



# Appendix C. Findings of Effect



This appendix contains images for which written descriptions are not available. Requests for figure interpretation or other accessibility assistance for this appendix should be directed to the ODOT Senior Environmental Project Manager at (503) 731-4804.

**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM**

|   |                                   |
|---|-----------------------------------|
| Agency/Project: ODOT/Interstate 5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Paramount Apartments   |                                   |
| Street Address: 253 N Broadway  | City, County: Portland, Multnomah |

|   |            |
|---|------------|
| <b>Preliminary Finding of Effect:</b>   |            |
| <input type="checkbox"/> No Historic Properties Affected <input checked="" type="checkbox"/> No Historic Properties Adversely Affected <input type="checkbox"/> Historic Properties Adversely Affected  |            |
| <b>State Historic Preservation Office Comments:</b>   |            |
| <input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> No Historic Properties Affected<br><input type="checkbox"/> No Historic Properties Adversely Affected<br><input type="checkbox"/> Historic Properties Adversely Affected |            |
| Signed _____  | Date _____ |
| <b>Comments:</b>  |            |
|   |            |

**Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.**

**Introduction**

This statement of finding discusses the effect of the proposed I-5 Rose Quarter Project (Project) on the Paramount Apartments located in Portland, Oregon.

In October 11, 2007, the Federal Transit Administration determined that the Paramount Apartments building was **eligible** for the National Register of Historic Places (NRHP) and received concurrence on this determination from the Oregon State Historic Preservation Office on February 6, 2008. Martha Richards and Sharon Kelly (URS) evaluated the Paramount Apartments in the *Portland Streetcar Loop Project Historic Resources Technical Memorandum* for the City of Portland, Metro, and TriMet (URS 2007). Due to the amount of elapsed time since the previous evaluation, the property was reassessed. Upon review of the existing Paramount Apartments building, Oregon Department of Transportation and FHWA has reaffirmed this determination of eligibility.

It is the finding of FHWA, in concurrence with ODOT, that the proposed Project will result in no adverse effects to the characteristics that make the Paramount Apartments eligible for the NRHP and thus a finding of No Historic Properties Adversely Affected pursuant to 36 CFR 800.5(d)(1) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

**Project Description**

The I-5 Rose Quarter Improvement Project (Project) is located in Portland, Oregon, along the segment of Interstate 5 (I-5) between Interstate 405 (I-405) to the north (MP 303.2) and Interstate 84 (I-84) to the south (MP 301.5). The Project also includes the interchange of I-5 and Northeast (NE) Broadway and NE Weidler Streets (the Broadway/Weidler interchange) and the surrounding transportation network, from approximately NE Hancock Street to the north, North (N) Benton Street to the west, NE Multnomah Street to the south, and NE Second Avenue to the east. The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, the Broadway/Weidler interchange, and adjacent surface streets in the vicinity of the Broadway/Weidler interchange. In achieving the purpose, the Project also will support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange.

**Identification and Description of the Historic Resource**

The 1923 Paramount Apartments are located at 253 N Broadway on a trapezoidal-shaped lot between N Wheeler Avenue and N Flint Avenue in the Elliot neighborhood of Portland, Oregon. The urban streetscape includes public sidewalks on all three of these streets, wood utility poles, streetlights, metal bike racks, shrubs and deciduous trees. The Paramount is a four-story U-shaped Neo-Classical-style apartment building with an asymmetrical plan, a flat roof with metal flashing, and a basement. The streetside elevations feature red brick and stucco cladding, a recessed portico entrance flanked by stucco pilasters supporting a decorative lentil band, aluminum sash horizontal sliding windows, brick lintel hoods, metal balconies, and a polychrome frieze.

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Paramount Apartments  |                                   |
| Street Address: 253 N Broadway   | City, County: Portland, Multnomah |

The building is eligible for the NRHP under Criteria A and C. Under Criterion A, the property is significant in the area of Community Planning and Development as it reflects the city's early expansion to the inner-east side in response to the substantial population increase following the Lewis & Clark Exposition of 1905. The property is also significant under Criterion C as an excellent example of a Neo-Classical apartment building on Portland's inner-east side. The building is significant at the local level and retains a period of significance that corresponds to the date of construction in 1923.

The Paramount Apartments retains integrity of location, design, materials, workmanship, feeling, and association. Due to the demolition of hundreds of buildings in the surrounding area from its period of construction and the development of I-5, the property features diminished historical integrity in the area of setting. Changes made to the Paramount Apartments after the date of its construction include a new main door and sidelights (c. 2011), the replacement of the original windows (c. 2000), and new flashing and roofing material (c. 2005). (See Photographs 1 and 2).

**Avoidance Alternatives Considered**

No-Build Alternative

Under the No-Build Alternative, I-5, the Broadway/Weidler interchange, and the local transportation network in the Project Area would remain in its current configuration. No improvements to the connection between I-5 and the local street network in the vicinity of the Broadway/Weidler interchange, including bicycle and pedestrian features, would be constructed under the No-Build Alternative. Operational and safety concerns would persist and worsen as future traffic volumes increased.

The No-Build Alternative includes other transportation projects (including road, bicycle, pedestrian, and transit) in or around the Project Area with separate but dedicated funding identified for their implementation through 2040. There are two planned transportation projects in the vicinity of the Project Area that could affect traffic safety and operations in the Project Area include NE Broadway multi-modal improvements (protected bikeways) and N Williams traffic safety operations (enhanced crossing).

Build Alternative

The final I-5 Broadway/Weidler Plan and recommended design concept, herein referred to as the Build Alternative, were unanimously adopted by the Oregon Transportation Commission and the Portland City Council in 2012. The Build Alternative includes I-5 mainline improvements, as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange (Figure 1).

The proposed I-5 mainline improvements include the construction of auxiliary lanes (also referred to as ramp-to-ramp lanes) and full shoulders between I-84 to the south and I-405 to the north, in both the NB and SB directions. Construction of the I-5 mainline improvements would require the rebuilding of the NE Weidler Street, NE Broadway, N Williams Avenue, and N Vancouver Avenue structures over I-5. With the Build Alternative, the existing NE Weidler Street, NE Broadway, and N Williams Avenue overcrossings would be removed and rebuilt as a single lid structure (also referred to as a highway cover) over I-5. The existing Vancouver structure would be removed and rebuilt as a second lid structure, including a new roadway crossing at N Hancock that would interconnect to N Dixon Streets. This would result in the acquisition of a parcel immediately to the north of the Paramount Apartments. The acquisition lies beyond the historic boundaries of the Paramount Apartment building. The existing N Flint Avenue structure over I-5 would be removed and replaced by a cul-de-sac on the south side of I-5 and north east of the Paramount Apartments. The I-5 SB on-ramp at Wheeler Street would also be relocated to NE Weidler Street at N Williams Street, via the new NE Weidler Street/NE Broadway/N Williams Avenue highway cover.

A new bicycle and pedestrian bridge over I-5 would be constructed at NE Clackamas Street, connecting the Lloyd District with the Rose Quarter. Surface street improvements are also proposed, including upgrades to existing bicycle and pedestrian facilities and a new center-median bicycle and pedestrian path on N Williams Avenue between NE Weidler Street and NE Broadway. The Project also includes a water quality treatment facility at the eastern junction of the northbound ramps from the Fremont Bridge leading to I-5 (See Figures 2, 3, and 4).

**Photograph 1. The Paramount Apartments south facade, looking north**



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
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**Photograph 2. The Paramount Apartments north elevation, looking southeast**



**Figure 1. API Map**

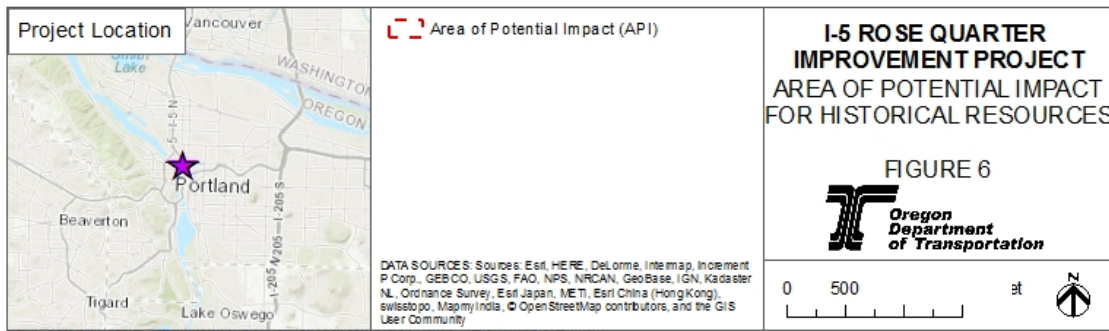


**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

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| Property Name:  | Paramount Apartments   |               |                     |
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Location of Paramount Apartments (253 N Broadway)

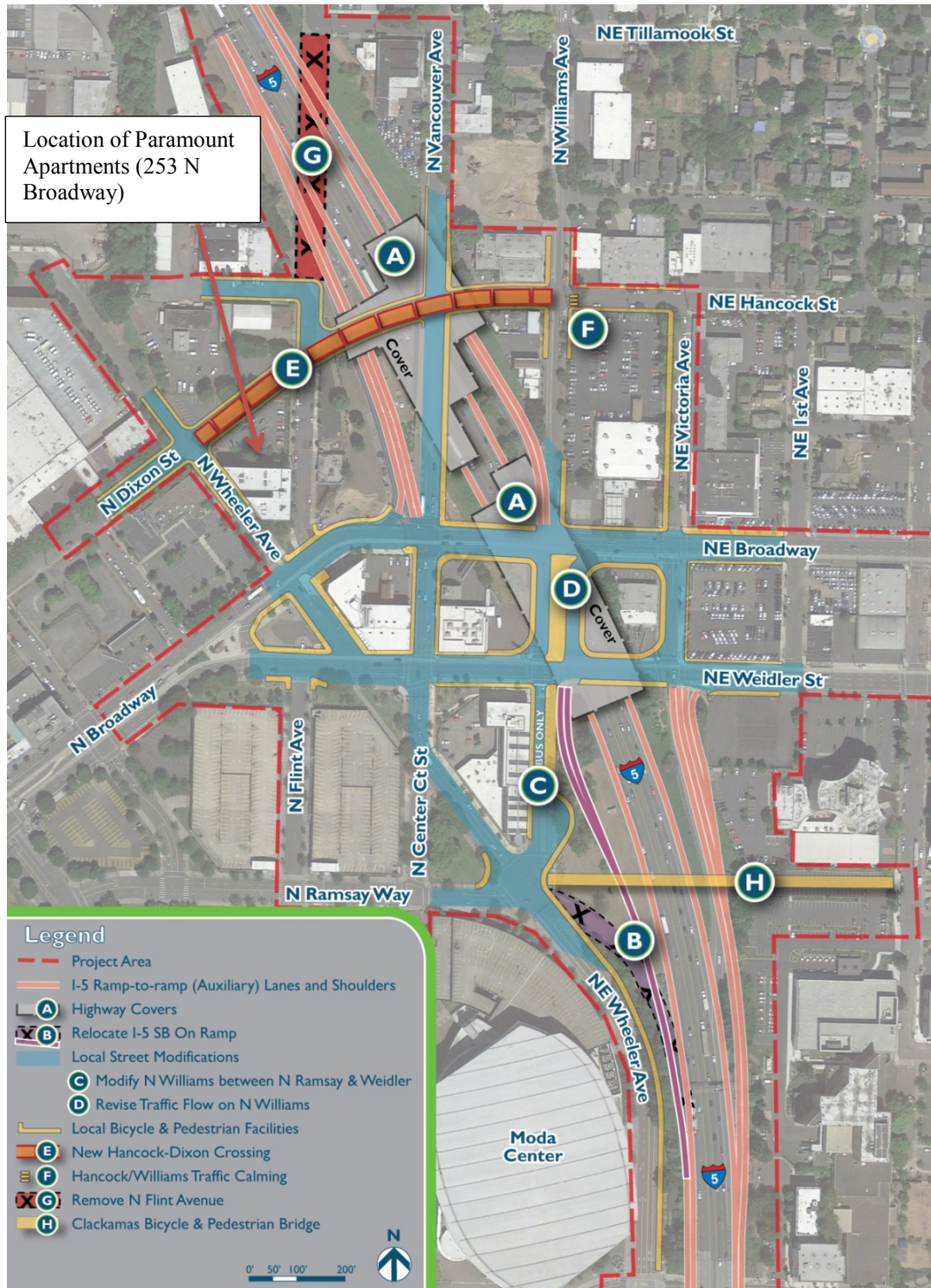


**Figure 2. Broadway/Weidler Interchange Area Improvements**



**OREGON INVENTORY OF HISTORIC PROPERTIES  
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Continuation Sheet**

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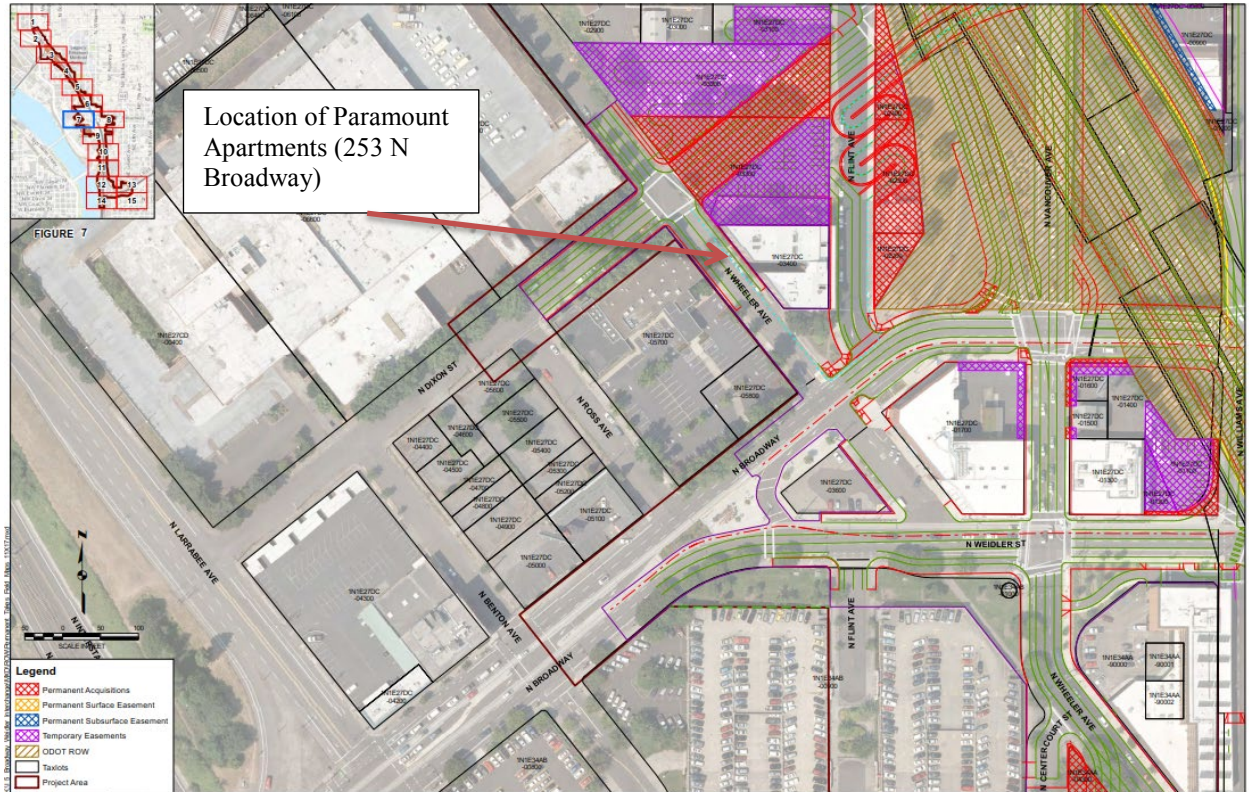




**OREGON INVENTORY OF HISTORIC PROPERTIES  
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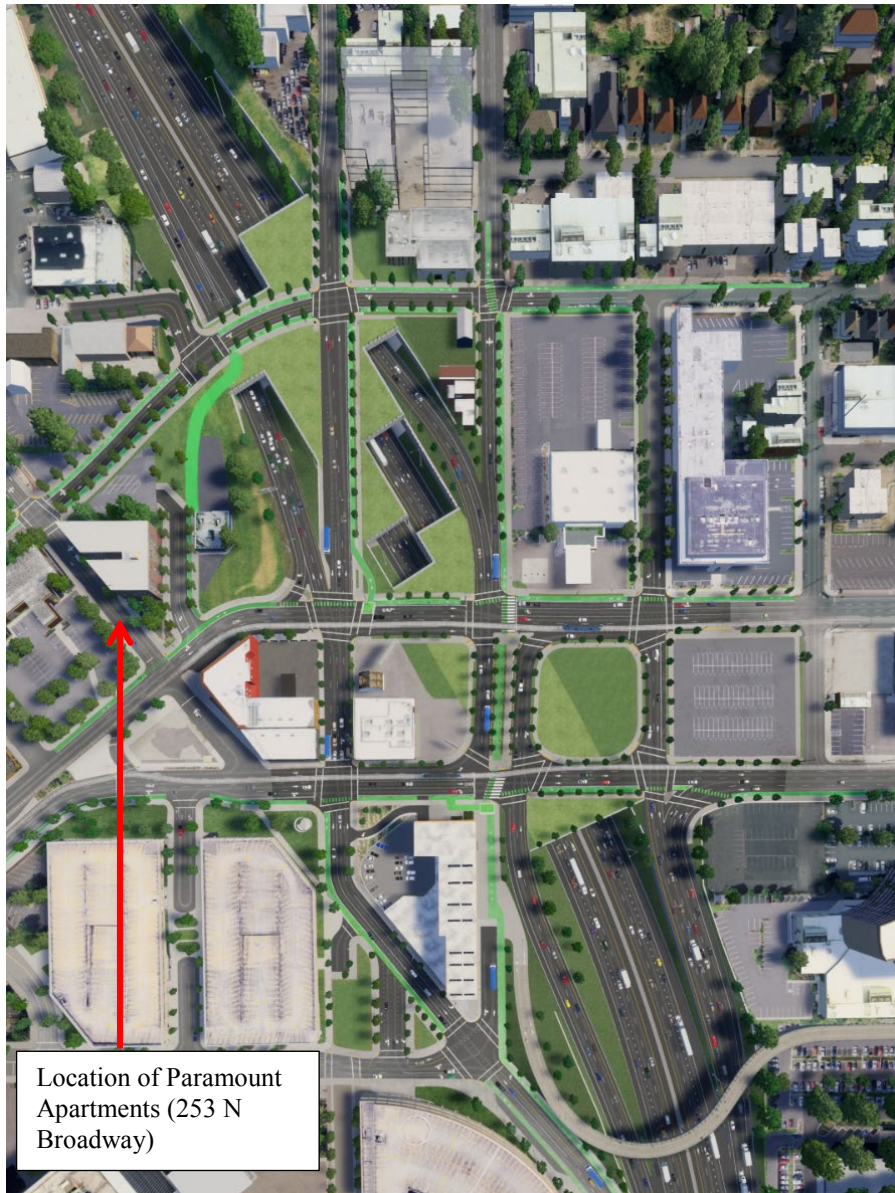
**Figure 3. Project Acquisitions and Easements near the Paramount Apartments**



**Figure 4. Aerial of Proposed Project at the Broadway Interchange (Simulation).**

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
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**Evaluation of Effects**

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
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**Continuation Sheet**

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|--|-----------------------------------|
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As noted above, the proposed project consists of I-5 Mainline Improvements as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange. Figures 2, 3, and 4 provide an overview of potential project improvements in the vicinity of the Paramount Apartments. Figure 3 also provides an overview of potential project acquisitions and easements in the vicinity of the resource. The figures show that both temporary and permanent potential impacts to the setting and general environment surrounding the building would occur. Potential permanent impacts consist of the construction of a roadway to connect N Dixon Avenue and N Hancock Street over I-5, the construction of a cul-de-sac on N Flint Avenue to the northeast of the property and thus ending through traffic, and the acquisition of three tax lots between N Flint Avenue and I-5 to the east of the property. Additionally, potential sidewalk improvements may occur along the intersections of N Flint Avenue and N Broadway and N Wheeler Avenue and N Dixon Street. Potential temporary effects include the taking of tax lots to the north of the property including the building's parking area for the construction of the roadway connecting N Dixon Street and N Hancock Street and improvements to I-5. This may result in a potential increase in construction vehicle traffic. Other improvements such as the proposed Hancock-Dixon Crossing, "lids" modifications, and I-5 ramps would occur within one to two blocks from the historic property and would be minimally visible. None of these changes would adversely affect the Paramount Apartments.

The Project-related construction impacts to historic properties would be impacts to the vicinity or indirect impacts and include noise and vibration due to nearby construction activities, increased truck traffic, traffic congestion and changes to access, increased dust, and short-term visual changes due to construction equipment, staging areas, material storage, etc.

Short-term noise levels for construction activities are expected to range from approximately 70 to 100 A-weighted decibels (dBA). In addition, the Build Alternative could require temporary construction easements along the property lines of some historic properties located adjacent to areas of construction. Short-term vibration from construction activities would also have potential impacts.

Long-term operational indirect impacts to the Paramount Apartments would include visual, atmospheric, or audible impacts or alterations. A noise analysis performed reveals that the building would likely experience a barely perceptible decrease in operations-related noise generated by traffic (from 67 dBA to 66 dBA; noise difference of -1dBA). The proposed noise condition would exceed the ODOT Noise Abatement Approach Criteria (NAAC) for a daycare to the east of the apartments. The NAAC for that property is 65 dBA. Due to the noise threshold exceedance, an analysis to determine the effectiveness of noise reduction structures showed that sound walls erected in these areas would not achieve minimum noise reduction goals and would therefore not be feasible (ODOT 2018).

Several effect minimization measures will be employed for the Paramount Apartments. ODOT specifications and best management practices will be followed to help minimize high noise levels during construction (ODOT 2018). If construction-related vibration exceeds certain thresholds within the applicable screening distance, effect avoidance and minimization measures would be recommended. These measures would include pre- and post-construction assessments, on-site monitoring during construction, and stop work authorization (Wilson, Ihrig & Associates, Inc., 2012; Johnson and Hannen 2015). If a resource is affected by vibration, a treatment plan consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties and thus consistent with the requirements of 36 CFR 800.5(b), would be prepared to make the applicable repairs.

While some of these Project features may temporarily and permanently affect the audible and visual setting of the Paramount Apartments, the existing setting of the building has been altered since its period of significance (1923) as a result of urban renewal projects (such as the Memorial Coliseum) and the construction of I-5 in the 1960s. The lot to the immediate north of the Paramount Apartments, currently proposed for acquisition and use for the proposed transportation facility, was never historically associated with the Paramount Apartments and was either a vacant and unimproved parcel or a parking lot over the past 100 years.

The Project features, construction-related activities, and facility operation, therefore, would not substantively affect the characteristics of the Paramount Apartments that make the building eligible for the NRHP.

**Coordination and Public Output**

Coordination with the Oregon SHPO is ongoing. Meetings with Section 106 compliance team at SHPO are anticipated to review and provide preliminary input on the project identification efforts and preliminary assessment of potential project effects. In addition to public meetings, ODOT has notified several consulting parties including the Architectural Heritage Center, Oregon Black Pioneers, and others. This section will be updated as consultation is conducted and completed.



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**Conclusion**

It is the determination of ODOT and FHWA that the project, which involves improvements to the I-5 and surface street network improvements would result in no adverse effects to the characteristics that make the Paramount Apartments eligible for the NRHP. A finding of No Historic Properties Adversely Affected pursuant to 36 CFR 800.5(d)(1) is therefore appropriate. Consultation with the SHPO remains in progress and the views of the public are being considered during project planning.

**Sources**

Johnson, Arne P., and W. Robert Hannen. 2015. "Vibration Limits for Historic Buildings and Art Collections." *APT Bulletin Journal of Preservation Technology*, vol. 46, pp. 2-3.

ODOT. 2018. Draft Noise Study Technical Memorandum I-5 Rose Quarter Improvement Project. April 3.

URS. 2007. *Portland Streetcar Loop Project Historic Resources Technical Memorandum*. Prepared for City of Portland, Portland Metro, and TriMet. September 25.

Wilson, Ihrig & Associates, Inc., ICF International, and Simpson, Gumpertz & Heger, Inc. 2012. "Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings Adjacent to Transportation Projects." Available: [http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25\(72\)\\_FR.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25(72)_FR.pdf) (accessed April 30, 2018).

**OREGON INVENTORY OF HISTORIC PROPERTIES  
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|   |                                   |
|---|-----------------------------------|
| Agency/Project: ODOT/Interstate 5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Calaroga Terrace (Current); Calaroga Terrace Retirement Community (Historic)         |                                   |
| Street Address: 1400 NE 2nd Avenue  | City, County: Portland, Multnomah |

|   |   |
|---|---|
| <b>Preliminary Finding of Effect:</b>                           |   |
| <input type="checkbox"/> No Historic Properties Affected        | <input checked="" type="checkbox"/> No Historic Properties Adversely Affected |
| <input type="checkbox"/> Historic Properties Adversely Affected |   |
| <b>State Historic Preservation Office Comments:</b>             |   |
| <input type="checkbox"/> Concur                                 | <input type="checkbox"/> Do Not Concur:                                       |
|   | <input type="checkbox"/> No Historic Properties Affected                      |
|   | <input type="checkbox"/> No Historic Properties Adversely Affected            |
|   | <input type="checkbox"/> Historic Properties Adversely Affected               |
| Signed _____  | Date _____  |
| <b>Comments:</b>  |   |

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

**Introduction**

This statement of finding discusses the effect of the proposed Interstate 5 Rose Quarter Project (Project) on the Calaroga Terrace located in Portland, Oregon. The building was determined eligible for listing on the National Register of Historic Places (NRHP) by the Oregon Department of Transportation/Federal Highway Administration (ODOT/FHWA).

It is the finding of FHWA, in concurrence with ODOT, that the proposed Project will result in minimal effects to the characteristics that make the Calaroga Terrace eligible for the NRHP and thus a finding of "no historic properties adversely affected" pursuant to 36 CFR 800.5(d)(1) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

**Project Description**

The I-5 Rose Quarter Improvement Project (Project) is located in Portland, Oregon, along the segment of Interstate 5 (I-5) between Interstate 405 (I-405) to the north (MP 303.2) and Interstate 84 (I-84) to the south (MP 301.5). The Project also includes the interchange of I-5 and Northeast (NE) Broadway and NE Weidler Streets (the Broadway/Weidler interchange) and the surrounding transportation network, from approximately NE Hancock Street to the north, North (N) Benton Street to the west, NE Multnomah Street to the south, and NE Second Avenue to the east. The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, the Broadway/Weidler interchange, and adjacent surface streets in the vicinity of the Broadway/Weidler interchange. In achieving the purpose, the Project also will support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange.

**Identification and Description of the Historic Resource**

The 1967-1968 Calaroga Terrace Retirement Community is located at 1400 NE 2<sup>nd</sup> Avenue on a 0.92 acre square-shaped parcel in the Lloyd District neighborhood of Portland, Oregon. The urban streetscape includes public sidewalks on NE 2nd Avenue, NE Clackamas Street and NE 3rd Avenue, parking meters, and street signs. The Calaroga Terrace is a 15-story International-style multiple dwelling with an irregular shaped footprint plan. The tower itself has a cross-plan design with a flat parapet roof with projecting eaves. The building is constructed from concrete and steel and finished with brick and cement on its facades. The Calaroga Terrace Retirement Community contains two lower levels with high vaulted ceilings to accommodate the main entrance floor and parking garage and a common use level and then 13-floors of apartments for senior citizens for either independent living or assisted living. The façade of the building features the interplay of red brick in a running bond pattern and plains of smooth, cement panels in relief. The brick appears to be merely a non-structural curtain wall. The cross-plan tower rests on high flared concrete columns – these formed columns are a dominate feature of the architecture and provide a platform for the residential tower to rest on.



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|   |                                   |
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| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483)  |                                   |
| Property Name: Calaroga Terrace (Current); Calaroga Terrace Retirement Community (Historic) |                                   |
| Street Address: 1400 NE 2nd Avenue  | City, County: Portland, Multnomah |

The property is recommended as eligible under NRHP Criteria A. The property reflects historically significant local and national development trends including the redevelopment of the Albina and the Lloyd District neighborhood after the construction of I-5. It also reflects one of the first high-rise retirement communities built in Portland; therefore, the property is recommended as eligible under Criterion A. The building is also of local significance. The building represents the only building of a larger complex of buildings known as Coliseum Gardens that was originally proposed for the site. The Calaroga Terrace retains historic integrity of location, materials, design, workmanship, setting, feeling, and association due to its retention of location, use of materials and construction techniques common to its build date, its late 1960s redevelopment setting, and original function. Changes made after the date of construction to the exterior are not obvious. The majority of changes have occurred on the interior of the building in the form of apartment renovations. In 2015, the interior of the building underwent a complete renovation with every floor being outfitted with slate, tile, and hardwood flooring (See Photographs 1 and 2).

**Avoidance Alternatives Considered**

No-Build Alternative

Under the No-Build Alternative, I-5, the Broadway/Weidler interchange, and the local transportation network in the Project Area would remain in its current configuration. No improvements to the connection between I-5 and the local street network in the vicinity of the Broadway/Weidler interchange, including bicycle and pedestrian features, would be constructed under the No-Build Alternative. Operational and safety concerns would persist and worsen as future traffic volumes increased.

The No-Build Alternative includes other transportation projects (including road, bicycle, pedestrian, and transit) in or around the Project Area with separate but dedicated funding identified for their implementation through 2040. There are two planned transportation projects in the vicinity of the Project Area that could affect traffic safety and operations in the Project Area include NE Broadway multi-modal improvements (protected bikeways) and N Williams traffic safety operations (enhanced crossing).

Build Alternative

The final I-5 Broadway/Weidler Plan and recommended design concept, herein referred to as the Build Alternative, were unanimously adopted by the Oregon Transportation Commission and the Portland City Council in 2012. The Build Alternative includes I-5 mainline improvements, as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange (Figure 1).

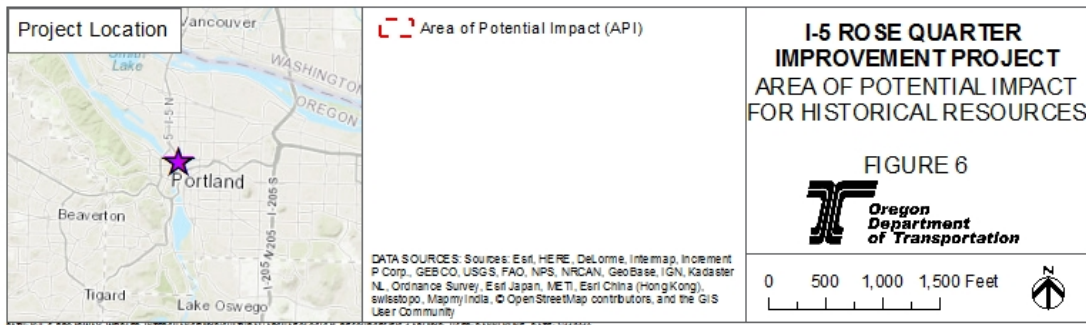
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A new bicycle and pedestrian bridge over I-5 would be constructed at NE Clackamas Street, connecting the Lloyd District with the Rose Quarter. Surface street improvements are also proposed, including upgrades to existing bicycle and pedestrian facilities and a new center-median bicycle and pedestrian path on N Williams Avenue between NE Weidler Street and NE Broadway. The Project also includes a water quality treatment facility at the eastern junction of the northbound ramps from the Fremont Bridge leading to I-5.

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Section 106 LEVEL OF EFFECT FORM  
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**Figure 1. API Map**





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**Photograph 1. The Calaroga Terrace southeast corner, looking northwest**



**Photograph 2. The Calaroga Terrace south elevation, looking northeast**





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**Figure 2. Broadway/Weidler Interchange Area Improvements**

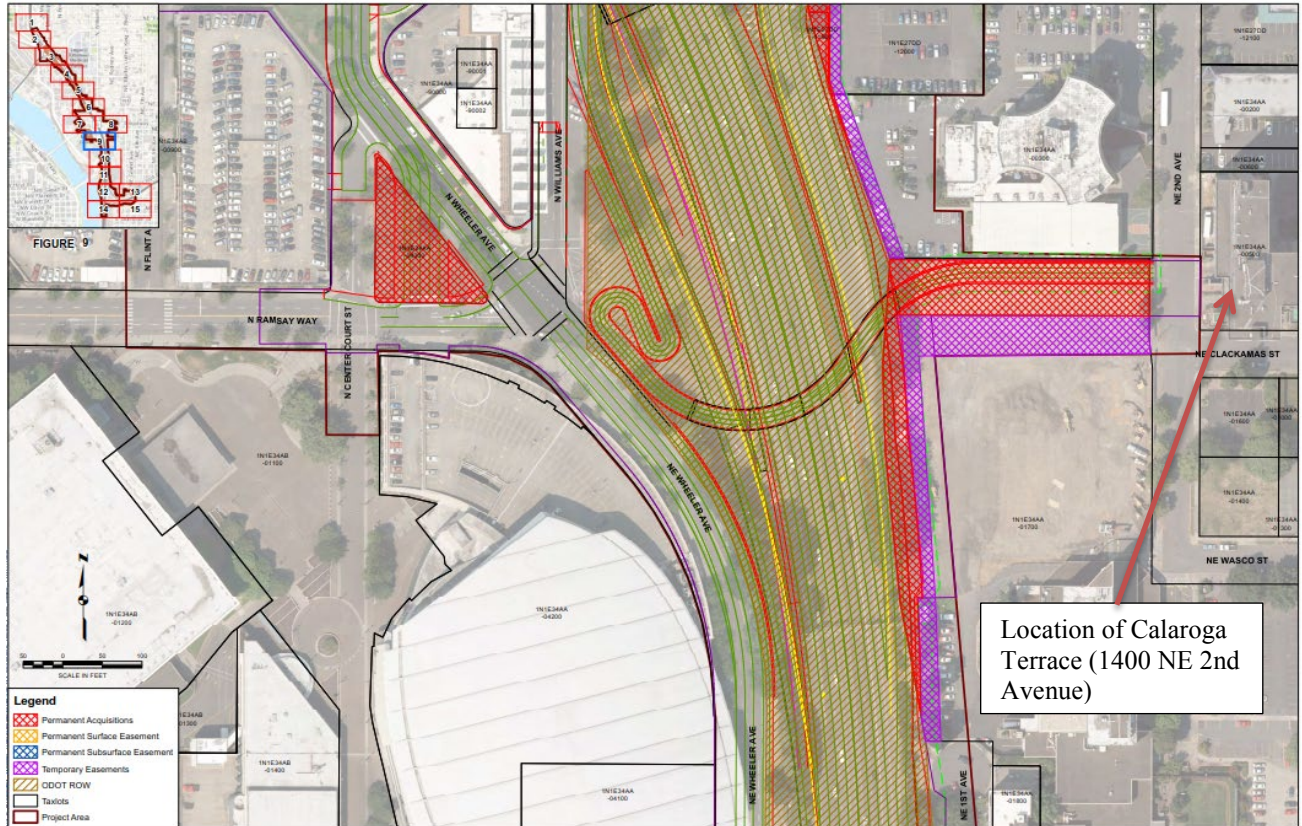




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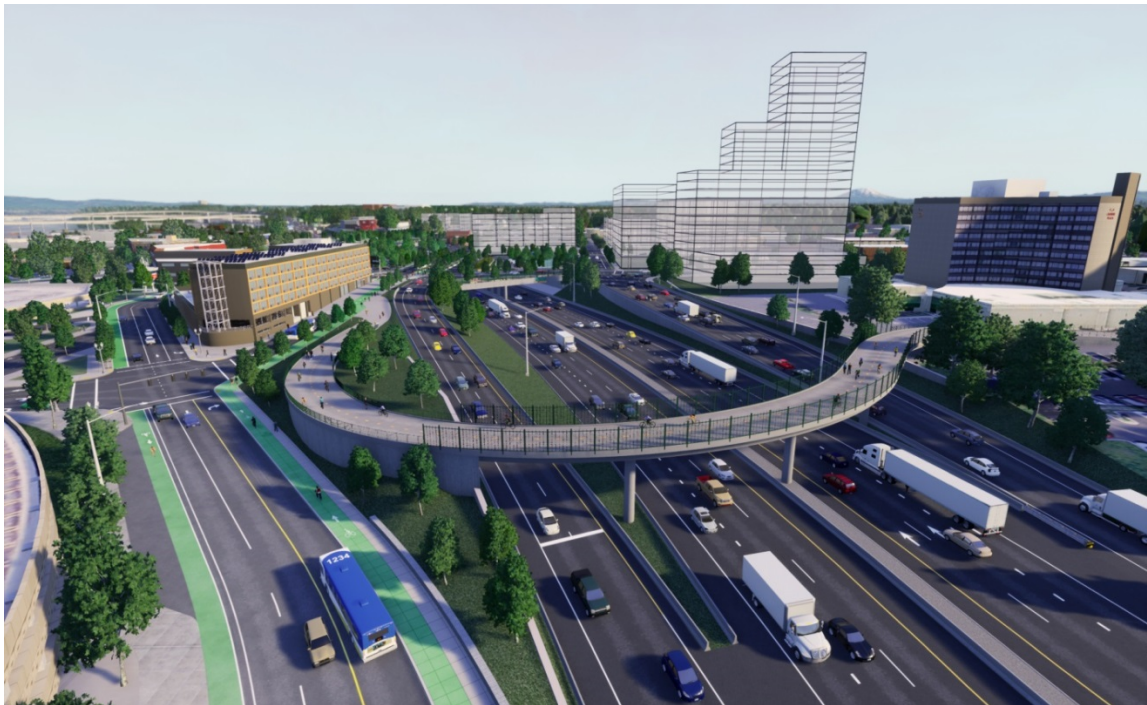
**Figure 3. Project Features, Acquisitions, and Easements near the Calaroga Terrace**



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| Street Address: 1400 NE 2nd Avenue  | City, County: Portland, Multnomah |

**Figure 4. Proposed Clackamas Bicycle and Pedestrian Crossing  
(Calaroga Terrace located to right just off simulation view)**



**Evaluation of Effects**

As noted above, the proposed project consists of I-5 Mainline Improvements as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange. Figures 3 and 4 provide an overview of potential project improvements, easements, and acquisitions in the vicinity of the Calaroga Terrace. The figure shows that minor changes to the setting and general environment surrounding the building would occur. The proposed Clackamas Bicycle & Pedestrian Bridge and modifications to I-5 would occur across the street and to the west of the historic property and would be highly visible. The construction of the crossing and modifications to I-5 would require a permanent taking of undeveloped land to the west of the property (across the street of 2<sup>nd</sup> Avenue). This may cause an increase in construction vehicle traffic in the area for the duration of construction.

Short-term noise levels for construction activities are expected to range from approximately 70 to 100 A-weighted decibels (dBA). ODOT specifications and best management practices will be followed to help minimize high noise levels during construction (ODOT 2018). Long-term operational indirect impacts to Calaroga Terrace would include audible impacts. A noise analysis performed reveals that the building would actually experience a perceptible increase in operations-related noise generated by traffic. The existing condition ranges from 64 to 68 dBA and Build Alternative would range from 64 to 68 dBA. None of the receptors would experience an increase greater than + 1 dBA. In some instances, the proposed noise condition would exceed the ODOT Noise Abatement Approach Criteria (NAAC) which is 65 dBA. Due to the noise threshold exceedance, an analysis to determine the effectiveness of noise reduction structures showed that sound walls erected in these areas would not achieve minimum noise reduction goals and would therefore not be feasible (ODOT 2018).

While some of these Project features may temporarily and permanently affect the audible and visual setting of the Calaroga Terrace, the building was constructed alongside I-5 with prominent views of it and the recently developed Memorial Coliseum and Lloyd Center Mall. Therefore these proposed modifications and improvements would not substantially compromise the setting. Noise levels near the building may increase during construction and facility operation, but they would not be sufficient to diminish the historical integrity of the building as the significance of the building is not linked to a sense of quiet or solitude, but rather as it exists within an urban context and immediately beside a major highway system.

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|   |                                   |
|---|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483)  |                                   |
| Property Name: Calaroga Terrace (Current); Calaroga Terrace Retirement Community (Historic) |                                   |
| Street Address: 1400 NE 2nd Avenue  | City, County: Portland, Multnomah |

Construction related vibration may affect the materials and workmanship embodied in the Calaroga Terrace due to its proximity to the construction of the Clackamas Bicycle and Pedestrian Crossing. Effect minimization measures may be required. If construction-related vibration exceeds certain thresholds within the applicable screening distance, effect avoidance and minimization measures would be recommended. These measures would include pre- and post-construction assessments, on-site monitoring during construction, and stop work authorization (Wilson, Ihrig & Associates, Inc., 2012; Johnson and Hannen 2015). If a resource is affected by vibration, a treatment plan consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties and thus consistent with the requirements of 36 CFR 800.5(b), would be prepared to make the applicable repairs.

With the implementation of these minimization measures, the Project features and construction-related activities would not substantively affect the characteristics of the Calaroga Terrace that make the building eligible for the NRHP.

**Coordination and Public Output**

Coordination with the Oregon SHPO is ongoing. Meetings with Section 106 compliance team at SHPO are anticipated to review and provide preliminary input on the project identification efforts and preliminary assessment of potential project effects. In addition to public meetings, ODOT has notified several consulting parties including the Architectural Heritage Center, Oregon Black Pioneers, and others. This section will be updated as consultation is conducted and completed.

**Conclusion**

It is the determination of ODOT and FHWA that the project, which involves improvements to the Interstate 5 and surface street network improvements would result in no adverse effects to the characteristics that make the Calaroga Terrace eligible for the NRHP. A finding of "no historic properties adversely affected" pursuant to 36 CFR 800.5(d)(1) is therefore appropriate. Consultation with the SHPO remains in progress and the views of the public are being considered during project planning.

**Sources**

Johnson, Arne P., and W. Robert Hannen. 2015. "Vibration Limits for Historic Buildings and Art Collections." *APT Bulletin Journal of Preservation Technology*, vol. 46, pp. 2-3.

ODOT. 2018. Draft Noise Study Technical Memorandum I-5 Rose Quarter Improvement Project. April 3.

Wilson, Ihrig & Associates, Inc., ICF International, and Simpson, Gumpertz & Heger, Inc. 2012. "Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings Adjacent to Transportation Projects." Available: [http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25\(72\)\\_FR.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25(72)_FR.pdf) (accessed April 30, 2018).



**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM**

|   |                                   |
|---|-----------------------------------|
| Agency/Project: ODOT/Interstate 5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: (Historic) Travelodge at the Coliseum; (Current) Crowne Plaza Hotel                  |                                   |
| Street Address: 1441 NE 2nd Avenue  | City, County: Portland, Multnomah |

|   |   |
|---|---|
| <b>Preliminary Finding of Effect:</b>                           |   |
| <input type="checkbox"/> No Historic Properties Affected        | <input checked="" type="checkbox"/> No Historic Properties Adversely Affected |
| <input type="checkbox"/> Historic Properties Adversely Affected |   |
| <b>State Historic Preservation Office Comments:</b>             |   |
| <input type="checkbox"/> Concur                                 | <input type="checkbox"/> Do Not Concur:                                       |
|   | <input type="checkbox"/> No Historic Properties Affected                      |
|   | <input type="checkbox"/> No Historic Properties Adversely Affected            |
|   | <input type="checkbox"/> Historic Properties Adversely Affected               |
| Signed _____  | Date _____  |
| <b>Comments:</b>  |   |

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

**Introduction**

This statement of finding discusses the effect of the proposed Interstate 5 Rose Quarter Project (Project) on the Travelodge at the Coliseum located in Portland, Oregon. The building was determined eligible for listing on the National Register of Historic Places (NRHP) by the Oregon Department of Transportation/Federal Highway Administration (ODOT/FHWA).

It is the finding of FHWA, in concurrence with ODOT, that the proposed Project will result in no adverse effects to the characteristics that make the Travelodge at the Coliseum eligible for the NRHP and thus a finding of “no historic properties adversely affected” pursuant to 36 CFR 800.5(d)(1) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

**Project Description**

The I-5 Rose Quarter Improvement Project (Project) is located in Portland, Oregon, along the segment of Interstate 5 (I-5) between Interstate 405 (I-405) to the north (MP 303.2) and Interstate 84 (I-84) to the south (MP 301.5). The Project also includes the interchange of I-5 and Northeast (NE) Broadway and NE Weidler Streets (the Broadway/Weidler interchange) and the surrounding transportation network, from approximately NE Hancock Street to the north, North (N) Benton Street to the west, NE Multnomah Street to the south, and NE Second Avenue to the east. The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, the Broadway/Weidler interchange, and adjacent surface streets in the vicinity of the Broadway/Weidler interchange. In achieving the purpose, the Project also will support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange.

**Identification and Description of the Historic Resource**

The 1971 Travelodge at the Coliseum is located at the southwest corner of the NE Weidler Street and 2nd Avenue intersection on a 2.57-acre L-shaped parcel in the Lloyd District neighborhood of Portland, Oregon. The streetscape includes public sidewalks on NE 2nd Avenue and NE Weidler Street, street trees, wood utility poles, streetlights, and traffic signals. The Y-shaped International-style hotel is ten stories in height and includes a flat roof with a centrally-located corrugated metal elevator overrun. Two rectangular additions are located to the south and west. Collectively, it is constructed out of concrete and is finished with rough-cut and smooth concrete blocks. The hotel displays a distinctive massing and plan consisting of three concave elevations (also known as the “tri-arc design”) with a row of three-light metal picture windows above a concrete-block base and cantilevered concrete awning at each room.

The property is recommended as eligible under NRHP Criteria A and C. The property reflects historically significant local and national development trends including the redevelopment of the Albina and the Lloyd District neighborhood after the construction of I-5. It also reflects one of the first high rise Travelodge facilities the company built in the United States. The hotel would therefore be eligible under Criterion A for its associations with Community Development. The Travelodge at the Coliseum reveals how hotel chains created distinctive architectural forms so consumers would associate a hotel’s appearance



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: (Historic) TraveLodge at the Coliseum; (Current) Crowne Plaza Hotel         |                                   |
| Street Address: 1441 NE 2nd Avenue   | City, County: Portland, Multnomah |

with a brand. The distinctive “tri-arc” design, conveys how TraveLodge selected an architectural form that reveals the flexibility of reinforced concrete from the period. Due to its architectural importance it is recommended as eligible under Criterion C.

The TraveLodge at the Coliseum retains historic integrity of location, design, workmanship, setting, feeling, and association due to its retention of location, use of materials and construction techniques common to its build date, 1970s era redevelopment setting, and original function. However, it has lost integrity in materials due to the construction of its two additions and loss of original windows. Changes made after the date of its construction include the construction on the west addition by 1990, the demolition of the adjacent gas station in 2002, and the construction of the south addition in 2005. A basketball court was added in 2006 and a new roof was added in 2007. The tinted, double glazed windows of the hotel also appear to have been inserted sometime after the hotel was initially constructed (date unknown). (See Photographs 1 and 2).

**Avoidance Alternatives Considered**

No-Build Alternative

Under the No-Build Alternative, I-5, the Broadway/Weidler interchange, and the local transportation network in the Project Area would remain in its current configuration. No improvements to the connection between I-5 and the local street network in the vicinity of the Broadway/Weidler interchange, including bicycle and pedestrian features, would be constructed under the No-Build Alternative. Operational and safety concerns would persist and worsen as future traffic volumes increased.

The No-Build Alternative includes other transportation projects (including road, bicycle, pedestrian, and transit) in or around the Project Area with separate but dedicated funding identified for their implementation through 2040. There are two planned transportation projects in the vicinity of the Project Area that could affect traffic safety and operations in the Project Area include NE Broadway multi-modal improvements (protected bikeways) and N Williams traffic safety operations (enhanced crossing).

Build Alternative

The final I-5 Broadway/Weidler Plan and recommended design concept, herein referred to as the Build Alternative, were unanimously adopted by the Oregon Transportation Commission and the Portland City Council in 2012. The Build Alternative includes I-5 mainline improvements, as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange (Figure 1).

The proposed I-5 mainline improvements include the construction of auxiliary lanes (also referred to as ramp-to-ramp lanes) and full shoulders between I-84 to the south and I-405 to the north, in both the NB and SB directions. Construction of the I-5 mainline improvements would require the rebuilding of the NE Weidler Street, NE Broadway Street, N Williams Avenue, and N Vancouver Avenue structures over I-5. With the Build Alternative, the existing NE Weidler Street, NE Broadway Street, and N Williams Avenue overcrossings would be removed and rebuilt as a single lid structure (also referred to as a highway cover) over I-5. The existing Vancouver structure would be removed and rebuilt as a second lid structure, including a new roadway crossing at N Hancock and N Dixon Streets. The existing N Flint Avenue structure over I-5 would be removed. The I-5 SB on-ramp at Wheeler Street would also be relocated to NE Weidler Street at N Williams Street, via the new NE Weidler Street/NE Broadway/N Williams Avenue highway cover (See Figure 2).

A new bicycle and pedestrian bridge over I-5 would be constructed at NE Clackamas Street, connecting the Lloyd District with the Rose Quarter. Surface street improvements are also proposed, including upgrades to existing bicycle and pedestrian facilities and a new center-median bicycle and pedestrian path on N Williams Avenue between NE Weidler Street and NE Broadway. The Project also includes a water quality treatment facility at the eastern junction of the northbound ramps from the Fremont Bridge leading to I-5.

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|                 |  |               |                     |
|-----------------|--|---------------|---------------------|
| Agency/Project: | ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |               |                     |
| Property Name:  | (Historic) TraveLodge at the Coliseum; (Current) Crowne Plaza Hotel        |               |                     |
| Street Address: | 1441 NE 2nd Avenue   | City, County: | Portland, Multnomah |

**Photograph 1. The TraveLodge at the Coliseum southeast corner, looking northwest**



**Photograph 2. The TraveLodge at the Coliseum west elevation, looking southeast**

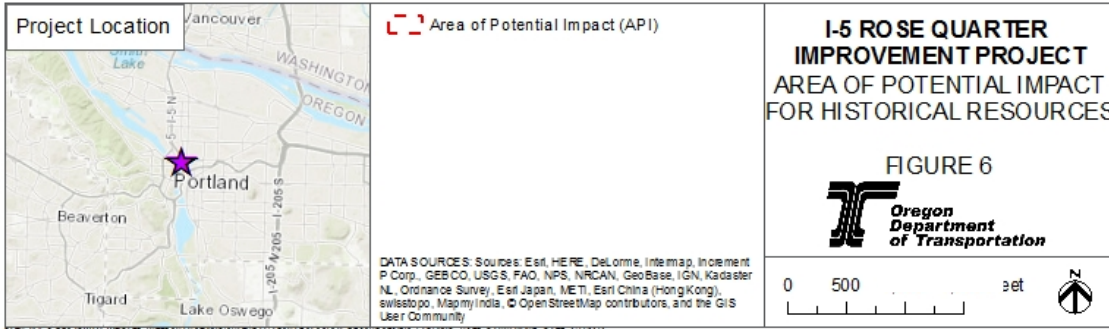


**Figure 1. API Map**



**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: (Historic) Travelodge at the Coliseum; (Current) Crowne Plaza Hotel         |                                   |
| Street Address: 1441 NE 2nd Avenue   | City, County: Portland, Multnomah |





**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|                 |  |               |                     |
|-----------------|--|---------------|---------------------|
| Agency/Project: | ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |               |                     |
| Property Name:  | (Historic) TraveLodge at the Coliseum; (Current) Crowne Plaza Hotel        |               |                     |
| Street Address: | 1441 NE 2nd Avenue   | City, County: | Portland, Multnomah |

**Figure 2. Broadway/Weidler Interchange Area Improvements**

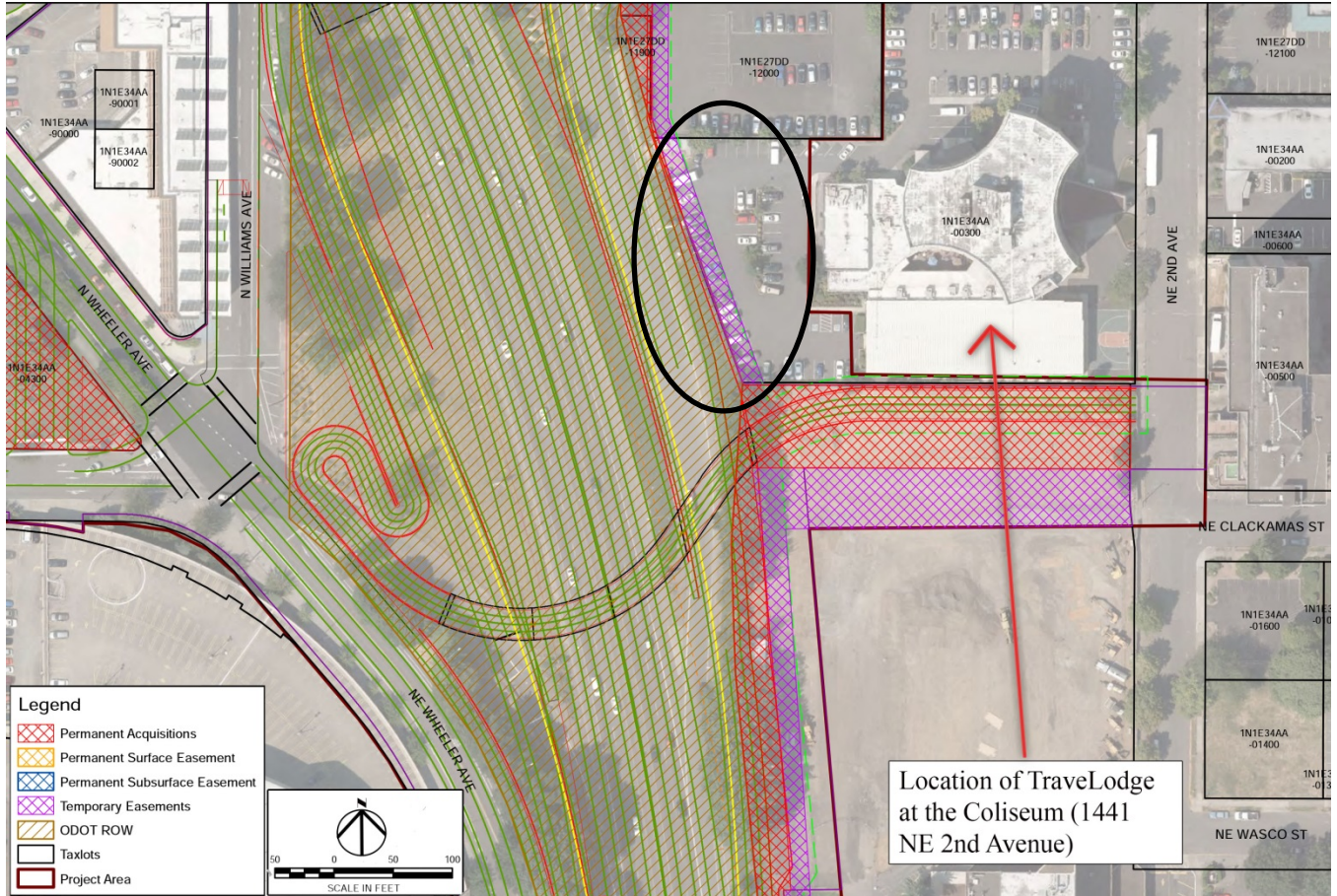




**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
 Continuation Sheet

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|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: (Historic) TraveLodge at the Coliseum; (Current) Crowne Plaza Hotel         |                                   |
| Street Address: 1441 NE 2nd Avenue   | City, County: Portland, Multnomah |

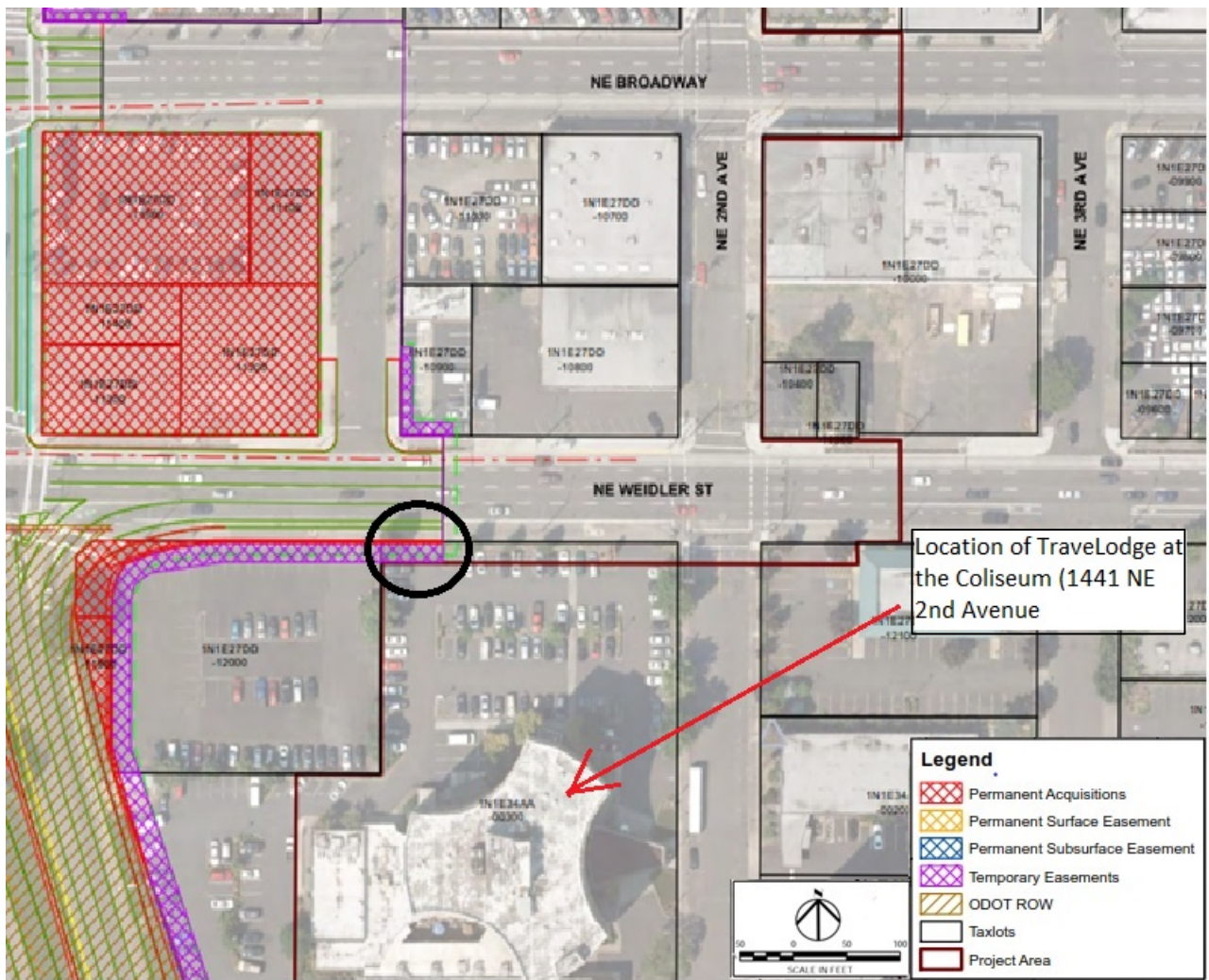
**Figure 3. Project acquisitions and easements near the TraveLodge at the Coliseum (West) (Area of historic property to be subject to project acquisition and/or easement circled in black)**



**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: (Historic) TraveLodge at the Coliseum; (Current) Crowne Plaza Hotel         |                                   |
| Street Address: 1441 NE 2nd Avenue   | City, County: Portland, Multnomah |

**Figure 4. Project acquisitions and easements near the TraveLodge at the Coliseum (North) (Area of historic property to be subject to project acquisition and/or easement circled in black)**





**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: (Historic) Travelodge at the Coliseum; (Current) Crowne Plaza Hotel         |                                   |
| Street Address: 1441 NE 2nd Avenue   | City, County: Portland, Multnomah |

**Figure 5. Proposed Clackamas Bicycle and Pedestrian Crossing (Travelodge is marked by arrow)**



**Evaluation of Effects**

As noted above, the proposed project consists of I-5 Mainline Improvements as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange. Figures 2, 3, 4, and 5 provide an overview of potential project improvements in the vicinity of the Travelodge at the Coliseum. Figures 3 and 4 also illustrate potential acquisitions and easements in the vicinity of the resource as well as on the property of the resource. The figures show that moderate changes to the setting and general environment surrounding the building would occur. The proposed Clackamas Bicycle & Pedestrian Bridge would occur directly to the south and modifications to I-5 would occur within one block to west of the historic property and would be highly visible. The construction of the bridge and modifications to I-5 would require a permanent taking of undeveloped land directly to the south of the property and a small tract of land currently being used as a parking lot to the northeast. This may cause an increase in construction vehicle traffic in the area for the duration of construction.

The Build Alternative would also require a temporary easement of 4009.5 sq. ft. and a permanent acquisition of 173.74 sq. ft. of the 109,206.5 sq. ft. (2.57 acres) lot. The acquisitions and easements would take place along the west and north perimeter of the parking lots that surround the Travelodge at the Coliseum (Figures 3 and 4). The temporary easement would consist of approximately 3.6% of the total space of the lot while the permanent acquisition would consist of 0.2% of the lot. The historic building would not be physically impacted and no physical features that contribute to the hotel's historical significance would be affected.

The Project-related construction impacts to historic properties would be impacts to the vicinity of the resource or indirect impacts that include noise and vibration due to nearby construction activities, increased truck traffic, traffic congestion and changes to access, increased dust, and short-term visual changes due to construction equipment, staging areas, material storage, etc.

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: (Historic) Travelodge at the Coliseum; (Current) Crowne Plaza Hotel         |                                   |
| Street Address: 1441 NE 2nd Avenue   | City, County: Portland, Multnomah |

Short-term noise levels for construction activities are expected to range from approximately 70 to 100 A-weighted decibels (dBA). Long-term operational indirect impacts to the Travelodge would include visual, atmospheric, or audible impacts or alterations. The Clackamas Bicycle and Pedestrian Crossing will be built immediately to the south of the hotel. The property to the south of the hotel was a vacant lot during the period of significance and has undergone changes since the time it was built as it currently functions as a parking lot. The crossing would not affect the visual characteristics of the Travelodge that make it eligible for the NRHP.

A noise analysis performed reveals that the building would experience a barely perceptible increase in operations-related noise generated by traffic (from 61 dBA to 62 DBA; noise difference of +1dBA). The proposed noise condition would not exceed the ODOT Noise Abatement Approach Criteria (NAAC) of 65 dBA. Since the noise threshold was not exceeded, no additional analysis was performed to determine the effectiveness of noise reduction structures (ODOT 2018).

Several effect minimization measures will be employed for the Travelodge. ODOT specifications and best management practices will be followed to help minimize high noise levels during construction (ODOT 2018). If construction-related vibration exceeds certain thresholds within the applicable screening distance, effect avoidance and minimization measures would be recommended. These measures would include pre- and post-construction assessments, on-site monitoring during construction, and stop work authorization (Wilson, Ihrig & Associates, Inc., 2012; Johnson and Hannen 2015). If a resource is affected by vibration, a treatment plan consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties and thus consistent with the requirements of 36 CFR 800.5(b), would be prepared to make the applicable repairs.

Therefore these proposed modifications and improvements would not substantially compromise the setting. Noise levels near the building may increase over the period of construction and during operation, but they would not be sufficient to diminish the historical integrity of the building as the significance of the building is not linked to a sense of quiet or solitude, but rather as it exists within an urban context and immediately beside a major highway system. The minimal size of the acquisitions and permanent easements would also not physically affect the building or important characteristics of the resource. Construction related vibration is not expected to exceed levels that could potentially damage the integrity of materials and workmanship related to the Travelodge at the Coliseum. If vibration generating activities occur within the applicable screening distance, however, measures noted above are proposed as means of minimizing the potential for effects. The Project features and construction-related activities, therefore, would not adversely affect the characteristics of the Travelodge at the Coliseum that make the building eligible for the NRHP.

**Coordination and Public Output**

Coordination with the Oregon SHPO is ongoing. Meetings with Section 106 compliance team at SHPO are anticipated to review and provide preliminary input on the project identification efforts and preliminary assessment of potential project effects. In addition to public meetings, ODOT has notified several consulting parties including the Architectural Heritage Center, Oregon Black Pioneers, and others. This section will be updated as consultation is conducted and completed.

**Conclusion**

It is the determination of ODOT and FHWA that the project, which involves improvements to the Interstate 5 and surface street network improvements would result in no adverse effects to the characteristics that make the Travelodge at the Coliseum eligible for the NRHP. A finding of "No Historic Properties Adversely Affected" pursuant to 36 CFR 800.5(d)(1) is therefore appropriate. Consultation with the SHPO remains in progress and the views of the public are being considered during project planning.



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: (Historic) Travelodge at the Coliseum; (Current) Crowne Plaza Hotel         |                                   |
| Street Address: 1441 NE 2nd Avenue   | City, County: Portland, Multnomah |

**Sources**

Johnson, Arne P., and W. Robert Hannen. 2015. "Vibration Limits for Historic Buildings and Art Collections." *APT Bulletin Journal of Preservation Technology*, vol. 46, pp. 2-3.

ODOT. 2018. Draft Noise Study Technical Memorandum I-5 Rose Quarter Improvement Project. April 3.

Wilson, Ihrig & Associates, Inc., ICF International, and Simpson, Gumpertz & Heger, Inc. 2012. "Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings Adjacent to Transportation Projects." Available: [http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25\(72\)\\_FR.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25(72)_FR.pdf) (accessed April 30, 2018).

**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Billy Webb Elks Lodge   |                                   |
| Street Address: 6 N Tillamook Street   | City, County: Portland, Multnomah |

|   |  |
|---|--|
| <b>Preliminary Finding of Effect:</b>                               |  |
| <input checked="" type="checkbox"/> No Historic Properties Affected | <input type="checkbox"/> No Historic Properties Adversely Affected |
| <input type="checkbox"/> Historic Properties Adversely Affected     |  |
| <b>State Historic Preservation Office Comments:</b>                 |  |
| <input type="checkbox"/> Concur                                     | <input type="checkbox"/> Do Not Concur:                            |
|   | <input type="checkbox"/> No Historic Properties Affected           |
|   | <input type="checkbox"/> No Historic Properties Adversely Affected |
|   | <input type="checkbox"/> Historic Properties Adversely Affected    |
| Signed _____  | Date _____   |
| <b>Comments:</b>  |  |

**Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.**

**Introduction**

This statement of finding discusses the effect of the proposed Interstate 5 Rose Quarter Project (Project) on the Billy Webb Elks Lodge located in Portland, Oregon. The building was determined eligible for listing on the National Register of Historic Places (NRHP) by the Oregon Department of Transportation/Federal Highway Administration (ODOT/FHWA). This determination received the concurrence of the Oregon State Historic Preservation Office (SHPO).

It is the finding of FHWA, in concurrence with ODOT, that the proposed Project will result in no effects to the characteristics that make the Billy Webb Elks Lodge eligible for the NRHP and thus a finding of "no historic properties affected" pursuant to 36 CFR 800.4(d) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

**Project Description**

The I-5 Rose Quarter Improvement Project (Project) is located in Portland, Oregon, along the segment of Interstate 5 (I-5) between Interstate 405 (I-405) to the north (MP 303.2) and Interstate 84 (I-84) to the south (MP 301.5). The Project also includes the interchange of I-5 and Northeast (NE) Broadway and NE Weidler Streets (the Broadway/Weidler interchange) and the surrounding transportation network, from approximately NE Hancock Street to the north, North (N) Benton Street to the west, NE Multnomah Street to the south, and NE Second Avenue to the east. The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, the Broadway/Weidler interchange, and adjacent surface streets in the vicinity of the Broadway/Weidler interchange. In achieving the purpose, the Project also will support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange.

**Identification and Description of the Historic Resource**

The 1926 Billy Webb Elks Lodge is located at the southwest corner of N Tillamook Street and N Williams Avenue intersection on a 0.11-acre rectangular shaped parcel in the Albina District of Portland, Oregon. The urban streetscape includes public sidewalks on N Tillamook Street (to the north) and N Williams Avenue (to the east), with deciduous street trees, grass medians, street signs, and wooden utility poles. The Billy Webb Elks Lodge is a one-and-a-half-story, rectangular-shaped Colonial Revival-style building with a side gable, eaveless roof. The main and attic levels are clad with square butt cedar shingles and the basement consists of concrete walls. The streetside elevations feature a recessed portico main entrance flanked by paired columns with a pediment gable roof with eave returns, three dormers, multi-light double-hung wood windows, a wood belt course, corner boards, a brick chimney, and an American with Disabilities Act (ADA) cement ramp.

The building is eligible for the NRHP under Criteria A and C. Under Criterion A, the building is significant in the areas of Social History and Ethnic Heritage/Black for its role in being one of Portland's important epicenters for social, recreational, and cultural centers for African Americans. While associated with prominent local architects DeYoung and Roald, the property is significant under Criterion C as it represents one of the few remaining public social/fraternal halls remaining in the Eliot neighborhood. The building is significant at the local and state levels and retains a period of significance that corresponds to

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Billy Webb Elks Lodge   |                                   |
| Street Address: 6 N Tillamook  | City, County: Portland, Multnomah |

the date of construction in 1926 to 1973. Due to the building's exceptional contribution to the Civil Rights Movement at the local and state level within the past 50 years it meets the necessary requirements for Criterion Consideration G.

The Billy Webb Elks Lodge retains integrity of location, design, materials, workmanship, feeling, and association due to its retention of location, and use of materials and construction techniques common to its build date, and original function. However, it has lost integrity in setting due to the demolition of hundreds of buildings in the immediate and surrounding era from its period of construction and the conversion of N Williams Avenue to a one-way street. Changes made to the Billy Webb Elks Lodge after the date of construction include a redesigned main entrance with a new ADA cement ramp and hydraulic double doors, the infill of some basement windows, some new aluminum windows, new siding, shortening of the chimney, and new roofing material (c. 2008-2009). (See Photographs 1 and 2).

**Avoidance Alternatives Considered**

No-Build Alternative

Under the No-Build Alternative, I-5, the Broadway/Weidler interchange, and the local transportation network in the Project Area would remain in its current configuration. No improvements to the connection between I-5 and the local street network in the vicinity of the Broadway/Weidler interchange, including bicycle and pedestrian features, would be constructed under the No-Build Alternative. Operational and safety concerns would persist and worsen as future traffic volumes increased.

The No-Build Alternative includes other transportation projects (including road, bicycle, pedestrian, and transit) in or around the Project Area with separate but dedicated funding identified for their implementation through 2040. There are two planned transportation projects in the vicinity of the Project Area that could affect traffic safety and operations in the Project Area include NE Broadway multi-modal improvements (protected bikeways) and N Williams traffic safety operations (enhanced crossing).

Build Alternative

The final I-5 Broadway/Weidler Plan and recommended design concept, herein referred to as the Build Alternative, were unanimously adopted by the Oregon Transportation Commission and the Portland City Council in 2012. The Build Alternative includes I-5 mainline improvements, as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange (Figure 1).

The proposed I-5 mainline improvements include the construction of auxiliary lanes (also referred to as ramp-to-ramp lanes) and full shoulders between I-84 to the south and I-405 to the north, in both the NB and SB directions. Construction of the I-5 mainline improvements would require the rebuilding of the NE Weidler Street, NE Broadway Street, N Williams Avenue, and N Vancouver Avenue structures over I-5. With the Build Alternative, the existing NE Weidler Street, NE Broadway Street, and N Williams Avenue overcrossings would be removed and rebuilt as a single lid structure (also referred to as a highway cover) over I-5. The existing Vancouver structure would be removed and rebuilt as a second lid structure, including a new roadway crossing at N Hancock and N Dixon Streets. The existing N Flint Avenue structure over I-5 would be removed. The I-5 SB on-ramp at Wheeler Street would also be relocated to NE Weidler Street at N Williams Street, via the new NE Weidler Street/NE Broadway/N Williams Avenue highway cover (See Figure 2).

A new bicycle and pedestrian bridge over I-5 would be constructed at NE Clackamas Street, connecting the Lloyd District with the Rose Quarter. Surface street improvements are also proposed, including upgrades to existing bicycle and pedestrian facilities and a new center-median bicycle and pedestrian path on N Williams Avenue between NE Weidler Street and NE Broadway. The Project also includes a water quality treatment facility at the eastern junction of the northbound ramps from the Fremont Bridge leading to I-5.

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Billy Webb Elks Lodge   |                                   |
| Street Address: 6 N Tillamook  | City, County: Portland, Multnomah |

**Photograph 1. Billy Webb Elks Lodge north facade, looking southwest**



**Photograph 2. Billy Webb Elks Lodge south elevation, looking northwest**

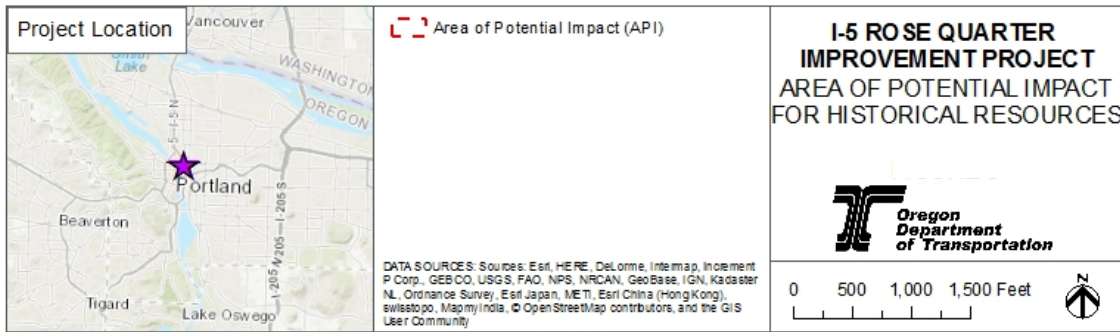




**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|                 |  |               |                     |
|-----------------|--|---------------|---------------------|
| Agency/Project: | ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |               |                     |
| Property Name:  | Billy Webb Elks Lodge  |               |                     |
| Street Address: | 6 N Tillamook  | City, County: | Portland, Multnomah |

**Figure 1. API Map**

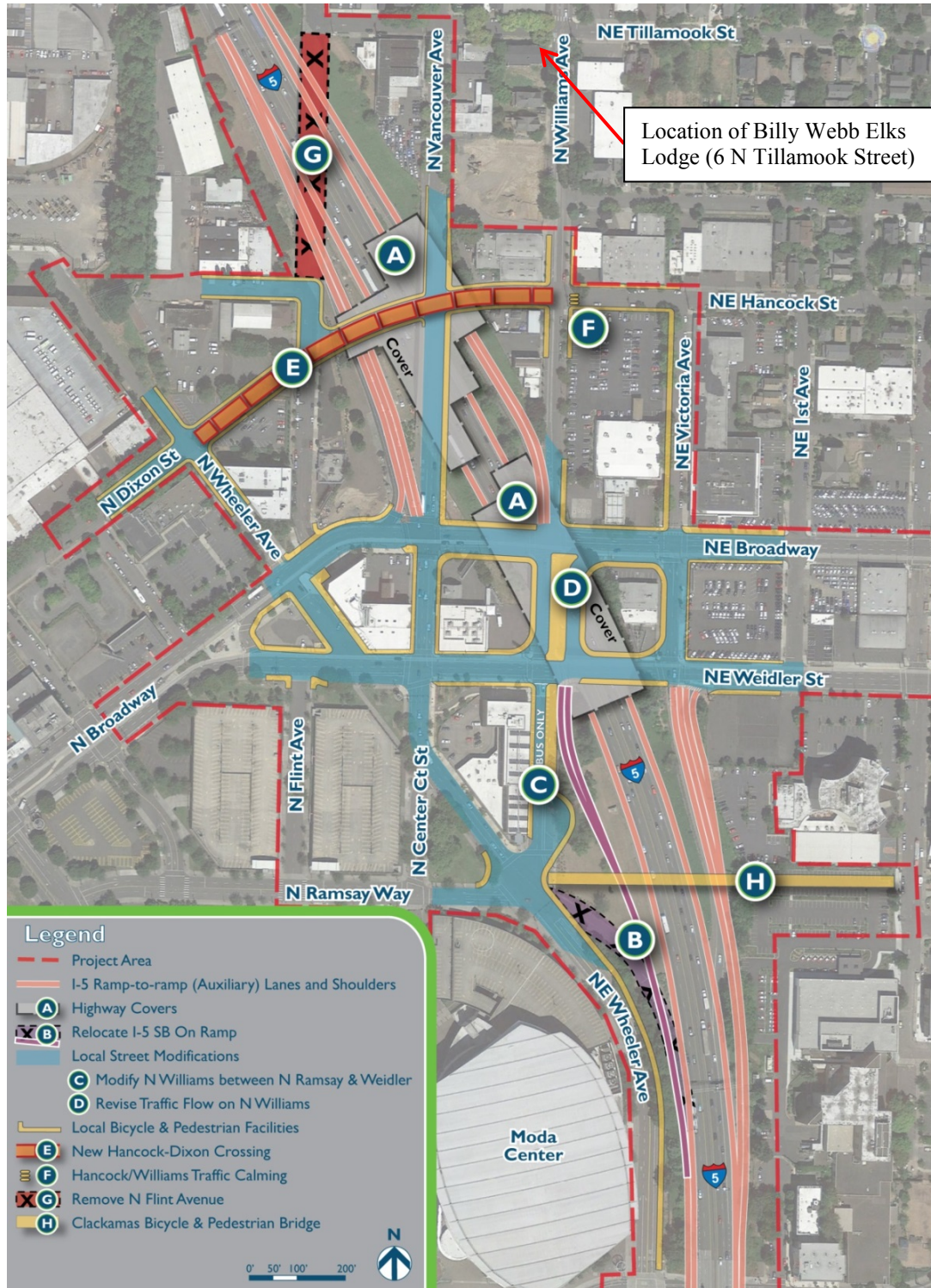




**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|                 |  |               |                     |
|-----------------|--|---------------|---------------------|
| Agency/Project: | ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |               |                     |
| Property Name:  | Billy Webb Elks Lodge  |               |                     |
| Street Address: | 6 N Tillamook  | City, County: | Portland, Multnomah |

**Figure 2. Broadway/Weidler Interchange Area Improvements**

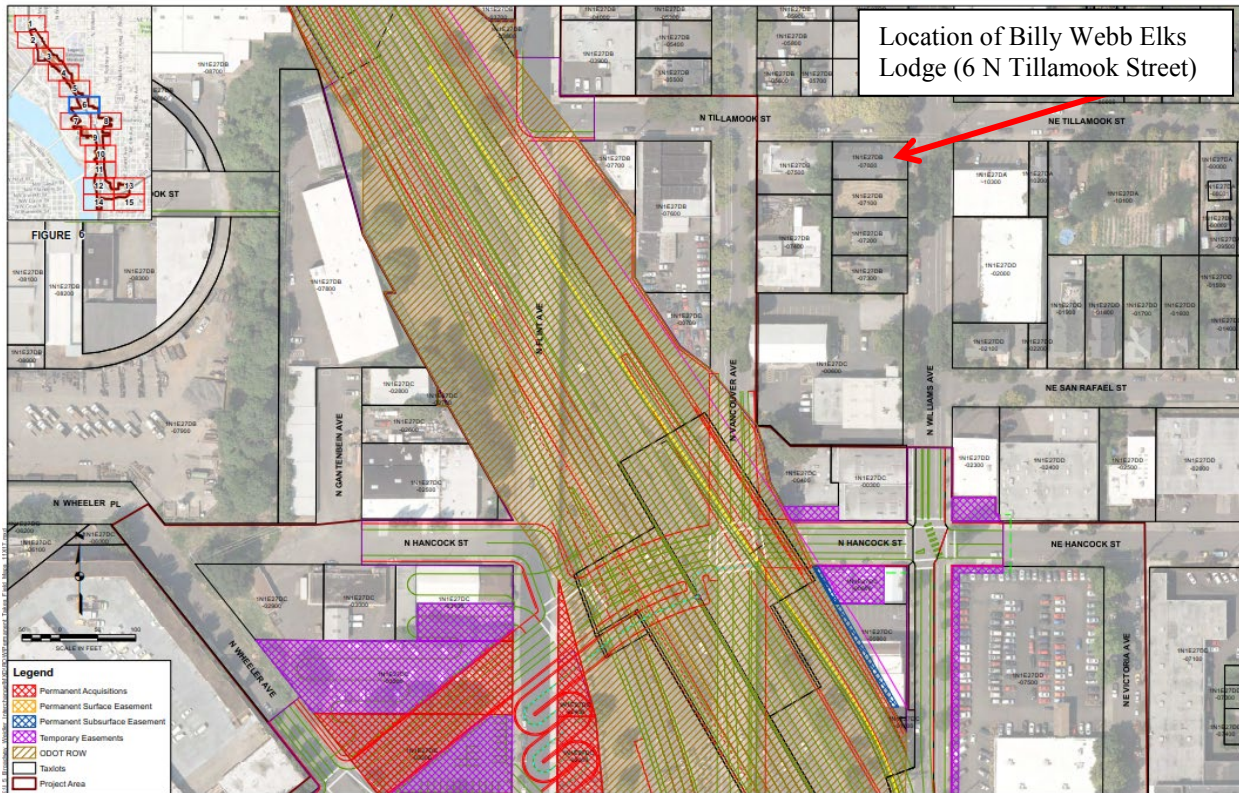




**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Billy Webb Elks Lodge   |                                   |
| Street Address: 6 N Tillamook  | City, County: Portland, Multnomah |

**Figure 3. Project Features near the Billy Webb Elks Lodge**



**Evaluation of Effects**

As noted above, the proposed project consists of I-5 Mainline Improvements as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange. Figure 3 provides an overview of potential project easements, acquisitions, and improvements in the vicinity of the Billy Webb Elks Lodge. The figure shows that minimal changes to the setting and general environment surrounding the building would occur. Improvements such as the proposed the Hancock Dixon Crossing, "lids" and modifications and I-5 ramps would occur within two blocks from the historic property and would be minimally visible.

While some of these Project features may temporarily and permanently affect the vicinity of the resource, the Project will not affect the audible or visual setting of the Billy Webb Elks Lodge. In addition, the existing setting of the building has been altered since its period of significance (1926 to 1973) as a result of urban renewal projects (such as the Memorial Coliseum) and the construction of I-5 in the 1960s. Noise levels near the building may increase over the period of construction, but they would not be sufficient to diminish the historical integrity of the building as the significance of the building is not linked a sense of quiet or solitude but rather as it exists within an urban context and immediately beside a major arterial that formerly included a streetcar route. Construction related vibration is not expected to exceed levels that could potentially damage the integrity of materials and workmanship related to the Billy Webb Elks Lodge. The Project features and construction-related activities, therefore, would not substantively affect the characteristics of the Billy Webb Elks Lodge that make the building eligible for the NRHP.

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Billy Webb Elks Lodge   |                                   |
| Street Address: 6 N Tillamook  | City, County: Portland, Multnomah |

**Coordination and Public Involvement**

Coordination with the Oregon SHPO is ongoing. Meetings with Section 106 compliance team at SHPO are anticipated to review and provide preliminary input on the project identification efforts and preliminary assessment of potential project effects. In addition to public meetings, ODOT has notified several consulting parties including the Architectural Heritage Center, Oregon Black Pioneers, and others. This section will be updated as consultation is conducted and completed.

**Conclusion**

It is the determination of ODOT and FHWA that the project, which involves improvements to the Interstate 5 and surface street network improvements would result in no effects to the characteristics that make the Billy Webb Elks Lodge eligible for the NRHP. A finding of "No Historic Properties Affected" pursuant to 36 CFR 800.4(d) is therefore appropriate. Consultation with the SHPO remains in progress and the views of the public are being considered during project planning.



**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483)                     |                                   |
| Property Name: Urban League of Portland (Current); The Delair Apartments (Historic); Tivoli Theater (Historic) |                                   |
| Street Address: 10 N Russell Street (2509-2531 N Williams Avenue)  | City, County: Portland, Multnomah |

|   |  |
|---|--|
| <b>Preliminary Finding of Effect:</b>                               |  |
| <input checked="" type="checkbox"/> No Historic Properties Affected | <input type="checkbox"/> No Historic Properties Adversely Affected |
| <input type="checkbox"/> Historic Properties Adversely Affected     |  |
| <b>State Historic Preservation Office Comments:</b>                 |  |
| <input type="checkbox"/> Concur                                     | <input type="checkbox"/> Do Not Concur:                            |
|   | <input type="checkbox"/> No Historic Properties Affected           |
|   | <input type="checkbox"/> No Historic Properties Adversely Affected |
|   | <input type="checkbox"/> Historic Properties Adversely Affected    |
| Signed _____  | Date _____   |
| <b>Comments:</b>  |  |

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

**Introduction**

This statement of finding discusses the effect of the proposed I-5 Rose Quarter Project (Project) on the Urban League of Portland located in Portland, Oregon. The building was determined eligible for listing on the National Register of Historic Places (NRHP) by the Oregon Department of Transportation/Federal Highway Administration (ODOT/FHWA). This determination received the concurrence of the Oregon State Historic Preservation Office (SHPO).

It is the finding of FHWA, in concurrence with ODOT, that the proposed Project will result in no effects to the characteristics that make the Urban League of Portland eligible for the NRHP and thus a finding of “no historic properties affected” pursuant to 36 CFR 800.4(d) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

**Project Description**

The I-5 Rose Quarter Improvement Project (Project) is located in Portland, Oregon, along the segment of Interstate 5 (I-5) between Interstate 405 (I-405) to the north (MP 303.2) and Interstate 84 (I-84) to the south (MP 301.5). The Project also includes the interchange of I-5 and Northeast (NE) Broadway and NE Weidler Streets (the Broadway/Weidler interchange) and the surrounding transportation network, from approximately NE Hancock Street to the north, North (N) Benton Street to the west, NE Multnomah Street to the south, and NE Second Avenue to the east. The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, the Broadway/Weidler interchange, and adjacent surface streets in the vicinity of the Broadway/Weidler interchange. In achieving the purpose, the Project also will support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange.

**Identification and Description of the Historic Resource**

The 1910-11 Urban League of Portland is located at 10 N Russell Street on a 0.25-acre parcel in the Albina District of Portland, Oregon. The urban streetscape includes public sidewalks, street trees, street signs and wooden utility poles. The building is a three-story corner block building with two primary elevations exhibiting the architectural features of the Commercial style from the period. The building exhibits a U-shaped plan — a two-story L-shape plan with a one-story rectangle separated by a small central space. The building has a flat roof with a projecting pressed metal rounded cornice with boxed fascia on the primary elevations and a stepped parapet with metal flashing on the secondary elevations. Below the fascia is a projecting corbelled brick frieze with a course soldier-laid brick below. A concrete rounded belt course is located above the first floor commercial storefronts and above the sign band thus creating a dividing line between the commercial space below and the residential above. The building’s surface material is buff brick laid in a running bond on the north and east elevations, stucco on the southern elevation and painted brick on the western elevation.

The first story exhibits three bays each on the north and east facades separated by square brick pilasters with the primary entrance located in the central bay of the north elevation fronting Russell Street and the secondary entrance located in the central bay of the east elevation fronting Williams Street. Both entries are recessed. Historically, the main entrance to the building and the apartments above was through the Williams Avenue entrance. Each of the six bays have been significantly

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483)                     |                                   |
| Property Name: Urban League of Portland (Current); The Delair Apartments (Historic); Tivoli Theater (Historic) |                                   |
| Street Address: 10 N Russell Street (2509-2531 N Williams Avenue)  | City, County: Portland, Multnomah |

altered with new storefront windows, doors, and transoms above. Each bay exhibits eight light transoms – all have been filled (or covered). The same design concept has been applied to the storefront windows. The bottoms of the storefronts feature panels. Twenty portraits have been placed within the transoms – mostly along the north façade. They depict significant local and national African Americans.

The building is eligible for the NRHP under Criteria A for its local significance in the area of Community Planning and Development, and African American Ethnic Heritage, and Commerce. The building accommodated multiple African American businesses from the 1940s through to the period when the Urban League acquired the building for its offices in the 1990s. The period of significance, therefore, extends from 1910-1911 to 1968 which includes the time when the building provided commercial services to African-American residents of Albina.

The Urban League of Portland retains integrity of location, workmanship, feeling, and association due to its retention of location, and use of materials and construction techniques common to its build date, and original function. However, it has lost integrity in setting due to the demolition of hundreds of buildings – residential and business in the immediate and surrounding era from its period of construction. It has also lost its integrity of setting due to N Williams Avenue becoming a one-way street. The flow of traffic is now in the opposite direction of how the building was intended to be viewed and approached. The alterations to the building's storefronts and upper floor windows have also diminished the building's integrity of materials and design. While these changes have diminished the historical integrity of the building, few commercial buildings within the area from the same era have survived. Changes made to the Urban League building after the date of its construction occurred primarily during the 1930s and 1960s and included the removal of the northeast corner brick pilaster - this was replaced with a metal rounded post and projecting flat roof marquee; the application of Roman brick veneer sometime in the 1960s on the storefront bottoms extending up to a height of three to four feet from the ground. The removal of storefront awnings and the filling in/covering over/removal of transom lights to accommodate a sign band area for each establishment were done sometime prior to the 1980s. All of these alterations were removed in the 1990 Urban League renovations and the façade reconstructed to as close to its original appearance except the awnings were not reinstalled. (See Photographs 1 and 2).

### **Avoidance Alternatives Considered**

#### No-Build Alternative

Under the No-Build Alternative, I-5, the Broadway/Weidler interchange, and the local transportation network in the Project Area would remain in its current configuration. No improvements to the connection between I-5 and the local street network in the vicinity of the Broadway/Weidler interchange, including bicycle and pedestrian features, would be constructed under the No-Build Alternative. Operational and safety concerns would persist and worsen as future traffic volumes increased.

The No-Build Alternative includes other transportation projects (including road, bicycle, pedestrian, and transit) in or around the Project Area with separate but dedicated funding identified for their implementation through 2040. There are two planned transportation projects in the vicinity of the Project Area that could affect traffic safety and operations in the Project Area include NE Broadway multi-modal improvements (protected bikeways) and N Williams traffic safety operations (enhanced crossing).

#### Build Alternative

The final I-5 Broadway/Weidler Plan and recommended design concept, herein referred to as the Build Alternative, were unanimously adopted by the Oregon Transportation Commission and the Portland City Council in 2012. The Build Alternative includes I-5 mainline improvements, as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange (Figure 1).

The proposed I-5 mainline improvements include the construction of auxiliary lanes (also referred to as ramp-to-ramp lanes) and full shoulders between I-84 to the south and I-405 to the north, in both the NB and SB directions. Construction of the I-5 mainline improvements would require the rebuilding of the NE Weidler Street, NE Broadway, N Williams Avenue, and N Vancouver Avenue structures over I-5. With the Build Alternative, the existing NE Weidler Street, NE Broadway, and N Williams Avenue overcrossings would be removed and rebuilt as a single lid structure (also referred to as a highway cover) over I-5. The existing Vancouver structure would be removed and rebuilt as a second lid structure, including a new roadway crossing at N Hancock and N Dixon Streets. The existing N Flint Avenue structure over I-5 would be removed. The I-5 SB on-ramp at Wheeler Street would also be relocated to NE Weidler Street at N Williams Street, via the new NE Weidler Street/NE Broadway/N Williams Avenue highway cover.

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483)                     |                                   |
| Property Name: Urban League of Portland (Current); The Delair Apartments (Historic); Tivoli Theater (Historic) |                                   |
| Street Address: 10 N Russell Street (2509-2531 N Williams Avenue)  | City, County: Portland, Multnomah |

A new bicycle and pedestrian bridge over I-5 would be constructed at NE Clackamas Street, connecting the Lloyd District with the Rose Quarter. Surface street improvements are also proposed, including upgrades to existing bicycle and pedestrian facilities and a new center-median bicycle and pedestrian path on N Williams Avenue between NE Weidler Street and NE Broadway. The Project also includes a water quality treatment facility at the eastern junction of the northbound ramps from the Fremont Bridge leading to I-5.



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483)                     |                                   |
| Property Name: Urban League of Portland (Current); The Delair Apartments (Historic); Tivoli Theater (Historic) |                                   |
| Street Address: 10 N Russell Street (2509-2531 N Williams Avenue)  | City, County: Portland, Multnomah |

**Photograph 1. The Urban League of Portland north facade, looking southwest**



**Photograph 2. The Urban League of Portland east elevation, looking northwest**





**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483)                     |                                   |
| Property Name: Urban League of Portland (Current); The Delair Apartments (Historic); Tivoli Theater (Historic) |                                   |
| Street Address: 10 N Russell Street (2509-2531 N Williams Avenue)  | City, County: Portland, Multnomah |

**Figure 1. API Map**



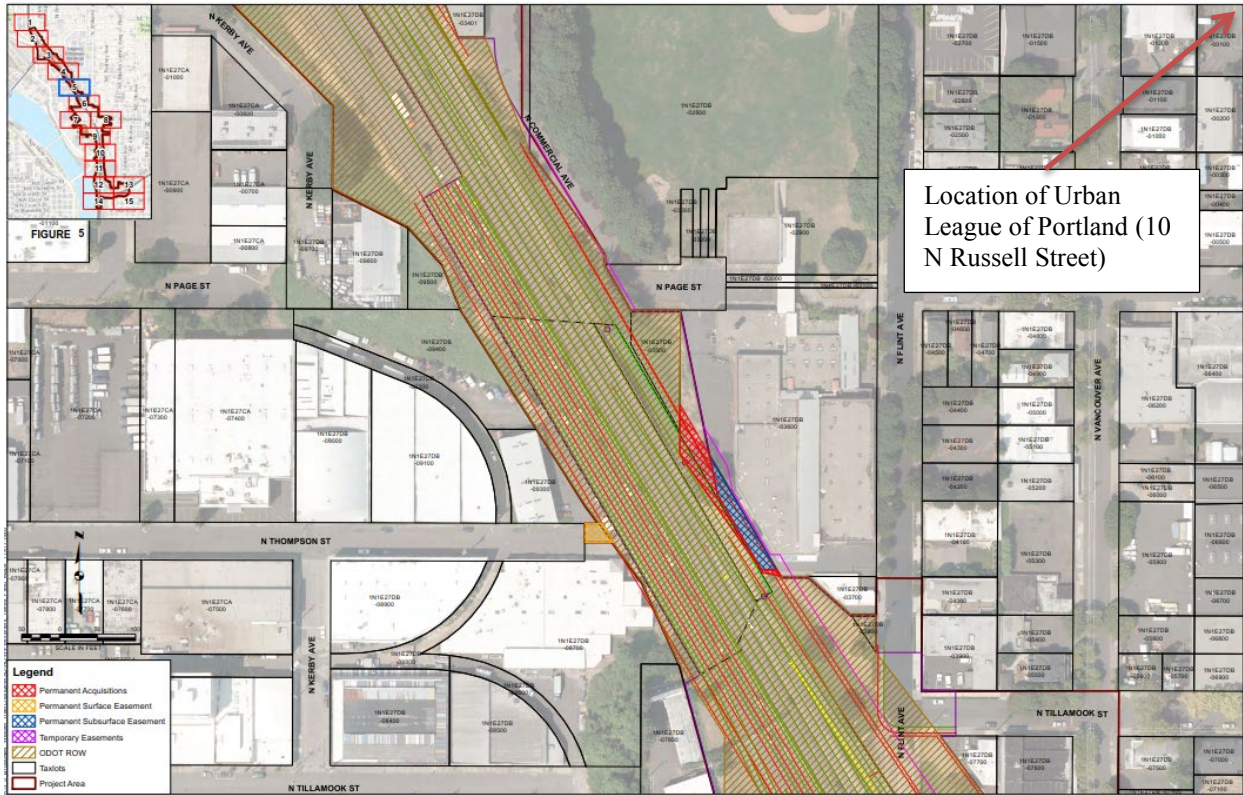
|                                |   |  |
|--------------------------------|---|--|
| <p><b>Project Location</b></p> | <p> Area of Potential Impact (API)</p> <p><small>DATA SOURCES: Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community</small></p> | <p align="center"><b>I-5 ROSE QUARTER<br/>IMPROVEMENT PROJECT<br/>AREA OF POTENTIAL IMPACT<br/>FOR HISTORICAL RESOURCES</b></p> <p align="center"></p> <p align="center">0 500 1,000 1,500 Feet</p> <p align="center"></p> |
|--------------------------------|---|--|



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483)                     |                                   |
| Property Name: Urban League of Portland (Current); The Delair Apartments (Historic); Tivoli Theater (Historic) |                                   |
| Street Address: 10 N Russell Street (2509-2531 N Williams Avenue)  | City, County: Portland, Multnomah |

**Figure 2. Project Features, Easements, and Acquisitions near the Urban League of Portland (building located just off map)**



**Evaluation of Effects**

As noted above, the proposed project consists of I-5 Mainline Improvements as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange. Figure 2 provides an overview of potential project improvements, acquisitions, and easements in the vicinity of the Urban League of Portland. The figure shows that minimal changes to the setting and general environment surrounding the building would occur.

While some of these Project features may temporarily and permanently affect the audible and visual setting of the Urban League of Portland, the existing setting of the building has already been altered since its period of significance (1940-68) as a result of urban renewal projects (such as the Memorial Coliseum) and the construction of I-5 in the 1960s. Noise levels near the building may increase over the period of construction, but they would not be sufficient to diminish the historical integrity of the building as the significance of the building is not linked to a sense of quiet or solitude, but rather as it exists within an urban context and near a major highway system. Construction related vibration is not expected to exceed levels that could potentially damage the integrity of materials and workmanship related to the Urban League of Portland. The Project features and construction-related activities, therefore, would not substantively affect the characteristics of the Urban League of Portland that make the building eligible for the NRHP.

**Coordination and Public Output**

Coordination with the Oregon SHPO is ongoing. Meetings with Section 106 compliance team at SHPO are anticipated to review and provide preliminary input on the project identification efforts and preliminary assessment of potential project effects.



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483)                     |                                   |
| Property Name: Urban League of Portland (Current); The Delair Apartments (Historic); Tivoli Theater (Historic) |                                   |
| Street Address: 10 N Russell Street (2509-2531 N Williams Avenue)  | City, County: Portland, Multnomah |

In addition to public meetings, ODOT has notified several consulting parties including the Architectural Heritage Center, Oregon Black Pioneers, and others. This section will be updated as consultation is conducted and completed.

**Conclusion**

It is the determination of ODOT and FHWA that the project, which involves improvements to the Interstate 5 and surface street network improvements would result in no effects to the characteristics that make the Urban League of Portland eligible for the NRHP. A finding of "No Historic Properties Affected" pursuant to 36 CFR 800.4(d) is therefore appropriate. Consultation with the SHPO remains in progress and the views of the public are being considered during project planning.

**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Sullivan Pumping Station (Alder Pumping Station)                            |                                   |
| Street Address: 211 NE Everett Street  | City, County: Portland, Multnomah |

|   |   |
|---|---|
| <b>Preliminary Finding of Effect:</b>                           |   |
| <input type="checkbox"/> No Historic Properties Affected        | <input checked="" type="checkbox"/> No Historic Properties Adversely Affected |
| <input type="checkbox"/> Historic Properties Adversely Affected |   |
| <b>State Historic Preservation Office Comments:</b>             |   |
| <input type="checkbox"/> Concur                                 | <input type="checkbox"/> Do Not Concur:                                       |
|   | <input type="checkbox"/> No Historic Properties Affected                      |
|   | <input type="checkbox"/> No Historic Properties Adversely Affected            |
|   | <input type="checkbox"/> Historic Properties Adversely Affected               |
| Signed _____  | Date _____  |
| <b>Comments:</b>  |   |

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

**Introduction**

This statement of finding discusses the effect of the proposed I-5 Rose Quarter Project (Project) on the Sullivan Pumping Station located in Portland, Oregon. The building was determined eligible for listing on the National Register of Historic Places (NRHP) by the Oregon Department of Transportation/Federal Highway Administration (ODOT/FHWA). This determination received the concurrence of the Oregon State Historic Preservation Office (SHPO).

It is the finding of FHWA, in concurrence with ODOT, that the proposed Project will result in no adverse effects to the characteristics that make the Sullivan Pumping Station eligible for the NRHP and thus a finding of "no historic properties adversely affected" pursuant to 36 CFR 800.5(d)(1) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

**Project Description**

The I-5 Rose Quarter Improvement Project (Project) is located in Portland, Oregon, along the segment of Interstate 5 (I-5) between Interstate 405 (I-405) to the north (MP 303.2) and Interstate 84 (I-84) to the south (MP 301.5). The Project also includes the interchange of I-5 and Northeast (NE) Broadway and NE Weidler Streets (the Broadway/Weidler interchange) and the surrounding transportation network, from approximately NE Hancock Street to the north, North (N) Benton Street to the west, NE Multnomah Street to the south, and NE Second Avenue to the east. The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, the Broadway/Weidler interchange, and adjacent surface streets in the vicinity of the Broadway/Weidler interchange. In achieving the purpose, the Project also will support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange.

**Identification and Description of the Historic Resource**

The Sullivan Pumping Station is located at 211 NE Everett Street between NE 2nd and 3rd avenues. The property, situated underneath the Interstate 5 and Interstate 84 interchange, features the pumping station as well as a metal, two bay, corrugated metal garage building. The historic boundary of 211 NE Everett Street is confined to the tax boundary of Tax Lot 1-8 TL 600 & 700 of block 70. Constructed in 1952, the main building is a one story, concrete (likely poured) masonry, utilitarian style building with a low pitch (or flat) roof. It appears to consist of three integrated volumes of disparate size. The largest volume features a symmetrical west elevation that consists of a central projecting bay with recessed, oversized metal doors with a fenestration composed of twelve-over-twelve panes. The words "Sullivan Pumping Station 1952" appears directly over the door. The central bay is flanked by recessed walls that are glazed by glass block windows that are positioned high on the wall plan. The low pitch or flat roof is shielded by a false parapet. Coping is only used on the flanking walls while the central bay lacks a cornice and/or coping. The sides of the facility feature metal doors, glass block glazing as well as vents. The remaining two volumes appear to be one story in height with the east volume rising about four feet above the west volume. Each of the volumes feature projecting concrete columns that project at the corners of the two volumes thus creating a recessed wall surface.

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Sullivan Pumping Station (Alder Pumping Station)                            |                                   |
| Street Address: 211 NE Everett Street  | City, County: Portland, Multnomah |

Likely constructed in the 1990s the second building on the property features two oversized, metal garage doors with small windows in addition to a person door on its west elevation. The corrugated metal walls feature wide corrugations as well as windows that are obscured by metal screens. The flat roof is sheathed with similar metal materials.

The main building is eligible for the NRHP under Criterion A. It retains direct historical associations with the City's first efforts to disconnect its sewer system from dumping effluent into the Willamette River in the early 1950s. It is also the first example of a pumping station that the city built as a part of its integrating efforts to divert combined sewers to the Columbia Water Treatment Plant in north Portland. The building is significant at the local level and retains a period of significance that is specific to its construction date of 1952.

The Sullivan Pumping Station retains integrity of location, association, design, workmanship, and materials. Due to the introduction of interstate highway ramps over the building and the removal of many structures that were situated nearby, the property features diminished historical integrity in the areas of setting and feeling. Changes made to the Sullivan Pumping Station after the date of its construction include the construction of the west volume in the 1960s and the garage building in the 1990s. (See Photographs 1 and 2).

**Avoidance Alternatives Considered**

No-Build Alternative

Under the No-Build Alternative, I-5, the Broadway/Weidler interchange, and the local transportation network in the Project Area would remain in its current configuration. No improvements to the connection between I-5 and the local street network in the vicinity of the Broadway/Weidler interchange, including bicycle and pedestrian features, would be constructed under the No-Build Alternative. Operational and safety concerns would persist and worsen as future traffic volumes increased.

The No-Build Alternative includes other transportation projects (including road, bicycle, pedestrian, and transit) in or around the Project Area with separate but dedicated funding identified for their implementation through 2040. There are two planned transportation projects in the vicinity of the Project Area that could affect traffic safety and operations in the Project Area include NE Broadway multi-modal improvements (protected bikeways) and N Williams traffic safety operations (enhanced crossing).

Build Alternative

The final I-5 Broadway/Weidler Plan and recommended design concept, herein referred to as the Build Alternative, were unanimously adopted by the Oregon Transportation Commission and the Portland City Council in 2012. The Build Alternative includes I-5 mainline improvements, as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange (Figure 1).

The proposed I-5 mainline improvements include the construction of auxiliary lanes (also referred to as ramp-to-ramp lanes) and full shoulders between I-84 to the south and I-405 to the north, in both the NB and SB directions. Construction of the I-5 mainline improvements would require the rebuilding of the NE Weidler Street, NE Broadway, N Williams Avenue, and N Vancouver Avenue structures over I-5. With the Build Alternative, the existing NE Weidler Street, NE Broadway, and N Williams Avenue overcrossings would be removed and rebuilt as a single lid structure (also referred to as a highway cover) over I-5. The existing Vancouver structure would be removed and rebuilt as a second lid structure, including a new roadway crossing at N Hancock and N Dixon Streets. The existing N Flint Avenue structure over I-5 would be removed. The I-5 SB on-ramp at Wheeler Street would also be relocated to NE Weidler Street at N Williams Street, via the new NE Weidler Street/NE Broadway/N Williams Avenue highway cover.

A new bicycle and pedestrian bridge over I-5 would be constructed at NE Clackamas Street, connecting the Lloyd District with the Rose Quarter. Surface street improvements are also proposed, including upgrades to existing bicycle and pedestrian facilities and a new center-median bicycle and pedestrian path on N Williams Avenue between NE Weidler Street and NE Broadway. The Project also includes a water quality treatment facility at the eastern junction of the northbound ramps from the Fremont Bridge leading to I-5.



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|                 |  |                                   |
|-----------------|--|-----------------------------------|
| Agency/Project: | ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name:  | Sullivan Pumping Station (Alder Pumping Station)                           |                                   |
| Street Address: | 211 NE Everett Street  | City, County: Portland, Multnomah |

**Photograph 1. The Sullivan Pumping Station, looking northeast**



**Photograph 2. The Sullivan Pumping Station south elevation, looking north towards I-84 exit ramp and I-5 entrance ramp**





**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|                 |  |                                   |
|-----------------|--|-----------------------------------|
| Agency/Project: | ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name:  | Sullivan Pumping Station (Alder Pumping Station)                           |                                   |
| Street Address: | 211 NE Everett Street  | City, County: Portland, Multnomah |

**Figure 1. API Map**

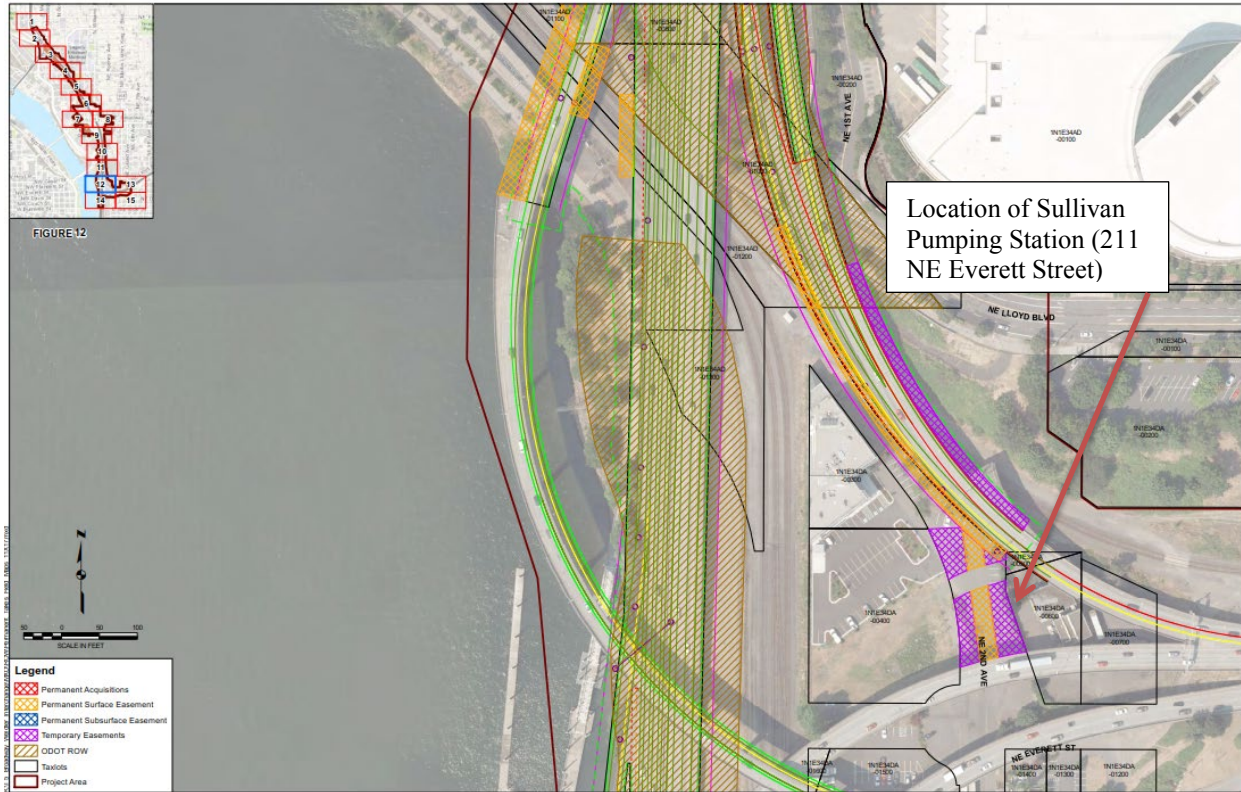


|                                |  |  |
|--------------------------------|--|--|
| <p><b>Project Location</b></p> | <p> Area of Potential Impact (API)</p> <p><small>DATA SOURCES: Sources: Esri, HERE, DeLorme, Intermap, Incentiv P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community</small></p> | <p align="center"><b>I-5 ROSE QUARTER<br/>IMPROVEMENT PROJECT<br/>AREA OF POTENTIAL IMPACT<br/>FOR HISTORICAL RESOURCES</b></p> <p align="center"></p> <p align="center">0 500 1,000 1,500 Feet </p> |
|--------------------------------|--|--|

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Sullivan Pumping Station (Alder Pumping Station)                            |                                   |
| Street Address: 211 NE Everett Street  | City, County: Portland, Multnomah |

**Figure 2. Project-related Acquisitions and Easements near the Sullivan Pumping Station**



**Evaluation of Effects**

As noted above, the proposed project consists of I-5 Mainline Improvements as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange. Figure 2 provides an overview of potential project easements, acquisitions, and improvements in the vicinity of the Sullivan Pumping Station. The figure illustrates that temporary easements as well as a permanent easement would be required in the parking area to the west of the pump station but on a parcel that is not historically associated with the pumping station nor related to its use. The figure shows that minimal changes to the setting and general environment surrounding the building would occur during the construction phase of the project. Proposed modifications to the I-5 entrance ramp from I-84 would potentially occur to the northwest of the building. These changes would have a minimal visual impact from the resource. Other facility improvements conducted further north in the APE would be minimally visible if at all. If construction-related vibration exceeds certain thresholds within the applicable screening distance from the resource, effect avoidance and minimization measures would be recommended. These measures would include pre- and post-construction assessments, on-site monitoring during construction, and stop work authorization (Wilson, Ihrig & Associates, Inc., 2012; Johnson and Hannen 2015). If a resource is affected by vibration, a treatment plan consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties and thus consistent with the requirements of 36 CFR 800.5(b), would be prepared to make the applicable repairs.

While some of these Project features may temporarily and permanently affect the visual setting of the Sullivan Pumping Station, the existing setting of the building has been altered since its period of significance (1952) as a result of urban renewal projects such as the construction of I-5 in the 1960s. Noise levels near the building may increase over the period of construction, but they would not be sufficient to diminish the historical integrity of the building as the significance of the building is not linked to a sense of quiet or solitude but rather as it exists within an urban context and immediately beside a major highway system. Construction related vibration is not expected to exceed levels that could potentially damage the integrity of materials and workmanship related to the Sullivan Pumping Station. The Project features and construction-related activities,



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|                 |  |                                   |
|-----------------|--|-----------------------------------|
| Agency/Project: | ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name:  | Sullivan Pumping Station (Alder Pumping Station)                           |                                   |
| Street Address: | 211 NE Everett Street  | City, County: Portland, Multnomah |

therefore, would not substantively affect the characteristics of the Sullivan Pumping Station that make the building eligible for the NRHP.

**Coordination and Public Output**

Coordination with the Oregon SHPO is ongoing. Meetings with Section 106 compliance team at SHPO are anticipated to review and provide preliminary input on the project identification efforts and preliminary assessment of potential project effects. In addition to public meetings, ODOT has notified several consulting parties including the Architectural Heritage Center, Oregon Black Pioneers, and others. This section will be updated as consultation is conducted and completed.

**Conclusion**

It is the determination of ODOT and FHWA that the project, which involves improvements to the Interstate 5 and surface street network improvements would result in no adverse effects to the characteristics that make the Sullivan Pumping Station eligible for the NRHP. A finding of “no historic properties adversely affected” pursuant to 36 CFR 800.5(d)(1) is therefore appropriate. Consultation with the SHPO remains in progress and the views of the public are being considered during project planning.

**Sources**

Johnson, Arne P., and W. Robert Hannen. 2015. “Vibration Limits for Historic Buildings and Art Collections.” *APT Bulletin Journal of Preservation Technology*, vol. 46, pp. 2-3.

Wilson, Ihrig & Associates, Inc., ICF International, and Simpson, Gumpertz & Heger, Inc. 2012. “Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings Adjacent to Transportation Projects.” Available: [http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25\(72\)\\_FR.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25(72)_FR.pdf) (accessed April 30, 2018).

**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Malcolm X Dental Clinic   |                                   |
| Street Address: 214 N Russell Street   | City, County: Portland, Multnomah |

|   |  |
|---|--|
| <b>Preliminary Finding of Effect:</b>                               |  |
| <input checked="" type="checkbox"/> No Historic Properties Affected | <input type="checkbox"/> No Historic Properties Adversely Affected |
| <input type="checkbox"/> Historic Properties Adversely Affected     |  |
| <b>State Historic Preservation Office Comments:</b>                 |  |
| <input type="checkbox"/> Concur                                     | <input type="checkbox"/> Do Not Concur:                            |
|   | <input type="checkbox"/> No Historic Properties Affected           |
|   | <input type="checkbox"/> No Historic Properties Adversely Affected |
|   | <input type="checkbox"/> Historic Properties Adversely Affected    |
| Signed _____  | Date _____   |
| <b>Comments:</b>  |  |

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

**Introduction**

This statement of finding discusses the effect of the proposed I-5 Rose Quarter Project (Project) on the Malcolm X Dental Clinic located in Portland, Oregon. The building was determined eligible for listing on the National Register of Historic Places (NRHP) by the Oregon Department of Transportation/Federal Highway Administration (ODOT/FHWA). This determination received the concurrence of the Oregon State Historic Preservation Office (SHPO).

It is the finding of FHWA, in concurrence with ODOT, that the proposed Project will result in no effects to the characteristics that make the Malcolm X Dental Clinic eligible for the NRHP and thus a finding of "no historic properties affected" pursuant to 36 CFR 800.4(d) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

**Project Description**

The I-5 Rose Quarter Improvement Project (Project) is located in Portland, Oregon, along the segment of Interstate 5 (I-5) between Interstate 405 (I-405) to the north (MP 303.2) and Interstate 84 (I-84) to the south (MP 301.5). The Project also includes the interchange of I-5 and Northeast (NE) Broadway and NE Weidler Streets (the Broadway/Weidler interchange) and the surrounding transportation network, from approximately NE Hancock Street to the north, North (N) Benton Street to the west, NE Multnomah Street to the south, and NE Second Avenue to the east. The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, the Broadway/Weidler interchange, and adjacent surface streets in the vicinity of the Broadway/Weidler interchange. In achieving the purpose, the Project also will support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange.

**Identification and Description of the Historic Resource**

The 1971 Malcolm X Dental Clinic is located at 214 N Russell Street on a 0.46-acre rectangular parcel in the Eliot neighborhood of Portland, Multnomah County, Oregon. The urban streetscape includes public sidewalks, mature street trees, wood utility poles, street signs, and metal U-shaped bike racks. The Malcolm X Dental Clinic is a one-story building with a flat roof, narrow paired and grouped full-height windows, narrow full-height ribbon window wall, and stucco cladding convey architectural design characteristics of the late Modern era popularized beginning in the early 1970s. The building has a rectangular plan with a concrete foundation. The building is clad in stucco with wood corner boards and features protruding wood window and door surrounds. The flat roof has a wide projecting cornice with domed downlights. The cornice is faced with stucco and framed with wood trim capped with metal flashing. The roof is covered in rolled asphalt roofing material. Typical windows are grouped and paired with protruding wood surrounds and include fixed full-height narrow windows with metal sashes.

The property is recommended as eligible under NRHP Criteria A in the areas of Community Planning and Development and Black Ethnic Heritage for its reflection of the development of the Eliot neighborhood in the late 1960s and early 1970, and association with the Portland Chapter of the Black Panther Party from 1971-1980. The period of significance for the building

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Malcolm X Dental Clinic   |                                   |
| Street Address: 214 N Russell Street   | City, County: Portland, Multnomah |

would extend from 1971 (the year it was built and became associated with the Black Panther Party) until 1980 when it ended its associations with the Black Panther Party. Under Criterion B, the Clinic is significant for its association with African-American activists from 1971-1980 including Kent Ford and Percy Thompson, leaders of the Portland Chapter of the Black Panther Party, and other residents who were active in Portland's Civil Rights Movement.

The Malcolm X Dental Clinic retains historic integrity of location, design, materials, workmanship, feeling, and association due to its retention of its original location, character-defining features, building materials, and historic aesthetic displayed through its historic characteristics. However, given the continued growth of the Legacy Emanuel Medical Center to the north of N Russell Street and other changes made to its immediate surrounding, its integrity of setting has been diminished. Changes made to the building after the date of its construction include a new roof circa 2000, a new HVAC unit in 2017, and the addition of signage (date unknown). Alterations made to the landscape include a new concrete path in 2013 and the removal of mature trees within the planters in 2017. (See Photographs 1 and 2).

**Avoidance Alternatives Considered**

No-Build Alternative

Under the No-Build Alternative, I-5, the Broadway/Weidler interchange, and the local transportation network in the Project Area would remain in its current configuration. No improvements to the connection between I-5 and the local street network in the vicinity of the Broadway/Weidler interchange, including bicycle and pedestrian features, would be constructed under the No-Build Alternative. Operational and safety concerns would persist and worsen as future traffic volumes increased.

The No-Build Alternative includes other transportation projects (including road, bicycle, pedestrian, and transit) in or around the Project Area with separate but dedicated funding identified for their implementation through 2040. There are two planned transportation projects in the vicinity of the Project Area that could affect traffic safety and operations in the Project Area include NE Broadway multi-modal improvements (protected bikeways) and N Williams traffic safety operations (enhanced crossing).

Build Alternative

The final I-5 Broadway/Weidler Plan and recommended design concept, herein referred to as the Build Alternative, were unanimously adopted by the Oregon Transportation Commission and the Portland City Council in 2012. The Build Alternative includes I-5 mainline improvements, as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange (Figure 1).

The proposed I-5 mainline improvements include the construction of auxiliary lanes (also referred to as ramp-to-ramp lanes) and full shoulders between I-84 to the south and I-405 to the north, in both the NB and SB directions. Construction of the I-5 mainline improvements would require the rebuilding of the NE Weidler Street, NE Broadway, N Williams Avenue, and N Vancouver Avenue structures over I-5. With the Build Alternative, the existing NE Weidler Street, NE Broadway, and N Williams Avenue overcrossings would be removed and rebuilt as a single lid structure (also referred to as a highway cover) over I-5. The existing Vancouver structure would be removed and rebuilt as a second lid structure, including a new roadway crossing at N Hancock and N Dixon Streets. The existing N Flint Avenue structure over I-5 would be removed. The I-5 SB on-ramp at Wheeler Street would also be relocated to NE Weidler Street at N Williams Street, via the new NE Weidler Street/NE Broadway/N Williams Avenue highway cover.

A new bicycle and pedestrian bridge over I-5 would be constructed at NE Clackamas Street, connecting the Lloyd District with the Rose Quarter. Surface street improvements are also proposed, including upgrades to existing bicycle and pedestrian facilities and a new center-median bicycle and pedestrian path on N Williams Avenue between NE Weidler Street and NE Broadway. The Project also includes a water quality treatment facility at the eastern junction of the northbound ramps from the Fremont Bridge leading to I-5.



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Malcolm X Dental Clinic   |                                   |
| Street Address: 214 N Russell Street   | City, County: Portland, Multnomah |

**Photograph 1. Malcom X Dental School looking southwest towards Interstate 5**



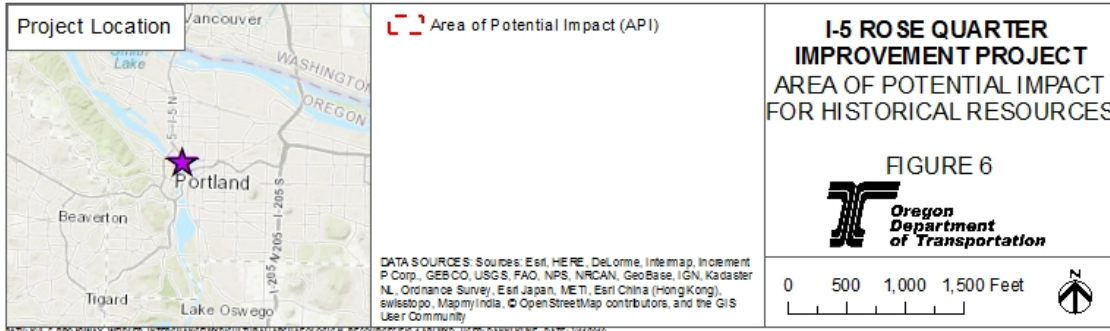
**Photograph 2. The Malcom X Dental clinic west elevation, looking southeast**



**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Malcolm X Dental Clinic   |                                   |
| Street Address: 214 N Russell Street   | City, County: Portland, Multnomah |

**Figure 1. API Map**

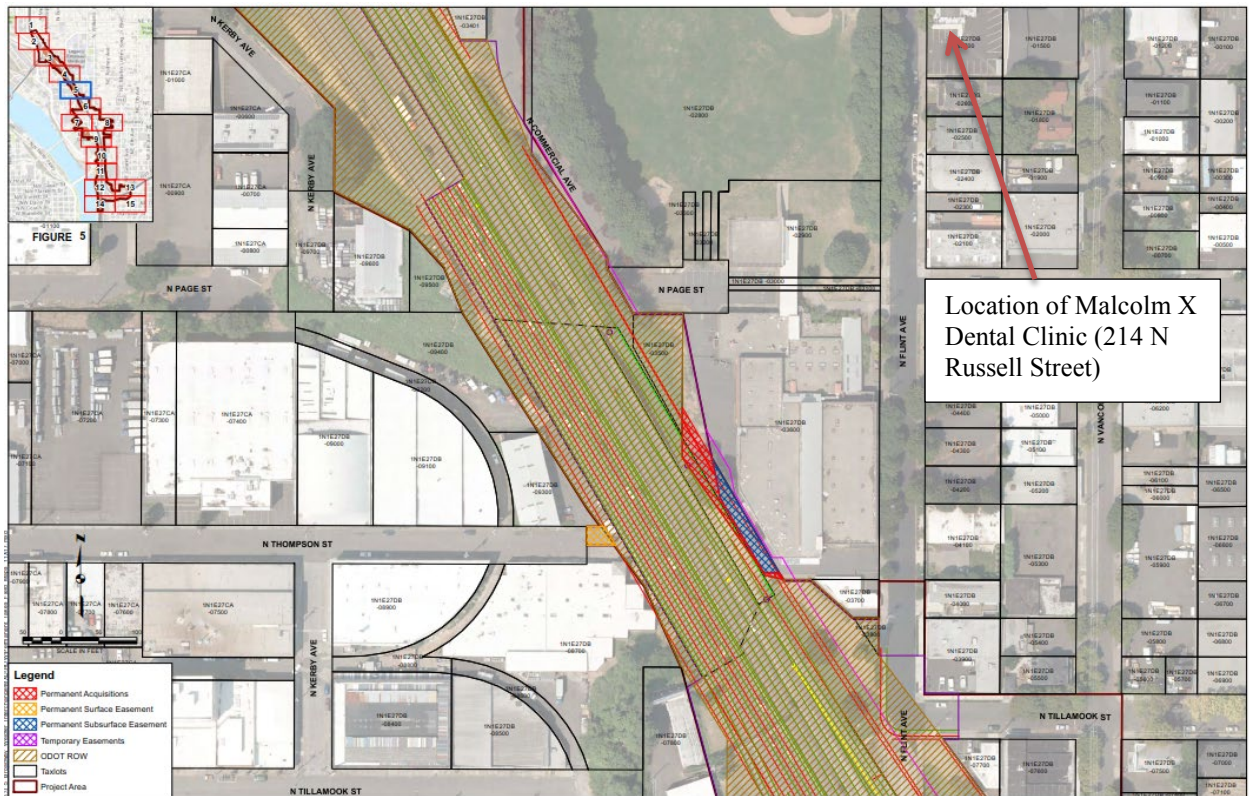




**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Malcolm X Dental Clinic   |                                   |
| Street Address: 214 N Russell Street   | City, County: Portland, Multnomah |

**Figure 2. Project Features, Acquisitions, and Easements near the Malcolm X Dental Clinic**



**Evaluation of Effects**

As noted above, the proposed project consists of I-5 Mainline Improvements as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange. Figure 2 provides an overview of potential project improvements, easements, and acquisitions in the vicinity of the Malcolm X Dental Clinic. The figure shows that minimal changes to the setting and general environment surrounding the building would occur.

While some of these Project features may temporarily and permanently affect the vicinity of the resource, the Project will not affect the audible or visual setting of the Malcolm X Dental Clinic as the building was constructed after I-5 was built and after much of the urban renewal projects in the area (such as the Memorial Coliseum) been completed in the 1960s. The buildings period of significance dates are 1971 -1980. Noise levels near the building may increase over the period of construction, but they will not be sufficient to diminish the historical integrity of the building as the significance of the building is not linked to a sense of quiet or solitude, but rather as it exists within an urban context and immediately beside a major highway system. Construction related vibration is not expected to exceed levels that could potentially damage the integrity of materials and workmanship related to the Malcolm X Dental Clinic. The Project features and construction-related activities, therefore, would not substantively affect the characteristics of the Malcolm X Dental Clinic that make the building eligible for the NRHP.

**Coordination and Public Output**

Coordination with the Oregon SHPO is ongoing. Meetings with Section 106 compliance team at SHPO are anticipated to review and provide preliminary input on the project identification efforts and preliminary assessment of potential project effects.



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Malcolm X Dental Clinic   |                                   |
| Street Address: 214 N Russell Street   | City, County: Portland, Multnomah |

In addition to public meetings, ODOT has notified several consulting parties including the Architectural Heritage Center, Oregon Black Pioneers, and others. This section will be updated as consultation is conducted and completed.

**Conclusion**

It is the determination of ODOT and FHWA that the project, which involves improvements to the Interstate 5 and surface street network improvements would result in no effects to the characteristics that make the Malcolm X Dental Clinic eligible for the NRHP. A finding of "No Historic Properties Affected" pursuant to 36 CFR 800.4(d) is therefore appropriate. Consultation with the SHPO remains in progress and the views of the public are being considered during project planning.

**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM**

|   |                                   |
|---|-----------------------------------|
| Agency/Project: ODOT/Interstate 5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: The Hazelwood/The Dude Ranch   |                                   |
| Street Address: 240 N Broadway  | City, County: Portland, Multnomah |

|   |   |
|---|---|
| <b>Preliminary Finding of Effect:</b>                           |   |
| <input type="checkbox"/> No Historic Properties Affected        | <input checked="" type="checkbox"/> No Historic Properties Adversely Affected |
| <input type="checkbox"/> Historic Properties Adversely Affected |   |
| <b>State Historic Preservation Office Comments:</b>             |   |
| <input type="checkbox"/> Concur                                 | <input type="checkbox"/> Do Not Concur:                                       |
|   | <input type="checkbox"/> No Historic Properties Affected                      |
|   | <input type="checkbox"/> No Historic Properties Adversely Affected            |
|   | <input type="checkbox"/> Historic Properties Adversely Affected               |
| Signed _____  | Date _____  |
| <b>Comments:</b>  |   |

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

**Introduction**

This statement of finding discusses the effect of the proposed I-5 Rose Quarter Project (Project) on The Hazelwood/The Dude Ranch building located in Portland, Oregon.

In October 11, 2007, the Federal Transit Administration (FTA) determined that the Hazelwood/Dude Ranch was eligible for the National Register of Historic Places (NRHP) and received concurrence on this determination from the Oregon State Historic Preservation Office (SHPO) on February 6, 2008. Martha Richards and Sharon Kelly (URS) evaluated the Hazelwood/Dude Ranch in the *Portland Streetcar Loop Project Historic Resources Technical Memorandum* prepared for the City of Portland, Metro, and TriMet (URS 2007). On January 13, 2009, the SHPO responded to a Preliminary Eligibility request for the building by noting that the building may be eligible under NRHP Criteria A and C. Due to the amount of time that has elapsed since these previous evaluations and improvements to the buildings condition, the property was reassessed. Upon review of the existing The Hazelwood/The Dude Ranch Building, Oregon Department of Transportation and FHWA has reaffirmed this determination of eligibility. This determination received the concurrence of the Oregon State Historic Preservation Office (SHPO).

It is the finding of FHWA, in concurrence with ODOT, that the proposed Project will result in no adverse effects to the characteristics that make the The Hazelwood/The Dude Ranch eligible for the NRHP and thus a finding of “no historic properties adversely affected” pursuant to 36 CFR 800.5(d)(1) is appropriate. This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

**Project Description**

The I-5 Rose Quarter Improvement Project (Project) is located in Portland, Oregon, along the segment of Interstate 5 (I-5) between Interstate 405 (I-405) to the north (MP 303.2) and Interstate 84 (I-84) to the south (MP 301.5). The Project also includes the interchange of I-5 and Northeast (NE) Broadway and NE Weidler Streets (the Broadway/Weidler interchange) and the surrounding transportation network, from approximately NE Hancock Street to the north, North (N) Benton Street to the west, NE Multnomah Street to the south, and NE Second Avenue to the east. The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, the Broadway/Weidler interchange, and adjacent surface streets in the vicinity of the Broadway/Weidler interchange. In achieving the purpose, the Project also will support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange.

**Identification and Description of the Historic Resource**

The 1923 Hazelwood building is located at 240 N Broadway on an irregular-shaped five-sided lot in the Lloyd District neighborhood of Portland, Oregon. The urban streetscape includes public sidewalks, wood utility poles, streetlights, metal bike racks, small patches of grass, shrubs, and deciduous trees. Since its original construction, the building has been attached to two adjacent buildings to the south and east. The two-story garage on the south end of the lot was constructed in circa 1920 and the three-story commercial building on the east end was constructed in 1949. The Hazelwood/The Dude Ranch building is

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: The Hazelwood/The Dude Ranch  |                                   |
| Street Address: 240 N Broadway   | City, County: Portland, Multnomah |

a triangular-shaped three-story building with architectural features representative of the Mediterranean Revival and Retail styles common during the date of construction. The streetside elevations feature large decorative round-arched windows that extend from the ground floor to the second floor, a belt course, a decorative brick cornice, a flat roof, and a hooded parapet with rounded terra cotta tiles. The main entrance is located at the chamfered west corner and features a double-door entrance, a fifteen-light transom window, a border of ornamental terra cotta tiles, a pent roof with rounded terra cotta roofing tiles, and large decorative stucco modillions below the roof.

The building is eligible for the NRHP under Criteria A and C. Under Criterion A, the property is significant in the area of entertainment as it relates to the development of Portland's flourishing jazz scene in the mid-1940s as it was a premier venue in the city for regional and national jazz acts and an integral communal space for the Black community that was centralized in the surrounding Albina District. The property is also significant under Criterion C as an excellent example of the Mediterranean Revival style prominent at the time of construction and of the work of A. E. Doyle, one of Portland's most well-known and influential architects in the early 20th century. The building is significant at the local level and retains a period of significance that corresponds to the date of construction in 1923 to the closure of the Dude Ranch in 1946. This time corresponds to a period when Doyle designed the building, and during the period of occupation by the Dude Ranch.

The Hazelwood/The Dude Ranch building retains integrity of location, design, materials, workmanship, feeling, and association. Due to the demolition of hundreds of buildings in the surrounding area from its period of construction and the development of I-5, the property features diminished historical integrity in the area of setting. Changes made to The Hazelwood/The Dude Ranch building after the date of its construction include the replacement of windows and the terra cotta roofing tiles, the replacement of the main entrance doors and transom window, alterations to the entrance on southwest elevation, the addition of a new entrance on the southwest elevation, the removal of the fire escape on the northwest elevation, and internal renovations (c. 2009). (See Photographs 1 and 2).

**Avoidance Alternatives Considered**

No-Build Alternative

Under the No-Build Alternative, I-5, the Broadway/Weidler interchange, and the local transportation network in the Project Area would remain in its current configuration. No improvements to the connection between I-5 and the local street network in the vicinity of the Broadway/Weidler interchange, including bicycle and pedestrian features, would be constructed under the No-Build Alternative. Operational and safety concerns would persist and worsen as future traffic volumes increased.

The No-Build Alternative includes other transportation projects (including road, bicycle, pedestrian, and transit) in or around the Project Area with separate but dedicated funding identified for their implementation through 2040. There are two planned transportation projects in the vicinity of the Project Area that could affect traffic safety and operations in the Project Area include NE Broadway multi-modal improvements (protected bikeways) and N Williams traffic safety operations (enhanced crossing).

Build Alternative

The final I-5 Broadway/Weidler Plan and recommended design concept, herein referred to as the Build Alternative, were unanimously adopted by the Oregon Transportation Commission and the Portland City Council in 2012. The Build Alternative includes I-5 mainline improvements, as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange (Figure 1).

The proposed I-5 mainline improvements include the construction of auxiliary lanes (also referred to as ramp-to-ramp lanes) and full shoulders between I-84 to the south and I-405 to the north, in both the NB and SB directions. Construction of the I-5 mainline improvements would require the rebuilding of the NE Weidler Street, NE Broadway, N Williams Avenue, and N Vancouver Avenue structures over I-5. With the Build Alternative, the existing NE Weidler Street, NE Broadway, and N Williams Avenue overcrossings would be removed and rebuilt as a single lid structure (also referred to as a highway cover) over I-5. The existing Vancouver structure would be removed and rebuilt as a second lid structure, including a new roadway crossing at N Hancock and N Dixon Streets. The existing N Flint Avenue structure over I-5 would be removed. The I-5 SB on-ramp at Wheeler Street would also be relocated to NE Weidler Street at N Williams Street, via the new NE Weidler Street/NE Broadway/N Williams Avenue highway cover (See Figures 2, 3, and 4).

A new bicycle and pedestrian bridge over I-5 would be constructed at NE Clackamas Street, connecting the Lloyd District with the Rose Quarter. Surface street improvements are also proposed, including upgrades to existing bicycle and pedestrian facilities and a new center-median bicycle and pedestrian path on N Williams Avenue between NE Weidler Street and NE



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: The Hazelwood/The Dude Ranch  |                                   |
| Street Address: 240 N Broadway   | City, County: Portland, Multnomah |

Broadway. The Project also includes a water quality treatment facility at the eastern junction of the northbound ramps from the Fremont Bridge leading to I-5.

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|                 |  |               |                     |
|-----------------|--|---------------|---------------------|
| Agency/Project: | ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |               |                     |
| Property Name:  | The Hazelwood/The Dude Ranch   |               |                     |
| Street Address: | 240 N Broadway   | City, County: | Portland, Multnomah |

**Photograph 1. The Hazelwood west facade, looking northeast**



**Photograph 2. The Hazelwood southwest elevation, looking northeast**



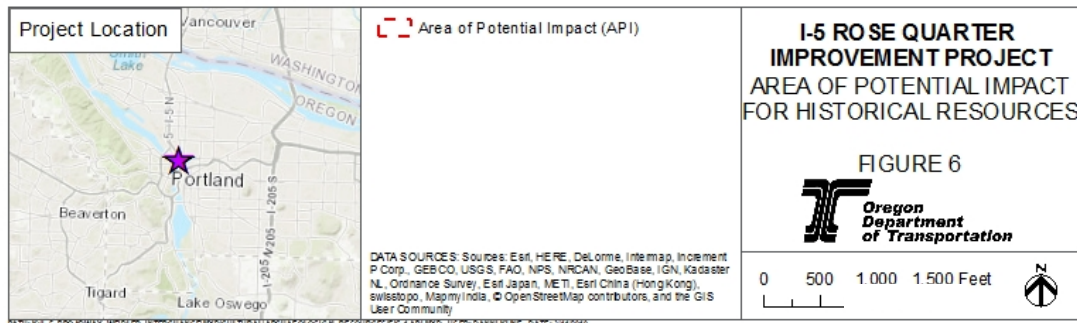
**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: The Hazelwood/The Dude Ranch  |                                   |
| Street Address: 240 N Broadway   | City, County: Portland, Multnomah |

**Figure 1. Project API Map**



Location of The Hazelwood/  
The Dude Ranch (240 N  
Broadway)





**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: The Hazelwood/The Dude Ranch  |                                   |
| Street Address: 240 N Broadway   | City, County: Portland, Multnomah |

**Figure 2. Broadway/Weidler Interchange Area Improvements**

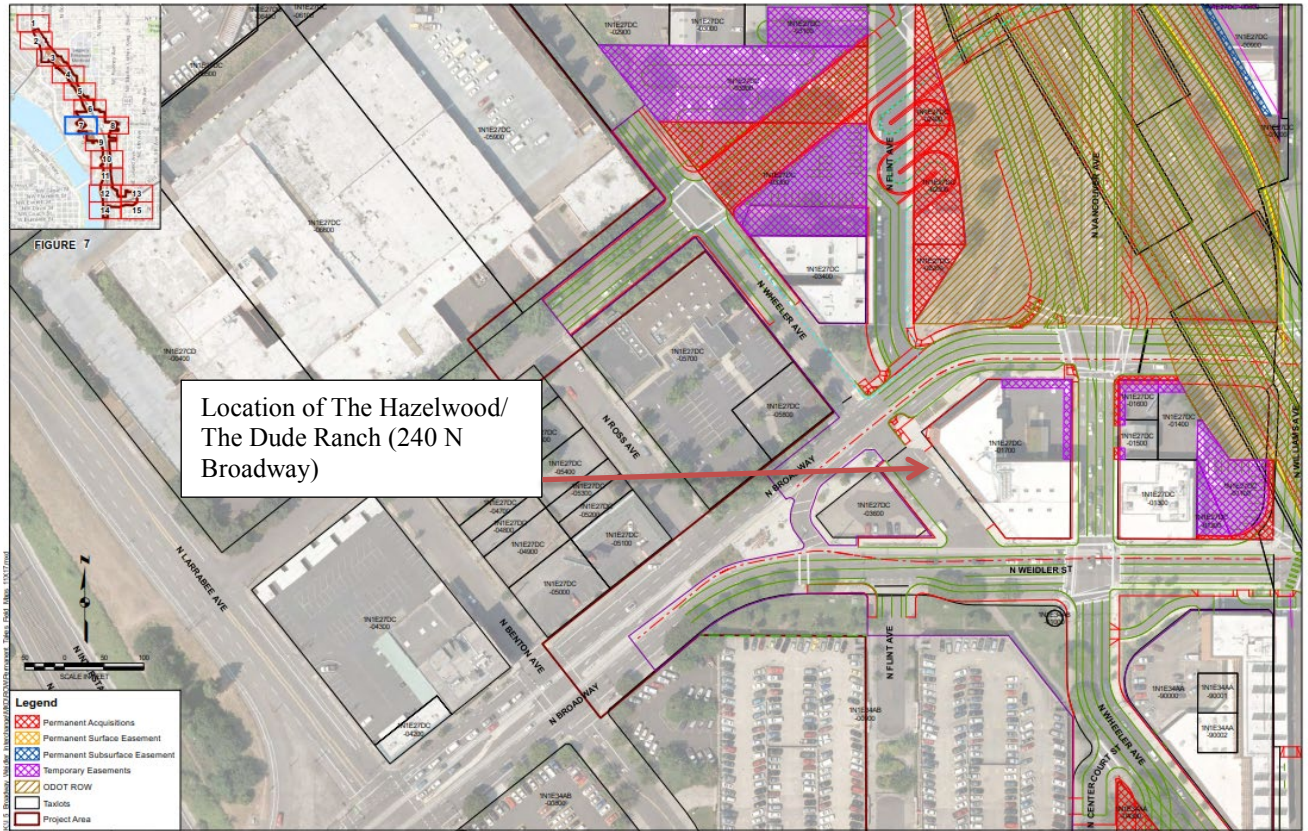




**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: The Hazelwood/The Dude Ranch  |                                   |
| Street Address: 240 N Broadway   | City, County: Portland, Multnomah |

**Figure 3. Project Easements and Acquisitions near The Hazelwood/The Dude Ranch**





**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: The Hazelwood/The Dude Ranch  |                                   |
| Street Address: 240 N Broadway   | City, County: Portland, Multnomah |

**Figure 4. Aerial of Proposed Project (Simulation)**



Location of The Hazelwood/  
The Dude Ranch (240 N  
Broadway)



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: The Hazelwood/The Dude Ranch  |                                   |
| Street Address: 240 N Broadway   | City, County: Portland, Multnomah |

**Evaluation of Effects**

As noted above, the proposed project consists of I-5 Mainline Improvements as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange. Figures 2, 3, and 4 provide an overview of potential project improvements, easements, and acquisitions in the vicinity of the The Hazelwood. The figures show that both temporary and permanent potential impacts to the setting and general environment surrounding the building would occur. Potential permanent impacts consist of sidewalk improvements along N Weidler Street, N Vancouver Avenue, N Broadway and parts of N Wheeler Avenue. Curb extensions would occur along N Broadway within the right-of-way beside the The Hazelwood. Property within the same tax lot but outside of the historic property boundary would be subject to a project-related temporary easement along N Wheeler and N Broadway. Other potential impacts include the acquisition of three tax lots between N Flint Avenue and I-5 to the northeast of the property and the construction of a cul-de-sac on N Flint Avenue to the northeast of the property that would prevent through traffic to the north. Potential temporary effects could include the taking of tax lots to the northwest of the property for the construction of the roadway connecting N Dixon Street and N Hancock Street and improvements to I-5. This may result in a potential increase in construction vehicle traffic. Other improvements such as the proposed Hancock-Dixon Crossing, "lids" modifications, and I-5 ramps would occur within one to two blocks from the historic property and would be minimally visible. None of these changes would adversely affect The Hazelwood as they would not affect the characteristics that make the building eligible for the National Register of Historic Places.

The Project-related, short-term construction impacts to historic properties would be impacts to the vicinity of the resource or indirect impacts such as vibration and noise due to nearby construction activities. Several effect minimization measures will be employed for The Hazelwood. ODOT specifications and best management practices will be followed to help minimize high noise levels during construction (ODOT 2018). If construction-related vibration exceeds certain thresholds within the applicable screening distance, effect avoidance and minimization measures would be recommended. These measures would include pre- and post-construction assessments, on-site monitoring during construction, and stop work authorization (Wilson, Ihrig & Associates, Inc., 2012; Johnson and Hannen 2015). If a resource is affected by vibration, a treatment plan consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties and thus consistent with the requirements of 36 CFR 800.5(b), would be prepared to make the applicable repairs.

While some of these Project features may temporarily and permanently affect the visual setting of The Hazelwood, the existing setting of the building has been altered since its period of significance (1923-1946) as a result of urban renewal projects (such as the Memorial Coliseum) and the construction of I-5 in the 1960s. Noise levels near the building may increase over the period of construction, but they would not be sufficient to diminish the historical integrity of the building as the significance of the building is not linked to a sense of quiet or solitude, but rather as it exists within an urban context and immediately beside a major highway system. Although temporary construction vibration may be present during construction, the effects of these vibrations are not expected to exceed levels that could potentially damage the integrity of materials and workmanship related to The Hazelwood. Effect avoidance and minimization measures related to vibration are recommended. The Project features and construction-related activities, therefore, would not adversely affect the characteristics of The Hazelwood that make the building eligible for the NRHP.

**Coordination and Public Output**

Coordination with the Oregon SHPO is ongoing. Meetings with Section 106 compliance team at SHPO are anticipated to review and provide preliminary input on the project identification efforts and preliminary assessment of potential project effects. In addition to public meetings, ODOT has notified several consulting parties including the Architectural Heritage Center, Oregon Black Pioneers, and others. This section will be updated as consultation is conducted and completed.

**Conclusion**

It is the determination of ODOT and FHWA that the project, which involves improvements to the I-5 and surface street network improvements would result in no adverse effects to the characteristics that make The Hazelwood/The Dude Ranch eligible for the NRHP. A finding of "No Historic Properties Adversely Affected" pursuant to 36 CFR 800.5(d)(1) is therefore appropriate. Consultation with the SHPO remains in progress and the views of the public are being considered during project planning.

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: The Hazelwood/The Dude Ranch  |                                   |
| Street Address: 240 N Broadway   | City, County: Portland, Multnomah |

**Sources**

Johnson, Arne P., and W. Robert Hannen. 2015. "Vibration Limits for Historic Buildings and Art Collections." *APT Bulletin Journal of Preservation Technology*, vol. 46, pp. 2-3.

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URS. 2007. *Portland Streetcar Loop Project Historic Resources Technical Memorandum*. Prepared for City of Portland, Portland Metro, and TriMet. September 25.

Wilson, Ihrig & Associates, Inc., ICF International, and Simpson, Gumpertz & Heger, Inc. 2012. "Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings Adjacent to Transportation Projects." Available: [http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25\(72\)\\_FR.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25(72)_FR.pdf) (accessed April 30, 2018).

**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Serene Court Apartments   |                                   |
| Street Address: 1130 NE 1st Avenue   | City, County: Portland, Multnomah |

|   |   |
|---|---|
| <b>Preliminary Finding of Effect:</b>                           |   |
| <input type="checkbox"/> No Historic Properties Affected        | <input checked="" type="checkbox"/> No Historic Properties Adversely Affected |
| <input type="checkbox"/> Historic Properties Adversely Affected |   |
| <b>State Historic Preservation Office Comments:</b>             |   |
| <input type="checkbox"/> Concur                                 | <input type="checkbox"/> Do Not Concur:                                       |
|   | <input type="checkbox"/> No Historic Properties Affected                      |
|   | <input type="checkbox"/> No Historic Properties Adversely Affected            |
|   | <input type="checkbox"/> Historic Properties Adversely Affected               |
| Signed _____  | Date _____  |
| <b>Comments:</b>  |   |

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

**Introduction**

This statement of finding discusses the effect of the proposed Interstate 5 Rose Quarter Project (Project) on the Serene Court Apartments located in Portland, Oregon. The building was determined eligible for listing on the National Register of Historic Places (NRHP) by the Oregon Department of Transportation/Federal Highway Administration (ODOT/FHWA). This determination received the concurrence of the Oregon State Historic Preservation Office (SHPO).

It is the finding of FHWA, in concurrence with ODOT, that the proposed Project will result in no adverse effects to the characteristics that make the Serene Court Apartments eligible for the NRHP and thus a finding of "no historic properties adversely affected" pursuant to 36 CFR 800.5(d)(1) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

**Project Description**

The I-5 Rose Quarter Improvement Project (Project) is located in Portland, Oregon, along the segment of Interstate 5 (I-5) between Interstate 405 (I-405) to the north (MP 303.2) and Interstate 84 (I-84) to the south (MP 301.5). The Project also includes the interchange of I-5 and Northeast (NE) Broadway and NE Weidler Streets (the Broadway/Weidler interchange) and the surrounding transportation network, from approximately NE Hancock Street to the north, North (N) Benton Street to the west, NE Multnomah Street to the south, and NE Second Avenue to the east. The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, the Broadway/Weidler interchange, and adjacent surface streets in the vicinity of the Broadway/Weidler interchange. In achieving the purpose, the Project also will support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange.

**Identification and Description of the Historic Resource**

The 1912 Serene Court Apartments are located at 1130 NE 1st Avenue on a 0.23-acre rectangular lot in the Lloyd District neighborhood of Portland, Oregon. The urban streetscape includes public sidewalks along NE 1st Avenue, wood utility poles, streetlights, a single metal bike rack, and deciduous trees. The Serene Court Apartments are a four-story, rectangular-shaped, Neo-Classical brick apartment building with an asymmetrical plan, a concrete foundation, a basement, and a flat roof with castellated brick details. The streetside elevations feature, red brick and stucco cladding, a recessed main entrance that is flanked by two sets of two pilasters supporting an entablature, a belt course, single-hung wood windows with masonry lintels and key stones, arched windows with balconets and decorative garlands, and a cornice of decorative modillions.

The building is eligible for the NRHP under Criteria A and C. Under Criterion A, the property is significant in the area of Community Planning and Development as it reflects the city's early expansion to the inner-east side in response to the substantial population increase following the Lewis & Clark Exposition of 1905. The property is also significant under Criterion C as an excellent example of a Neo-Classical apartment building on Portland's inner-east side. The property may also be significant for its association with the MacNaughton & Raymond architectural firm. Accordingly, the period of significance corresponds to the date of construction in 1912.



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Serene Court Apartments   |                                   |
| Street Address: 1130 NE 1st Avenue   | City, County: Portland, Multnomah |

The Serene Court Apartments retains integrity of location, design, materials, workmanship, feeling, and association. Due to the demolition of hundreds of buildings in the surrounding area from its period of construction and the development of I-5, the property features diminished historical integrity in the area of setting. Changes made to the Serene Court Apartments after the date of its construction include the removal of the rooftop garden (date unknown), alterations to the interior materials of the units (c. 1976), the addition of three deciduous trees along NE 1st Avenue (c. 2005), and the addition of the awning over the main entrance (c. 2007). (See Photographs 1 and 2).

**Avoidance Alternatives Considered**

No-Build Alternative

Under the No-Build Alternative, I-5, the Broadway/Weidler interchange, and the local transportation network in the Project Area would remain in its current configuration. No improvements to the connection between I-5 and the local street network in the vicinity of the Broadway/Weidler interchange, including bicycle and pedestrian features, would be constructed under the No-Build Alternative. Operational and safety concerns would persist and worsen as future traffic volumes increased.

The No-Build Alternative includes other transportation projects (including road, bicycle, pedestrian, and transit) in or around the Project Area with separate but dedicated funding identified for their implementation through 2040. There are two planned transportation projects in the vicinity of the Project Area that could affect traffic safety and operations in the Project Area include NE Broadway multi-modal improvements (protected bikeways) and N Williams traffic safety operations (enhanced crossing).

Build Alternative

The final I-5 Broadway/Weidler Plan and recommended design concept, herein referred to as the Build Alternative, were unanimously adopted by the Oregon Transportation Commission and the Portland City Council in 2012. The Build Alternative includes I-5 mainline improvements, as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange (Figure 1).

The proposed I-5 mainline improvements include the construction of auxiliary lanes (also referred to as ramp-to-ramp lanes) and full shoulders between I-84 to the south and I-405 to the north, in both the NB and SB directions. Construction of the I-5 mainline improvements would require the rebuilding of the NE Weidler Street, NE Broadway, N Williams Avenue, and N Vancouver Avenue structures over I-5. With the Build Alternative, the existing NE Weidler Street, NE Broadway, and N Williams Avenue overcrossings would be removed and rebuilt as a single lid structure (also referred to as a highway cover) over I-5. The existing Vancouver structure would be removed and rebuilt as a second lid structure, including a new roadway crossing at N Hancock and N Dixon Streets. The existing N Flint Avenue structure over I-5 would be removed. The I-5 SB on-ramp at Wheeler Street would also be relocated to NE Weidler Street at N Williams Street, via the new NE Weidler Street/NE Broadway/N Williams Avenue highway cover (See Figure 2).

A new bicycle and pedestrian bridge over I-5 would be constructed at NE Clackamas Street, connecting the Lloyd District with the Rose Quarter. Surface street improvements are also proposed, including upgrades to existing bicycle and pedestrian facilities and a new center-median bicycle and pedestrian path on N Williams Avenue between NE Weidler Street and NE Broadway. The Project also includes a water quality treatment facility at the eastern junction of the northbound ramps from the Fremont Bridge leading to I-5.

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Serene Court Apartments   |                                   |
| Street Address: 1130 NE 1st Avenue   | City, County: Portland, Multnomah |

**Photograph 1. The Serene Court Apartments west facade, looking southeast**



**Photograph 2. The Serene Court Apartments south elevation, looking northeast**





**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Serene Court Apartments   |                                   |
| Street Address: 1130 NE 1st Avenue   | City, County: Portland, Multnomah |

**Figure 1. API Map**



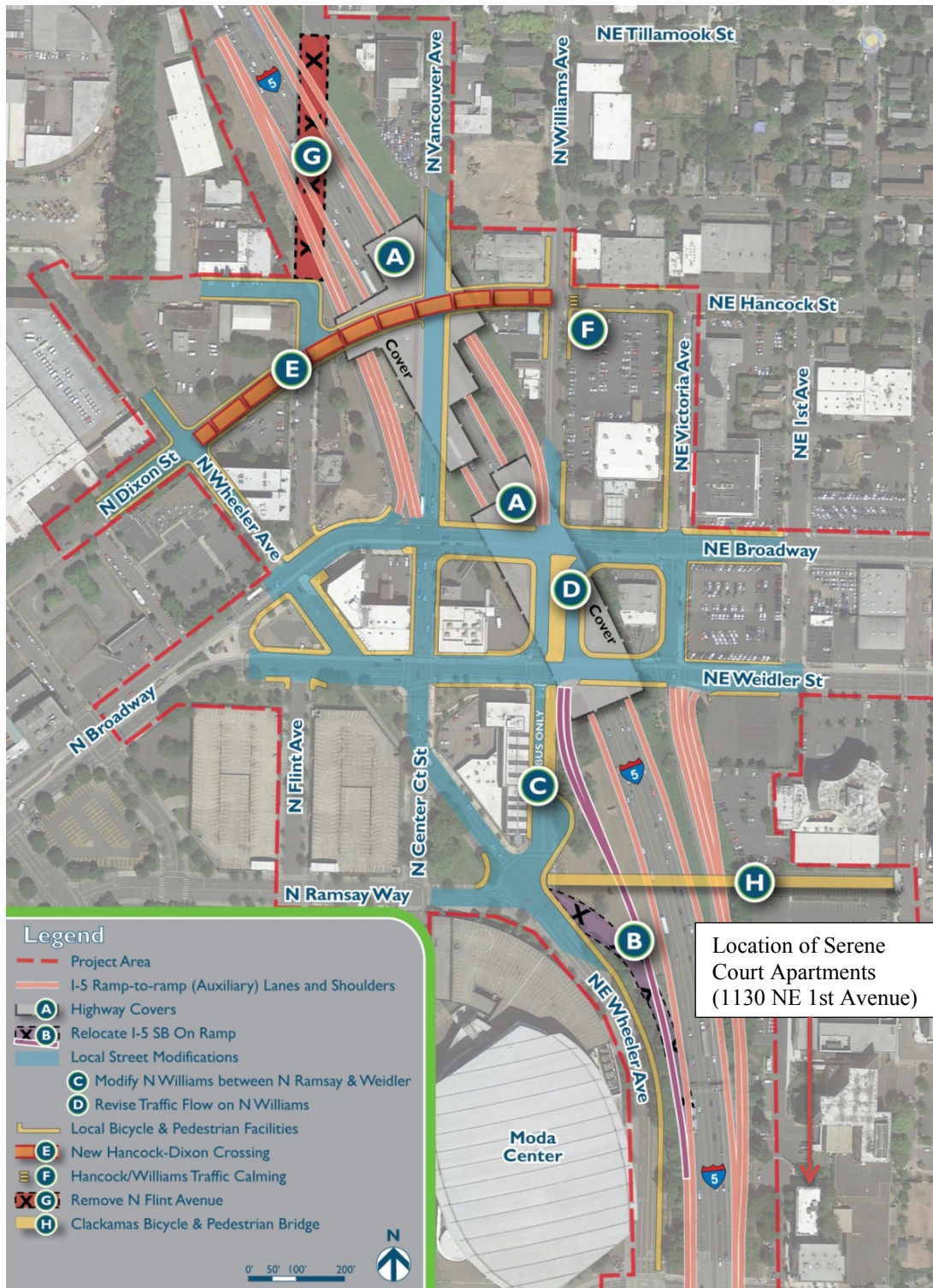
|                                |  |  |
|--------------------------------|--|--|
| <p><b>Project Location</b></p> | <p> Area of Potential Impact (API)</p> <p><small>DATA SOURCES: Sources: Esri, HERE, DeLorme, Intermap, Inetmap, P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community</small></p> | <p align="center"><b>I-5 ROSE QUARTER<br/>IMPROVEMENT PROJECT<br/>AREA OF POTENTIAL IMPACT<br/>FOR HISTORICAL RESOURCES</b></p> <p align="center"></p> <p align="center">0 500 1,000 1,500 Feet </p> |
|--------------------------------|--|--|



**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Serene Court Apartments   |                                   |
| Street Address: 1130 NE 1st Avenue   | City, County: Portland, Multnomah |

**Figure 2. Broadway/Weidler Interchange Area Improvements**

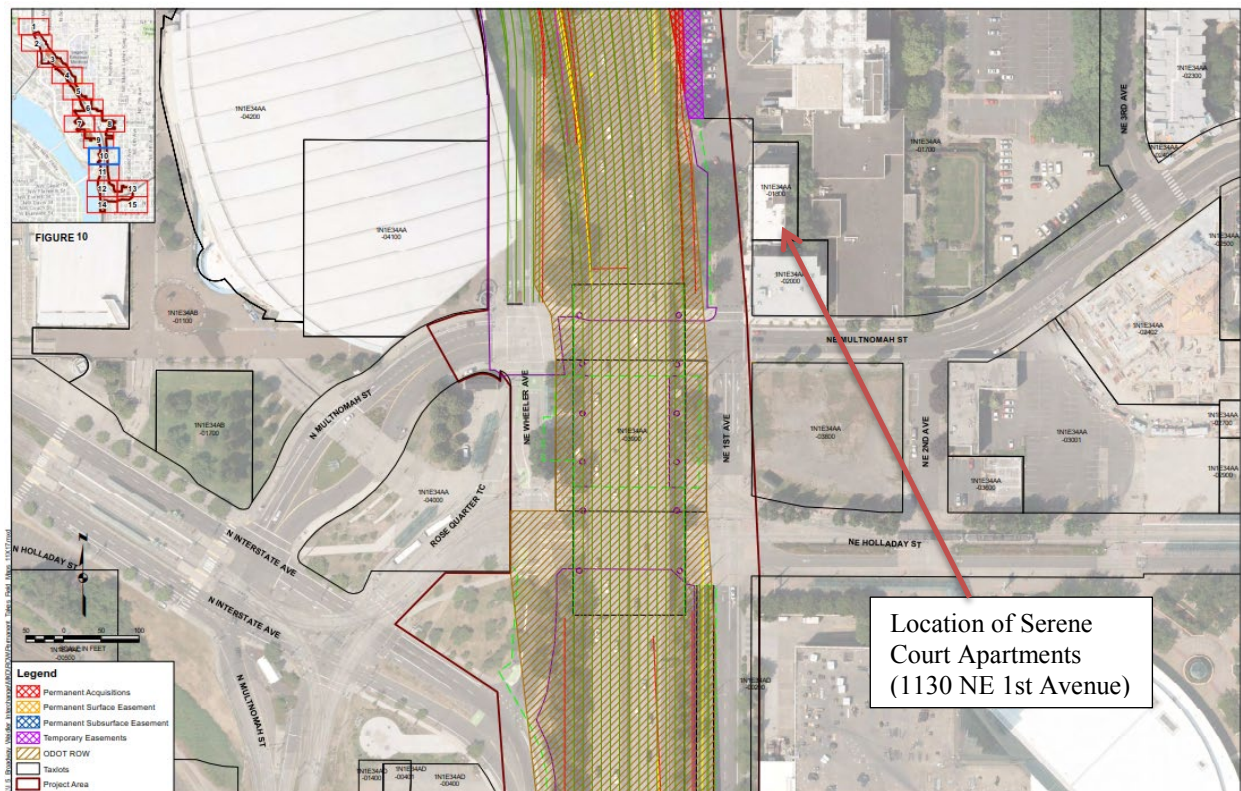




**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Serene Court Apartments   |                                   |
| Street Address: 1130 NE 1st Avenue   | City, County: Portland, Multnomah |

**Figure 3. Project Easements and Acquisitions near the Serene Court Apartments**



**Evaluation of Effects**

As noted above, the proposed project consists of I-5 Mainline Improvements as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange. Figure 3 provides an overview of potential project improvements, easements, and acquisitions in the vicinity of the Serene Court Apartments. The figure shows that minimal changes to the setting and general environment surrounding the building would occur. Proposed modifications to I-5 would occur to the west of the building. These changes would have a minimal visual impact from the resource. All other improvements conducted further north and south would be minimally visible if at all evident to a viewer. There is some potential that the Clackamas Bicycle and Pedestrian Crossing would be visible, but this would not affect the characteristics that make the Serene Court Apartments eligible for the NRHP as the building exists in a dynamic urban setting that has been altered since its period of significance (1912).

The Project-related construction impacts to historic properties would be impacts to the vicinity of the resource or indirect impacts and include noise and vibration due to nearby construction activities, increased truck traffic, traffic congestion and changes to access, increased dust, and short-term visual changes due to construction equipment, staging areas, material storage, etc.

Short-term noise levels for construction activities are expected to range from approximately 70 to 100 A-weighted decibels (dBA). In addition, the Build Alternative could require temporary construction easements along the property lines of some historic properties located adjacent to areas of construction, but none have been identified to date. Short-term vibration from construction activities would also potentially occur.

Long-term operational indirect impacts to the Serene Court Apartments would include visual, atmospheric, or audible impacts or alterations. A noise analysis performed for the property immediately to the south reveals that the apartments would be considered a sensitive receptor and likely experience similar effects. The analysis reveals that increases in operations-related noise generated by traffic would generate a barely perceptible increase in noise (from a range of 73-75 dBA under existing

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
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**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Serene Court Apartments   |                                   |
| Street Address: 1130 NE 1st Avenue   | City, County: Portland, Multnomah |

conditions to a range of 75-76 dBA under the Build Alternative; none of the receptors would experience a noise difference of greater than +2 dBA). The proposed condition would exceed the ODOT Noise Abatement Approach Criteria (NAAC) of 65 dBA. An additional analysis determined that noise reduction measures would not be feasible as they would not result in substantive reductions in noise levels (ODOT 2018).

Several effect minimization measures will be employed for the Serene Court Apartments. ODOT specifications and best management practices will be followed to help minimize high noise levels during construction (ODOT 2018). If construction-related vibration exceeds certain thresholds within the applicable screening distance, effect avoidance and minimization measures would be recommended. These measures would include pre- and post-construction assessments, on-site monitoring during construction, and stop work authorization (Wilson, Ihrig & Associates, Inc., 2012; Johnson and Hannen 2015). If a resource is affected by vibration, a treatment plan consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties and thus consistent with the requirements of 36 CFR 800.5(b), would be prepared to make the applicable repairs.

While some of these Project features may temporarily and permanently affect the audible and visual setting of the Serene Court Apartments, the existing setting of the building has been altered since its period of significance (1912) as a result of urban renewal projects (such as the Memorial Coliseum) and the construction of I-5 in the 1960s. Noise levels near the building may increase over the period of construction, but they would not be sufficient to diminish the historical integrity of the building as the significance of the building is not linked to a sense of quiet or solitude, but rather as it exists within an urban context and immediately beside a major highway system. Although temporary construction vibration may be present during construction, the effects these vibrations are not expected to exceed levels that could potentially damage the integrity of materials and workmanship related to the Serene Court Apartments. The Project features and construction-related activities, therefore, would not substantively affect the characteristics of the Serene Court Apartments that make the building eligible for the NRHP.

### Coordination and Public Output

Coordination with the Oregon SHPO is ongoing. Meetings with Section 106 compliance team at SHPO are anticipated to review and provide preliminary input on the project identification efforts and preliminary assessment of potential project effects. In addition to public meetings, ODOT has notified several consulting parties including the Architectural Heritage Center, Oregon Black Pioneers, and others. This section will be updated as consultation is conducted and completed.

### Conclusion

It is the determination of ODOT and FHWA that the project, which involves improvements to the Interstate 5 and surface street network improvements would result in no adverse effects to the characteristics that make the Serene Court Apartments eligible for the NRHP. A finding of "no historic properties adversely affected" pursuant to 36 CFR 800.5(d)(1) is therefore appropriate. Consultation with the SHPO remains in progress and the views of the public are being considered during project planning.

### Sources

Johnson, Arne P., and W. Robert Hannen. 2015. "Vibration Limits for Historic Buildings and Art Collections." *APT Bulletin Journal of Preservation Technology*, vol. 46, pp. 2-3.

ODOT. 2018. Draft Noise Study Technical Memorandum I-5 Rose Quarter Improvement Project. April 3.

Wilson, Ihrig & Associates, Inc., ICF International, and Simpson, Gumpertz & Heger, Inc. 2012. "Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings Adjacent to Transportation Projects." Available: [http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25\(72\)\\_FR.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25(72)_FR.pdf) (accessed April 30, 2018).



**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Mount Olivet Baptist Church   |                                   |
| Street Address: 1734 NE 1 <sup>st</sup> Avenue   | City, County: Portland, Multnomah |

|   |            |
|---|------------|
| <b>Preliminary Finding of Effect:</b>   |            |
| <input type="checkbox"/> No Historic Properties Affected <input checked="" type="checkbox"/> No Historic Properties Adversely Affected <input type="checkbox"/> Historic Properties Adversely Affected  |            |
| <b>State Historic Preservation Office Comments:</b>   |            |
| <input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> No Historic Properties Affected<br><input type="checkbox"/> No Historic Properties Adversely Affected<br><input type="checkbox"/> Historic Properties Adversely Affected |            |
| Signed _____  | Date _____ |
| <b>Comments:</b>  |            |

**Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.**

**Introduction**

This statement of finding discusses the effect of the proposed Interstate 5 Rose Quarter Project (Project) on the Mount Olivet Baptist Church located in Portland, Oregon. The building was determined eligible for listing on the National Register of Historic Places (NRHP) by the Oregon Department of Transportation/Federal Highway Administration (ODOT/FHWA). This determination received the concurrence of the Oregon State Historic Preservation Office (SHPO).

It is the finding of FHWA, in concurrence with ODOT, that the proposed Project will result in no adverse effects to the characteristics that make the Mount Olivet Baptist Church eligible for the NRHP and thus a finding of No Historic Properties Adversely Affected pursuant to 36 CFR 800.5(d)(1) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

**Project Description**

The I-5 Rose Quarter Improvement Project (Project) is located in Portland, Oregon, along the segment of Interstate 5 (I-5) between Interstate 405 (I-405) to the north (MP 303.2) and Interstate 84 (I-84) to the south (MP 301.5). The Project also includes the interchange of I-5 and Northeast (NE) Broadway and NE Weidler Streets (the Broadway/Weidler interchange) and the surrounding transportation network, from approximately NE Hancock Street to the north, North (N) Benton Street to the west, NE Multnomah Street to the south, and NE Second Avenue to the east. The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, the Broadway/Weidler interchange, and adjacent surface streets in the vicinity of the Broadway/Weidler interchange. In achieving the purpose, the Project also will support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange.

**Identification and Description of the Historic Resource**

The 1923 Mount Olivet Baptist Church is located at the southeast corner of the NE 1st Avenue and NE Schuyler Street intersection on a 0.17 acre rectangular shaped parcel in the Albina District of Portland, Oregon. The streetscape includes public sidewalks on NE 1st Avenue, NE Schuyler Street, and NE 2nd Avenue (to the east) with young street trees, grass medians, street signs and wooden utility poles. The T-shaped one-and-a-half-story building features a steep pitched intersecting gable roof with a slight parapet, and exhibits architectural features of the Late Gothic Revival style. A square opening crenulated bell tower protrudes through the roof in the northwest corner of the building. The main body of the building is constructed with gray brick with ornamentation with white brick. The streetside elevations feature ornamentation with white brick quoining, Romanesque style arches, a soldier row brick belt course, wood sash paired and single Gothic style arched stained glass windows, and one-over-one, wood sash windows.

The property is recommended as eligible under National Register Criteria A and C. Under Criterion A, the church contributed to the local Social History and has important associations with Ethnic Heritage/Black events for influencing the greater African-American community in Portland through its promotion of improved social conditions in the Great Depression, Post WWII and Civil Rights eras. Under Criterion C the church is a noteworthy example of a potential pattern book-designed, Late Gothic Revival style, African-American church. The building is significant at the local level and retains a period of significance of 1923-

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
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**Continuation Sheet**

|   |                                   |
|---|-----------------------------------|
| Agency/Project: ODOT/I5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Mount Olivet Baptist Church  |                                   |
| Street Address: 1734 NE 1 <sup>st</sup> Avenue  | City, County: Portland, Multnomah |

68. This time corresponds to a period when the building was constructed up to a date commonly associated with the height of the Civil Right Movement in Portland. As the church acquires its significance for its architectural and historical importance, it would meet the requirements under Criterion Consideration A.

The Mount Olivet Baptist Church retains integrity of location, design, materials, workmanship, feeling, and association due to its retention of location, and use of materials and construction techniques common to its build date, and original function. However, it has lost integrity in setting due to the demolition of hundreds of buildings in the immediate and surrounding era from its period of construction. Additions to the building include the construction of an ADA wood ramp along the western elevation, a wood staircase and landing on the southern elevation, a detached wood shed on the southern grounds, and the installation of a wood fence along the southern perimeter. Other changes include the shuttering of the lantern section opening on the bell tower and the installation of clear protective storm windows/anti-vandalism glass and metal bars over basement windows and doors. There appears to have been one infilled doorway, on the west end gable. (See Photographs 1 and 2).

**Avoidance Alternatives Considered**

No-Build Alternative

Under the No-Build Alternative, I-5, the Broadway/Weidler interchange, and the local transportation network in the Project Area would remain in its current configuration. No improvements to the connection between I-5 and the local street network in the vicinity of the Broadway/Weidler interchange, including bicycle and pedestrian features, would be constructed under the No-Build Alternative. Operational and safety concerns would persist and worsen as future traffic volumes increased.

The No-Build Alternative includes other transportation projects (including road, bicycle, pedestrian, and transit) in or around the Project Area with separate but dedicated funding identified for their implementation through 2040. There are two planned transportation projects in the vicinity of the Project Area that could affect traffic safety and operations in the Project Area include NE Broadway multi-modal improvements (protected bikeways) and N Williams traffic safety operations (enhanced crossing).

Build Alternative

The final I-5 Broadway/Weidler Plan and recommended design concept, herein referred to as the Build Alternative, were unanimously adopted by the Oregon Transportation Commission and the Portland City Council in 2012. The Build Alternative includes I-5 mainline improvements, as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange (Figure 1).

The proposed I-5 mainline improvements include the construction of auxiliary lanes (also referred to as ramp-to-ramp lanes) and full shoulders between I-84 to the south and I-405 to the north, in both the NB and SB directions. Construction of the I-5 mainline improvements would require the rebuilding of the NE Weidler Street, NE Broadway, N Williams Avenue, and N Vancouver Avenue structures over I-5. With the Build Alternative, the existing NE Weidler Street, NE Broadway, and N Williams Avenue overcrossings would be removed and rebuilt as a single lid structure (also referred to as a highway cover) over I-5. The existing Vancouver structure would be removed and rebuilt as a second lid structure, including a new roadway crossing at N Hancock and N Dixon Streets. The existing N Flint Avenue structure over I-5 would be removed. The I-5 SB on-ramp at Wheeler Street would also be relocated to NE Weidler Street at N Williams Street, via the new NE Weidler Street/NE Broadway/N Williams Avenue highway cover (See Figures 2, 3, and 4).

A new bicycle and pedestrian bridge over I-5 would be constructed at NE Clackamas Street, connecting the Lloyd District with the Rose Quarter. Surface street improvements are also proposed, including upgrades to existing bicycle and pedestrian facilities and a new center-median bicycle and pedestrian path on N Williams Avenue between NE Weidler Street and NE Broadway. The Project also includes a water quality treatment facility at the eastern junction of the northbound ramps from the Fremont Bridge leading to I-5.

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
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Continuation Sheet

|   |                                   |
|---|-----------------------------------|
| Agency/Project: ODOT/I5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
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**Photograph 1. Mount Olivet Baptist Church west facade, looking southeast**



**Photograph 2. Mount Olivet Baptist Church, looking southwest towards Interstate 5 Interchange**





**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
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|   |                                   |
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| Agency/Project: ODOT/I5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Mount Olivet Baptist Church  |                                   |
| Street Address: 1734 NE 1st Avenue  | City, County: Portland, Multnomah |

**Figure 1. API Map**



Location of Mount  
Olivet Baptist Church  
(1734 NE 1st Avenue)

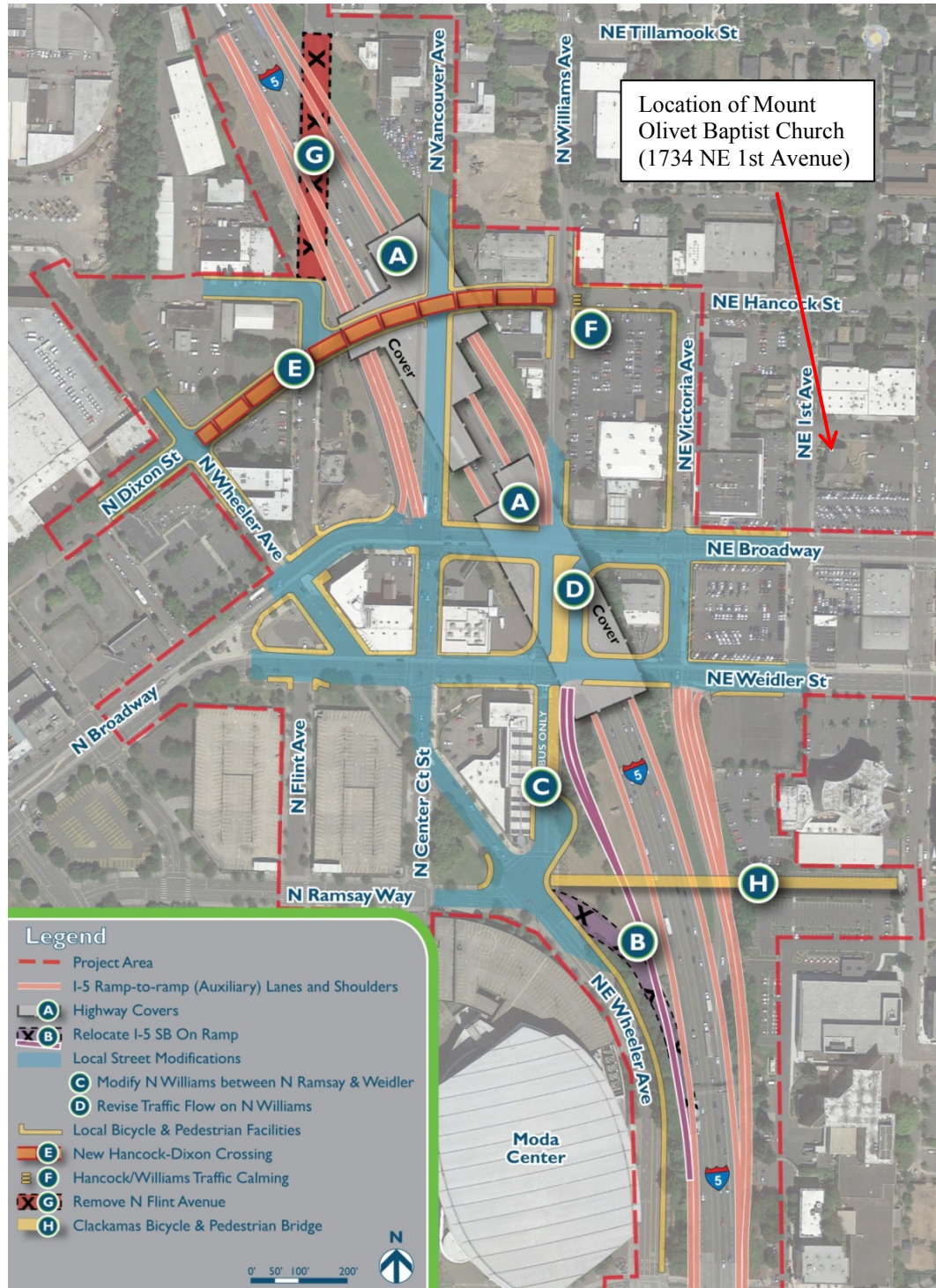
|                                |  |   |
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| <p><b>Project Location</b></p> | <p> Area of Potential Impact (API)</p> <p><small>DATA SOURCES: Sources: Esri, HERE, DeLorme, Intermap, Inetmap, P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community</small></p> | <p align="center"><b>I-5 ROSE QUARTER<br/>IMPROVEMENT PROJECT<br/>AREA OF POTENTIAL IMPACT<br/>FOR HISTORICAL RESOURCES</b></p> <p align="center">ROUTE 5</p> <p align="center">ODOT</p> <p align="center">0 500 1,000 1,500 Feet</p> |
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**OREGON INVENTORY OF HISTORIC PROPERTIES**  
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 Continuation Sheet

|                 |   |               |                     |
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| Agency/Project: | ODOT/I5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |               |                     |
| Property Name:  | Mount Olivet Baptist Church   |               |                     |
| Street Address: | 1734 NE 1 <sup>st</sup> Avenue  | City, County: | Portland, Multnomah |

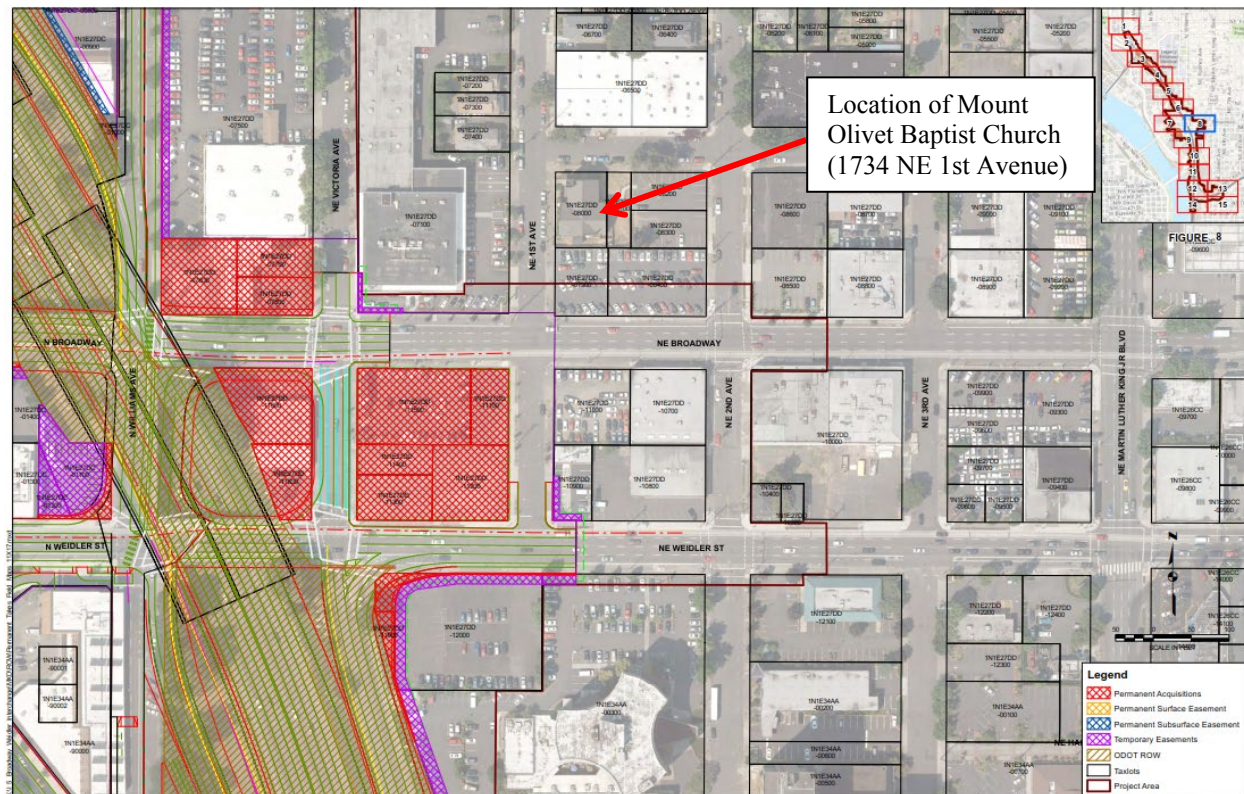
**Figure 2. Broadway/Weidler Interchange Area Improvements**



**OREGON INVENTORY OF HISTORIC PROPERTIES  
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|   |                                   |
|---|-----------------------------------|
| Agency/Project: ODOT/I5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Mount Olivet Baptist Church  |                                   |
| Street Address: 1734 NE 1 <sup>st</sup> Avenue  | City, County: Portland, Multnomah |

**Figure 3. Project Acquisitions and Easements near the Mount Olivet Baptist Church**

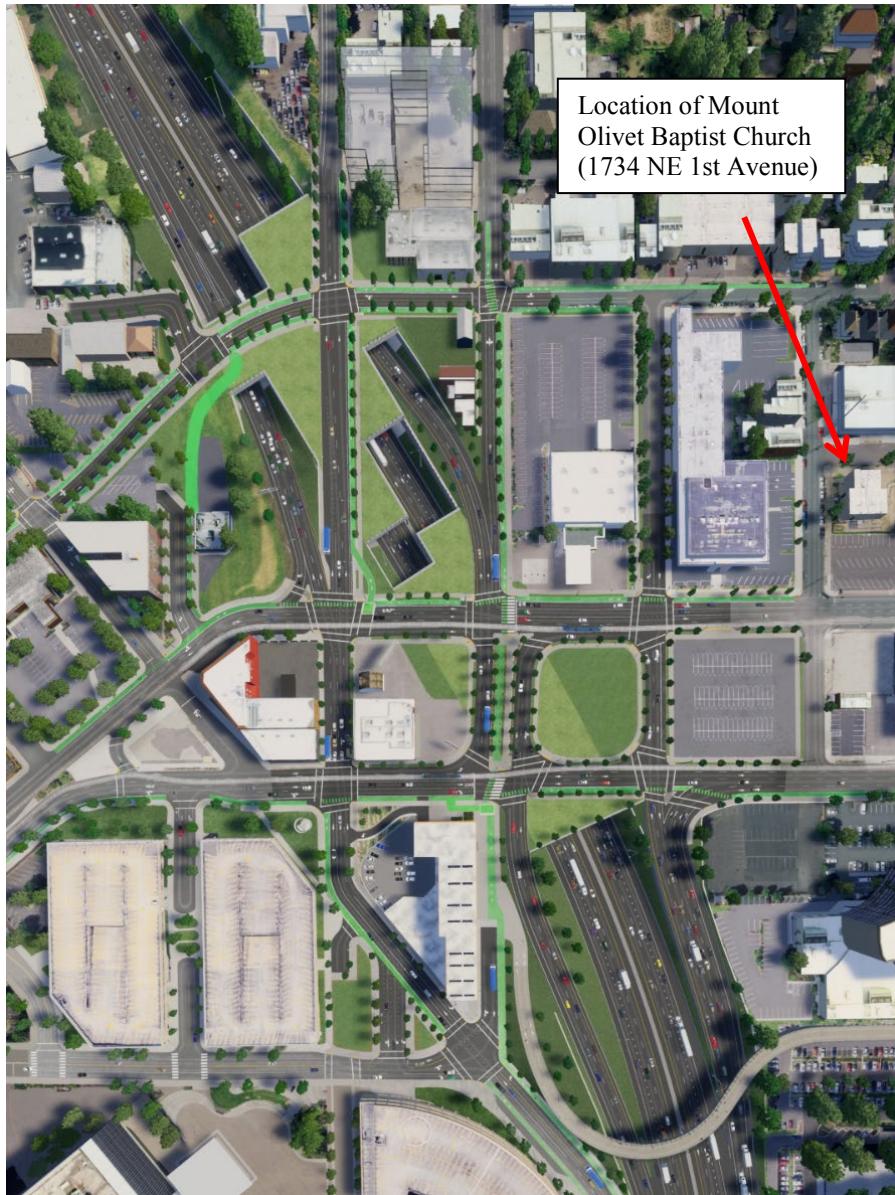




**OREGON INVENTORY OF HISTORIC PROPERTIES**  
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| Agency/Project: | ODOT/I5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |               |                     |
| Property Name:  | Mount Olivet Baptist Church   |               |                     |
| Street Address: | 1734 NE 1 <sup>st</sup> Avenue  | City, County: | Portland, Multnomah |

**Figure 4. Aerial of Proposed Project (Simulation)**



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
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|   |                                   |
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| Agency/Project: ODOT/I5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Mount Olivet Baptist Church  |                                   |
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**Evaluation of Effects**

As noted above, the proposed project consists of I-5 Mainline Improvements as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange. Figures 2, 3 and 4 provide an overview of potential project improvements in the vicinity of the Mount Olivet Baptist Church. Figure 3 also shows potential project acquisitions and easements near the resource. The figures show that minimal changes to the setting and general environment surrounding the building would occur. Potential sidewalk improvements may occur to the corner of NE Broadway and N Victoria Avenue, but these changes would not affect the Mount Olivet Baptist Church. Other improvements such as the proposed “lids” and modifications and I-5 ramps would occur within one to two blocks from the historic property and would be minimally visible. The block to the southwest of the building (currently a surface parking lot) could be used for temporary materials and equipment storage and staging for the duration of construction and thus may experience a potential increase in construction vehicle traffic.

The Project-related construction impacts to historic properties would be impacts to the vicinity or indirect impacts and include noise and vibration due to nearby construction activities, increased truck traffic, traffic congestion and changes to access, increased dust, and short-term visual changes due to construction equipment, staging areas, material storage, etc.

Short-term noise levels for construction activities are expected to range from approximately 70 to 100 A-weighted decibels (dBA). In addition, the Build Alternative could require temporary construction easements along the property lines of some historic properties located adjacent to areas of construction, but none have been identified to date. Short-term vibration from construction activities would also potentially occur.

Long-term operational indirect impacts to the Mount Olivet Baptist Church would include visual, atmospheric, or audible impacts or alterations. A noise analysis performed reveals that the church would be considered a sensitive receptor, but the increases in operations-related noise generated by traffic would not generate an increase in noise (from 62 dBA to 62 DBA; no noise difference). Even with the proposed noise increase, the condition would **not** exceed the ODOT Noise Abatement Approach Criteria (NAAC) of 65 dBA that would otherwise require an analysis to determine whether noise reduction measures are feasible (ODOT 2018).

Several effect minimization measures will be employed for the Mount Olivet Baptist Church. ODOT specifications and best management practices will be followed to help minimize high noise levels during construction (ODOT 2018). If construction-related vibration exceeds certain thresholds within the applicable screening distance, effect avoidance and minimization measures would be recommended. These measures would include pre- and post-construction assessments, on-site monitoring during construction, and stop work authorization (Wilson, Ihrig & Associates, Inc., 2012; Johnson and Hannen 2015). If a resource is affected by vibration, a treatment plan consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties and thus consistent with the requirements of 36 CFR 800.5(b), would be prepared to make the applicable repairs.

While some of these Project features may temporarily and permanently affect the audible and visual setting of the Mount Olivet Baptist Church, the existing setting of the building has been altered since its period of significance (1923 -1968) as a result of urban renewal projects (such as the Memorial Coliseum) and the construction of I-5 in the 1960s. Noise levels near the building may increase over the period of construction, but they would not be sufficient to diminish the historical integrity of the building as the significance of the building is not linked a sense of quiet or solitude but rather as it exists within an urban context and immediately beside a major arterial that includes a streetcar route. Although temporary construction vibration may be present during construction, the effect minimization measures will be employed to minimize the potential for vibration to exceed levels that could potentially damage the integrity of materials and workmanship related to the Mount Olivet Baptist Church. The Project features and construction-related activities, therefore, would not substantively affect the characteristics of the Mount Olivet Baptist Church that make the building eligible for the NRHP.

**Coordination and Public Involvement**

Coordination with the Oregon SHPO is ongoing. Meetings with Section 106 compliance team at SHPO are anticipated to review and provide preliminary input on the project identification efforts and preliminary assessment of potential project effects.

In addition to public meetings, ODOT has notified several consulting parties including the Architectural Heritage Center, Oregon Black Pioneers, and others. This section will be updated as consultation is conducted and completed.

**Conclusion**

It is the determination of ODOT and FHWA that the project, which involves improvements to the Interstate 5 and surface street network improvements would result in no adverse effects to the characteristics that make the Mount Olivet Baptist Church eligible for the NRHP. A finding of No Historic Properties Adversely Affected pursuant to 36 CFR 800.5(d)(1) is therefore

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
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|   |                                   |
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appropriate. Consultation with the SHPO remains in progress and the views of the public are being considered during project planning.

**Sources**

Johnson, Arne P., and W. Robert Hannen. 2015. "Vibration Limits for Historic Buildings and Art Collections." *APT Bulletin Journal of Preservation Technology*, vol. 46, pp. 2-3.

ODOT. 2018. Draft Noise Study Technical Memorandum I-5 Rose Quarter Improvement Project. April 3.

Wilson, Ihrig & Associates, Inc., ICF International, and Simpson, Gumpertz & Heger, Inc. 2012. "Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings Adjacent to Transportation Projects." Available: [http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25\(72\)\\_FR.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25(72)_FR.pdf) (accessed April 30, 2018).



**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Charles E. and Emma E. Holzer House   |                                   |
| Street Address: 2027 N Williams Avenue   | City, County: Portland, Multnomah |

|   |  |
|---|--|
| <b>Preliminary Finding of Effect:</b>                               |  |
| <input checked="" type="checkbox"/> No Historic Properties Affected | <input type="checkbox"/> No Historic Properties Adversely Affected |
| <input type="checkbox"/> Historic Properties Adversely Affected     |  |
| <b>State Historic Preservation Office Comments:</b>                 |  |
| <input type="checkbox"/> Concur                                     | <input type="checkbox"/> Do Not Concur:                            |
|   | <input type="checkbox"/> No Historic Properties Affected           |
|   | <input type="checkbox"/> No Historic Properties Adversely Affected |
|   | <input type="checkbox"/> Historic Properties Adversely Affected    |
| Signed _____  | Date _____   |
| <b>Comments:</b>  |  |

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

**Introduction**

This statement of finding discusses the effect of the proposed Interstate 5 Rose Quarter Project (Project) on the Charles E. and Emma E. Holzer House located in Portland, Oregon. The building was determined eligible for listing on the National Register of Historic Places (NRHP) by the Oregon Department of Transportation/Federal Highway Administration (ODOT/FHWA). This determination received the concurrence of the Oregon State Historic Preservation Office (SHPO). It is the finding of FHWA, in concurrence with ODOT, that the proposed Project will result in no effects to the characteristics that make the Charles E. and Emma E. Holzer House eligible for the NRHP and thus a finding of “no historic properties affected” pursuant to 36 CFR 800.4(d) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

**Project Description**

The I-5 Rose Quarter Improvement Project (Project) is located in Portland, Oregon, along the segment of Interstate 5 (I-5) between Interstate 405 (I-405) to the north (MP 303.2) and Interstate 84 (I-84) to the south (MP 301.5). The Project also includes the interchange of I-5 and Northeast (NE) Broadway and NE Weidler Streets (the Broadway/Weidler interchange) and the surrounding transportation network, from approximately NE Hancock Street to the north, North (N) Benton Street to the west, NE Multnomah Street to the south, and NE Second Avenue to the east. The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, the Broadway/Weidler interchange, and adjacent surface streets in the vicinity of the Broadway/Weidler interchange. In achieving the purpose, the Project also will support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange.

**Identification and Description of the Historic Resource**

The 1906 Charles E. and Emma E. Holzer House is located at 2027 N Williams Avenue on a rectangular lot in the Eliot neighborhood of Portland, Oregon. The urban streetscape includes public sidewalks, a single bike lane on the west side of N Williams Avenue, deciduous trees, and utility poles. The Charles E. and Emma E. Holzer House is a rectangular shaped 2 ½ story building with architectural features representative of the Colonial Revival-style applied to a Bungalow house form type. These features include the side gable roof, ornamental brackets, symmetrical design elements, and a recessed front porch with Ionic columns, carved capitals, and a frieze of plaster garlands. Streetside elevations also include cladding with horizontal wood boards and wood shingles, corner boards, returning eaves, a bellcast gable roof on the front facing dormer with bargeboards, double-hung wood windows, a leaded stained glass window, and an oval-shaped wooden bullseye window with decorative trim work at the attic level.

The building is eligible for the NRHP under Criterion C as an excellent example of the Colonial Revival style as applied to a Bungalow form type prominent at the time of construction within the Eliot neighborhood. The building is significant at the local level and retains a period of significance that corresponds to the date of construction in 1906.

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
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| Street Address: 2027 N Williams Avenue   | City, County: Portland, Multnomah |

The Charles E. and Emma E. Holzer House retains integrity of location, design, materials, workmanship, association, and feeling due to its retention of location and use of materials and building techniques specific to its construction date. However, it has lost integrity in setting due to the demolition of numerous buildings in the surrounding era from its period of construction. Changes that have been made include replacement wood shingle siding, new wood skirting under the porch, the construction of a storm entrance on the south elevation, and the addition of the rear staircase and porches (dates unknown). Landscaping has changed with the addition and removal of shrubbery and trees along the south, east, and north elevations since circa 1981. A single car garage was constructed circa 1950 and removed prior to 1995. (See Photographs 1 and 2).

**Avoidance Alternatives Considered**

No-Build Alternative

Under the No-Build Alternative, I-5, the Broadway/Weidler interchange, and the local transportation network in the Project Area would remain in its current configuration. No improvements to the connection between I-5 and the local street network in the vicinity of the Broadway/Weidler interchange, including bicycle and pedestrian features, would be constructed under the No-Build Alternative. Operational and safety concerns would persist and worsen as future traffic volumes increased.

The No-Build Alternative includes other transportation projects (including road, bicycle, pedestrian, and transit) in or around the Project Area with separate but dedicated funding identified for their implementation through 2040. There are two planned transportation projects in the vicinity of the Project Area that could affect traffic safety and operations in the Project Area include NE Broadway multi-modal improvements (protected bikeways) and N Williams traffic safety operations (enhanced crossing).

Build Alternative

The final I-5 Broadway/Weidler Plan and recommended design concept, herein referred to as the Build Alternative, were unanimously adopted by the Oregon Transportation Commission and the Portland City Council in 2012. The Build Alternative includes I-5 mainline improvements, as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange (Figure 1).

The proposed I-5 mainline improvements include the construction of auxiliary lanes (also referred to as ramp-to-ramp lanes) and full shoulders between I-84 to the south and I-405 to the north, in both the NB and SB directions. Construction of the I-5 mainline improvements would require the rebuilding of the NE Weidler Street, NE Broadway, N Williams Avenue, and N Vancouver Avenue structures over I-5. With the Build Alternative, the existing NE Weidler Street, NE Broadway, and N Williams Avenue overcrossings would be removed and rebuilt as a single lid structure (also referred to as a highway cover) over I-5. The existing Vancouver structure would be removed and rebuilt as a second lid structure, including a new roadway crossing at N Hancock and N Dixon Streets. The existing N Flint Avenue structure over I-5 would be removed. The I-5 SB on-ramp at Wheeler Street would also be relocated to NE Weidler Street at N Williams Street, via the new NE Weidler Street/NE Broadway/N Williams Avenue highway cover (See Figure 2).

A new bicycle and pedestrian bridge over I-5 would be constructed at NE Clackamas Street, connecting the Lloyd District with the Rose Quarter. Surface street improvements are also proposed, including upgrades to existing bicycle and pedestrian facilities and a new center-median bicycle and pedestrian path on N Williams Avenue between NE Weidler Street and NE Broadway. The Project also includes a water quality treatment facility at the eastern junction of the northbound ramps from the Fremont Bridge leading to I-5.

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| Property Name: Charles E. and Emma E. Holzer House   |                                   |
| Street Address: 2027 N Williams Avenue   | City, County: Portland, Multnomah |

**Photograph 1. The Charles E. and Emma E. Holzer House east facade, looking northwest**



**Photograph 2. The Charles E. and Emma E. Holzer House east facade, looking southwest**

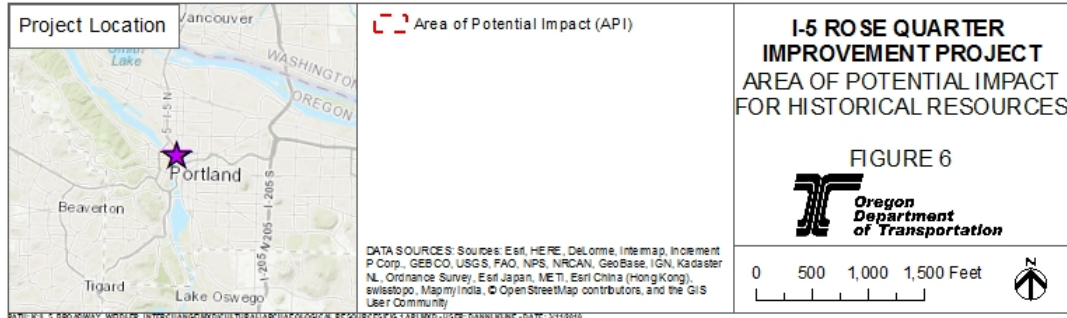




**OREGON INVENTORY OF HISTORIC PROPERTIES  
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| Property Name: Charles E. and Emma E. Holzer House   |                                   |
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**Figure 1. API Map**

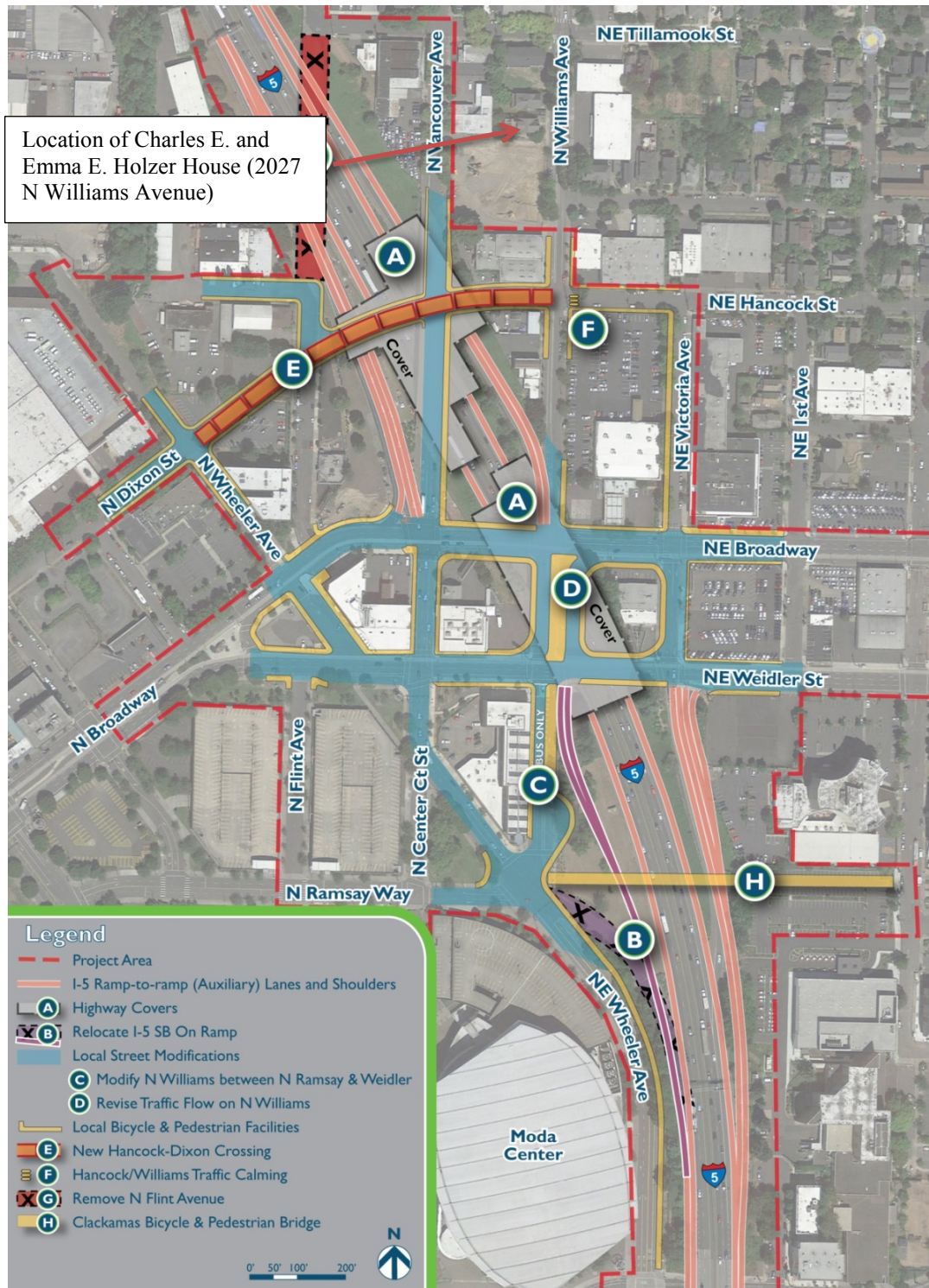




**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
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| Property Name: Charles E. and Emma E. Holzer House   |                                   |
| Street Address: 2027 N Williams Avenue   | City, County: Portland, Multnomah |

**Figure 2. Broadway/Weidler Interchange Area Improvements**

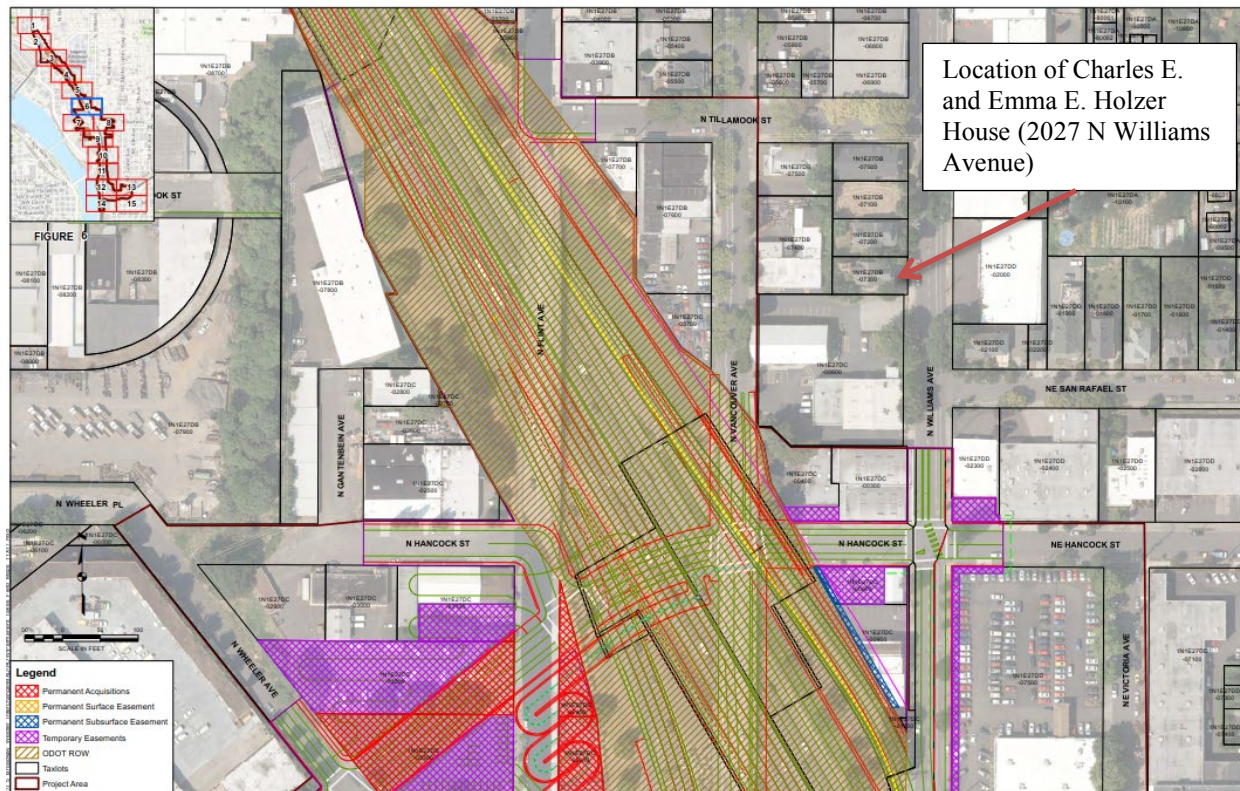




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| Property Name: Charles E. and Emma E. Holzer House   |                                   |
| Street Address: 2027 N Williams Avenue   | City, County: Portland, Multnomah |

**Figure 3. Project Acquisitions and Easements near the Charles E. and Emma E. Holzer House**



**Evaluation of Effects**

As noted above, the proposed project consists of I-5 Mainline Improvements as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange. Figure 3 provides an overview of potential project easements, acquisitions, and improvements in the vicinity of the Charles E. and Emma E. Holzer House. The figure shows that minimal changes to the setting and general environment surrounding the building would occur. Potential sidewalk improvements may occur to the corner of N Hancock Street and N Williams Avenue, but these changes would not affect the Charles E. and Emma E. Holzer House. Other improvements such as the proposed Hancock-Dixon Crossing, "lids", modifications and I-5 ramps would occur within one to two blocks from the historic property and would be minimally visible.

Short-term noise levels for construction activities are expected to range from approximately 70 to 100 A-weighted decibels (dBA). ODOT specifications and best management practices will be followed to help minimize high noise levels during construction (ODOT 2018). Long-term operational indirect impacts to the Charles E. and Emma E. Halzer House would include audible impacts. A noise analysis performed reveals that the building would experience a barely perceptible increase in operations-related noise generated by traffic (from 61 dBA to 63 DBA; noise difference of +2 dBA). The proposed noise condition would not exceed the ODOT Noise Abatement Approach Criteria (NAAC) of 65 dBA and so no additional noise reduction analysis was performed as structures would not be required (ODOT 2018).

While some of these Project features may temporarily and permanently affect the audible and visible setting of the Charles E. and Emma E. Holzer House, the existing setting of the building has already been altered since its period of significance (1906) as a result of urban renewal projects (such as the Memorial Coliseum) and the construction of I-5 in the 1960s. Noise levels near the building may increase over the period of construction, but they would not be sufficient to diminish the historical integrity of the building as the significance of the building is not linked to a sense of quiet or solitude, but rather as it exists within an urban context and immediately beside a major highway system. Construction related vibration is not expected to exceed levels that could potentially damage the integrity of materials and workmanship related to the Charles E. and Emma E.



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
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|  |                                   |
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Holzer House. The Project features and construction-related activities, therefore, would not substantively affect the characteristics of the Charles E. and Emma E. Holzer House that make the building eligible for the NRHP.

**Coordination and Public Output**

Coordination with the Oregon SHPO is ongoing. Meetings with Section 106 compliance team at SHPO are anticipated to review and provide preliminary input on the project identification efforts and preliminary assessment of potential project effects. In addition to public meetings, ODOT has notified several consulting parties including the Architectural Heritage Center, Oregon Black Pioneers, and others. This section will be updated as consultation is conducted and completed.

**Conclusion**

It is the determination of ODOT and FHWA that the project, which involves improvements to the Interstate 5 and surface street network improvements would result in no effects to the characteristics that make the Charles E. and Emma E. Holzer House eligible for the NRHP. A finding of "No Historic Properties Affected" pursuant to 36 CFR 800.4(d) is therefore appropriate. Consultation with the SHPO remains in progress and the views of the public are being considered during project planning.

**Sources**

ODOT. 2018. Draft Noise Study Technical Memorandum I-5 Rose Quarter Improvement Project. April 3.

**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Beatrice Mott Reed House  |                                   |
| Street Address: 2107 N Vancouver Avenue  | City, County: Portland, Multnomah |

|   |  |
|---|--|
| <b>Preliminary Finding of Effect:</b>                               |  |
| <input checked="" type="checkbox"/> No Historic Properties Affected | <input type="checkbox"/> No Historic Properties Adversely Affected |
| <input type="checkbox"/> Historic Properties Adversely Affected     |  |
| <b>State Historic Preservation Office Comments:</b>                 |  |
| <input type="checkbox"/> Concur                                     | <input type="checkbox"/> Do Not Concur:                            |
|   | <input type="checkbox"/> No Historic Properties Affected           |
|   | <input type="checkbox"/> No Historic Properties Adversely Affected |
|   | <input type="checkbox"/> Historic Properties Adversely Affected    |
| Signed _____  | Date _____   |
| <b>Comments:</b>  |  |

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

**Introduction**

This statement of finding discusses the effect of the proposed Interstate 5 Rose Quarter Project (Project) on the Beatrice Mott Reed House located in Portland, Oregon. The building was determined eligible for listing on the National Register of Historic Places (NRHP) by the Oregon Department of Transportation/Federal Highway Administration (ODOT/FHWA). This determination received the concurrence of the Oregon State Historic Preservation Office (SHPO).

It is the finding of FHWA, in concurrence with ODOT, that the proposed Project will result in no effects to the characteristics that make the Beatrice Mott Reed House eligible for the NRHP and thus a finding of "no historic properties affected" pursuant to 36 CFR 800.4(d) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

**Project Description**

The I-5 Rose Quarter Improvement Project (Project) is located in Portland, Oregon, along the segment of Interstate 5 (I-5) between Interstate 405 (I-405) to the north (MP 303.2) and Interstate 84 (I-84) to the south (MP 301.5). The Project also includes the interchange of I-5 and Northeast (NE) Broadway and NE Weidler Streets (the Broadway/Weidler interchange) and the surrounding transportation network, from approximately NE Hancock Street to the north, North (N) Benton Street to the west, NE Multnomah Street to the south, and NE Second Avenue to the east. The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, the Broadway/Weidler interchange, and adjacent surface streets in the vicinity of the Broadway/Weidler interchange. In achieving the purpose, the Project also will support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange.

**Identification and Description of the Historic Resource**

The 1906 Beatrice Mott Reed House is located at 2107 N Vancouver Avenue on a rectangular lot in the Eliot neighborhood of Portland, Oregon. A detached two-story single-car garage with a hipped roof is located in the southwest corner of the lot. The urban streetscape includes public sidewalks, a single bike lane on the west side of N Vancouver Avenue, deciduous trees, street lights, utility poles, and a bus stop in front of the property. The 2 ½ story house displays architectural features representative of the Craftsman Foursquare-style common during the date of construction such as its simplistic form, hipped roof, broad eaves, large front porch with square columns, and exposed wooden structural elements. Streetside elevations feature Dolly Varden horizontal wood siding, exposed square rafter ends, pediment dormers, double-hung and fixed wood windows, and vinyl windows.

The property is recommended as eligible under National Register Criteria A for its significance in the area of Community Planning and Development as it reflects how the Black community in Albina operated businesses within their private residences in response to official and unofficial barriers that prevented them from operating such businesses in other areas of the city. Accordingly, the period of significance corresponds to the years of operation for the Mott Sister Style Salon of 1943-1960.

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Beatrice Mott Reed House  |                                   |
| Street Address: 2107 N Vancouver Avenue  | City, County: Portland, Multnomah |

The Beatrice Mott Reed House retains integrity of location, design, materials, workmanship, association, and feeling due to its retention of location and use of materials and construction techniques common to its build date. However, it has lost integrity in setting due to the demolition of numerous buildings in the surrounding area from its period of construction. Changes that have been made include the installation of replacement siding, some vinyl windows, new roofing material and the construction of the rear porch and stairs (c. July 2011). The basement door in the south elevation was replaced no earlier than August 2017 and the garage had replacement siding and new roofing material installed (c. July 2011). The landscaping has also been altered with the replacement of shrubbery along the southern boundary and the construction of a fence in the southwest corner of the lot (c. July 2011). (See Photographs 1 and 2).

**Avoidance Alternatives Considered**

No-Build Alternative

Under the No-Build Alternative, I-5, the Broadway/Weidler interchange, and the local transportation network in the Project Area would remain in its current configuration. No improvements to the connection between I-5 and the local street network in the vicinity of the Broadway/Weidler interchange, including bicycle and pedestrian features, would be constructed under the No-Build Alternative. Operational and safety concerns would persist and worsen as future traffic volumes increased.

The No-Build Alternative includes other transportation projects (including road, bicycle, pedestrian, and transit) in or around the Project Area with separate but dedicated funding identified for their implementation through 2040. There are two planned transportation projects in the vicinity of the Project Area that could affect traffic safety and operations in the Project Area include NE Broadway multi-modal improvements (protected bikeways) and N Williams traffic safety operations (enhanced crossing).

Build Alternative

The final I-5 Broadway/Weidler Plan and recommended design concept, herein referred to as the Build Alternative, were unanimously adopted by the Oregon Transportation Commission and the Portland City Council in 2012. The Build Alternative includes I-5 mainline improvements, as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange (Figure 1).

The proposed I-5 mainline improvements include the construction of auxiliary lanes (also referred to as ramp-to-ramp lanes) and full shoulders between I-84 to the south and I-405 to the north, in both the NB and SB directions. Construction of the I-5 mainline improvements would require the rebuilding of the NE Weidler Street, NE Broadway, N Williams Avenue, and N Vancouver Avenue structures over I-5. With the Build Alternative, the existing NE Weidler Street, NE Broadway, and N Williams Avenue overcrossings would be removed and rebuilt as a single lid structure (also referred to as a highway cover) over I-5. The existing Vancouver structure would be removed and rebuilt as a second lid structure, including a new roadway crossing at N Hancock and N Dixon Streets. The existing N Flint Avenue structure over I-5 would be removed. The I-5 SB on-ramp at Wheeler Street would also be relocated to NE Weidler Street at N Williams Street, via the new NE Weidler Street/NE Broadway/N Williams Avenue highway cover (See Figure 2).

A new bicycle and pedestrian bridge over I-5 would be constructed at NE Clackamas Street, connecting the Lloyd District with the Rose Quarter. Surface street improvements are also proposed, including upgrades to existing bicycle and pedestrian facilities and a new center-median bicycle and pedestrian path on N Williams Avenue between NE Weidler Street and NE Broadway. The Project also includes a water quality treatment facility at the eastern junction of the northbound ramps from the Fremont Bridge leading to I-5.



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Beatrice Mott Reed House  |                                   |
| Street Address: 2107 N Vancouver Avenue  | City, County: Portland, Multnomah |

**Photograph 1. The Beatrice Mott Reed House east facade, looking northwest**



**Photograph 2. The Beatrice Mott Reed House east facade, looking southwest**

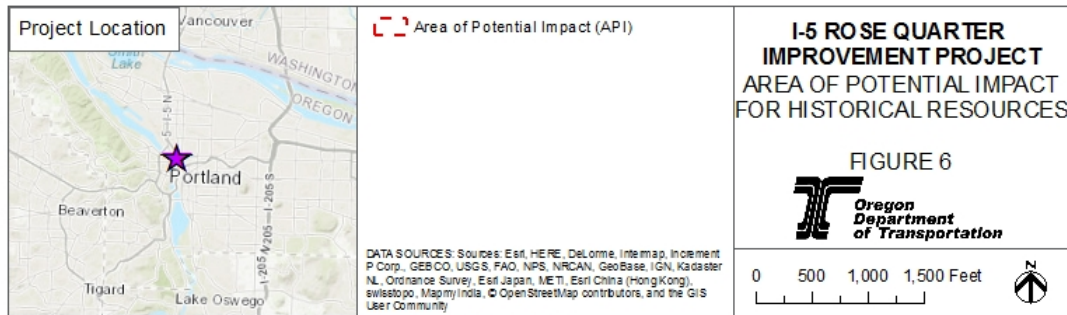




**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Beatrice Mott Reed House  |                                   |
| Street Address: 2107 N Vancouver Avenue  | City, County: Portland, Multnomah |

**Figure 1. API Map**

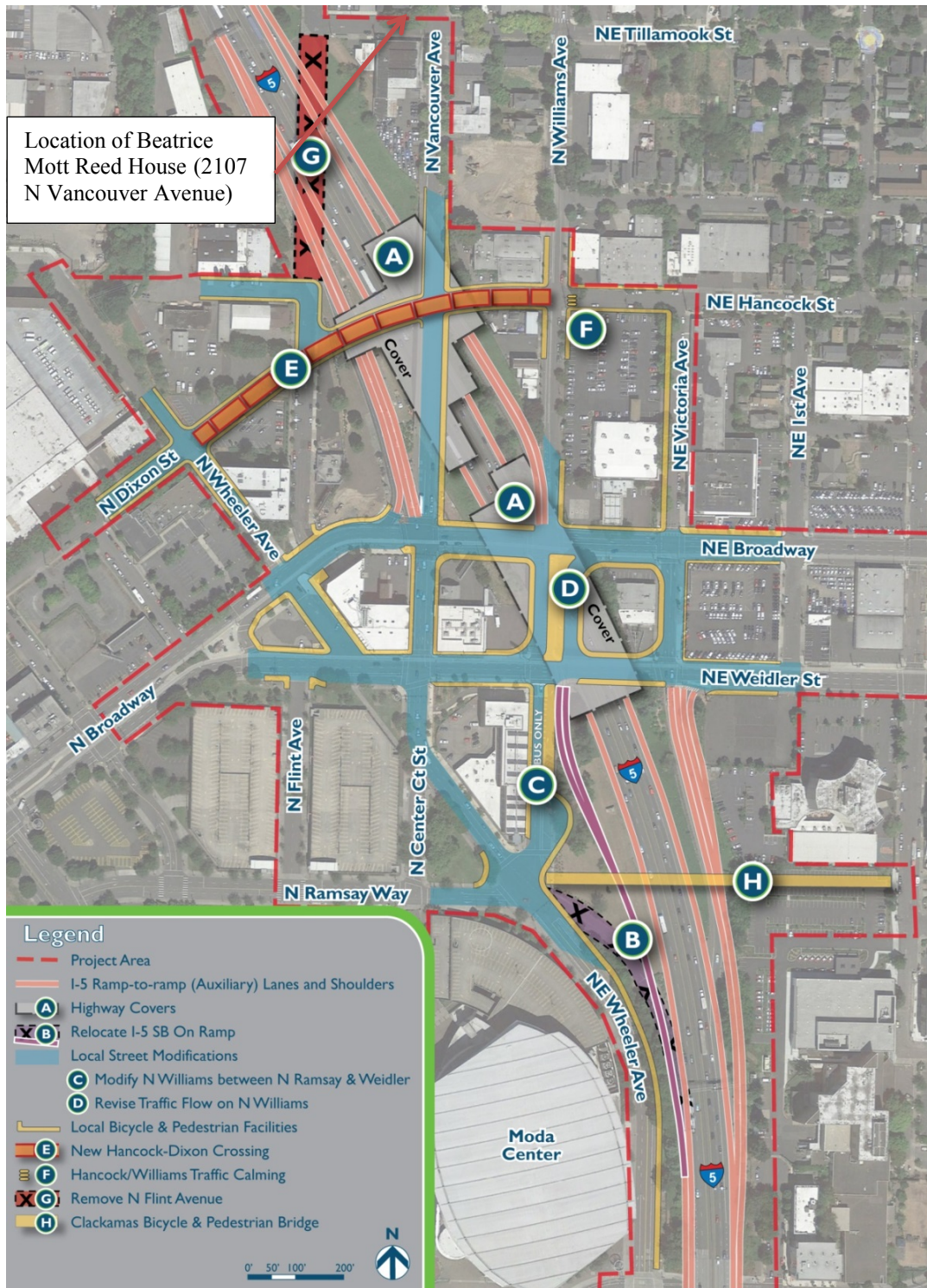




**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Beatrice Mott Reed House  |                                   |
| Street Address: 2107 N Vancouver Avenue  | City, County: Portland, Multnomah |

**Figure 2. Broadway/Weidler Interchange Area Improvements**

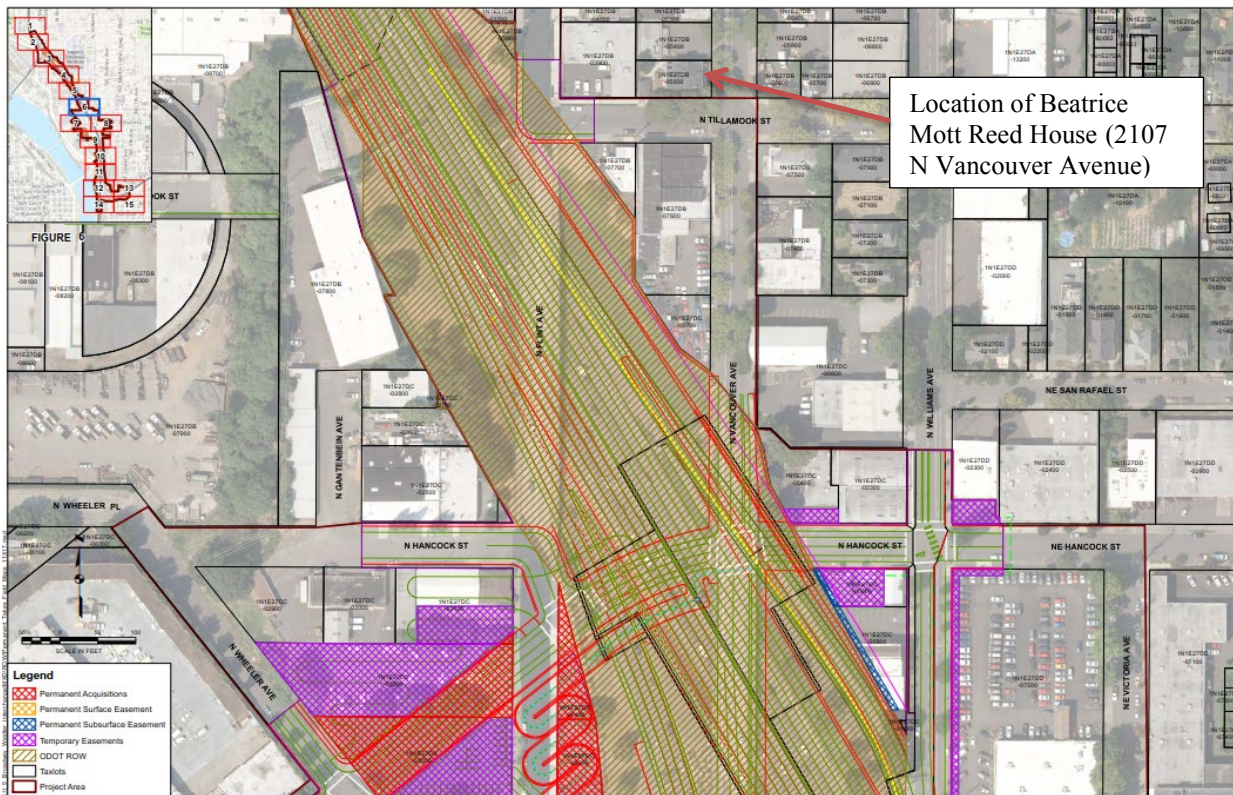




**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Beatrice Mott Reed House  |                                   |
| Street Address: 2107 N Vancouver Avenue  | City, County: Portland, Multnomah |

**Figure 3. Project Features, Acquisitions, and Easements near the Beatrice Mott Reed House**



**Evaluation of Effects**

As noted above, the proposed project consists of I-5 Mainline Improvements as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange. Figures 2 and 3 provide an overview of potential project easements, acquisitions, and improvements in the vicinity of the Beatrice Mott Reed House. The figures show that minimal changes to the setting and general environment surrounding the building would occur. Potential sidewalk improvements may occur to the corner of N Flint Avenue and N Tillamook Street, but these changes would not affect the Beatrice Mott Reed House. Other improvements such as the proposed Hancock-Dixon Crossing, “lids”, modifications and I-5 ramps would occur within two to three blocks from the historic property and would be minimally visible.

Short-term noise levels for construction activities are expected to range from approximately 70 to 100 A-weighted decibels (dBA). ODOT specifications and best management practices will be followed to help minimize high noise levels during construction (ODOT 2018). Long-term operational indirect impacts to the Beatrice Mott Reed House would include audible impacts. A noise analysis performed reveals that the building would actually experience a perceptible increase in operations-related noise generated by traffic (from 64 dBA to 67 dBA; noise difference of +3dBA). The proposed noise condition would exceed the ODOT Noise Abatement Approach Criteria (NAAC) of 65 dBA. Due to the noise threshold exceedance, an analysis to determine the effectiveness of noise reduction structures showed that sound walls erected in these areas would not achieve minimum noise reduction goals and would therefore not be feasible (ODOT 2018).

While some of these Project features may temporarily and permanently affect the audible setting of the Beatrice Mott Reed House, the existing setting of the building has already been altered since its period of significance (1943-1960) as a result of urban renewal projects (such as the Memorial Coliseum) and the construction of I-5 in the 1960s. Noise levels near the building may increase over the period of construction, but they would not be sufficient to diminish the historical integrity of the building as the significance of the building is not linked to a sense of quiet or solitude, but rather as it exists within an urban context and immediately beside a major highway system. Construction related vibration is not expected to exceed levels that could potentially damage the integrity of materials and workmanship related to the Beatrice Mott Reed House. The Project

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Beatrice Mott Reed House  |                                   |
| Street Address: 2107 N Vancouver Avenue  | City, County: Portland, Multnomah |

features and construction-related activities, therefore, would not substantively affect the characteristics of the Beatrice Mott Reed House that make the building eligible for the NRHP.

**Coordination and Public Output**

Coordination with the Oregon SHPO is ongoing. Meetings with Section 106 compliance team at SHPO are anticipated to review and provide preliminary input on the project identification efforts and preliminary assessment of potential project effects. In addition to public meetings, ODOT has notified several consulting parties including the Architectural Heritage Center, Oregon Black Pioneers, and others. This section will be updated as consultation is conducted and completed.

**Conclusion**

It is the determination of ODOT and FHWA that the project, which involves improvements to the Interstate 5 and surface street network improvements would result in no effects to the characteristics that make the Beatrice Mott Reed House eligible for the NRHP. A finding of "No Historic Properties Affected" pursuant to 36 CFR 800.4(d) is therefore appropriate. Consultation with the SHPO remains in progress and the views of the public are being considered during project planning.

**Sources**

ODOT. 2018. Draft Noise Study Technical Memorandum I-5 Rose Quarter Improvement Project. April 3.

**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Fremont Bridge  |                                   |
| Street Address: 3600 NW Front Avenue (approximate)   | City, County: Portland, Multnomah |

|   |  |
|---|--|
| <b>Preliminary Finding of Effect:</b>                               |  |
| <input checked="" type="checkbox"/> No Historic Properties Affected | <input type="checkbox"/> No Historic Properties Adversely Affected |
| <input type="checkbox"/> Historic Properties Adversely Affected     |  |
| <b>State Historic Preservation Office Comments:</b>                 |  |
| <input type="checkbox"/> Concur                                     | <input type="checkbox"/> Do Not Concur:                            |
|   | <input type="checkbox"/> No Historic Properties Affected           |
|   | <input type="checkbox"/> No Historic Properties Adversely Affected |
|   | <input type="checkbox"/> Historic Properties Adversely Affected    |
| Signed _____  | Date _____   |
| <b>Comments:</b>  |  |

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

**Introduction**

This statement of finding discusses the effect of the proposed I-5 Rose Quarter Project (Project) on the Fremont Bridge located in Portland, Oregon. The building was previously determined eligible for listing on the National Register of Historic Places (NRHP) in on December 19, 2006 by the Federal Highway Administration (FHWA) by virtue of its Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System (see 71 Fed. Reg. 243 (76019)). Upon review of the existing Fremont Bridge, Oregon Department of Transportation and FHWA has reaffirmed this determination. This determination received the concurrence of the Oregon State Historic Preservation Office (SHPO).

It is the finding of FHWA, in concurrence with ODOT, that the proposed Project will result in no effects to the characteristics that make the Fremont Bridge eligible for the NRHP and thus a finding of "no historic properties affected" pursuant to 36 CFR 800.4(d) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

**Project Description**

The I-5 Rose Quarter Improvement Project (Project) is located in Portland, Oregon, along the segment of Interstate 5 (I-5) between Interstate 405 (I-405) to the north (MP 303.2) and Interstate 84 (I-84) to the south (MP 301.5). The Project also includes the interchange of I-5 and Northeast (NE) Broadway and NE Weidler Streets (the Broadway/Weidler interchange) and the surrounding transportation network, from approximately NE Hancock Street to the north, North (N) Benton Street to the west, NE Multnomah Street to the south, and NE Second Avenue to the east. The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, the Broadway/Weidler interchange, and adjacent surface streets in the vicinity of the Broadway/Weidler interchange. In achieving the purpose, the Project also will support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange.

**Identification and Description of the Historic Resource**

The 1973 Fremont Bridge is located at approximately 3600 NW Front Avenue, crosses the Willamette River between N River Street to the northeast and NW Front Avenue/NW Naito Parkway to the southwest, and spans the neighborhoods of Eliot, Overlook, Northwest, and Pearl in Portland, Multnomah County, Oregon. . The setting surrounding the bridge at its points of crossing the Willamette River include industrial and manufacturing on the northeast shore in the Eliot and Overlook neighborhoods, and residential on the southwest shore in the Northwest and Peal neighborhoods. The Fremont Bridge is connected to Interstate 5 to the northwest, and Interstate-405 (I-405) and US-30 to the southwest. The Fremont Bridge is a 3.3 mile-long tied-arch double-deck bridge constructed out of stiffened steel plates, 38 steel ties (hangers), and concrete decking. The main span (902 feet) displays two welded arches connected by triangle-shaped framing and hangers, an orthotropic upper deck, and two arched supports, erected using high-strength quenched and tempered (T-1) steel, atop concrete footings on each side of the river. Large concrete columns and steel welded box girders support the bridge approach spans and divide the decks which are elevated 175 feet above the Willamette River. The Fremont Bridge is painted light green



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Fremont Bridge  |                                   |
| Street Address: 3600 NW Front Avenue   | City, County: Portland, Multnomah |

and is finished with concrete guard rails and a metal chain-linked fence that runs the length of the main span, metal light poles, and two flag poles atop the arches.

The resource is recommended as eligible under NRHP Criteria A and C. Due to the retention of its integrity, the Fremont Bridge remains eligible under NHRP Criterion A at the local, state, and national level in the areas of Engineering, Community Planning and Development, and Transportation due to its direct relationship with social, political, and economic patterns that dictated its design, location, and construction. It is also significant for its role in connecting the state and federal interstate highway system and its impact in development of the Eliot neighborhood and Portland, Oregon. The Fremont Bridge is also eligible under NHRP Criterion C for its retention of integrity of design, workmanship, and materials, and for being the longest bridge in the state of Oregon (main span), second longest tied-arch bridge in the world, and featured the heaviest structural lift on record at the time of construction (6,000 tons). It is also significant for its unmatched use of engineering practices and reflects the work of a master through its association with Parsons, Brinkerhoff, Quade and Douglas for its exceptional importance to highway engineering through its record-setting engineering design and construction.

The Fremont Bridge retains historic integrity of location, setting, design, materials, workmanship, feeling, and association due to its retention of its original location, use of materials and construction techniques common to its build date, function, and its historic sense of a past period. Minimal alterations have been made to the Fremont Bridge since the date of its construction in 1973. Changes include an asphalt concrete overlay on the top deck (1978), an ice detector system (1980), access lighting and minor structural modifications work at Panel Point 14 and 34 (1983-1984), inlay paving for top deck of Fremont (1997), and The one observed alteration was new asphalt paving and re-striping in 2011 (See Photographs 1 and 2).

**Avoidance Alternatives Considered**

No-Build Alternative

Under the No-Build Alternative, I-5, the Broadway/Weidler interchange, and the local transportation network in the Project Area would remain in its current configuration. No improvements to the connection between I-5 and the local street network in the vicinity of the Broadway/Weidler interchange, including bicycle and pedestrian features, would be constructed under the No-Build Alternative. Operational and safety concerns would persist and worsen as future traffic volumes increased.

The No-Build Alternative includes other transportation projects (including road, bicycle, pedestrian, and transit) in or around the Project Area with separate but dedicated funding identified for their implementation through 2040. There are two planned transportation projects in the vicinity of the Project Area that could affect traffic safety and operations in the Project Area include NE Broadway multi-modal improvements (protected bikeways) and N Williams traffic safety operations (enhanced crossing).

Build Alternative

The final I-5 Broadway/Weidler Plan and recommended design concept, herein referred to as the Build Alternative, were unanimously adopted by the Oregon Transportation Commission and the Portland City Council in 2012. The Build Alternative includes I-5 mainline improvements, as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange (Figure 1).

The proposed I-5 mainline improvements include the construction of auxiliary lanes (also referred to as ramp-to-ramp lanes) and full shoulders between I-84 to the south and I-405 to the north, in both the NB and SB directions. Construction of the I-5 mainline improvements would require the rebuilding of the NE Weidler Street, NE Broadway Street, N Williams Avenue, and N Vancouver Avenue structures over I-5. With the Build Alternative, the existing NE Weidler Street, NE Broadway Street, and N Williams Avenue overcrossings would be removed and rebuilt as a single lid structure (also referred to as a highway cover) over I-5. The existing Vancouver structure would be removed and rebuilt as a second lid structure, including a new roadway crossing at N Hancock and N Dixon Streets. The existing N Flint Avenue structure over I-5 would be removed. The I-5 SB on-ramp at Wheeler Street would also be relocated to NE Weidler Street at N Williams Street, via the new NE Weidler Street/NE Broadway/N Williams Avenue highway cover.

A new bicycle and pedestrian bridge over I-5 would be constructed at NE Clackamas Street, connecting the Lloyd District with the Rose Quarter. Surface street improvements are also proposed, including upgrades to existing bicycle and pedestrian facilities and a new center-median bicycle and pedestrian path on N Williams Avenue between NE Weidler Street and NE Broadway. The Project also includes a water quality treatment facility at the eastern junction of the northbound ramps from the Fremont Bridge leading to I-5.

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Fremont Bridge  |                                   |
| Street Address: 3600 NW Front Avenue   | City, County: Portland, Multnomah |

**Photograph 1. Fremont Bridge, looking northwest**



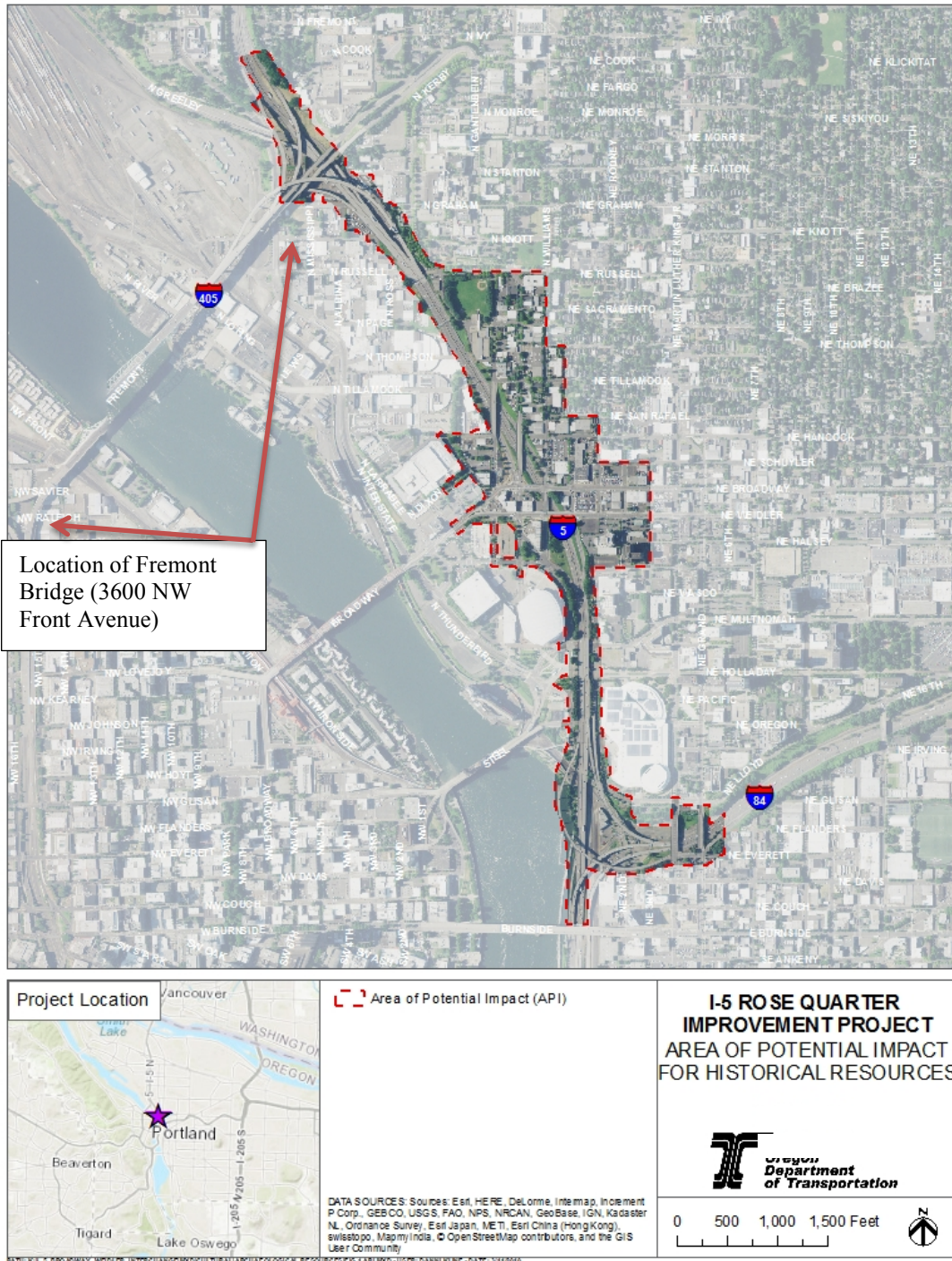
**Photograph 2. Fremont Bridge, looking west**



**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Fremont Bridge  |                                   |
| Street Address: 3600 NW Front Avenue   | City, County: Portland, Multnomah |

**Figure 1. API Map**





**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
Continuation Sheet

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Fremont Bridge  |                                   |
| Street Address: 3600 NW Front Avenue   | City, County: Portland, Multnomah |

**Figure 2. Project Features near the Fremont Bridge. Simulation of proposed project looking north. Note: Principal project features located in foreground. Fremont Bridge ramps located in background-top-center. Character-defining features of the Fremont Bridge and on-off ramps would not be altered.**



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Fremont Bridge  |                                   |
| Street Address: 3600 NW Front Avenue   | City, County: Portland, Multnomah |

**Evaluation of Effects**

As noted above, the proposed project consists of I-5 Mainline Improvements as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange. Figure 2 provides an overview of potential project improvements in the vicinity of the Fremont Bridge. Figure 2 shows that minimal change to the setting and general environment surrounding the structure would occur.

While some of these Project features may temporarily and permanently affect the immediate vicinity of the Project area, the Project will not affect the visual setting of the Fremont Bridge as the building was constructed after I-5 was built and after much of the urban renewal projects in the area (such as the Memorial Coliseum) were completed in the 1960s. The bridge's period of significance dates from 1973. Noise levels near the bridge would increase over the period of construction, but will not diminish the historical integrity of the bridge as it exists within an urban context and is part of a major highway system. Construction related vibration is not expected to exceed levels that could potentially damage the integrity of materials and workmanship related to the Fremont Bridge. Short-term construction-related activities and long term operation of the facility, therefore, would not substantively affect the characteristics of the Fremont Bridge that make the building eligible for the NRHP.

**Coordination and Public Output**

Coordination with the Oregon SHPO is ongoing. Meetings with Section 106 compliance team at SHPO are anticipated to review and provide preliminary input on the project identification efforts and preliminary assessment of potential project effects. In addition to public meetings, ODOT has notified several consulting parties including the Architectural Heritage Center, Oregon Black Pioneers, and others. This section will be updated as consultation is conducted and completed.

**Conclusion**

It is the determination of ODOT and FHWA that the project, which involves improvements to the Interstate 5 and surface street network improvements would result in no effects to the characteristics that make the Fremont Bridge eligible for the NRHP. A finding of "No Historic Properties Affected" pursuant to 36 CFR 800.4(d) is therefore appropriate. Consultation with the SHPO remains in progress and the views of the public are being considered during project planning.

**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Eliot Historic District   |                                   |
| Street Address:  | City, County: Portland, Multnomah |

|   |  |
|---|--|
| <b>Preliminary Finding of Effect:</b>                               |  |
| <input checked="" type="checkbox"/> No Historic Properties Affected | <input type="checkbox"/> No Historic Properties Adversely Affected |
| <input type="checkbox"/> Historic Properties Adversely Affected     |  |
| <b>State Historic Preservation Office Comments:</b>                 |  |
| <input type="checkbox"/> Concur                                     | <input type="checkbox"/> Do Not Concur:                            |
|   | <input type="checkbox"/> No Historic Properties Affected           |
|   | <input type="checkbox"/> No Historic Properties Adversely Affected |
|   | <input type="checkbox"/> Historic Properties Adversely Affected    |
| Signed _____  | Date _____   |
| <b>Comments:</b>  |  |

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

**Introduction**

This statement of finding discusses the effect of the proposed Interstate 5 Rose Quarter Project (Project) on the Eliot Historic District located in Portland, Oregon. The district is locally designated as a historic conservation district and was determined eligible for listing on the National Register of Historic Places (NRHP) by Federal Highway Administration and the concurrence of Oregon Department of Transportation (FHWA/ODOT). This determination received the concurrence of the Oregon State Historic Preservation Office (SHPO).

It is the finding of FHWA, in concurrence with ODOT, that the proposed Project will result in no effects to the characteristics that make the Eliot Historic District eligible for the NRHP and thus a finding of "no historic properties affected" pursuant to 36 CFR 800.4(d) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

**Project Description**

The I-5 Rose Quarter Improvement Project (Project) is located in Portland, Oregon, along the segment of Interstate 5 (I-5) between Interstate 405 (I-405) to the north (MP 303.2) and Interstate 84 (I-84) to the south (MP 301.5). The Project also includes the interchange of I-5 and Northeast (NE) Broadway and NE Weidler Streets (the Broadway/Weidler interchange) and the surrounding transportation network, from approximately NE Hancock Street to the north, North (N) Benton Street to the west, NE Multnomah Street to the south, and NE Second Avenue to the east. The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, the Broadway/Weidler interchange, and adjacent surface streets in the vicinity of the Broadway/Weidler interchange. In achieving the purpose, the Project also will support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange.

**Identification and Description of the Historic Resource**

The Eliot Historic District is generally composed of the locally designated Eliot Historic Conservation District (Figures 1 and 2). The 112-acre Eliot Conservation District is irregular in plan and is roughly bounded by N Williams Ave to the west, NE Fremont Street to the North, and NE San Rafael Street to the south. The east border varies from being one or two parcels west of NE Martin Luther King Jr. Boulevard in the northern half, then reaches east to properties east of the boulevard to NE 7<sup>th</sup> Avenue at the southern end. Some properties south of NE San Rafael Street and NE Hancock Street are included in the boundary. A portion of the Eliot Historic District is within the APE, including eight contributing resources, all of which are residential single-family dwellings built between 1892 and 1907.

Several public and private development projects surrounding the Eliot Historic District have caused the removal of residences and commercial buildings by clearing entire blocks and disrupting the community. This succession of projects has resulted in a decreased geographic area that comprises what remains of the historic residential district closest to Albina's downtown core. These changes are evident in the conservation district's irregular boundary that encompasses the area most representative of the neighborhood's significant residential history.



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Eliot Historic District   |                                   |
| Street Address: Various  | City, County: Portland, Multnomah |

The Eliot Historic District is eligible for the NRHP under Criteria A, B, and C. The Eliot Historic District retains integrity of location, setting, design, materials, workmanship, feeling, and association. Location and setting are evident through the retention of the original street grid, parcels, and residential character. Two properties adjacent to the conservation district's existing boundaries are recommended as contributing to the district in order to capture all contiguous properties that comprise the residential area and reflect its historic association. The district's contributing properties convey the integrity of design, materials, and workmanship displayed in Queen Anne and Eclectic style single-family and multi-family dwellings. The district's integrity of feeling and association are retained through its conveyed history and continued function as a residential neighborhood in the Albina community.

Under Criterion A, the district is significant in the areas of Community Planning and Development and Black Ethnic Heritage. The district reflects the early establishment of the City of Albina's street grid, followed by the community's significant growth following consolidation with the City of Portland. The district's resources convey architectural traditions from the neighborhood's early development during the 1890s and growth during the 1900s and 1910s. Residential growth continued as the Eliot neighborhood became a magnet for minority populations, and, following the flood destruction of Vanport in 1948, a center of Portland's African American community.

Under Criterion B, the district is significant for its association with African American activists in the 1960s and 1970s including Kent Ford, the leader of Portland's Black Panther Party and other residents who were active in Portland's Civil Rights Movement through local churches, fraternal organizations, and the NAACP. The setting surrounding the district reflects Modern era urban renewal and development projects occurring in the 1950s-1970s that, although destructive to the Eliot neighborhood and Albina community, are part of the area's significant history and are evident in the built environment.

Under Criterion C, the district includes a wide variety of architectural traditions but is perhaps most important as one of the most intact collections of pre-World War I residential dwellings. The district includes prominent examples of the Queen Anne, Stick, Eastlake, and Shingle style residences. The district also includes examples of the Colonial Revival and Craftsman styles, as well as the Bungalow and Foursquare form types. The district also includes prominent public and social buildings, commercial and industrial buildings as well. Modifications to residences may also be significant in their own right. Some residences, for instance, were modified to incorporate commercial businesses such as neighborhood groceries, barber shops, and other enterprises in the post-World War II period.

The district is significant at the local level and retains a period of significance of 1884 – 1979 beginning with the start of the Progressive Era as defined for the historic conservation district and ending when the Black Panther Party was no longer active in the district (City of Portland 1992; Burke 2016).

**Avoidance Alternatives Considered**

No-Build Alternative

Under the No-Build Alternative, I-5, the Broadway/Weidler interchange, and the local transportation network in the Project Area would remain in its current configuration. No improvements to the connection between I-5 and the local street network in the vicinity of the Broadway/Weidler interchange, including bicycle and pedestrian features, would be constructed under the No-Build Alternative. Operational and safety concerns would persist and worsen as future traffic volumes increased.

The No-Build Alternative includes other transportation projects (including road, bicycle, pedestrian, and transit) in or around the Project Area with separate but dedicated funding identified for their implementation through 2040. There are two planned transportation projects in the vicinity of the Project Area that could affect traffic safety and operations in the Project Area include NE Broadway multi-modal improvements (protected bikeways) and N Williams traffic safety operations (enhanced crossing).

Avoidance Alternative

The final I-5 Broadway/Weidler Plan and recommended design concept, herein referred to as the Build Alternative, were unanimously adopted by the Oregon Transportation Commission and the Portland City Council in 2012. The Build Alternative includes I-5 mainline improvements, as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange (Figure 3).

The proposed I-5 mainline improvements include the construction of auxiliary lanes (also referred to as ramp-to-ramp lanes) and full shoulders between I-84 to the south and I-405 to the north, in both the NB and SB directions. Construction of the I-5 mainline improvements would require the rebuilding of the NE Weidler Street, NE Broadway Street, N Williams Avenue, and N Vancouver Avenue structures over I-5. With the Build Alternative, the existing NE Weidler Street, NE Broadway Street, and N Williams Avenue overcrossings would be removed and rebuilt as a single lid structure (also referred to as a highway cover) over I-5. The existing Vancouver structure would be removed and rebuilt as a second lid structure, including a new roadway crossing at N Hancock and N Dixon Streets. The existing N Flint Avenue structure over I-5 would be removed. The I-5 SB on-

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Eliot Historic District   |                                   |
| Street Address: Various  | City, County: Portland, Multnomah |

ramp at Wheeler Street would also be relocated to NE Weidler Street at N Williams Street, via the new NE Weidler Street/NE Broadway/N Williams Avenue highway cover (See Figures 3 and 4).

A new bicycle and pedestrian bridge over I-5 would be constructed at NE Clackamas Street, connecting the Lloyd District with the Rose Quarter. Surface street improvements are also proposed, including upgrades to existing bicycle and pedestrian facilities and a new center-median bicycle and pedestrian path on N Williams Avenue between NE Weidler Street and NE Broadway. The Project also includes a water quality treatment facility at the eastern junction of the northbound ramps from the Fremont Bridge leading to I-5.

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Eliot Historic District   |                                   |
| Street Address: Various  | City, County: Portland, Multnomah |



View: 20 NE Thompson Street, facing southwest



View: 23 NE San Rafael Street, facing north



OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet

|                 |  |               |                     |
|-----------------|--|---------------|---------------------|
| Agency/Project: | ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |               |                     |
| Property Name:  | Eliot Historic District  |               |                     |
| Street Address: | Various  | City, County: | Portland, Multnomah |



View: 72 NE San Rafael Street, facing southwest



View: 76 NE San Rafael Street, facing southwest



OREGON INVENTORY OF HISTORIC PROPERTIES  
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Continuation Sheet

|                 |  |               |                     |
|-----------------|--|---------------|---------------------|
| Agency/Project: | ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |               |                     |
| Property Name:  | Eliot Historic District  |               |                     |
| Street Address: | Various  | City, County: | Portland, Multnomah |



View: 73 NE Hancock Street, facing north



View: 77 NE Hancock Street, facing northeast



OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
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|                 |  |               |                     |
|-----------------|--|---------------|---------------------|
| Agency/Project: | ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |               |                     |
| Property Name:  | Eliot Historic District  |               |                     |
| Street Address: | Various  | City, County: | Portland, Multnomah |



View: 2008 N Williams Avenue, facing northeast



View: 66 NE San Rafael Street, facing southeast



**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|                 |  |               |                     |
|-----------------|--|---------------|---------------------|
| Agency/Project: | ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |               |                     |
| Property Name:  | Eliot Historic District  |               |                     |
| Street Address: | Various  | City, County: | Portland, Multnomah |

**Figure 1. API Map**

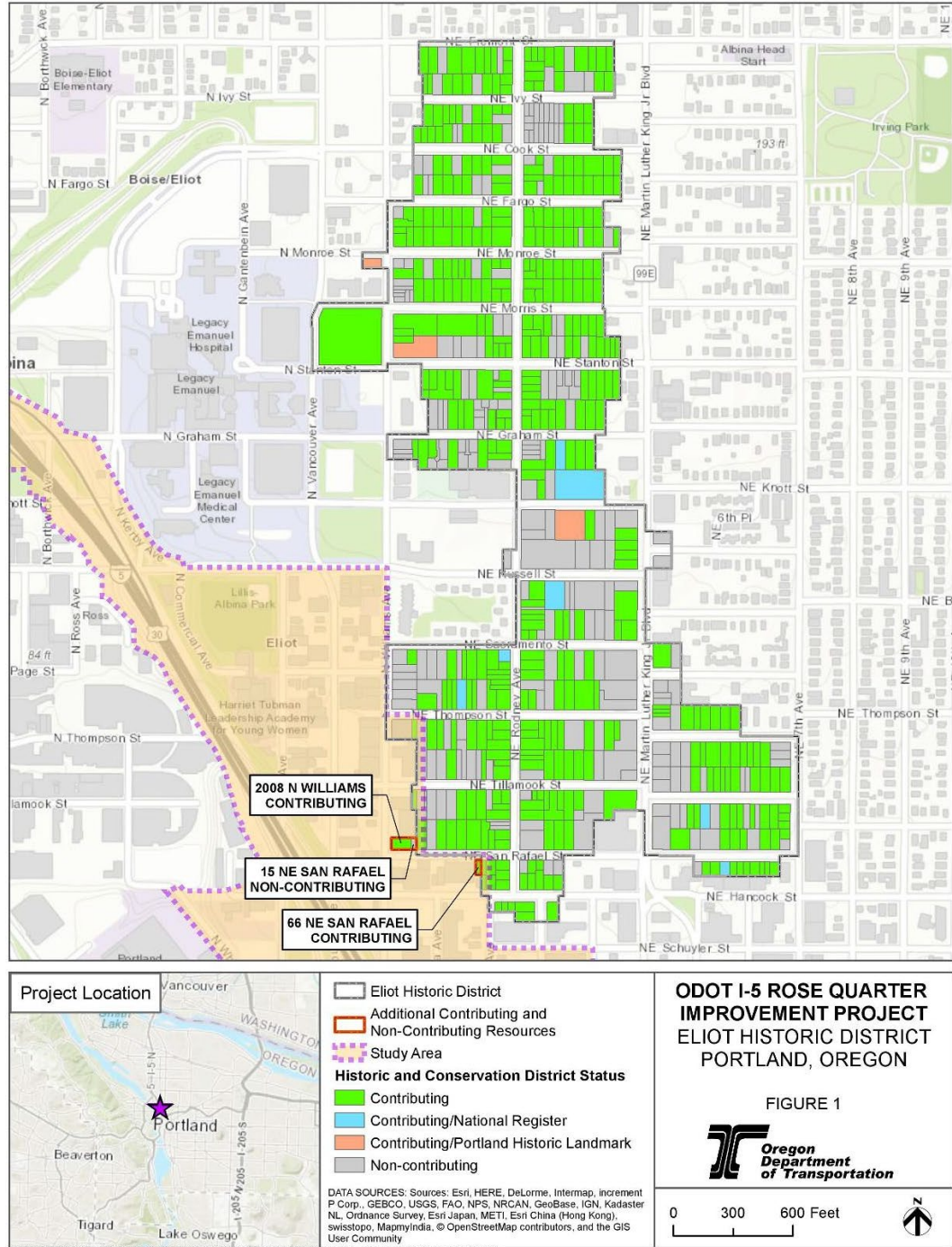


|                                |  |  |
|--------------------------------|--|--|
| <p><b>Project Location</b></p> | <p> Area of Potential Impact (API)</p> <p><small>DATA SOURCES: Sources: Esri, HERE, DeLorme, Intermap, Inetmap, Incorp. P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community</small></p> | <p align="center"><b>I-5 ROSE QUARTER<br/>IMPROVEMENT PROJECT<br/>AREA OF POTENTIAL IMPACT<br/>FOR HISTORICAL RESOURCES</b></p> <p align="center"></p> <p align="center">0 500 1,000 1,500 Feet </p> |
|--------------------------------|--|--|

**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|                 |  |               |                     |
|-----------------|--|---------------|---------------------|
| Agency/Project: | ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |               |                     |
| Property Name:  | Eliot Historic District  |               |                     |
| Street Address: | Various  | City, County: | Portland, Multnomah |

**Figure 2. Detail Map of Eliot Historic District and API**





**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|                 |  |               |                     |
|-----------------|--|---------------|---------------------|
| Agency/Project: | ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |               |                     |
| Property Name:  | Eliot Historic District  |               |                     |
| Street Address: | Various  | City, County: | Portland, Multnomah |

**Figure 3. Broadway/Weidler Interchange Area Improvements**

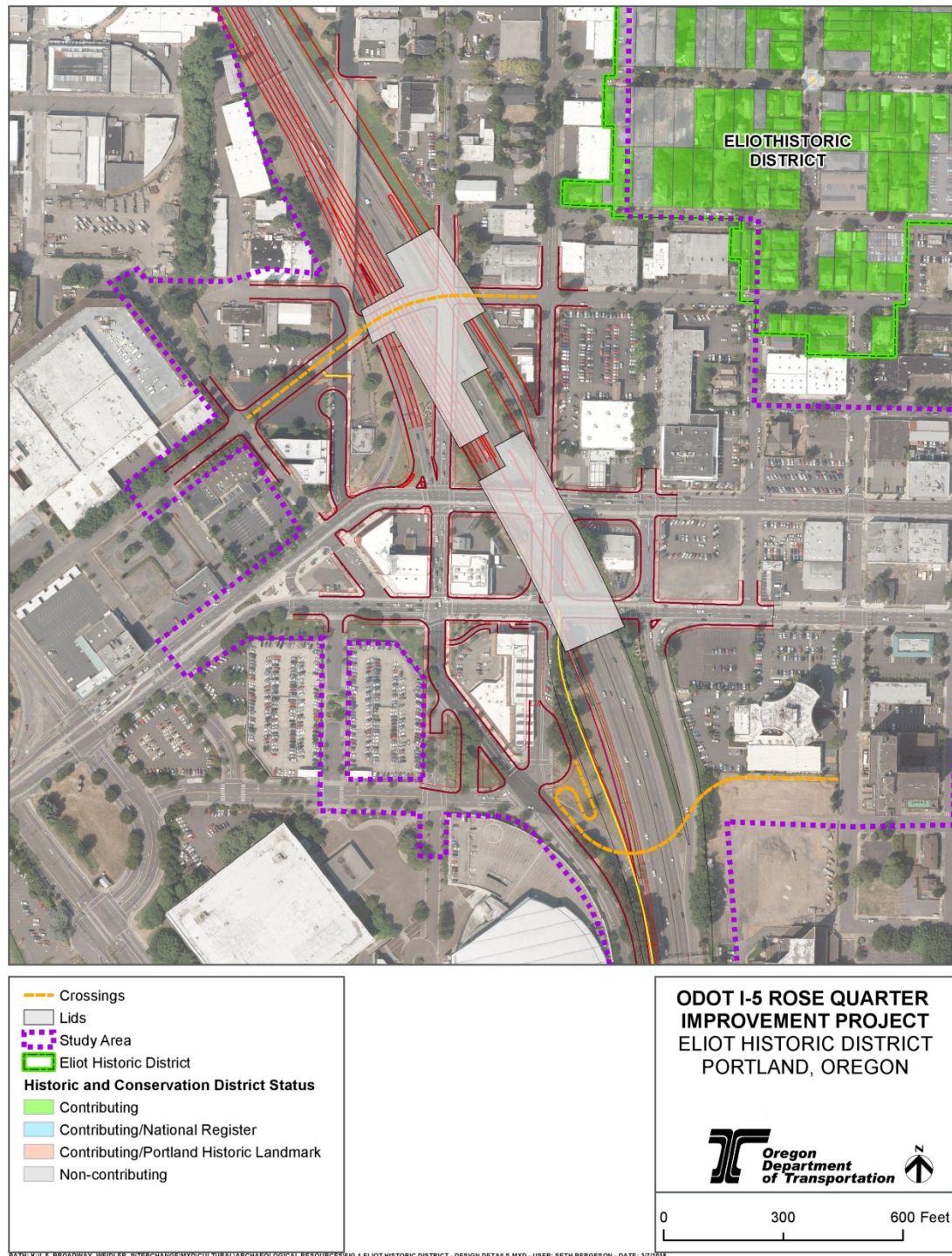




**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Eliot Historic District   |                                   |
| Street Address: Various  | City, County: Portland, Multnomah |

**Figure 4. Eliot Historic District and Project Features**



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: Eliot Historic District   |                                   |
| Street Address: Various  | City, County: Portland, Multnomah |

**Evaluation of Effects**

As noted above, the proposed project consists of I-5 Mainline Improvements as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange. Figures 3 and 4 provide an overview of potential project improvements in the vicinity of the Eliot Historic District. The figure shows that minimal changes to the setting and general environment surrounding the district would occur. The New Hancock-Dixon Crossing would change the access into the Eliot Historic District on NE Hancock Street, but these changes would not affect the district. Local street modifications and potential sidewalk improvements may occur south and southwest of the Eliot Historic District, but these changes would not occur within the district. Other improvements such as the proposed "lids" and modifications and I-5 ramps would occur within one to two blocks from the historic district and would be minimally visible.

While some of these Project features may temporarily and permanently affect the vicinity of the historic district, the Project will not affect the audible or visual setting of the Eliot Historic District due to its distance from the Project. In addition the district's existing setting has already been altered as a result of urban renewal projects (such as the Memorial Coliseum and clearing for expansion of Emanuel Hospital) and the construction of I-5 in the 1960s. Noise levels near the district may increase over the period of construction, but they would not be sufficient to diminish the historical integrity of the district as the significance of the district is not linked a sense of quiet or solitude but rather as it exists within an urban context. Construction related vibration is not expected to exceed levels that could potentially damage the integrity of materials and workmanship related to the Eliot Historic District. The Project features and construction-related activities, therefore, would not substantively affect the characteristics of the Eliot Historic District that make the district eligible for the NRHP.

**Coordination and Public Output**

Coordination with the Oregon SHPO is ongoing. Meetings with Section 106 compliance team at SHPO are anticipated to review and provide preliminary input on the project identification efforts and preliminary assessment of potential project effects. In addition to public meetings, ODOT has notified several consulting parties including the Architectural Heritage Center, Oregon Black Pioneers, and others. This section will be updated as consultation is conducted and completed.

**Conclusion**

It is the determination of ODOT and FHWA that the project, which involves improvements to the Interstate 5 and surface street network improvements would result in no effects to the characteristics that make the Eliot Historic District eligible for the NRHP. A finding of "No Historic Properties Affected" pursuant to 36 CFR 800.4(d) is therefore appropriate. Consultation with the SHPO remains in progress and the views of the public are being considered during project planning.

**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: W.E. Field Tile Co. Building  |                                   |
| Street Address: 122-140 NE Broadway Street   | City, County: Portland, Multnomah |

|   |            |
|---|------------|
| <b>Preliminary Finding of Effect:</b>   |            |
| <input checked="" type="checkbox"/> No Historic Properties Affected <input type="checkbox"/> No Historic Properties Adversely Affected <input type="checkbox"/> Historic Properties Adversely Affected  |            |
| <b>State Historic Preservation Office Comments:</b>   |            |
| <input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> No Historic Properties Affected<br><input type="checkbox"/> No Historic Properties Adversely Affected<br><input type="checkbox"/> Historic Properties Adversely Affected |            |
| Signed _____  | Date _____ |
| <b>Comments:</b>  |            |
|   |            |

**Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.**

**Introduction**

This statement of finding discusses the effect of the proposed Interstate 5 Rose Quarter Project (Project) on the W.E. Field Tile Company Building located in Portland, Oregon. The building was determined eligible for listing on the National Register of Historic Places (NRHP) by the Oregon Department of Transportation/Federal Highway Administration (ODOT/FHWA). This determination received the concurrence of the Oregon State Historic Preservation Office (SHPO).

In October 11, 2007, the Federal Transit Administration determined that the W.E. Field Tile Co. Building was **eligible** for the National Register of Historic Places (NRHP) and received concurrence on this determination from the Oregon State Historic Preservation Office on February 6, 2008. Martha Richards and Sharon Kelly (URS) evaluated W.E. Field Tile Co. Building in the *Portland Streetcar Loop Project Historic Resources Technical Memorandum* that they prepared for City of Portland, Metro, and TriMet (URS 2007). Due to the amount of time that has elapsed since the previous evaluation and improvements to the building's condition, the property was reassessed.

Having reviewed the existing condition of the W.E. Field Tile Company Building, it is the finding of FHWA, in concurrence with ODOT, that the proposed Project will result in no effects to the characteristics that make the W.E. Field Tile Company Building eligible for the NRHP and thus a finding of "no historic properties affected" pursuant to 36 CFR 800.4(d) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

**Project Description**

The I-5 Rose Quarter Improvement Project (Project) is located in Portland, Oregon, along the segment of Interstate 5 (I-5) between Interstate 405 (I-405) to the north (MP 303.2) and Interstate 84 (I-84) to the south (MP 301.5). The Project also includes the interchange of I-5 and Northeast (NE) Broadway and NE Weidler Streets (the Broadway/Weidler interchange) and the surrounding transportation network, from approximately NE Hancock Street to the north, North (N) Benton Street to the west, NE Multnomah Street to the south, and NE Second Avenue to the east. The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, the Broadway/Weidler interchange, and adjacent surface streets in the vicinity of the Broadway/Weidler interchange. In achieving the purpose, the Project also will support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange.

**Identification and Description of the Historic Resource**

The 1926 W. E. Field Tile Co. Building is located at the southwest corner of the NE Broadway Street and NE 2nd Avenue intersection on a 0.23-acre square-shaped parcel in the Lloyd District neighborhood of Portland, Oregon. The urban streetscape includes public sidewalks on Northeast Broadway Street and 2nd Avenue, wood utility poles, parking signs, streetlights, traffic signals, and metal trolley poles. The property boundary is tax parcel which also appears to be the building's physical footprint. The W. E. Field Tile Co. Building is a one-story, square-shaped Mediterranean Revival-style commercial building and garage with a flat roof and parapet. The streetside elevations feature a decorative polychrome ceramic tile base, multiple arched wood storefronts with recessed door openings, garage bay openings, decorative ceramic tile applications in



**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: W.E. Field Tile Co. Building  |                                   |
| Street Address: 122-140 NE Broadway Street   | City, County: Portland, Multnomah |

geometric patterns, and a Spanish tile roof with battlements at the primary entrance and corners of the elevations.

The building is eligible for the NRHP under criteria A and C. Under Criterion A, the building retains significant associations with streetcar development in the Albina area and reflects historically significant development and commercial trends in the 1920s. Under Criterion C, the building conveys the work of master architects Tourtellotte and Hummel particularly their melding of European Mediterranean architectural forms with horseshoe arches that are indicative of Muslim architectural traditions. The building is significant at the local level and retains a period of significance that is specific to its construction date of 1926.

The W.E. Field Tile Co. Building retains historic integrity of location, materials, workmanship, feeling, and association. Due to the exterior and interior changes made to the building and the changes made to its immediate surroundings it has lost some integrity in design and setting. Changes made to the W. E. Field Tile Co. Building after the date of its construction include the construction of the abutting garage in 1963 and the demolition of the adjacent one-story L-shaped gas and service station on Tax Lot 11000 circa 1955. The building is now bordered by a parking lot to the west. Original finials were removed and the transoms were infilled. An original garage opening on the east elevation was converted into a storefront in 2009 and new square-shaped windows were installed on the west elevation. (See Photographs 1 and 2).

**Avoidance Alternatives Considered**

No-Build Alternative

Under the No-Build Alternative, I-5, the Broadway/Weidler interchange, and the local transportation network in the Project Area would remain in its current configuration. No improvements to the connection between I-5 and the local street network in the vicinity of the Broadway/Weidler interchange, including bicycle and pedestrian features, would be constructed under the No-Build Alternative. Operational and safety concerns would persist and worsen as future traffic volumes increased.

The No-Build Alternative includes other transportation projects (including road, bicycle, pedestrian, and transit) in or around the Project Area with separate but dedicated funding identified for their implementation through 2040. There are two planned transportation projects in the vicinity of the Project Area that could affect traffic safety and operations in the Project Area include NE Broadway multi-modal improvements (protected bikeways) and N Williams traffic safety operations (enhanced crossing).

Build Alternative

The final I-5 Broadway/Weidler Plan and recommended design concept, herein referred to as the Build Alternative, were unanimously adopted by the Oregon Transportation Commission and the Portland City Council in 2012. The Build Alternative includes I-5 mainline improvements, as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange (Figure 1).

The proposed I-5 mainline improvements include the construction of auxiliary lanes (also referred to as ramp-to-ramp lanes) and full shoulders between I-84 to the south and I-405 to the north, in both the NB and SB directions. Construction of the I-5 mainline improvements would require the rebuilding of the NE Weidler Street, NE Broadway Street, N Williams Avenue, and N Vancouver Avenue structures over I-5. With the Build Alternative, the existing NE Weidler Street, NE Broadway Street, and N Williams Avenue overcrossings would be removed and rebuilt as a single lid structure (also referred to as a highway cover) over I-5. The existing Vancouver structure would be removed and rebuilt as a second lid structure, including a new roadway crossing at N Hancock and N Dixon Streets. The existing N Flint Avenue structure over I-5 would be removed. The I-5 SB on-ramp at Wheeler Street would also be relocated to NE Weidler Street at N Williams Street, via the new NE Weidler Street/NE Broadway/N Williams Avenue highway cover (See Figures 2 and 3).

A new bicycle and pedestrian bridge over I-5 would be constructed at NE Clackamas Street, connecting the Lloyd District with the Rose Quarter. Surface street improvements are also proposed, including upgrades to existing bicycle and pedestrian facilities and a new center-median bicycle and pedestrian path on N Williams Avenue between NE Weidler Street and NE Broadway. The Project also includes a water quality treatment facility at the eastern junction of the northbound ramps from the Fremont Bridge leading to I-5.

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: W.E. Field Tile Co. Building  |                                   |
| Street Address: 122-140 NE Broadway Street   | City, County: Portland, Multnomah |

**Photograph 1. W.E. Field Tile Co. Building, looking southwest**



**Photograph 2. W.E. Field Tile Co. Building, looking west towards Interstate 5 Interchange**

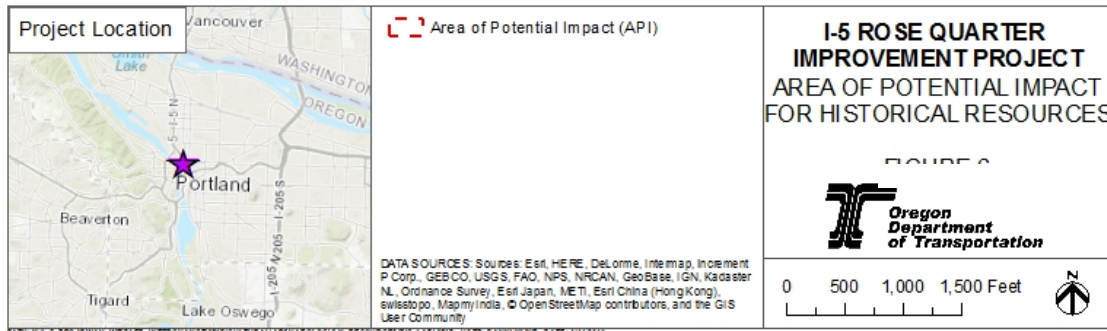




**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
Continuation Sheet**

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|-----------------|--|---------------|---------------------|
| Agency/Project: | ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |               |                     |
| Property Name:  | W.E. Field Tile Co. Building   |               |                     |
| Street Address: | 122-140 NE Broadway Street   | City, County: | Portland, Multnomah |

**Figure 1. Project API Map**





**OREGON INVENTORY OF HISTORIC PROPERTIES  
Section 106 LEVEL OF EFFECT FORM  
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|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: W.E. Field Tile Co. Building  |                                   |
| Street Address: 122-140 NE Broadway Street   | City, County: Portland, Multnomah |

**Figure 2. Broadway/Weidler Interchange Area Improvements**

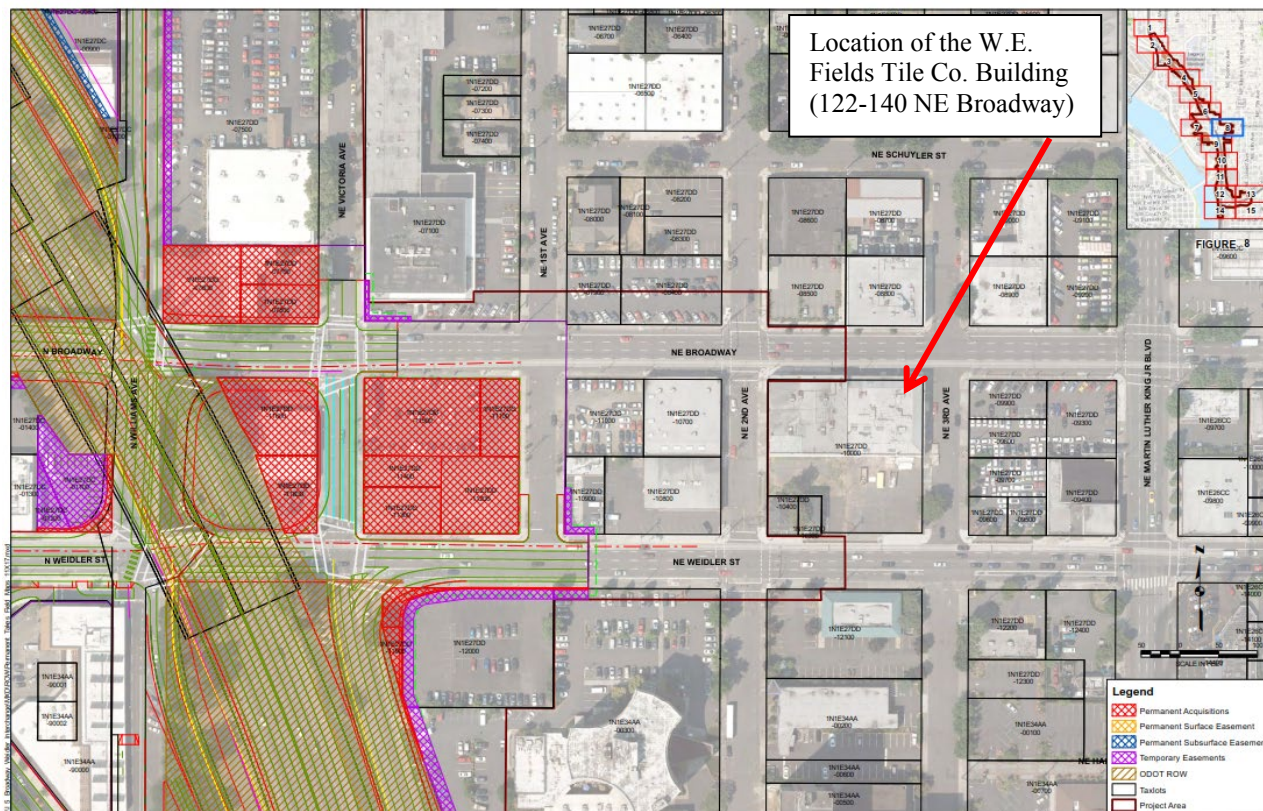




**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**Section 106 LEVEL OF EFFECT FORM**  
 Continuation Sheet

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| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
| Property Name: W.E. Field Tile Co. Building  |                                   |
| Street Address: 122-140 NE Broadway Street   | City, County: Portland, Multnomah |

**Figure 3. Project Acquisitions, Easements, and Features near the W.E. Fields Tile Company Building**



**Evaluation of Effects**

As noted above, the proposed project consists of I-5 Mainline Improvements as well as multimodal improvements to the surface street network in the vicinity of the Broadway/Weidler interchange. Figure 3 provides an overview of potential project improvements, easements, and acquisitions in the vicinity of the W.E. Fields Tile Company Building. The figure shows that minimal changes to the setting and general environment surrounding the building would occur. Potential sidewalk improvements may occur to the corner of NE Weidler and NE 1st and southwest of the building, but these changes would not affect the W.E. Fields Tile Company Building. Other improvements such as the proposed “lids” and modifications and I-5 ramps would occur within one to two blocks from the historic property and would be minimally visible. The block to the west of the building (currently a surface parking lot) could be used for temporary materials and equipment storage and staging for the duration of construction and thus may experience a potential increase in construction vehicle traffic.

While some of these Project features may temporarily and permanently affect the visual setting of the W.E. Fields Tile Company Building, the existing setting of the building has been altered since its period of significance (1926) as a result of urban renewal projects (such as the Memorial Coliseum) and the construction of I-5 in the 1960s. Noise levels near the building may increase over the period of construction, but they would not be sufficient to diminish the historical integrity of the building as the significance of the building is not linked a sense of quiet or solitude but rather as it exists within an urban context and immediately beside a major arterial that includes a streetcar route. Construction related vibration is not expected to exceed levels that could potentially damage the integrity of materials and workmanship related to the W.E. Fields Tile Company Building. The Project features and construction-related activities, therefore, would not substantially affect the characteristics of the W.E. Fields Tile Company Building that make the building eligible for the NRHP.

**OREGON INVENTORY OF HISTORIC PROPERTIES**  
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**Continuation Sheet**

|  |                                   |
|--|-----------------------------------|
| Agency/Project: ODOT/I-5 Rose Quarter Project, ODOT Key No. 19071, Fed.-Aid No. S001 (483) |                                   |
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**Coordination and Public Involvement**

Coordination with the Oregon SHPO is ongoing. Meetings with Section 106 compliance team at SHPO are anticipated to review and provide preliminary input on the project identification efforts and preliminary assessment of potential project effects. In addition to public meetings, ODOT has notified several consulting parties including the Architectural Heritage Center, Oregon Black Pioneers, and others. This section will be updated as consultation is conducted and completed.

**Conclusion**

It is the determination of ODOT and FHWA that the project, which involves improvements to the Interstate 5 and surface street network improvements would result in no effects to the characteristics that make the W.E. Field Tile Company Building eligible for the NRHP. A finding of "No Historic Properties Affected" pursuant to 36 CFR 800.4(d) is therefore appropriate. Consultation with the SHPO remains in progress and the views of the public are being considered during project planning.

**Sources**

URS. 2007. *Portland Streetcar Loop Project Historic Resources Technical Memorandum*. Prepared for City of Portland, Portland Metro, and TriMet. September 25.