

File
URB10-15

WETMORE
WKA

RESOLUTION NO. **32709**

WHEREAS, the Central Eastside Industrial Area, where over 10,000 people are employed, is centrally located near densely populated residential areas, resulting in transportation energy efficiency in the regionwide distribution of goods and services and in employee commuting; and

WHEREAS, the Portland City Council on March 26, 1980, adopted an Economic Development Policy, one of whose policies states that "the City shall encourage in-city businesses to remain and expand, and may promote the recruitment of new business and industry by keeping Portland competitive with other regional and national centers;" and

WHEREAS, the Portland City Council in May, 1978, accepted the Central Eastside Industrial Revitalization Study, which identifies as a major circulation problem the "lack of a direct connection between McLoughlin Boulevard and I-5 northbound and resultant Grand Avenue congestion;" and

WHEREAS, the Central Eastside Industrial Revitalization Study also states that "southbound access to I-5 is critical to the continued economic viability of existing businesses and to the potential to attract new businesses and jobs to the area," and that the "feasibility study and design and construction of this project should be completed as quickly as possible;" and

WHEREAS, the Oregon Department of Transportation has developed alternative designs for the East Marquam interchange with the assistance of affected businesses and citizens to address the aforementioned problems, and these alternatives were reviewed at a public hearing on April 17, 1980; and

WHEREAS, the Oregon Department of Transportation has recommended the construction of Alternative 1 as shown on Exhibit A; and

WHEREAS, State law ORS 373.015 requires that "before the Department of Transportation acquires within any incorporated city any new rights-of-way, or re-locates or abandons an existing state highway within that city, the state shall notify the mayor of the action contemplated" so that the City shall have the opportunity to file remonstrances or objections; and

WHEREAS, the Portland City Council established on October 3, 1979 the Willamette River Greenway, two purposes of which are "to reconnect Portland's residential neighborhoods to the river," and "to create a continuous Willamette Greenway trail for pedestrians and bicycle travel from the confluence of the Columbia and Willamette Rivers to the south City limits," and

WHEREAS, the recommended on-ramp from Water Avenue at Salmon Street to the southbound I-5 will physically and environmentally encroach on the Esplanade; NOW THEREFORE BE IT

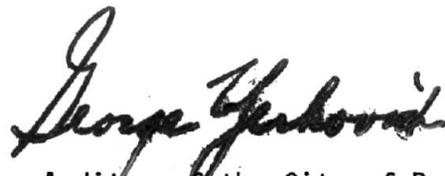
RESOLVED, that the City Council recommends the construction of Alternative 1 of the East Marquam Interchange Project, and BE IT FURTHER

RESOLVED, that the City Council requests the Oregon Department of Transportation to include in the East Marquam Interchange Project the provision of a continuous Greenway bicycle/pedestrian path similar in character to other portions of the Greenway path, and to provide for users of the path and esplanade noise attenuation and protection from objects and debris thrown from the freeway and the recommended ramps; and BE IT FURTHER

RESOLVED, that the City of Portland agrees to extend the Greenway bicycle/pedestrian path south of the Marquam Bridge within five years of the completion of the proposed project; and BE IT FURTHER

RESOLVED, that the Bureau of Planning be directed to initiate a Greenway conditional use for the recommended southbound I-5 on-ramp and for construction activities; and BE IT FURTHER

RESOLVED, that City staff be directed to develop and pursue funding for a program of street improvements needed to support the recommended alternative, and to develop measures to mitigate neighborhood impacts in the residential areas east of the Central Eastside Industrial District if the recommended ramps cause an increase of through traffic on neighborhood streets.



Adopted by the Council JUL 10 1980

Auditor of the City of Portland

Mayor McCready
CM:RB:db
July 10, 1980

EXHIBIT A

Alternative 1

Water Ave. ramp and
McLoughlin ramps

Alternative 2

Water Ave. ramp only

Alternative 3

McLoughlin ramps only

