

Trees cont'd from pg 1

virtually impossible without human-caused climate change that added a few extra degrees to the record-smashing temperatures.

“They will help us save future lives

The deaths prompted better preparation for extreme conditions across the state in the years that followed.

Multnomah County Chair Jessica Vega Peder-son said Gresham and the Portland neighborhood

of East Portland have the fewest trees in the coun-ty, but more are being planted.

“They will cool us down when the summer is hot, and they will help us save future lives that might otherwise be taken from us in similar events,” she said.

The Ollison family used to go to their father’s apartment building each year to release balloons in Jerome’s honor. Now they have a new place to pay their respects.

“This is more person-al,” LaRome Ollison said of the nature park. “It’s a beautiful spot.”

Albina cont'd from pg 1

“The vision that Joe Biden has had, which I am just grateful for, is he wants to have a low-carbon, equitable transpor-tation future,” Blume-nauer said. “And they’re willing to spend money on it.”

Working Smarter

Meanwhile, the Albina Vision Trust – the driv-ing force behind the I-5 covers project and in-strumental in winning the grant – secured a work agreement deal with ODOT that was ap-proved last week by the Oregon Transportation Commission. The agree-ment formalizes the collaboration between the two organizations to “explore highway cover governance and future ownership of surplus lands associated with the project,” Rose Quar-ter Project director with the Urban Mobility Of-fice Meghan Channell said during the March 14 meeting.

“As our shared work continues to move forward, we seek to formal-ize a partnership that will enable our state to actualize the vision that has rightly captivated leaders across this na-

tion,” AVT strategic com-munications director JT Flowers told the com-mission. “That cannot happen without funda-mentally addressing the chasm, the trench, that has been dug through the community, and we all know that is Interstate 5. This highway cover and the governance agree-ments that shape what is atop it will collectively constitute the gateway to that neighborhood.”

He called the work agreement “a critical step towards making sure that that gateway is built, stewarded and driven by the communi-ty it’s meant to serve. To-gether, we can redefine what government-com-munity partnership looks like and set a new national precedent, one that uses development to heal rather than harm.”

Redressing Historic Wrongs

Looking ahead to opti-mistic developments for community healing, Blu-menauer jokes that he’s been chasing the ghost of Robert Moses through-out his own career in public service.

Moses was a highly influential urban plan-



PHOTO COURTESY OF PORTLAND ART MUSEUM

PAM Presents Futuristic Kicks Exhibit

Coming to the Portland Art Museum March 30, in partnership with the Bata Shoe Museum in Canada, Future Now: Virtual Sneakers to Cutting-Edge Kicks is a groundbreaking new exhibition that features nearly 60 futuristic footwear designs pushing the boundaries of what footwear can be. Future Now’s opening weekend will kick off Friday, March 29, with a free screening at PAM CUT’s Tomorrow Theater of the 2005 documentary Just for Kicks, an in-depth examination of the culture and fashion of the sneaker.

ner who popularized the practice of running road expansion projects through low-income neighborhoods that were

had the almost criminal relocation of the people of Albina. It was also the vision of putting a ditch throughout Southeast

“The Biden administration is putting more money into fixing the Albina community than any place in the United States

largely populated by people of color. His car-centric planning philosophy, paired with his penchant for decimating neighborhoods where residents had the least amount of political power, actually made Moses in demand as a consultant in WWII-era Portland. In 1943 he was paid \$100,000 to create a planning proposal for the city.

“It guided transportation decisions in our region for 30, 40 years,” Blumenauer told The Skanner. “And it’s one of the reasons why we had that huge ditch through North Portland, why we

Portland for the Mount Hood Freeway, which died hard, but which would have been devastating.”

Moses’ damaging influence has been underscored by contemporaneous descriptions of what appeared to be the deep-seated racism that informed his design decisions in roadways and public works projects alike. A Pulitzer Prize-winning biography of Moses detailed his attempts to exclude the poor and communities of color by building low bridges across parkways in order to prevent buses – but not cars – from

passing through.

“Robert Moses didn’t just inflict damage on New York and Portland,” Blumenauer said. “He was representative of a train of thought where people put these massive freeway projects in areas that were the path of least resistance, and that path led through Black and Brown communities, from coast to coast. So we have healing that needs to happen in metropolitan areas like Detroit, for instance, that really fell victim to this auto mindset. But it’s in cities across the country, where urban renewal and freeway construction were imposed on communities that were politically powerless and where they thought they could build it fastest and cheapest. And so you will see people around the country looking for these resources to be able to heal these visible scars from the landscape.”

Restoring Connectivity

AVT had another reason to celebrate: a \$38

million grant from the Portland Bureau of Transportation to make improvements to the Broadway corridor.

The funding, Flowers said, will make the area “more pedestrian-friendly, more residential-friendly.

“We are going to have thousands of families living in an area that was originally built to house thousands of families, that was then decimated,” he said.

In January, the Portland Public School Board agreed to sell the district’s 10-acre headquarters campus to AVT. The organization plans to develop the property into more than 1,000 residential units that will be eligible for the North/Northeast Preference Policy, which prioritizes moving in residents who were previously placed from lower Albina.

“What we’re really doing is transforming a transit corridor back into a neighborhood,” Flowers said.

Real Estate cont'd from pg 1

The settlement allows brokers to advertise rates and consumers to seek better deals. Projections indicate a potential reduction in commissions by 25% to 50%, according to TD Cowen Insights, heralding a new era of affordability in real estate transactions.

Meanwhile, the National Association of Real Estate Brokers (NAREB) said it is gearing up to support its members, who predominantly serve Black communities. Dr. Courtney Johnson Rose, President of NAREB, acknowledged the profound implications of the settlement on the organization’s members, particularly those representing buyers.

“NAREB recognizes that this settlement, if approved by the judge, will

bring dramatic changes to our industry,” Rose stated. “Our members often represent Black families and individuals who struggle to raise money for the down payments needed to purchase

“Projections indicate a potential reduction in commissions by 25% to 50%

homes due to decades of discrimination and a lack of generational wealth.”

To address these challenges, NAREB has outlined a series of initiatives:

- **Special Task Force:** A dedicated task force will analyze the settlement’s

impact and recommend strategies to assist members and promote Black homeownership.

- **Realtist Toolkit:** NAREB will develop a comprehensive toolkit providing members with essential information and resources.
- **Black Developer Academy:** Expansion of the Black Developer Academy will offer training and support to members interested in real estate development, diversifying revenue streams and increasing housing inventory in communities of color.
- **Community Engagement:** Leveraging national initiatives such as the Building Black Wealth Tour, NAREB aims to strengthen connections between members and their communi-

ties while educating consumers on homeownership.

While the settlement promises increased transparency, concerns persist regarding potential burdens on buyers, especially first-time buyers. Moreover, the anticipated commission reduction could precipitate a significant upheaval in the brokerage industry, potentially prompting a mass exodus of brokers.

“NAREB is prepared to lead in this changing environment and ensure that our members, Realtists, are strong and remain valuable assets in communities,” Rose said. “NAREB is committed to the advancement of Black real estate professionals, increasing Black home ownership and our enduring pursuit for Democracy in Housing.”