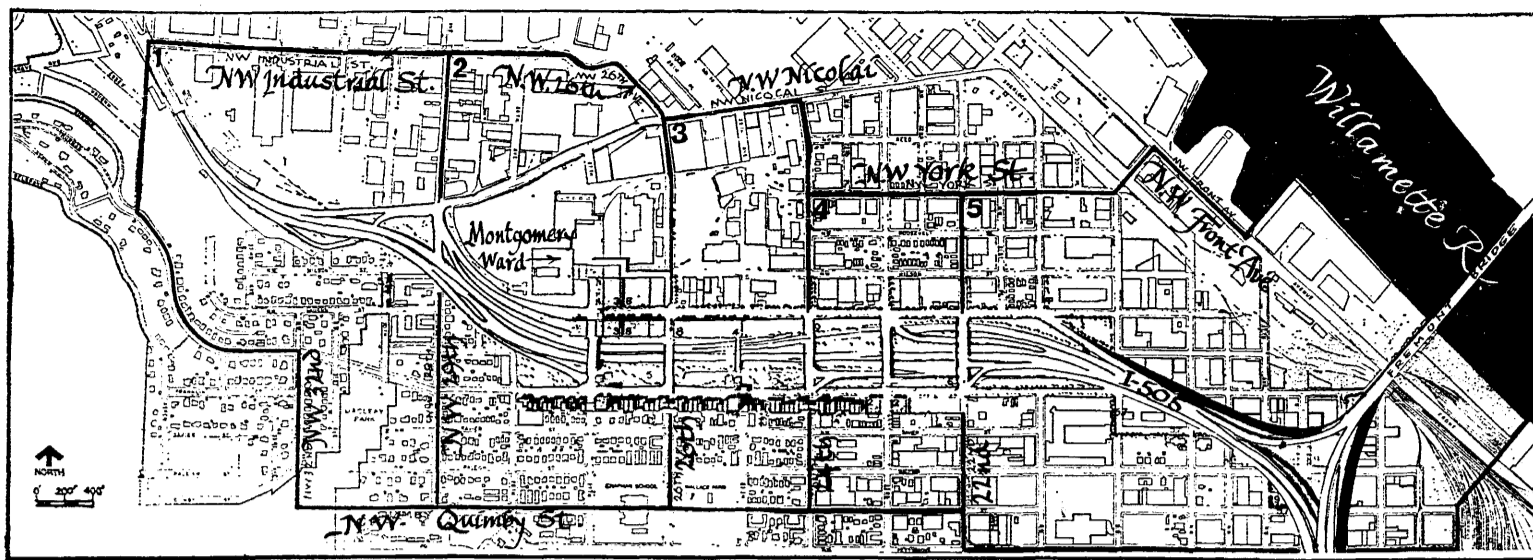


Planners Approve Freeway Corridor Through NW Portland



WHEN ANOTHER FREEWAY, I-505 is built, all the area in northwest Portland enclosed in black border on map will be affected, according to a study by the Portland Planning Commission. Wednesday the commission approved recommendations which it will make to the State Highway Commission of things which should be done that will lessen the destructive impact on the area and its people of another freeway.

Greenways, Housing, Shopping Detailed In Comprehensive Study Of Road Land Use

Story on Page One Also. Plans and recommendations for multiple use and joint development of the I-405 and I-505 freeway corridor through northwest Portland received final approval of the Portland Planning Commission Wednesday.

The first of its kind in Oregon, the plan is a detailed and comprehensive study of freeway corridor land-use in the northwest part of the city. It was prepared by Portland planners as a suggested guideline for the Oregon State Highway Department.

Covered in the report is that portion of I-405 (the Stadium Freeway) which will approach the Fremont Bridge, and I-505, a new freeway planned but not started. Joining I-405 at the west end of the Fremont Bridge, I-505 will move westward in a corridor between NW Thurman and Vaughn streets, eventually leaving the city by merging with NW St. Helens Road.

According to Dale D. Cannady, assistant city planning director, "Carrying out the recommended action will depend on the state highway department, local residents and businessmen in the area."

Area Defined. For purposes of study, the total area involved extends east to west from the Willamette River to NW 35th Avenue, bounded approximately by NW Nicolai and Pettygrove streets, and extends north to south from the river to NW Johnson Street, bounded by NW 12th and 19th avenues.

In its path, the freeway corridor follows closely the line of demarcation between existing industrial and residential neighborhoods. That part of the corridor designated as actual freeway will trespass what has been described as industrial-residential areas.

Emphasizing concern for the character of the area, Cannady said, "This is something new for the highway department. They have more responsibility for development where before they have mainly been concerned with just getting freeways through."

The residential areas bordering the corridor are old, some are in disrepair, but they offer low-cost housing to many elderly persons and persons on fixed incomes, and displacement will create a demand for reimbursals.

Along the corridor are planned "buffer" zones. On the south side of the corridor, a buffer of greenways and multiple, low-cost housing units is proposed to provide residents and pedestrians with access and reduced sight and sound pollution.

Panel Adopts 'Watered-Down' Highway Stand

By STAN FEDERMAN Staff Writer, The Oregonian

A legislative interim subcommittee on mass transportation Wednesday adopted a "watered-down" resolution which continued to leave State Transportation Director John Fulton with little say on highway projects.

But the resolution didn't say the division "must" seek such advice and there were no penalties indicated if state highway officials chose to ignore the idea.

Under the present system, the State Highway Commission has the sole authority on road construction and planning. Fulton is only a coordinator and has never had any say on the commission's actions.

Part of the resolution stated that by seeking the advice of Fulton and the environmental commission, highway builders would minimize the effects of air and noise pollution generated by road use.

The resolution also urged that other means of transportation, less harmful to the quality of the state's air than automobiles, should be encouraged.

In other action, the subcommittee agreed to have the Department of Transportation do some research on the question of the Port of Portland's authority regarding mass and rapid transit.

Council Race Heats Up

"You can't run government like you run a gossip column," City Commissioner Connie McCready said this week, adding, "can you build good government on blue sky and cigar smoke?"

Mrs. McCready led the strongest broadside of her campaign against her opponent Doug Baker, former columnist who now has a radio talk show.

Commissioner McCready spoke to the Professional Engineers of Oregon at the Hoyt Hotel. She declared: "I'm the only city council candidate who has ever voted for consolidation, yet my opponent talks as if he invented the idea."

She said she was for an expanded metropolitan government—"the sooner the better, but not until the groundwork has been done and done right."

Mrs. McCready told the engineers that government, like highways and buildings, needs firm footings. "That takes the coordination of three counties, Portland and several other cities and the Legislature. I expect my legislative experience to be valuable in this kind of engineering."

OLCC Puts Off Rule On Extending Hours

The Oregon Liquor Control Commission postponed a decision Wednesday on whether to establish uniform hours for dispensing of alcoholic beverages.

The commission, at its monthly meeting, decided to postpone a decision on whether to establish uniform hours for dispensing of alcoholic beverages.

During the session Wednesday the commission found several establishments in violation of state liquor laws. They were: Van Doozer's Market, Troutdale, sale to minor, 30 days suspension of license.

El Acapulco Restaurant and Tavern, Hubbard, improper glass washing, five days suspension, or \$100 fine. Club Northwest, 217 NW 4th Ave., permitting minor to enter and remain on premises, seven days suspension, or \$200 fine.

Handy Pantry, Bend, advertised beer for sale at price less than cost, five days suspension.

Cookie's Cafe and Tavern, Beatty, unsanitary premises and permitting profane and abusive language, seven days suspension or \$100 fine. Plaid Pantry Market No. 23, 2805 SE Holgate Boulevard, sale to a minor, 10 days suspension.

Walsh Wants More Police

Tom Walsh called for additional money for police protection in Portland during a Wednesday talk to the Peninsula Kiwanis Club in North Portland.

Walsh, campaigning for the City Council, said the crime rate has jumped 22 per cent in Portland during the first six months of 1970 while neighboring cities such as Seattle have had a downward trend.

"In the face of this increase, overworked police department in Portland has laid off 22 officers this year because of lack of funds," he said.

He said "city hall" has confused the priorities in failing to plan ahead, putting artificial turf and a remodeled stadium ahead of police protection.

Meanwhile, he said, L. H. Gregory, sports editor for The Oregonian, "gets mugged walking between the stadium and his office."

Lake, Park Hearing Set

BEAVERTON (Special) — Future of the proposed Fanno Creek recreation project will be discussed here Friday by representatives of Tualatin Hills Park and Recreation District, cities of Tigard and Beaverton and Washington County.

"We have to decide where to go from here," said Howard Terpenning, park district superintendent.

The proposed park and 300-acre lake will not be realized unless sponsoring local agencies can arrange financing to buy land soon. Developers of a planned unit residential project of more than \$40 million are expected to apply for land use zoning in the area early next year and begin construction later in 1971.

Park Projects Due

SALEM (AP) — The Oregon Highway Commission will open bids Oct. 29 on three park projects. They are to landscape Tolovana Beach and Neskowin Beach Waysides on the coast, and to build a small bridge at Champeog State Park in Marion County.

FOLKSINGER TO PERFORM

Malvina Reynolds, folksinger and composer best known for "Little Boxes," will perform Friday, Oct. 16, at 8 p.m. in the First Methodist Church.

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Panelists Air Demands For Action On Pollution

"Educate, organize, mobilize, and act." This appeared to be the thrust of remarks Wednesday by Peter Venuto, president, Citizens Against Air Pollution, San Jose, Calif., and Mrs. Frances Radin, of the Conservation Association, Washington, D.C.

The two were panelists in an Air Quality Workshop Wednesday at the Portland Sheraton Motor Inn. They spoke on the topic: "Ways and Means for Citizen Effectiveness."

"We (the citizens) cannot wait to leave it to the federal government to set fair pollution standards," said Mrs. Radin. "It is not enough to write your congressman and to vote."

"You — and that means all of us — have to get off our duffs, lean on the political pressure points and show government servants that when we see them we represent not only our own views but those of some 400 other warm bodies out in the hall."

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