

IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY,
OREGON

PASSED

ORDER NO. 04-4-14-14 (IN THE MATTER OF APPROVING THE ALIGNMENT,
(RIGHT-OF-WAY WIDTHS AND OTHER DESIGN
(FEATURES FOR THE MARTIN LUTHER KING JR.
(PARKWAY, PREVIOUSLY KNOWN AS THE PIONEER
(PARKWAY EXTENSION, AS ADOPTED AND
(RECOMMENDED BY THE CITY OF SPRINGFIELD.

WHEREAS, the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) sets forth the policies governing land use decision making in the Eugene-Springfield area, and recognizes that refinement plans to refine and augment the Metro Plan may be established for specific planning areas; and

WHEREAS, the Gateway Refinement Plan was adopted by the City Council of the City of Springfield and the Board of County Commissioners in 1992; and

WHEREAS, Section 24 of the Gateway Refinement Plan Transportation Element specifies that the City shall design and construct a north-south arterial corridor in order to accommodate increased traffic flows associated with future development of the north Gateway area in a manner that minimizes impacts on existing Gateway area residents; and

WHEREAS, Section 24.1 implicitly contemplates that preliminary planning and alignment of the arterial may occur prior to the onset of certain "triggers" specified in Section 24.1 of the Transportation Element; and

WHEREAS, Section 24.4 specifies the City may plan for the design of an extension of Pioneer Parkway northward from Harlow Road to Beltline Road, coordinating with the design and development of road systems that will serve the McKenzie-Gateway SLI site and the 180-acre MDR area; and

WHEREAS, Section 24.6 specifies that the City design and construction of the Pioneer Parkway Extension, shall occur in a manner that significantly reduces noise impacts; and

WHEREAS, Section 26.1 of the Gateway Refinement Plan specifies that all road improvements within the urbanizable area identified in the Refinement Plan Diagram as the McKenzie-Gateway MDR area shall be determined and established jointly by the Board of County Commissioners and the City of Springfield; and

WHEREAS, the northerly portion of the Pioneer Parkway Extension lies within, and will serve, the McKenzie-Gateway MDR site; and

WHEREAS, the City has undertaken a preliminary planning and right-of-way study, subject to revisions upon final design, to maximize the safety and efficiency of the arterial while reducing costs, right-of-way acquisition and impacts on the environment; and

WHEREAS, the City of Springfield held a public hearing on June 15, 1998 and adopted Resolution 98-35 including a preliminary alignment and right-of-way widths for the proposed arterial project; and

WHEREAS, the Board of County Commissioners held a public hearing on February 21, 2001 after providing notice to adjacent property owners along the proposed alignment for the Pioneer Parkway Extension; and

WHEREAS, the Board deferred action at that time in order for the City to address issues, such as a transportation link to International Way; and

WHEREAS, the City and Lane County have executed an Intergovernmental Agreement on February 25, 2003 for the funding, general implementation, joint planning, approval, coordination and construction of the Pioneer Parkway Extension; and

WHEREAS, on July 7, 2003 the City Council renamed the Pioneer Parkway Extension to be called the Martin Luther King Jr. Parkway; and

WHEREAS, the Martin Luther King Jr. Parkway is estimated to cost \$9.3 million, \$5.2 million of which is the County's contribution, and these funds are programmed in the City and Lane County Capital Improvement Plans for construction in 2005; and

WHEREAS, the City of Springfield has requested that the Board of County Commissioners concur with their decision on the preliminary alignment and right-of-way widths for the Martin Luther King Jr. Parkway as shown on Exhibit A; and

WHEREAS, the City of Springfield has undertaken further public processes to gather testimony from the public to help formulate their recommendation; and

WHEREAS, the Springfield City Council held a public hearing on March 15, 2004 after providing notice to adjacent property owners and interested parties to consider the alignment and other design elements related to the Martin Luther King Jr. Parkway and subsequently adopt a Resolution No. 04-12 for county consideration; and

WHEREAS, the Board of County Commissioners held a public hearing on April 14, 2004 after providing notice to adjacent property owners and interested parties to consider the recommendations of the City Council resolution; NOW

IT IS HEREBY ORDERED that the Board of County Commissioners concurs with the City of Springfield approved preliminary alignment and right-of-way widths for Martin Luther King Jr. Parkway as described in Resolution No. 04-12 and shown on the attached Exhibit "A", provided the City of Springfield agrees that the following specific decisions related to project design elements will be included in the final arterial and related road projects:

- North Link – Reconstruction of Game Farm Road South from Beltline Road to Deadmond Ferry Road with improvements at the Patrician residential entrance to discourage non-resident access; and
- Game Farm Road South – Closure of the south leg of Game Farm Road South at the connection to Beltline Road to limit motor vehicle access at this point; locate bike and pedestrian routes along this parallel County Road, at some point in the future, rather than the Parkway, but support

the City effort to create easements where possible in the neighborhoods for bike and pedestrian paths; and

- Sound Walls – Approval of a 7 to 9-foot wall height using a combination of late night and 24-hour noise measurement criteria; not constructing a sound wall along the south side of Beltline at the connection of Beltline Road and Martin Luther King Jr. Parkway as part of the project; and
- Intersection Form at Harlow/Hayden Bridge Road Intersection – Construction of a two-lane roundabout design with a Wayside Lane connection as illustrated on Exhibit B attached and incorporated herein by this reference with provision for specific pedestrian and bicycle accommodation at and near the roundabout as requested by the County Engineer; and
- Hayden Bridge Way Parking Removal – Removal of parking on Hayden Bridge Way for approximately 1000 feet and construction, with owner consent, of shared driveways for better access to Hayden Bridge Way as illustrated on Exhibit “B” attached; and
- Seward Street - Opening Seward Street during construction of the project to provide an alternate route away from construction activities for County residents along Wayside Lane, and to consider, at a later time, what the permanent status of Seward Street should be; and
- Bus Rapid Transit (BRT)/Septic Drain Fields – Provision of additional right-of-way, to a total width of 86 feet, sufficient for a dedicated BRT lane within the southern segment of Martin Luther King Jr. Parkway; mitigation of the impacts to the septic drain fields consistent with adopted right-of-way acquisition area along each side of the southern segment related to roadway and dedicated BRT lane; and Lane Transit District (LTD) Board agreement to be responsible for condemnation, the cost of right-of-way acquisition and the cost of mitigation to septic drain fields for the extra width for a dedicated BRT lane per Intergovernmental Agreement.

DATED this 16th day of June, 2004



Bobby Green Sr.
Chair, Lane County Board of Commissioners

APPROVED AS TO FORM

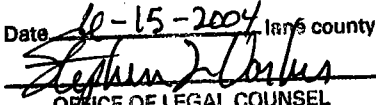
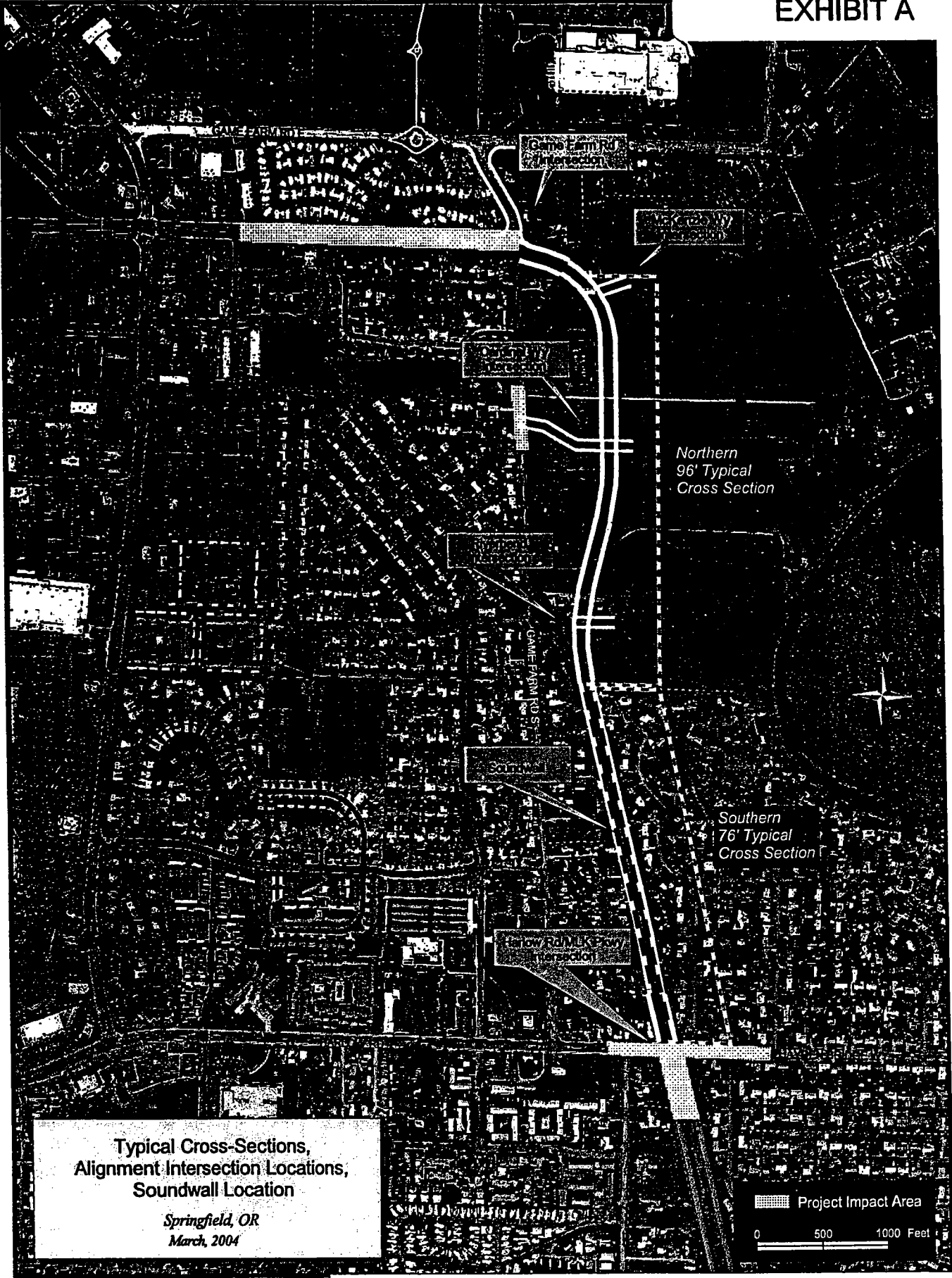
Date 10-15-2004 Lane County

OFFICE OF LEGAL COUNSEL

EXHIBIT A

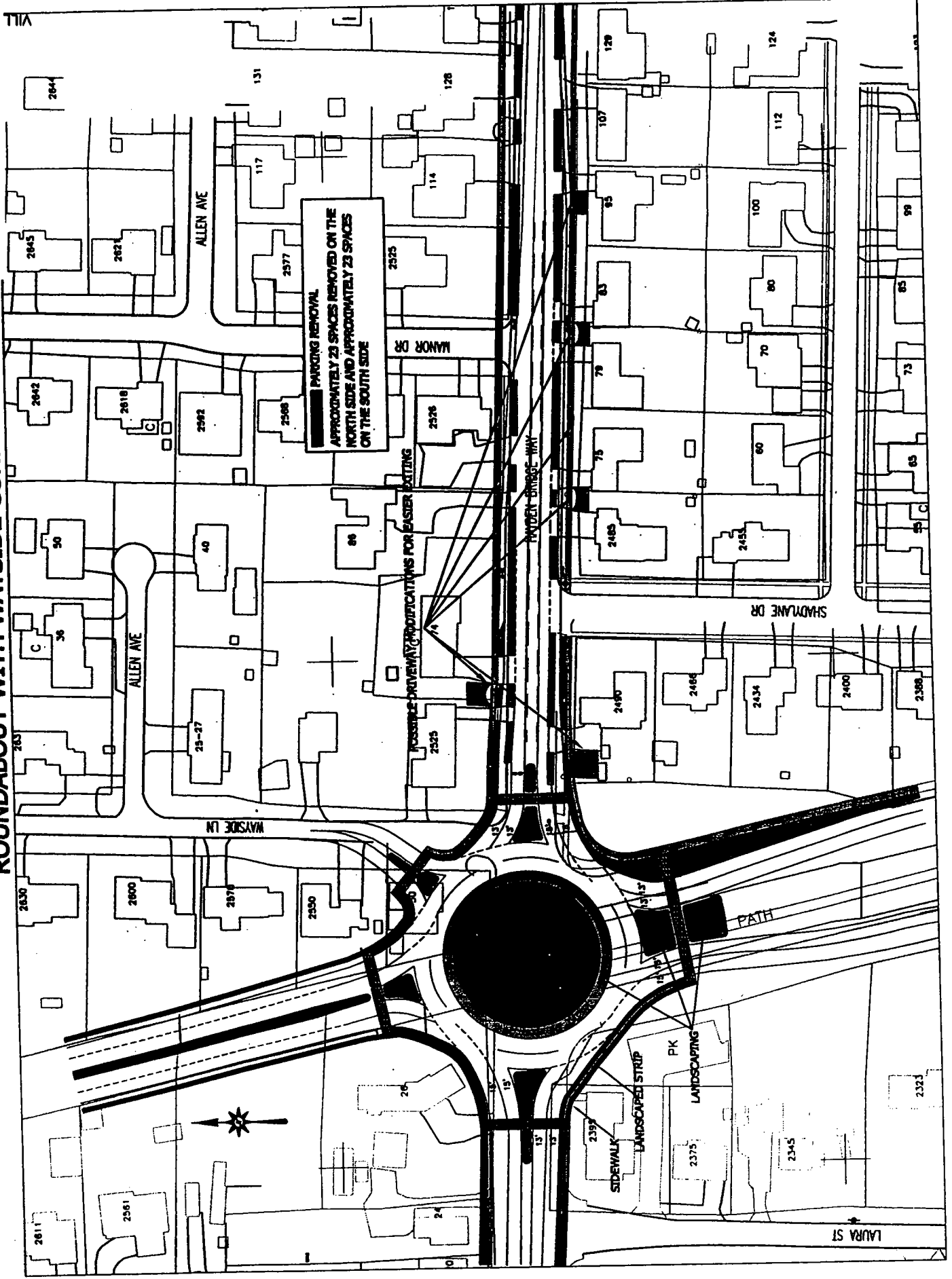


Typical Cross-Sections,
Alignment Intersection Locations,
Soundwall Location

Springfield, OR
March, 2004

Project Impact Area
0 500 1000 Feet

ROUNDABOUT WITH WAYSIDE CONNECTION



VII