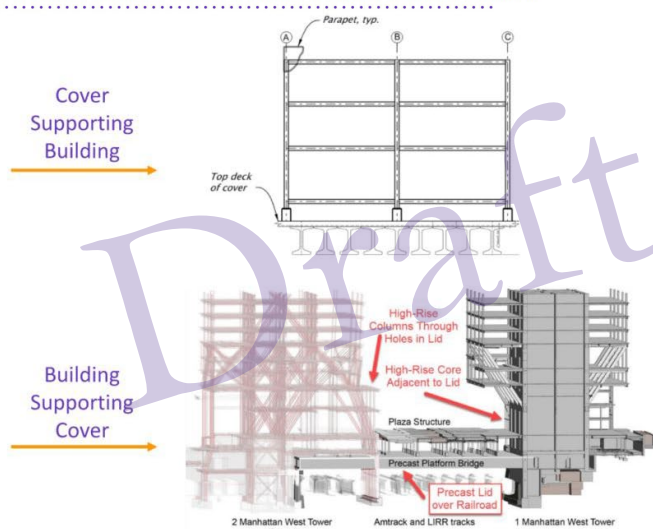
HIGHWAY COVER: BUILDING CONNECTIONS

BUILDING CONFIGURATION USED IN THE FEASIBILITY STUDY

- ▶ How building connects to the cover affect the size of building that can be supported
- ▶ Placement of the building (where it sits) and shape of building affect the analysis
- ▶ Assumes building is transferring load to bridge girders, and load is distributed across multiple girders



DESIGN TOPIC: COVER CAPACITY – STRUCTURAL FRAMING CONSIDERATIONS

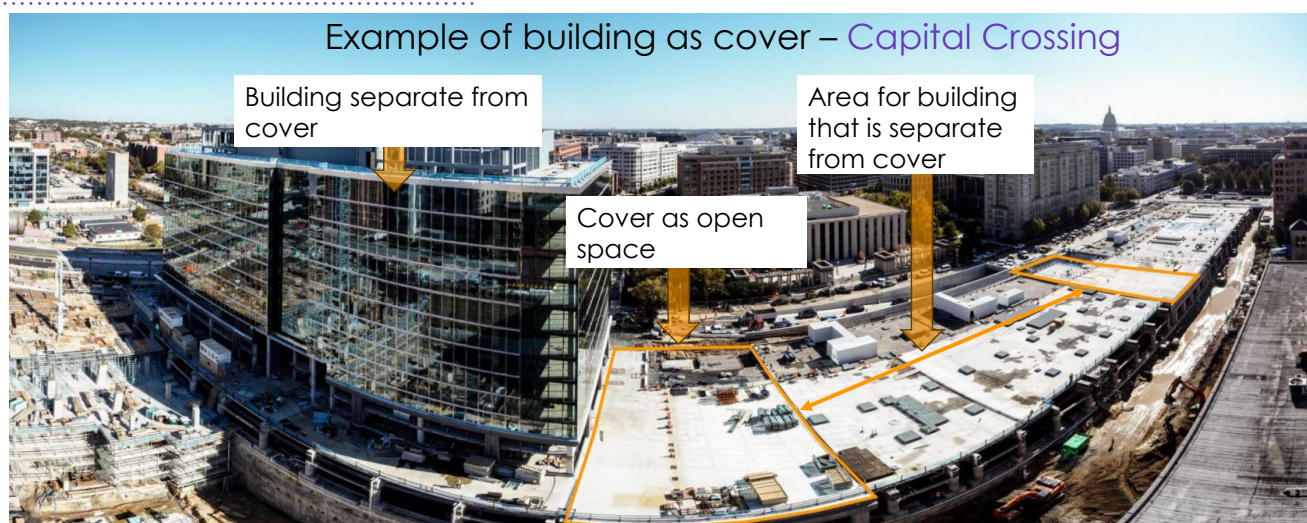


	Cover Supporting Building	Separate	Building Supporting Cover
Capitol Crossing		✓	
Millennium Park		✓	
One Central		TBD	TBD
Hudson Yards			✓
Klyde Warren Park	✓		
I-90 Boston Parcels 12 & 15			✓
I-5 Rose Quarter	✓		

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DESIGN TOPIC: COVER CAPACITY – STRUCTURAL FRAMING CONSIDERATIONS



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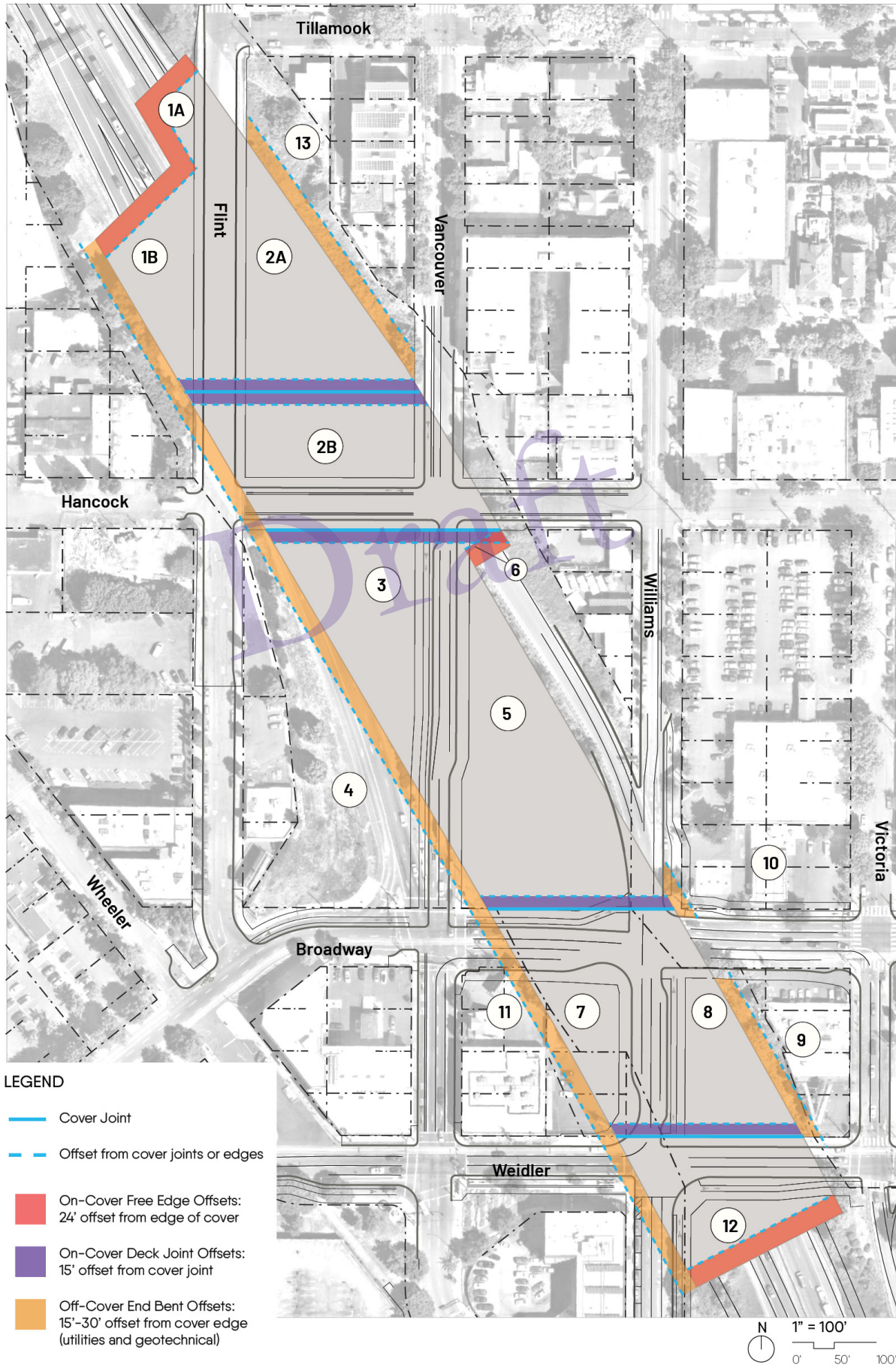
DESIGN TOPIC: COVER CAPACITY – STRUCTURAL FRAMING CONSIDERATIONS



Example of light framed structure on a Cover – [Klyde Warren Park](#)

COVER OFFSETS

3



DESIGN TOPIC: COVER OFFSETS

- ▶ Several considerations will require “offsets” that may influence building placement
 - » On-cover offsets
 - Offsets from the free edges of the cover
 - Offsets from joints
 - Offsets for access
 - » Off-cover offsets
 - Geotechnical offset
 - Utility offset
 - Offset for access



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DESIGN TOPIC: COVER OFFSETS – FREE EDGES

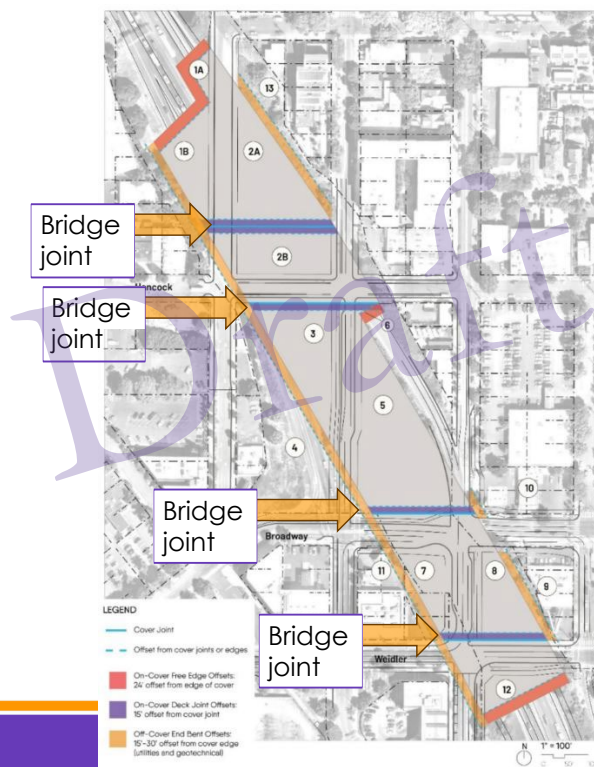
- ▶ Offsets from the free edges of the cover
 - » Provides separation from edge of cover and freeway traffic
 - » Presents opportunity for visual screening (landscaping)
 - » Accommodates maintenance access
 - » Recommended 24-foot offset from free edge



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DESIGN TOPIC: COVER OFFSETS – BRIDGE JOINTS

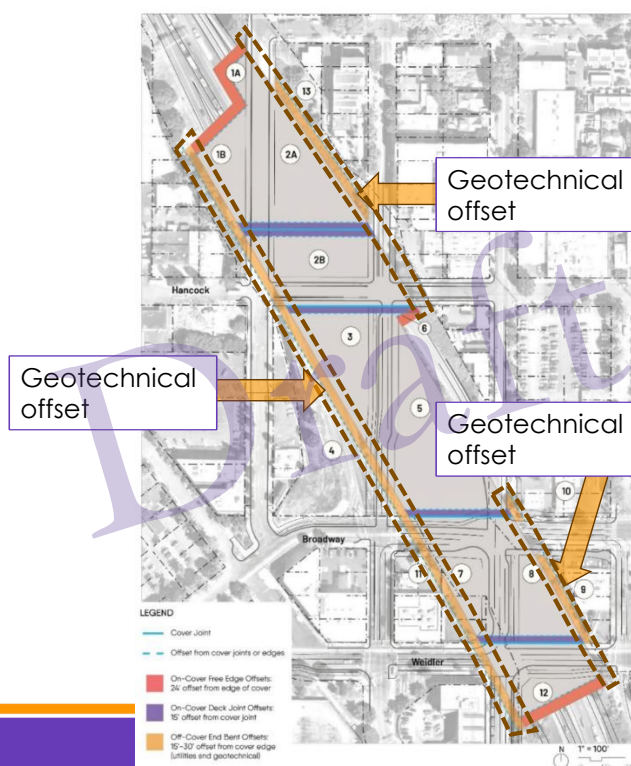
- Offsets from the bridge joints
 - » Joints needed to allow bridge to expand and contract
 - » Deliberately places – joint follows development instead of following freeway
 - » Offsetting buildings from joints allows building load to be transferred to multiple girders (i.e. higher capacity)
 - Dependent on building connection to cover and size of building load



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DESIGN TOPIC: COVER OFFSETS - GEOTECHNICAL

- Off-cover offsets - geotechnical
 - » Area where future building loads could affect highway cover, impacting adjacent building placement
 - » Cover design relies on adjacent soil support, particularly during a seismic event
 - » Setback requirements will vary depending on adjacent building foundation types
 - Shallow foundations will require larger offset (15-30 feet)
 - Deep foundations (piles or columns) require smaller offset (15 feet or less)

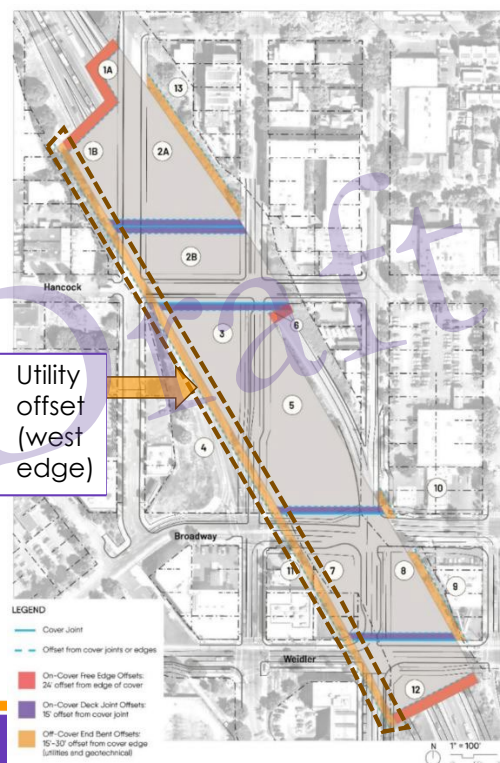


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Design Topic: Cover Offsets - Utilities

► Off-cover offsets - Utilities

- » Requires a designated corridor to accommodate future development sites on highway cover
- » Corridor location is primarily defined by gravity utilities (sewer and stormwater)
- » Considering proposed slopes and grades, and existing infrastructure, utility corridor on the west side of cover is assumed

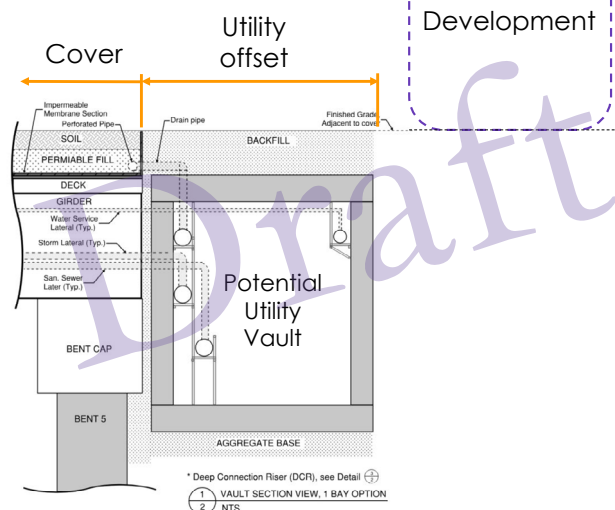


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Design Topic: Cover Offsets - Utilities

► Off-cover offsets - Utilities

- » To minimize offset size, project is assuming a utility vault to accommodate some utilities
 - Vault has higher upfront cost but results in a narrower offset
 - Provides flexibility for what can occur across the utility offset
 - Final limits and dimensions will be affected by the long-term and short-term development scenarios

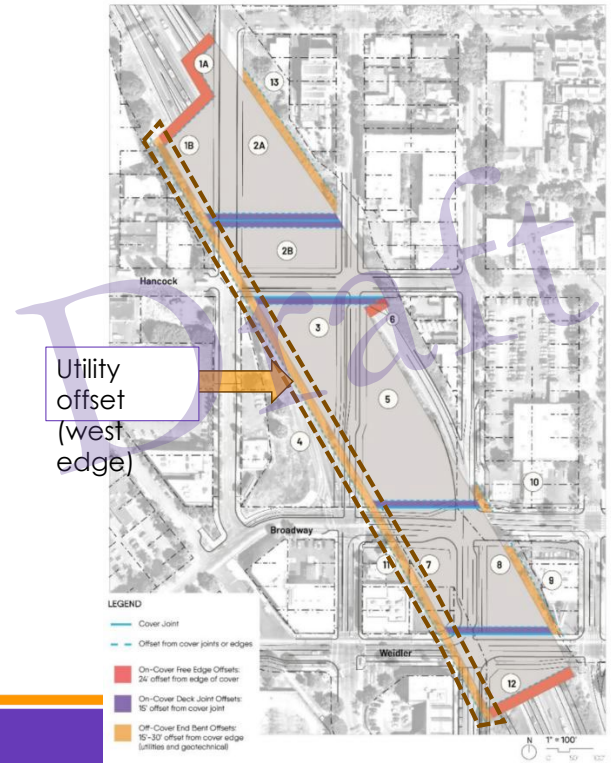


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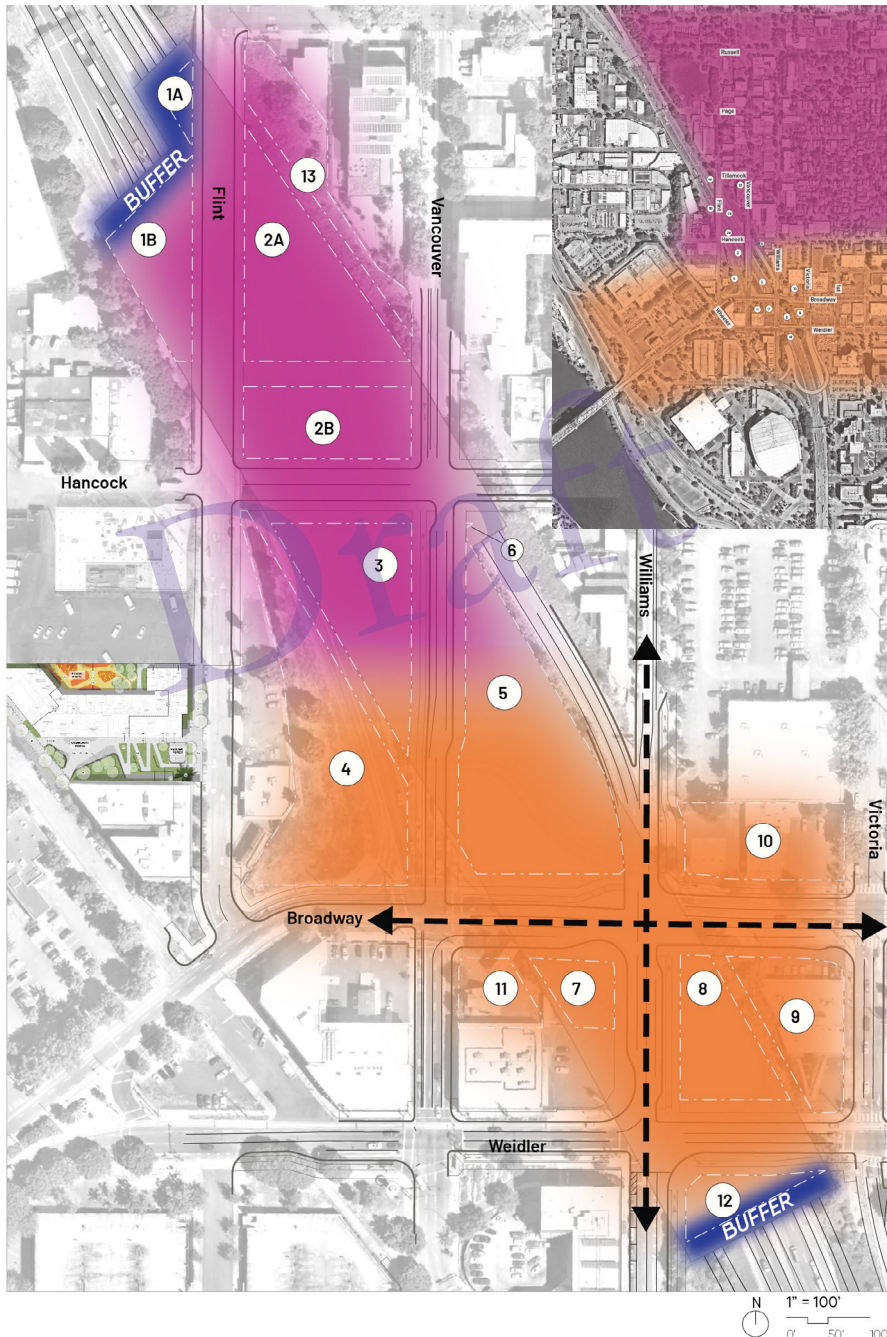
Design Topic: Cover Offsets - Utilities

► Off-cover offsets - Utilities

- » Type of utilities to be planned for within this offset could be affected by the planned uses
 - Combining parcels could provide other methods to route utilities
 - Some uses may not require all utility types
- » Need to consider long term access and maintenance for planned utilities

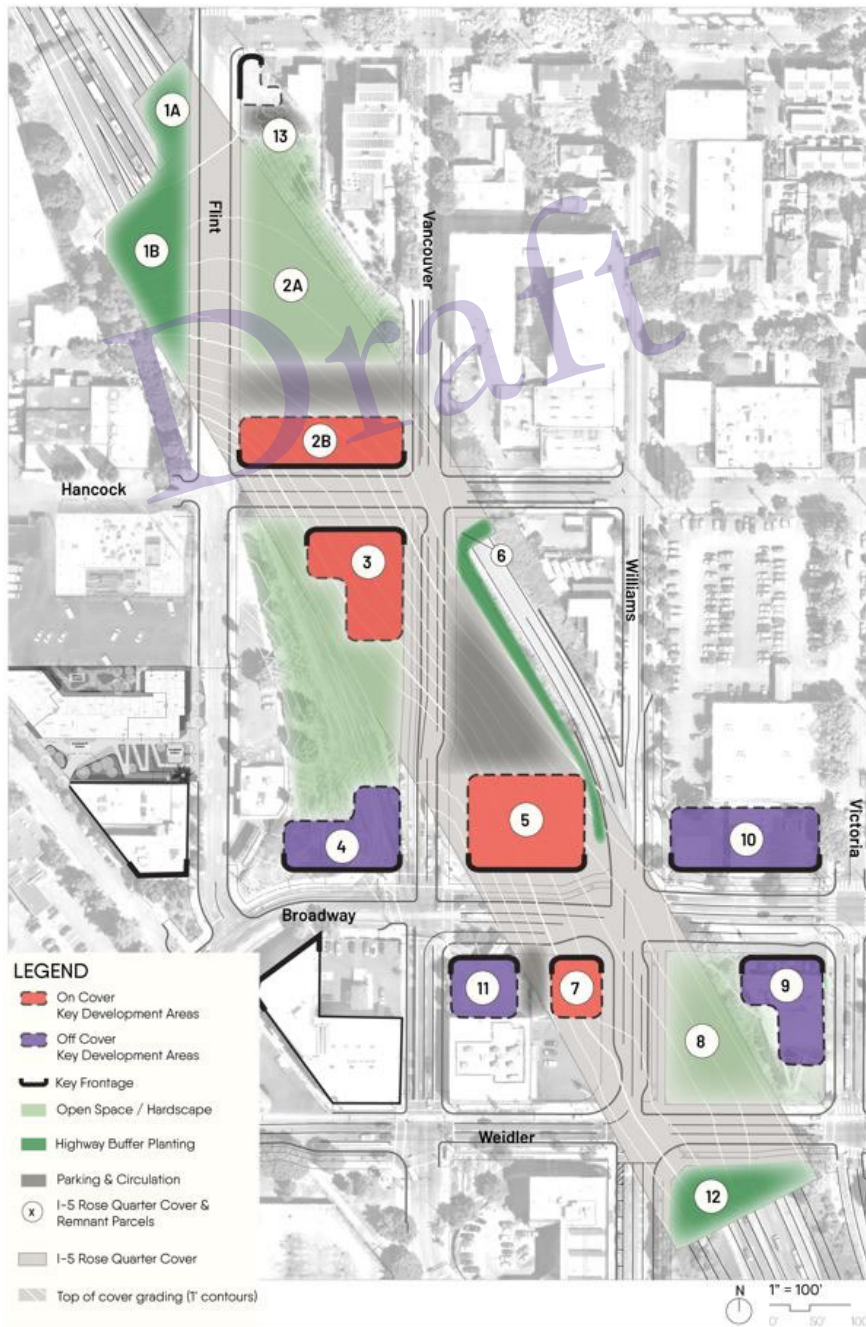


POSSIBLE COVER REGIONS (DRAFT)



The design team has observed two different regions of the surrounding area that the cover will fit into. To the south, (shown in orange) is a more urban, busier, higher intensity area centered around Williams and Broadway (shown with black dotted arrows), two important streets in the civic identity of Portland and Historic Albina. To the north (shown in magenta), is a quieter, more neighborhood feel, with smaller scale businesses, parks, and homes. These regions may inform the type of future development on different parts of the cover.

EXAMPLE COVER DEVELOPMENT POSSIBILITIES



One potential vision of promising locations for buildings, open space, and circulation for on and off cover sites. Note that future development concepts will be determined through a future public process centering the HAAB and in partnership with the City of Portland and ODOT.

4

PRECEDENTS

Cover Precedents.....	2
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COVER PRECEDENTS

4

As a part of the I-5 Rose Quarter Improvement Project, the Urban Design team has reviewed several precedent projects to help the HAAB and other community stakeholders begin to visualize and provide feedback on the types of development they would like to see on the cover. In alignment with the project values, these precedents were analyzed by the project team and relevant information will be presented to the HAAB. These projects were selected for their relevance in location, size, and lessons for Restorative Justice as it relates to programming, approach design, engagement and deal structure.

Buildings On Cover

Commercial Spaces



Vanport Square

- ▶ 5231 NE MLK Blvd, Portland, OR
- ▶ Site Area: ~69,000 sq. ft.
- ▶ Building Area: 40,000 sq. ft.
 - » 1 story
 - » Mixed Use – office, retail, restaurant, event space
 - » Commercial condominium for small minority and women-owned businesses
 - » 17 units
 - » LEED Gold
- ▶ Status: Built 2008

WHY INCLUDED?

Local Black developers, unique commercial ownership model, building massing and form fits for on-cover parcels



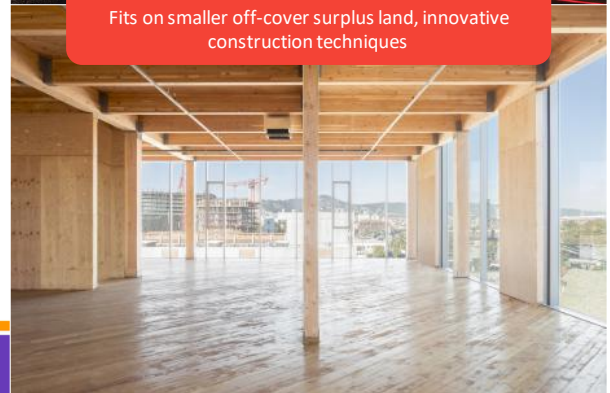
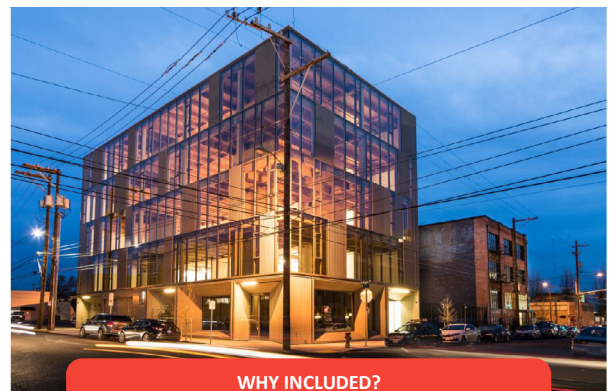
Photo courtesy of Margaret O'Hartigan

Framework Building

- ▶ 160 NE 6th Avenue, Portland, OR
- ▶ Site Area: 5,000 sq. ft.
- ▶ Building Footprint: 5,000 sq. ft.
- ▶ Building Area: 25,000 sq. ft.
 - » 5 stories
 - » Commercial Office
 - » Materials: concrete & laminated timber
- ▶ Developer: Urban Development Partners
- ▶ Architect: Works Progress Architecture
- ▶ Status: Built 2015

WHY INCLUDED?

Fits on smaller off-cover surplus land, innovative construction techniques



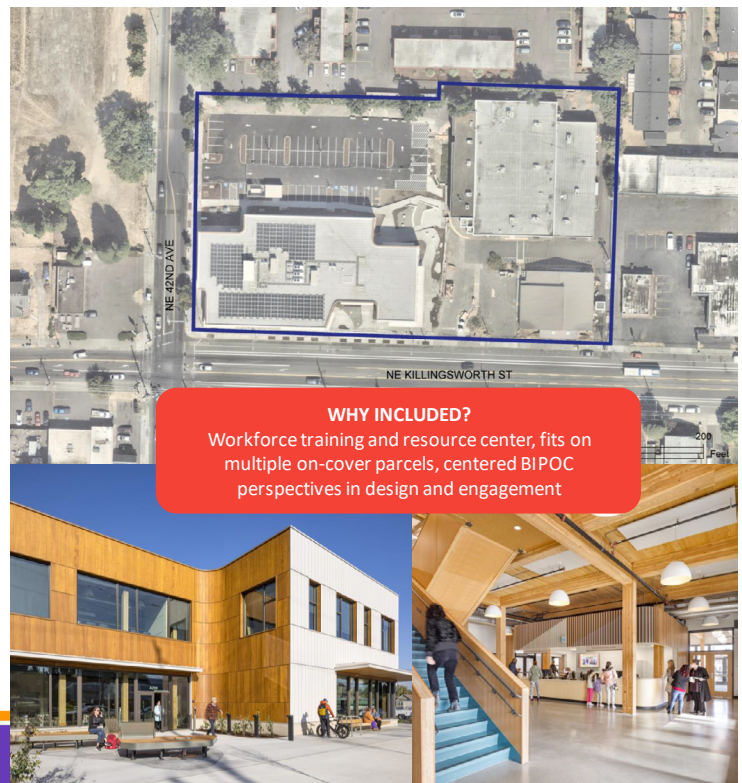
Buildings On Cover

Civic Uses: Healthcare, Childcare, Career Training



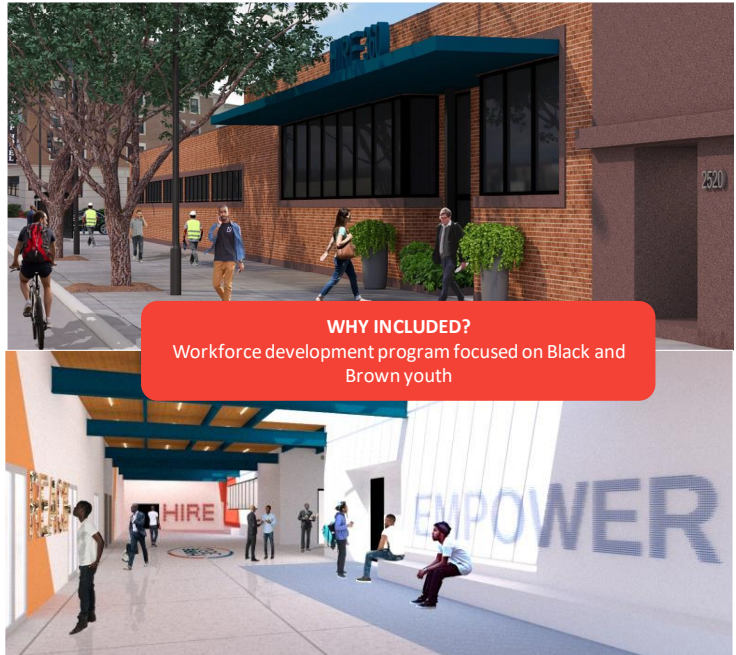
PCC Opportunity Center

- ▶ 5600 NE 42nd Ave, Portland, OR
- ▶ Site Area: 130,680 sq. ft.
 - » including entry plaza, opportunity center, parking lot, and future affordable housing
- ▶ Building Area: 50,000 sq. ft.
- ▶ Building Footprint: 25,000 sq. ft.
 - » 2 stories
 - » Commercial/Office/Education
 - Small Business Development Center, Native American Youth and Family Center, Oregon Department of Human Services, classrooms, meeting rooms
 - » Future affordable housing on east side of site
- ▶ Developer: PCC
- ▶ Architect: Bora Architecture, Colloqate
- ▶ Status: Opened 2023



HIRE360 Training & Business Development Center

- ▶ Chicago, IL
- ▶ Building Area: 40,000 sq. ft.
 - » 1-2 stories
 - » Workforce training
 - Construction, real estate and architecture education
 - Training kitchens
 - » Playroom/parent center
- ▶ Developer: HIRE360
- ▶ Architect: TBD
- ▶ Status: Rehab in progress



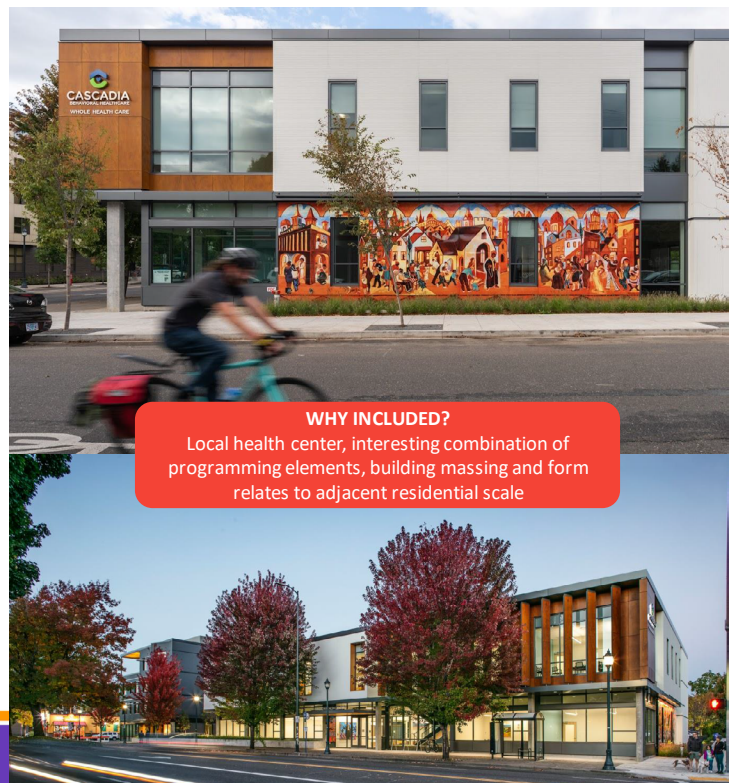
WHY INCLUDED?

Workforce development program focused on Black and Brown youth



Garlington Health Center

- ▶ 3036 NE Martin Luther King Jr Blvd, Portland, OR
- ▶ Site Area: 61,419 sq. ft.
- ▶ Building Area: 42,200 sq. ft.
- ▶ Building Footprint: 24,000 sq. ft.
 - » 2 stories
 - » Programming: Mental Health Treatment, Crisis Intervention, Addiction Recovery Services, Primary Care, Housing Resources
- ▶ Developer: Cascadia Behavioral Healthcare
- ▶ Architect: Scott Edwards Architecture
- ▶ Status: Opened 2018



WHY INCLUDED?

Local health center, interesting combination of programming elements, building massing and form relates to adjacent residential scale

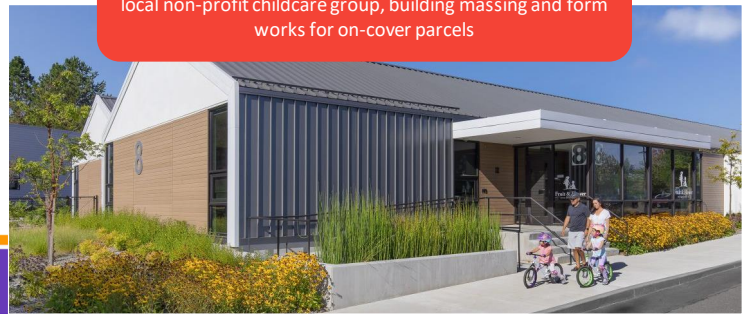
Fruit & Flower Child Development Center

- ▶ PCC Rock Creek Campus, Portland, OR
- ▶ Site Area: 9,400 sq. ft.
- ▶ Building Area: 7,800 sq. ft.
 - » 1 story
 - » 3 classrooms, outdoor play area
 - » Earth Advantage Commercial Gold
- ▶ Developer: PCC
- ▶ Architect: Scott Edwards Architecture
- ▶ Status: Opened 2019



WHY INCLUDED?

Fits on smaller and irregular shaped parcels, operated by local non-profit childcare group, building massing and form works for on-cover parcels



Buildings On Cover

Cultural Uses:
Community, History, Food,
Arts



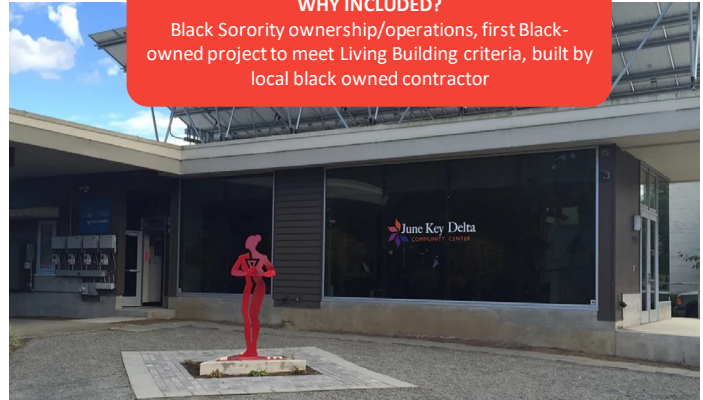
June Key Delta Community Center

- ▶ 5940 N Albina, Portland, OR
- ▶ Site Area: 15,000 sq. ft.
- ▶ Building Area: 3,075 sq. ft.
 - » 1 story
 - » Community and Event Space
- ▶ Developer: Portland alumnae chapter of Delta Sigma Theta Sorority
- ▶ Architect: NYE Architecture
- ▶ Status: Opened 2011



WHY INCLUDED?

Black Sorority ownership/operations, first Black-owned project to meet Living Building criteria, built by local black owned contractor



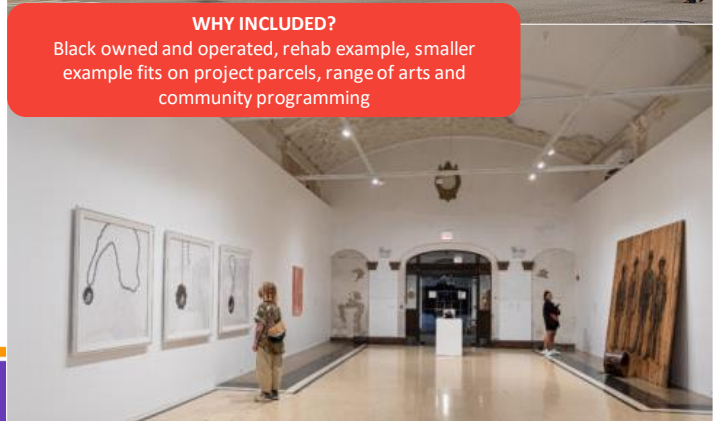
Stony Island Arts Bank + Rebuild Foundation

- ▶ Chicago, IL
- ▶ Site Area: 29,000 sq. ft.
 - » Including lawn, plaza, gazebo
- ▶ Building Area: 21,000 sq. ft.
- ▶ Building Footprint: 9,400 sq. ft.
 - » 3 stories
 - » Historic building adaptive reuse into arts, community center and archive of South side history
 - » Founded by artist Theaster Gates, Rebuild Foundation is grounded in and enriched by three core values: Black people matter, Black spaces matter, and Black objects matter.
- ▶ Developer: Rebuild Foundation
- ▶ Architect: Adaptive Operations
- ▶ Status: Opened 2015



WHY INCLUDED?

Black owned and operated, rehab example, smaller example fits on project parcels, range of arts and community programming



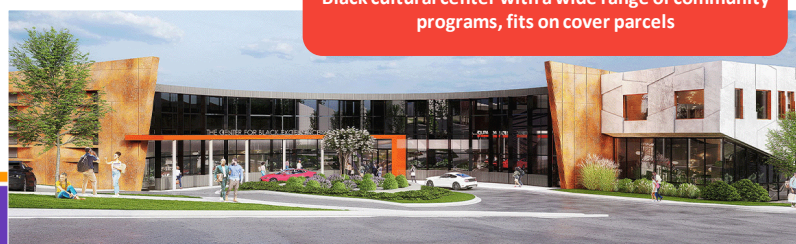
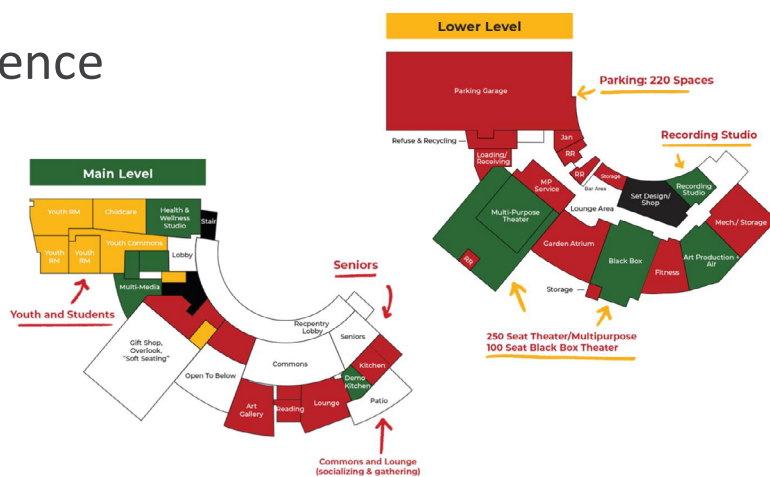
National Center for Civil & Human Rights

- ▶ Atlanta, GA
- ▶ Site Area: ~11 acres
- ▶ Building Area: 42,000 sq. ft.
- ▶ Building Footprint: 16,000 sq. ft.
 - » 3 stories
 - » Cultural Center – exhibits, education and performance events
 - » LEED Gold
- ▶ Developer: Rebuild Foundation
- ▶ Architect: Phil Freelon, Perkins + Will
- ▶ Status: Opened 2014



The Center for Black Excellence and Culture

- ▶ **Madison, WI**
- ▶ **Site Area: 152,460 sq. ft.**
- ▶ **Building Area: 65,000 sq ft.**
 - » 3 stories
 - » Community Space / Arts Center
 - Theater, art gallery, coworking space, childcare, kitchen, meeting rooms
- ▶ **Developer: TBD**
- ▶ **Architect: JLA Architects**
- ▶ **Status: In Progress**



Alberta Alley

- ▶ Portland, OR
- ▶ Site Area: 10,600 sq. ft.
- ▶ Building Area: 8,624 sq. ft.
 - » 1 story
 - » Retail
 - 4-5 restaurant/bar spaces
- ▶ Developer: HMS Development
- ▶ Architect: YBA Architects
- ▶ Status: Opened 2023



Sherman Phoenix

- ▶ Milwaukee, WI
- ▶ Site Area: 46,7500 sq. ft.
 - » Plaza, parking lot, building
- ▶ Building Area: 28,000 sq. ft.
- ▶ Building Footprint: 11,000 sq. ft.
 - » 2 stories
 - » Public Market and event space
 - » 29 small business tenants (food, wellness, retail)
 - » Uplifts Milwaukee's community of color through cultural celebration, entrepreneurship support and wellness resources
- ▶ Developer: Sherman Phoenix Foundation
- ▶ Architect: HGA
- ▶ Status: Opened 2018



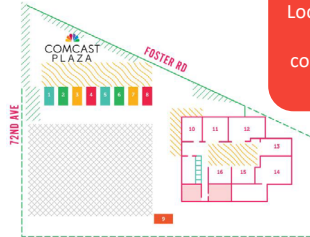
Portland Mercado

- ▶ 7238 SE Foster Rd, Portland, OR
- ▶ Land Area: 38,347 sq. ft.
 - » including parking lot, food carts, shade structure, building
- ▶ Building Area: 6,908 sq. ft.
 - » 2 stories
 - » Commercial – commercial kitchen, leased food carts + retail spaces, business development services, events
- ▶ Developer: Hacienda CDC
- ▶ Architect: S|EA Architecture
- ▶ Status: Opened 2015



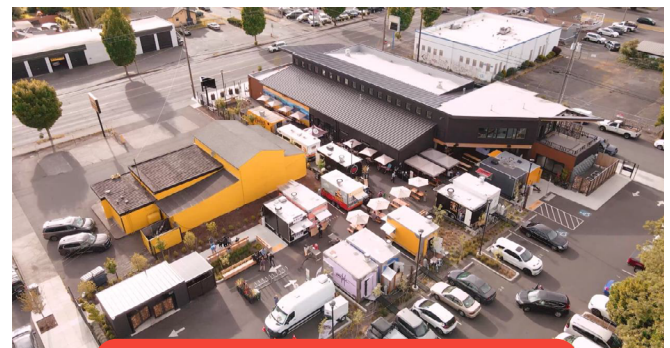
WHY INCLUDED?

Local minority developer, programming focused on emerging Latinx businesses, low-barrier community food spaces, good example for interim use on cover



CORE on 82nd

- ▶ SE 82nd Ave and SE Lafayette St, Portland, OR
- ▶ Approximate Land Area: 36,155 sq. ft.
 - » including parking lot, food carts, shade structure, building
- ▶ Approximate Building Area: 8,151 sq. ft.
 - » 2 stories
 - » Event space, food & beverage
- ▶ Developer: Ho family
- ▶ Architect: ABE Design
- ▶ Status: Opened 2021



WHY INCLUDED?

Local BIPOC owners, food cart pod and event space centering business owners of color, good example for interim use on cover



Pitman Building

- ▶ 1610 SE 3rd Ave, Portland, OR
- ▶ Site Area: 28,680 sq. ft.
 - » including parking lot, landscape, building
- ▶ Building Area: 14,700 sq. ft.
 - » 2 stories
 - » Commercial - including production kitchens & offices
- ▶ Developer: North Rim Development
- ▶ Architect: Deca Inc
- ▶ Status: Opened 2015



WHY INCLUDED?

Local commercial kitchen example, relevant size and massing for on-cover parcels, offers a variety of tenant options

Open Spaces on or adjacent to covers

Community Gathering,
Black culture



Destination Crenshaw

- ▶ Los Angeles, CA
- ▶ Site Area: 1.3 mile corridor
- ▶ Open space and art along upcoming light rail
- ▶ Architect: Perkins + Will
- ▶ Landscape Architect: Studio MLA
- ▶ Status: In progress



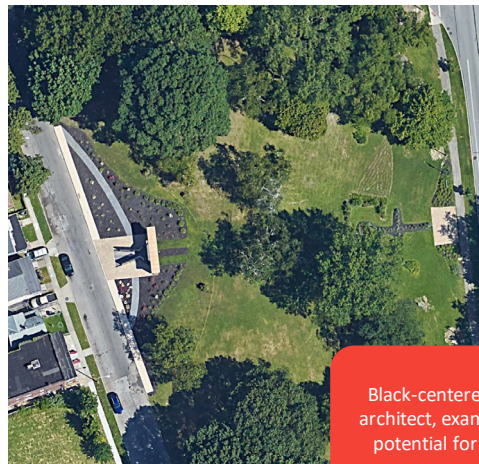
WHY INCLUDED?

Outdoor museum of 100+ art pieces by Black Los Angeles artists, cultural focused placemaking and open space programming



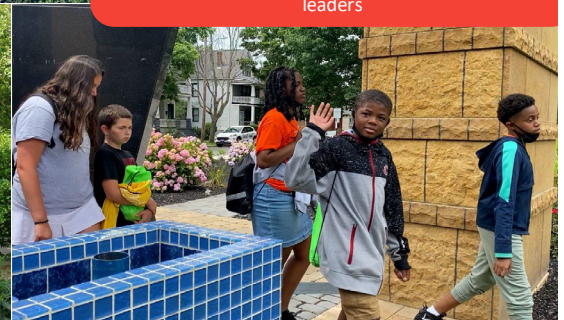
African American Cultural Garden

- ▶ Cleveland, OH
- ▶ Site Area: ~.9 acre (39,000 sq. ft.)
- ▶ Open space
 - » Design elements will convey journey of the African American community over time
 - » Current elements represent the Transatlantic slave trade
 - » Future elements will represent the Underground Railroad and Great Migration
- ▶ Architect: W. Daniel Bickerstaff II
- ▶ Status: Built 1977, Renovated 2016, more renovations in progress



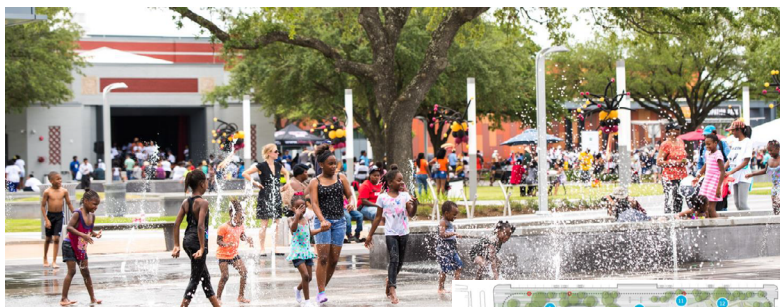
WHY INCLUDED?

Black-centered outdoor space designed by a Black architect, example of reflective, passive open space, potential for tribute to previous generations and leaders



Emancipation Park

- ▶ Houston, TX
- ▶ Site Area: 10 acres (435,600 sq. ft.)
- ▶ Open space, pool, community center, recreation center
 - » Established 1872 by former slaves to commemorate the Emancipation Proclamation in Texas (Juneteenth)
 - » Until 1950s, only public park and pool in Houston open to Black people
- ▶ Architect: Perkins + Will
- ▶ Status: Renovated 2017, refurbished landscape and buildings, new fitness center, plaza, art



WHY INCLUDED?

Historic Black owned park and cultural center, renovated and redesigned to celebrate Black history and bring new health and recreation resources to the community



PopCourts!

- ▶ Chicago, IL
- ▶ Site Area: 6,534 sq. ft.
- ▶ Open Space
 - » Art, shaded lawn, basketball court, gravel drive for food trucks
- ▶ Designer: The Lamar Johnson Collaborative
- ▶ Status: Opened 2021



WHY INCLUDED?

Former vacant lot in historically underinvested neighborhood, low-barrier programming, community co-creation of art, good example for activating cover from Opening Day



Klyde Warren Park

- ▶ Dallas, TX
- ▶ Site Area: 5.2 acres (226,512 sq. ft.)
- ▶ Open Space
 - » Events (fitness, movies, concerts)
 - » Lawn, water features, dog park, play area, food trucks
- ▶ Designer: The Office of James Burnett
- ▶ Status: Opened 2012



Buildings on Adjacent Surplus Parcels

Mixed Use



Analog

- ▶ 1835 N Flint Street, Portland, OR
- ▶ Site Area: 15,500 sq. ft.
- ▶ Building Area: 85,000 sq. ft.
 - » 7 stories
 - » Residential Mixed Use
 - » 134 units
- ▶ Developer: Ethos Development
- ▶ Architect: Works Progress Architecture
- ▶ Status: Under Construction



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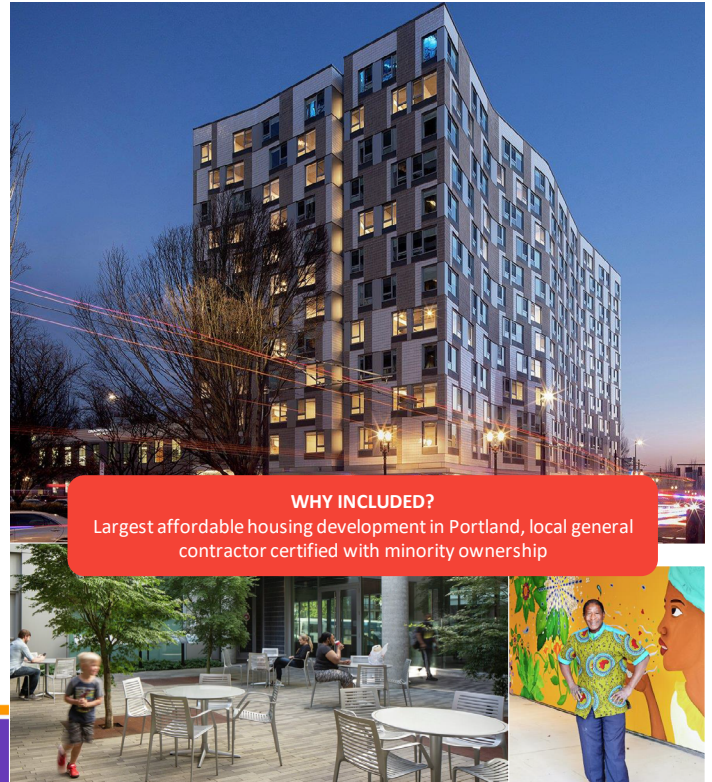
Albina One

- ▶ 1771 N Flint Street, Portland, OR
- ▶ Site Area: 28,680 sq. ft.
 - » plaza, play area, accessible ramp
- ▶ Building Area: 98,500 sq. ft.
 - » 7 stories
 - » Residential Mixed Use
 - » 94 affordable units
 - » Culturally specific education, mentoring, employment training and career placement services
- ▶ Developer: Albina Vision Trust, Edlen & Co
- ▶ Architect: Lever
- ▶ Status: Under Construction



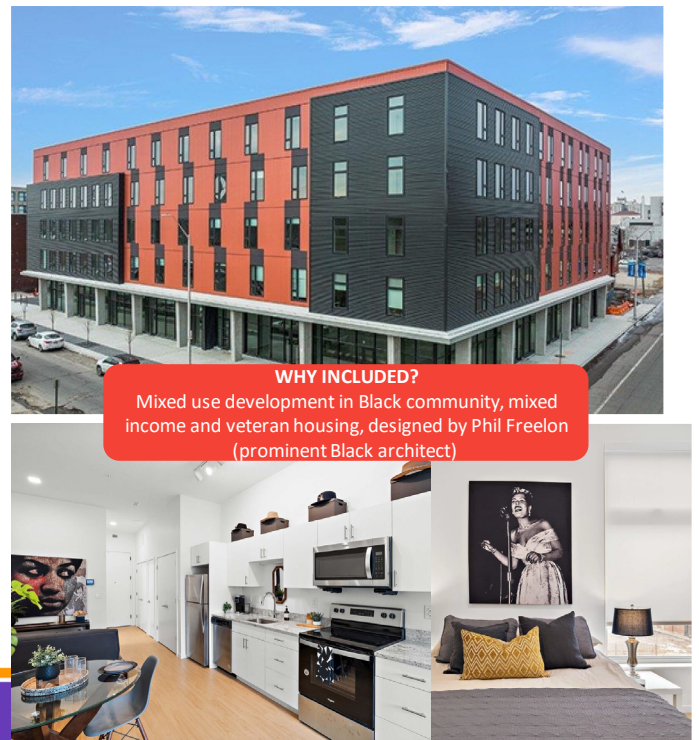
Louisa Flowers

- ▶ 531 NE Holiday Street, Portland, OR
- ▶ Site Area: 20,000 sq. ft.
- ▶ Building Area: 180,000 sq. ft.
 - » 12 stories
 - » Residential Mixed Use
 - » 240 units
- ▶ Developer: Home Forward
- ▶ Architect: Lever Architecture and LRS Architects
- ▶ Status: Opened 2019



The Freelon

- ▶ Sugar Hill Arts District – Detroit, MI
- ▶ Site Area: 39,2500 sq. ft.
- ▶ Building Area: 147,000 sq. ft.
 - » 5 stories
 - » Residential Mixed Use
 - » 68 units
- ▶ Developer: Develop Detroit
- ▶ Architect: Perkins + Will
- ▶ Status: Built 2021



NOTES



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Notes