

## RESOLUTION NO. 31424

WHEREAS, the Council of the City of Portland approved, on January 31, 1974 by Resolution No. 31358, a corridor for Interstate 505 Freeway known as Alternative Four, "Short Yeon" and

WHEREAS, the Oregon Transportation Commission has requested that the City Council reconsider this action in view of the fact that additional authorized Interstate System mileage has subsequently become available for the project and a preliminary design of an elevated Alternative 3, Long Yeon, within the existing N.W. Yeon Avenue right-of-way appears financially and operationally possible and

WHEREAS, Alternative 3 was the expressed preference of a number of the general public at the corridor public hearing on October 30, 1973 and also of the Portland City Planning Commission; now, therefore, be it

RESOLVED, that the Council rescinds its approval of Resolution No. 31358 and approves the elevated version of Alternative 3, Long Yeon as the preferred alignment with the following stipulations:

1. The Highway Division will pay all local costs of highway improvements associated with this project.
2. The Highway Division, in the design phase, will investigate both an elevated and a depressed freeway section from I-405 to N.W. Yeon Avenue.
3. The freeway will be elevated over N.W. Yeon within the existing right-of-way to U.S. 30 on St. Helens Road.
4. The City should control the use of land under any elevated structure through an agreement such as that in existence between the City and the Highway Division with respect to land under the Fremont Bridge ramps.
5. The relocation process as described by the Highway Division in the I-505 report dated January 17, 1974, for families and individuals displaced by the freeway, should be guided by the goals, objectives, and programs for supportive services outlined in the material submitted by Friendly House and included in the same report.

6. The relocation process should make use of private social service agencies such as Friendly House, neighborhood groups, and appropriate City agencies wherever possible and appropriate.
7. Every possible effort should be made to relocate those persons displaced within the northwest neighborhood; and
8. To the extent that such relocation involves the construction of "last resort" housing, the Highway Division should use as a goal for the overall "last resort" housing program a residential density standard of twenty-two units per acre (average), and in any case, the average residential density for such housing should not exceed thirty-four units per acre.
9. Every possible effort should be made during the freeway design process to minimize the adverse effects of the freeway on
  - (a) Relocation of business.
  - (b) Deprivation of jobs.
  - (c) Depreciation of property values.
  - (d) Impairment of access to public streets and to railroads essential to the business and employment within the corridor; and further, that all concerns with respect to the above should be thoroughly discussed between the Highway Division and the Northwest Industrial Neighborhood Association (NINA), and other interested parties, and, be it further

RESOLVED, the Council requests the Administrator of the Office of Planning and Development to prepare a plan for the use of State housing bond funds and/or other funds which may be available to provide housing, in the northwest neighborhood if possible, for individuals and families whose residences will be "isolated" north of N.W. Vaughn Street as a result of construction of the freeway, be it further

RESOLVED, the Council intends to allocate, if necessary, City funds to aid in the rehousing process in an amount not to exceed \$200,000, be it further

RESOLVED, the Council requests the Planning Commission to complete its planning process for the northwest neighborhood and to submit a land use plan for that area to the Council as soon as possible so that relocation and redevelopment associated with the freeway can be carried out in accordance with such a plan, be it further

RESOLVED, the Council requests the Highway Division to dispose of none of the property it presently owns in the northwest neighborhood until such a land use plan is approved by the Council, and be it further

RESOLVED, the Council requests the Administrator of the Office of Planning and Development to prepare an analysis of residential redevelopment needs and priorities for the City which includes a recommendation on the priority which should be assigned to the Thurman - Vaughn corridor, be it further

RESOLVED, The Citizens Contact Committee created for the preparation of the Interstate 505 Draft Environmental Impact Statement project be continued during the freeway design process.

Adopted by the Council: MAY 30 1974

*George Zebrowski*  
Auditor of the City of Portland

Neil Goldschmidt, Mayor  
5/15/74  
WSD/gr/nlm/

RESOLUTION NO. **31424**

A Resolution that the City Council implement Interstate 505 Freeway Corridor, Alternative 3, elevated Long Yeon, and rescinds Resolution No. 31358, which was Alternative 4, Short Yeon.

*As amended*

**THURSDAY**

THE COMMISSIONERS VOTED AS FOLLOWS		
	YEAS	NAYS
IVANCE	/	
JORDAN	/	
McCREADY	/	
SCHWAB	/	
Goldschmidt	/	

Filed MAY 24 1974  
**GEORGE YERKOVICH**  
 Auditor of the City of Portland  
 By /s/ GORDON CROELL  
**DEPUTY**