

BEFORE THE BOARD OF COMMISSIONERS OF LANE COUNTY, OREGON

RESOLUTION/ORDER NO: 23-04-25-11

In the Matter of Approving the Laura Street Upgrade Project Design Concept; and a Resolution Establishing Necessity Pursuant to ORS 35.610 and Ordering the Acquisition of Interests Necessary for the Laura Street Upgrade Project

WHEREAS, Central Lane Metropolitan Planning Organization (MPO) funding was awarded by the Metropolitan Policy Committee to design and construct the project; and

WHEREAS, the Lane County Transportation Advisory Committee held a public hearing and endorsed the design concept; and

WHEREAS, pursuant to Lane Manual 15.580, the Board is required to approve the design concept for this project; and

WHEREAS, Lane County may exercise the power of eminent domain pursuant to its Home Rule Charter, Chapter II, Section 5, Oregon Revised Statutes Volume 01, Chapter 35, and the Law of the State of Oregon generally, when the exercise of such power is deemed necessary by the Board of County Commissioners' governing body to accomplish public purposes for which Lane County has responsibility; and

WHEREAS, Lane County has the responsibility of providing safe transportation routes for commerce, convenience and to adequately serve the traveling public; and

WHEREAS, the project known as the Laura Street Upgrade (ODOT Key # 22348, County Project # 360289977), adopted through the Lane County Capital Improvement Program for Fiscal Years 2020-21 through 2024-25, Order No 20-07-21-08, has been planned in accordance with appropriate engineering standards for the construction, maintenance or improvement of said transportation infrastructure such that property damage is minimized, transportation promoted, travel safeguarded; and

WHEREAS, to accomplish the project set forth above it is necessary to acquire permanent road right of way and temporary right of entry/permit of entry for construction interests in the properties described in Exhibit B attached to this resolution and, by this reference incorporated herein.

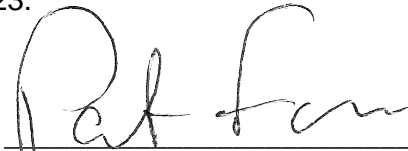
NOW, THEREFORE, the Board of County Commissioners of Lane County **RESOLVES and ORDERS** as follows:

1. Approval of the design concept presented in Exhibit A. This action authorizes the County Engineer to determine all other project design standards and exceptions to design standards not identified in the design concept, pursue all necessary permits, and prepare plans and specifications for improvements. The cost of the improvements will not be assessed to the benefiting properties in accordance with the Lane County Special Assessment Policy as outlined in Lane Code Chapter 15 and ORS 371.625 and 371.640, because this project will be funded by MPO funds.
2. The foregoing statements of authority and need are, in fact, the case. The project for which the property is required and is being acquired are necessary in the public interest, and the same have been planned, designed, located, and will be

constructed in a manner which will be most compatible with the greatest public good and the least private injury.

3. The power of eminent domain is hereby exercised with respect to each of the interests in property described in Exhibit B. Each property is acquired subject to payment of just compensation and subject to procedural requirements of Oregon law.
4. The Lane County Public Works' Staff and the Lane County Counsel are authorized and requested to attempt to agree with the owner and other persons in interest as to the compensation to be paid for each acquisition, and, in the event that no satisfactory agreement can be reached, to commence and prosecute such condemnation proceedings as may be necessary to finally determine just compensation or any other issue appropriate to be determined by a court in connection with the acquisition. This authorization is not intended to expand the jurisdiction of any court to decide matters determined above or determinable by the Lane County Counsel.
5. Lane County expressly reserves its jurisdiction to determine the necessity or propriety of any acquisition, its quantity, quality, or locality, and to change or abandon any acquisition.

ADOPTED this 25th day of April, 2023.

A handwritten signature in black ink, appearing to read 'Pat Farr', is written over a horizontal line.

Pat Farr, Chair
Lane County Board of Commissioners



Exhibit A



Laura Street Upgrade Design Concept

April 2023

Proposed street improvement project on Laura Street: sidewalks and bike lanes on both sides of the street, ADA ramps, storm water management, center turn lane, and new pavement.

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Chapter 1 – Introduction

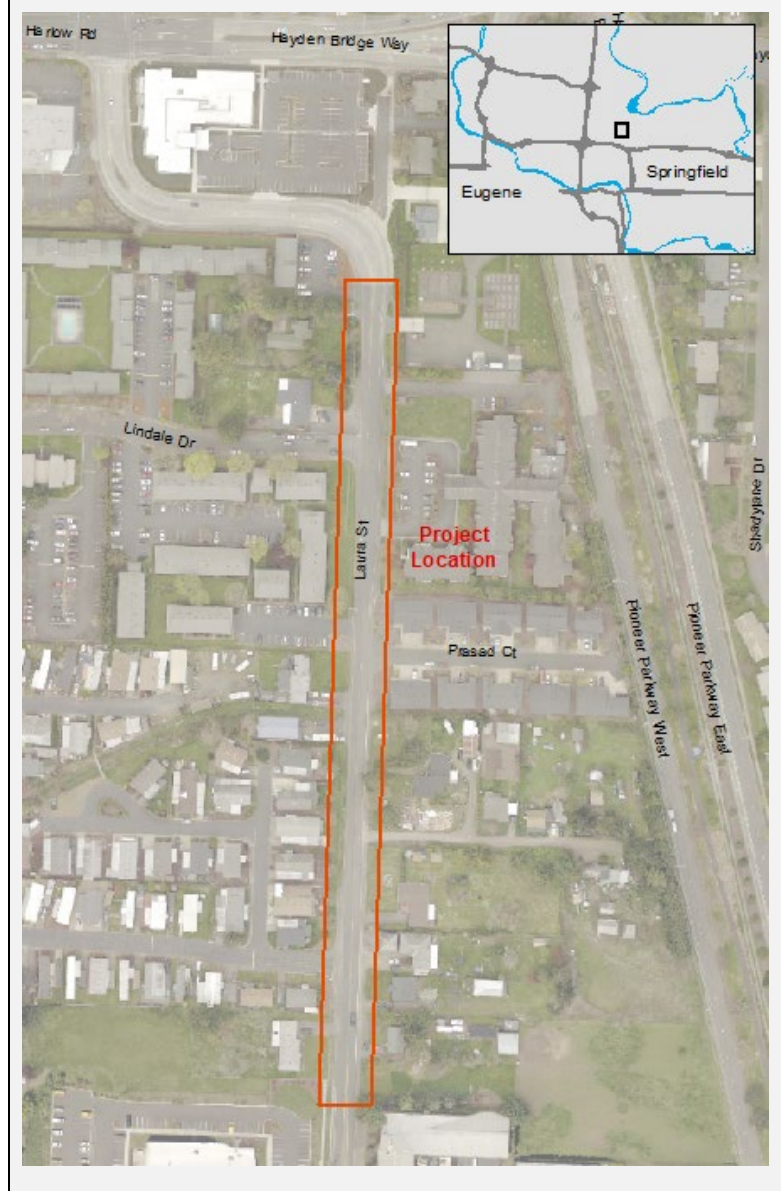
This chapter provides a summary of the project purpose and process.

Purpose

This is a partnership project between Lane County and the City of Springfield with grant funding provided by the Central Lane Metropolitan Planning Organization. The project is to improve the condition of Laura Street for all roadway users. Laura Street is a major collector that provides access to adjacent properties and connectivity between Hayden Bridge Way and West Q Street and I-105. The northern boundary of this project begins where the existing sidewalk ends at the southern entrance to Oregon Neurology (a medical office) located on Hayden Bridge Way and ends approximately 200 feet south of the entrance to Monta Loma Park (a manufacture housing community). The driveway entrance to Monta Loma Park also defines the jurisdictional boundaries of Laura Street: Lane County has jurisdiction of Laura Street to the north; and the City to the south.

Currently, the pavement is in poor condition and there are no sidewalks or bike lanes; further, there is a culvert crossing under the road that needs to be replaced to reduce flooding risk. This project would bring this segment of Laura Street up to urban standards to include sidewalks, ADA ramps, storm water management, and bike lanes. In addition to making this segment of road safer and more accessible to all users of the road, these improvements will allow for jurisdictional transfer from the County to the City, better aligning the needs and interests of residents with the resources of the City.

Figure 1. Project Area



Process

The MPO funding requires compliance with applicable federal requirements. The funding is administered through the Oregon Department of Transportation (ODOT). Lane County and ODOT staff had a project kick-off meeting in February 2022.

In July 2020, Lane County obtained funding from the MPO for the Laura Street project. The MPO receives a set amount of federal funding each year from the United States Department of Transportation, which it then distributes to local transportation projects through a competitive selection process. The City of Springfield also requested funding via MPO funds to support upgrading a section of the street, adjacent to the County project and already under City jurisdiction, to urban standards. The City requested additional funds in 2022 to ensure the segment under City jurisdiction could be designed and constructed on the same timeline as the segment of Laura Street under County jurisdiction. The current project funding programmed through the MPO is \$4,906,998.77. The project funding is phased for design in 2022-2024, right-of-way in 2023-2024, and construction in 2024-2025.

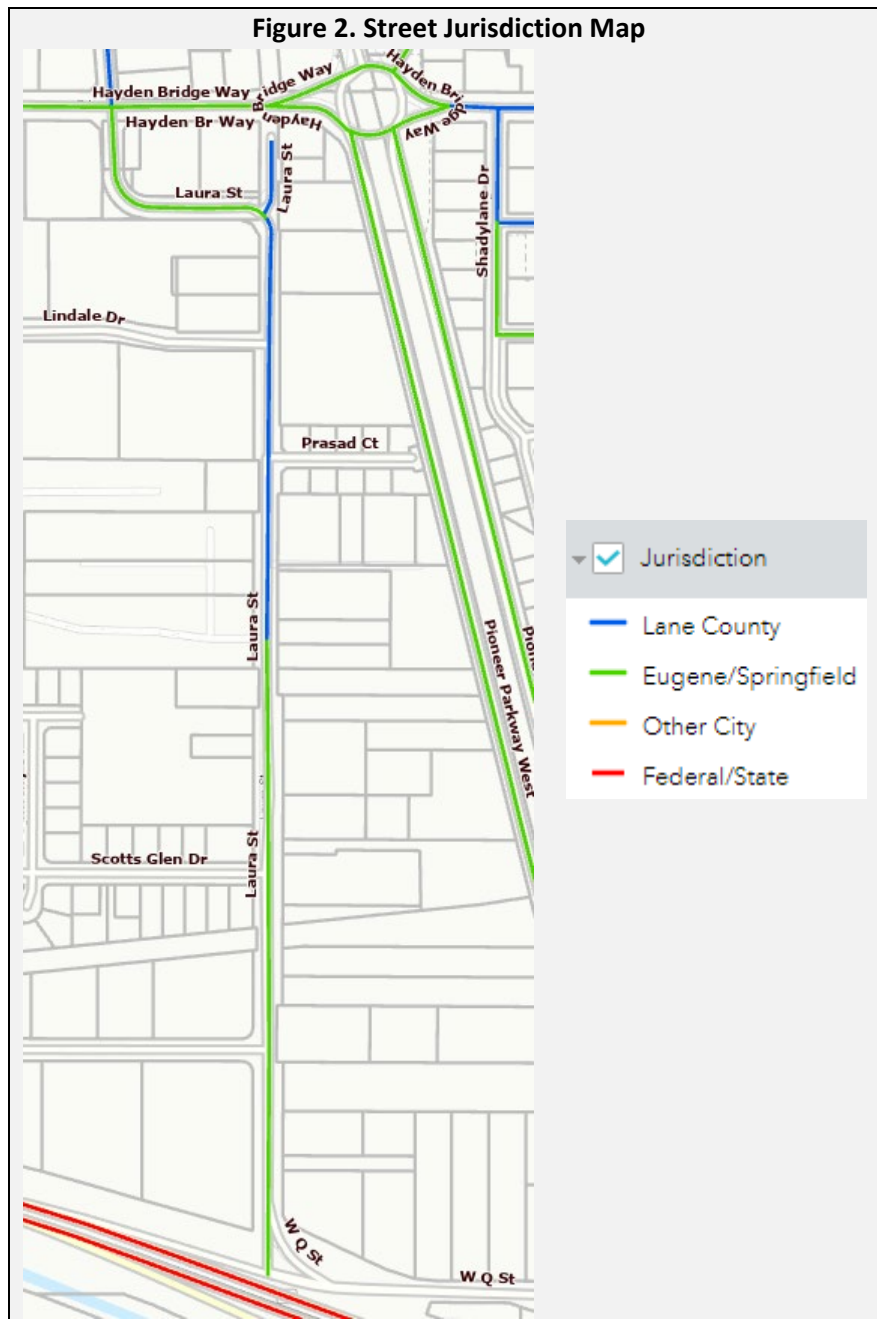
The project is currently in the design phase. Lane Manual 15.580 establishes a public involvement process and requires Design Concept approval by the Lane County Board of Commissioners. This report demonstrates consistency with these procedural requirements.

Chapter 2 – Existing Conditions

This chapter describes constraints and opportunities of Laura Street

Jurisdiction

Currently, the County has jurisdiction north of the driveway for 2150 Laura St (Monta Loma mobile home park). The remainder of Laura Street is under City of Springfield jurisdiction (see Figure 2). This project will result in transferring all jurisdiction to the City (see “Jurisdictional Transfer” section on page 11).



Roadway Conditions

Within the segment under County jurisdiction, Laura Street has no sidewalks or bike lanes, except for the improved frontage for the Bayberry Commons assisted living facility (2211 Laura St). The west side of the street also lacks a paved shoulder. The existing pavement is in poor condition.

Vehicle Volume and Speed

The average daily traffic (ADT) of Laura Street within the project area is 5,750 vehicle trips. The posted speed limit is 35 MPH.

Crashes

A total of four crashes have occurred within the project area. Three crashes were collisions that resulted during active turning movements, causing injury and property damage. One crash was the result of a rear-end collision, a crash type typically associated with turning movements. The project design helps to mitigate crashes of this nature through the addition of a turning lane, which will help mitigate conflict for drivers making turning movements.

Environmental

Prior to the construction of any improvements, a more detailed review of environmental impacts will occur, in accordance with the National Environmental Policy Act (NEPA) or other applicable regulations.

Storm Water System

Within the segment under County jurisdiction, only the frontage for the Bayberry Commons assisted living facility (2211 Laura St) has been improved with curb and gutter. Storm water runoff from the rest of the County segment flows onto adjacent properties or into roadside ditches. There are multiple piped systems within the street, which all discharge to an open channel (named "Channel 6") that flows from east to west through the property at 2186 Laura St. The project includes upsizing a stormwater main for Channel 6 under Laura St, for the benefit of the City.

Chapter 3 – Public Involvement

Community input on the project is summarized in this chapter.

Public involvement campaigns for projects are customized according to the level of influence the public has in the decision making process. Due to the project scope limiting the level of public influence over design alternatives, this project falls within the County's "inform" category, in which the public is notified of the project and provided an opportunity to express concerns or ask questions. Public information activities were developed in consultation with the City of Springfield, as summarized below.

Public Hearings

To date, 6 public hearings have occurred. Note that funding for the County portion was requested in 2020, and the City portion in 2022.

Metropolitan Policy Committee (MPC)

5 public hearings, on 6/4/20, 7/9/20, 2/3/22, 8/4/22, and 10/6/22 occurred.

TrAC

Public hearing on 9/23/20 as part of the recommendation for County Road and Bridge Projects to be included in the Lane County Capital Improvement Plan.

Project Webpage: www.lanecounty.org/LauraSt

The County has maintained a webpage dedicated to the project to enable interested parties to review key documents and be informed about opportunities to provide feedback. The webpage includes a form to subscribe to the project email list.

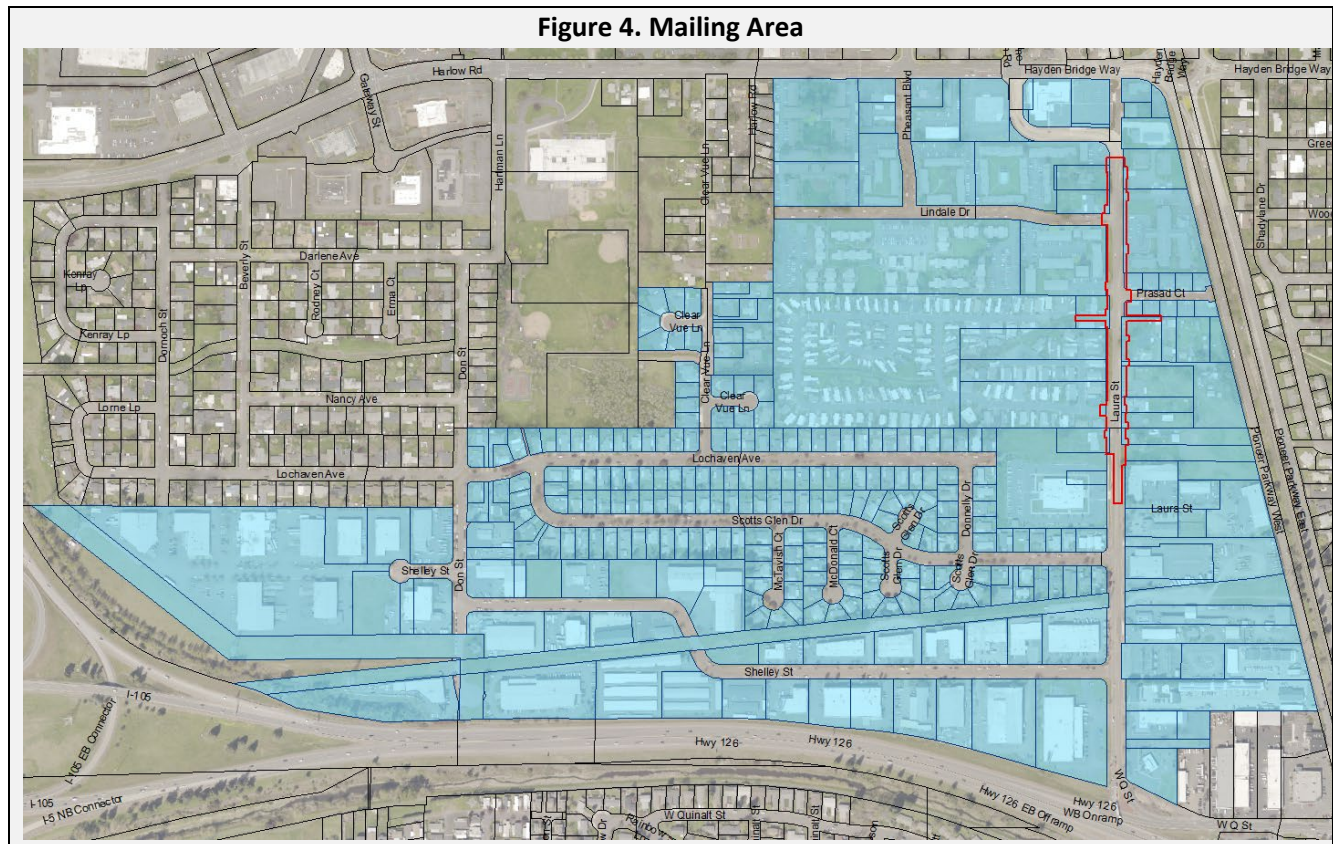
Project Signs

Since November 2022, two project signs (see Figure 3) have been posted (one at either end of the project) that provide an address for the project webpage.



Mailings

Postcards and letters have been mailed to all residents, tenants, and property owners in and near the project area. At the City's request, this area was expanded to include 1,029 addresses (see Figure 4). Interested parties have also received project updates via email.



Environmental Justice and Title VI Civil Rights

Environmental Justice (EJ) and Title VI focus on understanding and addressing the unique needs of different socioeconomic groups, which are vital components to effective transportation decision-making. Key areas of consideration for compliance include: identifying populations so that their needs can be acknowledged and addressed; and evaluating and improving the public involvement process to eliminate participation barriers and engaging minority and low-income populations in transportation decision-making. Available census data for the area indicates that there are several populations of concern: the project area exceeds county-wide averages for people with disabilities, youth, and households without a vehicle; and has a median income below \$49,000. The project design includes ADA ramps, which supports the County's implementation of its ADA Transition Plan.

Summary of Public Comments

One public hearing was held, at the TrAC on 3/22/23, where two people testified. One person testified in favor of the project, and one person expressed concern about temporary access

restrictions during construction. To date, only three residents have contacted the County about the project. One of these was only concerned with the intersection at the south end of Laura St, with Q St and the freeway on-ramp for I-105/OR-126. This intersection is not County jurisdiction and is distant from the project area. See Appendix B for a summary of the public hearing testimony, and other comments received by e-mail.

Additional right-of-way width will be required for the project from some of the abutting properties, which is estimated to range between two to ten feet. A detailed right-of-way acquisition plan will be developed following design concept approval, when more design work is completed to determine the needs for managing storm water runoff and whether there is the potential to include short retaining walls to further reduce private property impacts. Staff will work with property owners affected by the project, such as right-of-way acquisition and coordination on mitigating impacts to fences and landscaping.

Chapter 4 – Design Implementation

This chapter describes the Design Concept and next steps to implement the project.

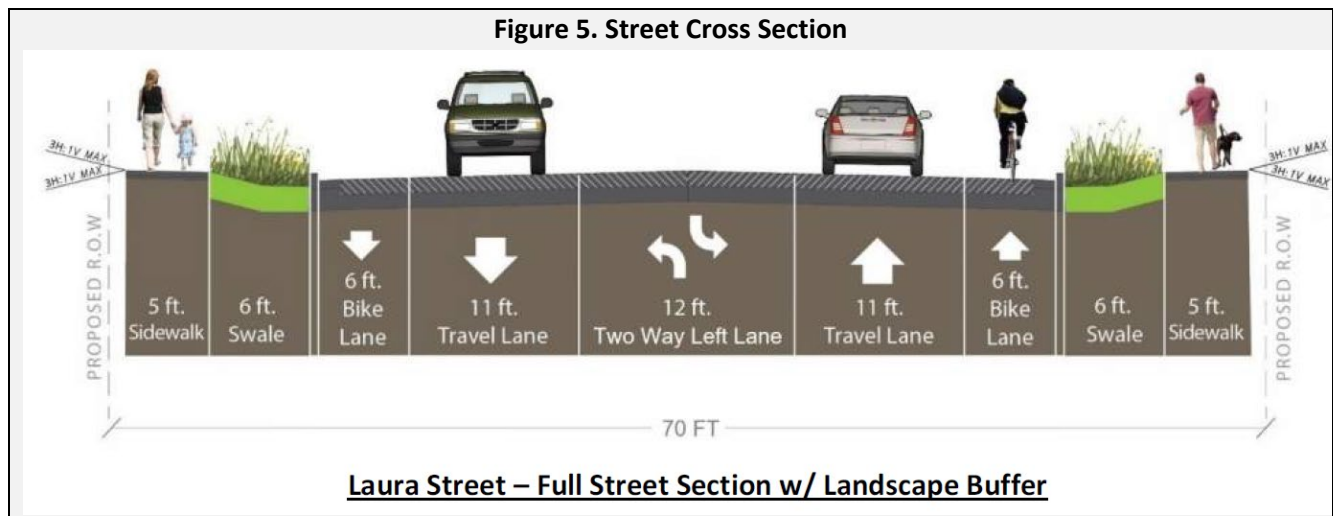
Design Concept

The design concept drawings are included as Appendix A. The design fulfills the project's goals of improving safety for pedestrians and bicyclists, and improving the street to allow jurisdictional transfer to the City. This design is for sidewalks and bike lanes on both sides of Laura Street within the segment under County jurisdiction, and an additional 200 feet under City jurisdiction, to provide contiguous improvements from Harlow Road/Hayden Bridge Way south to Shelley Street. ADA ramps will be included throughout the project, which supports the County's implementation of its ADA Transition Plan.

Storm water drainage will be built to City standards. Storm water treatment swales will be located in the landscaping strips (see Figure 5). All storm water will discharge to Channel 6.

Construction of the proposed cross section will require removing some trees, including two large trees (in the existing right-of-way), approximately four smaller trees, and some large shrubs.

Note that the proposed alignment includes slight horizontal shifts (i.e. not a perfectly straight line). This is because Springfield Utility Board (SUB) has a power transmission line running along the west side of the street and the proposed alignment accommodates these power poles. The alternative (relocating the power poles) would be costly for SUB and could delay the project.



Funding

The majority of funding for this project is sourced from grants awarded to Lane County from the MPO. The MPO receives a set amount of federal funding each year from the United States

Department of Transportation, which it then distributes to local transportation projects through a competitive selection process. Grants supporting this project include the Surface Transportation Block Grant, the Congestion Mitigation Air Quality Grant, and Highway Infrastructure Program funds. The current project funding programmed through the MPO is \$4,906,998.77. Of the total project funding programmed, the City of Springfield is receiving \$1,766,999.89 and contributing \$181,470.89 in match to complete the portion of the project already under City jurisdiction. The project funding is phased for design in 2022-2024, right-of-way in 2023-2024, and construction in 2024-2025.

Just Compensation (Right-of-Way Acquisition)

Property owners will be offered Just Compensation for the portion of their property needed to complete the project. The Just Compensation amount is determined by an appraisal and forms the basis of monetary offers presented to property owners. Just Compensation includes the estimated value of all the land and improvements within the needed area. Because this project would only require a part of a property to be acquired, the amount will also include any measurable loss in value or damages to the remaining property due to the partial acquisition.

Additional right-of-way width will be required for the project from some of the abutting properties which is estimated to range between two to ten feet from abutting properties. A detailed right-of-way acquisition plan will be developed following design concept approval, when more design work is completed to determine the needs for managing storm water runoff, and potentially shifting the location of sidewalks. Staff will work with property owners affected by the project, such as right-of-way acquisition and coordination on mitigating impacts to landscaping.

Jurisdictional Transfer

Jurisdictional transfer is when ownership of a roadway is transferred from one roadway authority to another. When an agency has jurisdiction of a street or highway, that agency is responsible for the upkeep of that facility, including reconstruction, maintenance, and preservation.

In 2022, the County and City executed an IGA that provides for jurisdictional transfer to the City. After the project is complete, the County will surrender jurisdiction to the City and the City will have jurisdiction for the entirety of Laura Street.

Next Steps

Following approval of the Design Concept by the Lane County Board of Commissioners, staff will continue to develop the design into construction drawings. The right-of-way needs for the project are conceptual at this time and will be more precisely determined as the design drawings are refined. Staff will work with property owners affected by the project, such as right-of-way acquisition and coordination on mitigating impacts to landscaping.

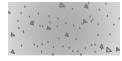
LEGEND



PROPOSED STORMWATER TREATMENT FACILITY



PROPOSED ASPHALT PAVEMENT



PROPOSED CONCRETE

PROPOSED RIGHT-OF-WAY

PROPOSED TEMPORARY CONSTRUCTION EASEMENT

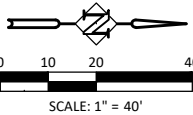
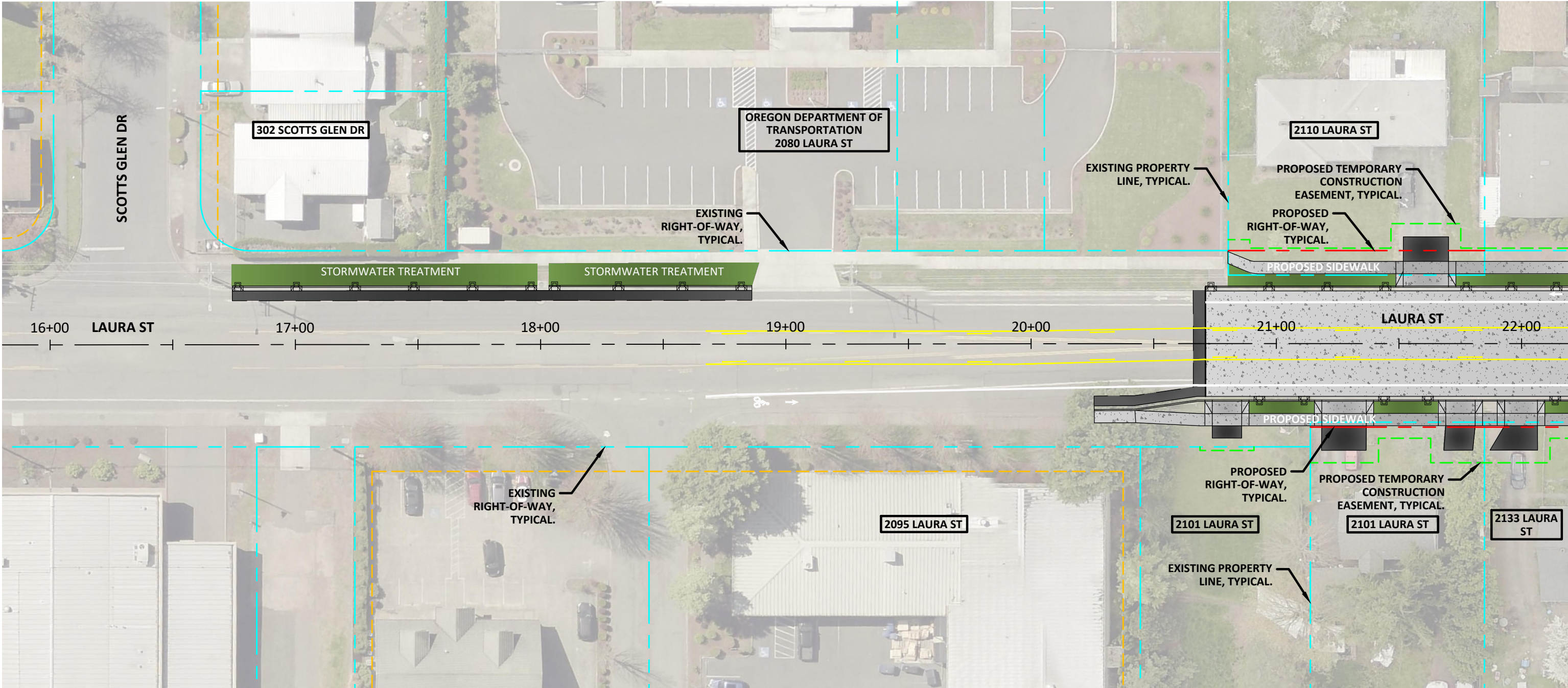
EXISTING PUBLIC EASEMENT

EXISTING RIGHT-OF-WAY/PROPERTY LINE

PROPOSED IMPROVEMENTS
LAURA STREET, SPRINGFIELD OREGON



Harper
Houf Peterson
Righellis Inc.
ENGINEERS*PLANNERS
LANDSCAPE ARCHITECTS*SURVEYORS
530 Center Street NE, Suite 240, Salem, OR 97301
phone: 503.365.1131 www.hhpr.com fax: 503.221.1171





LEGEND



PROPOSED STORMWATER TREATMENT FACILITY

PROPOSED ASPHALT PAVEMENT

PROPOSED CONCRETE

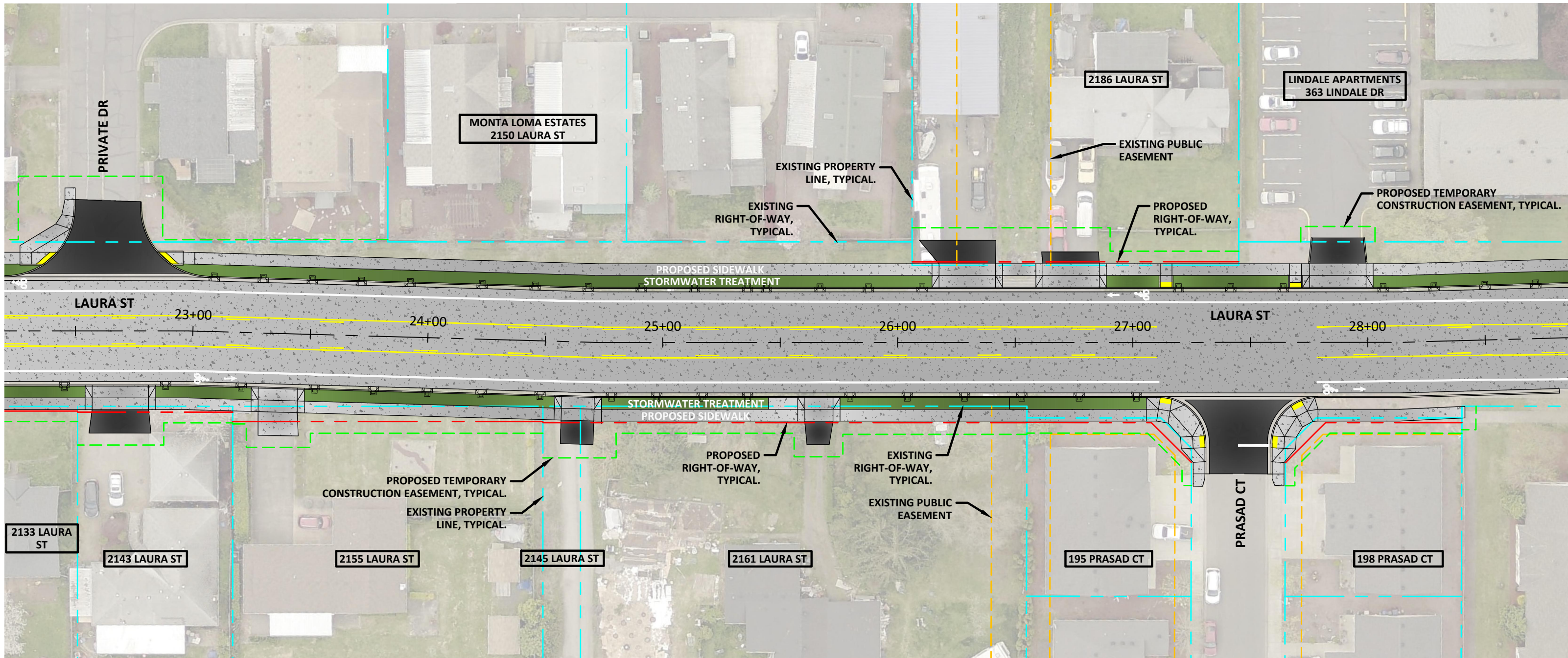
PROPOSED RIGHT-OF-WAY

PROPOSED TEMPORARY CONSTRUCTION EASEMENT

EXISTING PUBLIC EASEMENT

EXISTING RIGHT-OF-WAY/PROPERTY LINE

PROPOSED IMPROVEMENTS LAURA STREET, SPRINGFIELD OREGON





LEGEND



PROPOSED STORMWATER TREATMENT FACILITY

PROPOSED ASPHALT PAVEMENT

PROPOSED CONCRETE

PROPOSED RIGHT-OF-WAY

PROPOSED TEMPORARY CONSTRUCTION EASEMENT

EXISTING PUBLIC EASEMENT

EXISTING RIGHT-OF-WAY/PROPERTY LINE

PROPOSED IMPROVEMENTS LAURA STREET, SPRINGFIELD OREGON

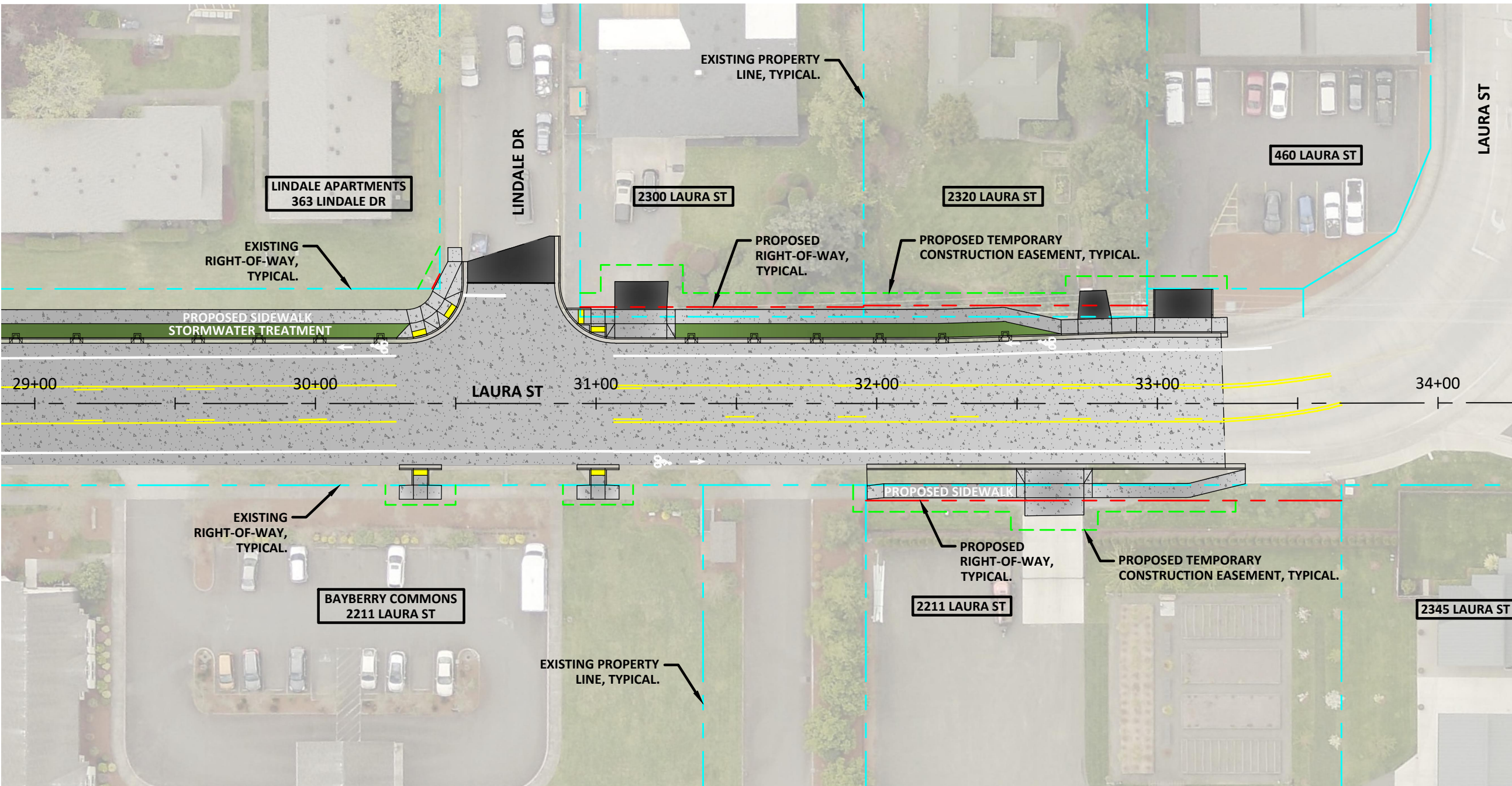


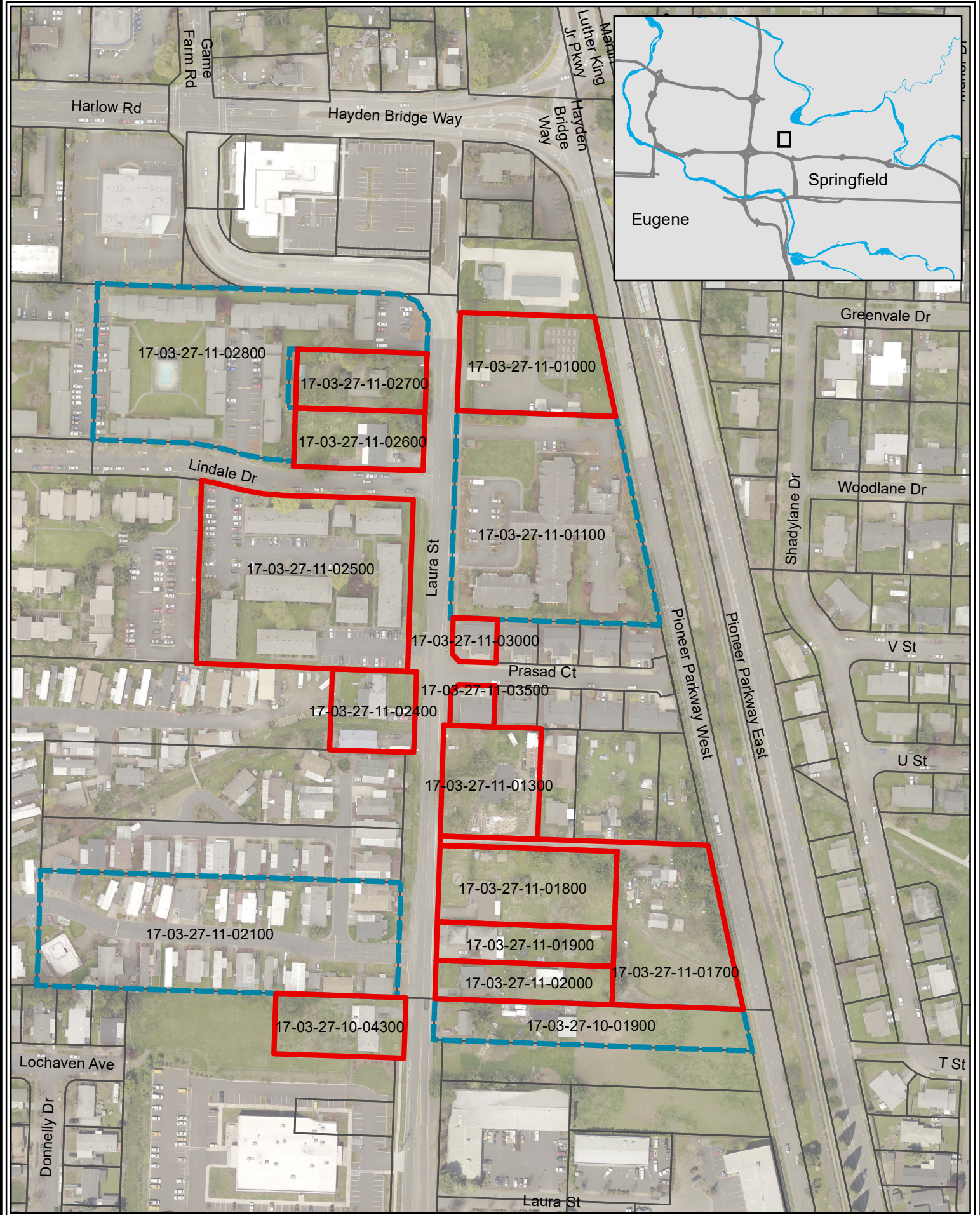
EXHIBIT B

LANE COUNTY DEPARTMENT OF PUBLIC WORKS RIGHT OF WAY PROPERTY IDENTIFICATION LIST

LAURA STREET UPGRADE PROJECT, ODOT KEY # 22348 (County Project # 360289977)

Permanent Right of Way Easement (PRE), Temporary Construction Easement (TCE)

ROW Parcel #	Property Map / Tax Lot	Interest to Acquire	Owners' Name	Mailing Address
1584-01	17-03-27-11-02800	TCE	Sequoia RS LLC	2571 California Park Dr Ste 130, Chico, CA, 95928
1584-02	17-03-27-11-02700	PRE, TCE	Peterson, Carl T & Miller, Sydney Elise	2320 Laura St, Springfield, OR, 97477
1584-03	17-03-27-11-02600	PRE, TCE	McPhail, Ryan M & Wu, Jiannan	2300 Laura St, Springfield, OR, 97477
1584-04	17-03-27-11-02500	PRE, TCE	Angelo, Albert C, Jr	400 E Mill Plain Blvd Ste 500, Vancouver, WA, 98660
1584-05	17-03-27-11-02400	PRE, TCE	Mike Fleming Trust	2186 Laura St, Springfield, OR, 97477
1584-06	17-03-27-11-02100	TCE	Monta Loma MHC LLC	18006 Sky Park Cir Ste 200, Irvine, CA, 92614
1584-07	17-03-27-10-04300	PRE, TCE	Norma D Wise Revocable Living Trust	2110 Laura St, Springfield, OR, 97477
1584-08	17-03-27-10-01900	TCE	Weidenhaft Living Trust	2101 Laura St, Springfield, OR, 97477
1584-09	17-03-27-11-02000	PRE, TCE	Ariel-Boggs, Danya & Aretta A	2133 Laura St, Springfield, OR, 97477
1584-10	17-03-27-11-01900	PRE, TCE	Hansen, Jason D	3722 Marcella Dr, Eugene, OR, 97408
1584-11	17-03-27-11-01800	PRE, TCE	Vincent, Isabelle	2155 Laura St, Springfield, OR, 97477
1584-12	17-03-27-11-01700	PRE, TCE	Wilson, Toshiko	PO Box 72257, Eugene, OR, 97401
1584-13	17-03-27-11-01300	PRE, TCE	Bonebrake, Megan D	2161 Laura St, Springfield, OR, 97477
1584-14	17-03-27-11-03500	PRE, TCE	Gyanendra Prasad Family Trust	3274 Lakeside Dr, Eugene, OR, 97401
1584-15	17-03-27-11-03000	PRE, TCE	Satya W Prasad Living Trust	3274 Lakeside Dr, Eugene, OR, 97401
1584-16	17-03-27-11-01100	TCE	KMMG LLC	1914 Willamette Falls Dr Ste 280, West Linn, OR, 97068
1584-17	17-03-27-11-01000	PRE, TCE	IJBS Investments LLC	PO Box 7562, Springfield, OR, 97475



The information on this map was derived from digital databases on the Lane County regional geographic information system. Care was taken in the creation of this map, but is provided "as is". Lane County cannot accept any responsibility for errors, omissions or positional accuracy in the digital data or the underlying records. Current plan designations, zoning, etc., for specific parcels should be confirmed with the appropriate agency. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.



Tax lot w/ expected ROW acquisition
Tax lot w/ expected TCE (temp. easement)



Drawn By:
LCPWTS

Date:
3/20/2023

Revised:
3/20/2023

ROW impacts
Laura St Upgrade