

REVIEW AND ALTERNATE
PROPOSAL OF "MULTIPLE USE AND
JOINT DEVELOPMENT OF I-405,
I-505 FREEWAY CORRIDOR."

prepared by
Willamette Heights Neighborhood
Association

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Willamette Heights Neighborhood Association

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INTRODUCTION

The Willamette Heights Neighborhood Association formed as a result of an article in the Oregonian, October 15 1970, entitled "Planners approve Freeway Corridor." The article mentioned basically that the legislative interim sub-committee on mass transportation had adopted a "watered down" Highway stand. The article also mentioned that the NW area (shown on a map printed with the above article) would be "affected" by the freeway. The Portland Planning Commission said it would make recommendations to the State Highway Commission of things to be done to lessen the destructive impact of the freeway. No specific recommendations were mentioned.

REVIEW OF EXISTING PROPOSAL

No alternate plans pursued to the point of determining the most appropriate transportation system (e.g. freeway vs. expressway, rapid transit coupled with freeway system, etc.).

No in-depth study of "multi-use concepts."

- Existing freeway piers and ramping not built to structurally integrate multi-use activities.

Auto traffic flow pattern does not warrant a freeway.

- 68% of traffic is destination oriented to the NW Industrial area.
- 32% of traffic is thru traffic to St. Johns area.

No provisions made for up-grading streets that are accepting the off-ramp traffic.

No direct connection to freeway system from Port of Portland.

No social-impact studies

- How will multi-family housing affect school enrollment? expansion? costs?
- How much additional load will be put on utilities? costs?

No effective or valid investigation of effects of re-zoning.

No effective economic impact study (see appendix A).

WILLAMETTE HEIGHTS NEIGHBORHOOD ASSOCIATION ALTERNATE PROPOSAL

Increased access points throughout NW Industrial area.

The "multiple-route" system of de-centralizing traffic onto Front, Yeon, and Nicolai Streets offers more direct access to destination points (e.g. Esco, Port of Portland, industrial points north).

Alternate proposal saves 3 1/2 million dollars in land acquisition costs from 22nd to 29th.

Parkway - multi-family low cost housing buffer zone @ Thurman area coupled with re-examination of re-zoning issues in the Thurman Street area.

Separates freeway from residential.

Re-examine government grants and funding programs.

i.e. parks and beautification grants

open space grants

housing grants

highway beautification grants

Provide opportunities for citizen input.

SUMMARY

The State Highway Department's method of study is seemingly based on obtaining a path of least resistance and maximum government funding (which is commendable in some cases) to provide a service for the public.

No investigation is evident as to whether or not this "service" to the public is in fact, a dis-service. When no alternate proposals or in-depth studies are conducted and pursued to use as a constant cross-reference, there is no real basis for justification of budget expenditure.

Planning must not be based on economics alone, but on sound planning procedures, problem solving techniques, investigation of alternatives (e.g. mass transit) and full citizen involvement.

The main objective of the alternate proposal by the Willamette Heights Neighborhood Association is to show that there are several design solutions possible, and that ANY URBAN DESIGN PROBLEM (Freeway, High Rise, etc.) MUST BE THOROUGHLY ANALYZED IN TERMS OF THE TOTAL LONG RANGE EFFECT ON THE ENVIRONMENT.