

# OUR MAIN STREET SPRINGFIELD



MAIN STREET SAFETY PROJECT | 20th Street to 72nd Street

## TECHNICAL MEMORANDUM #7 - ENVIRONMENTAL SUMMARY

DATE: February 22, 2019

TO: Molly Markarian, City of Springfield  
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SUBJECT: Task 5.1 Environmental Summary  
Tech Memo #7: Final

DKS Project 14180-023

The Springfield Main Street Safety Project (Project) will assess existing and future transportation mobility and safety conditions within the study area for all modes of travel and identify infrastructure solutions for a facility plan. This memo identifies and characterizes potential environmental constraints within, and adjacent to, the Main Street (OR-126) right-of-way. This study area includes approximately 200 feet on each side of Main Street, from 20<sup>th</sup> Street to 72<sup>nd</sup> Street. Main Street is a state highway maintained by the Oregon Department of Transportation (ODOT) and the entire study area is within the City of Springfield (City). At the intersection with Bob Straub Parkway, Main Street is OR-126 to the east and is a business route of the highway to the west. Research involved a desktop review of existing information, beginning with a review of the 2014 “Main-McVay Transit Study Baseline Existing and Future Conditions Report”, and did not include a field component.

## IDENTIFIED ENVIRONMENTAL CONSTRAINTS

### Wetlands, Waterways and Water Quality

The Oregon Department of State Lands (DSL) regulates removal and fill activities within jurisdictional wetlands and waters of the state. The U.S. Army Corps of Engineers (USACE) regulates the discharge of fill materials into waters of the U.S. Impacts to jurisdictional wetlands would require coordination and permitting with these agencies and would likely involve a Joint Permit Application (JPA). The consultant reviewed information from the Local and National Wetland Inventories (LWI and NWI), the Springfield Wetland Map, StreamNet, and Natural Resource Conservation Service (NRCS) Soil Survey maps, and compared mapped data to aerial imagery. Based on this review, it appears that several previously mapped wetlands do not exist or were filled within the study area, but may continue outside of the study area. However, the LWI-mapped wetland at Mountaingate Drive contains obligate wetland vegetation in aerial imagery and NRCS-mapped hydric (wetland) soils (Springfield, 2010 and NRCS, 2018), and there are two vegetated channels (48<sup>th</sup> St Channel and 72<sup>nd</sup> St





Channel) that may or may not be jurisdictional waters of the State/U.S. (hereinafter referred to as jurisdictional waters/ditches) (Figure 1). Figure 1 also shows several other wetland features mapped within, and near, the study area; existing conditions in these areas are not clear from aerial imagery. As the Project proceeds, a qualified wetland specialist should conduct a reconnaissance of the study area to more accurately determine if any wetlands, streams, or jurisdictional ditches are present.

Any culvert present within the study area should be noted when field reconnaissance for wetlands and water resources occur. Replacement of an existing culvert with a new crossing could trigger Oregon Fish Passage Law. Submittal and approval of a Fish Passage Plan would be required if the Project requires such replacement in a water in which migratory native fish are currently or have historically been present. It is unlikely that such waters are present in the study area, but coordination with ODFW should be conducted during future phases of this project to obtain concurrence on current or historic fish presence.

The City's stormwater drainage system includes two major drainages. One flows to the Willamette River and the other flows to the McKenzie River (Springfield, 2010). A Section 401 Water Quality Certification from the Oregon Department of Environmental Quality (DEQ) may be required if federal permits are sought for this Project. The certification would require a formal stormwater management plan that identifies stormwater treatment methods to be utilized to ensure that the Project does not increase the pollutant load on the receiving waters. The stormwater management plan would need to be submitted to the USACE as a component of the JPA package and reviewed and approved by DEQ.

Even if impacts to jurisdictional waters are avoided, thereby negating the need for a USACE permit, the Project will still be required to provide stormwater treatment pursuant to ODOT's Stormwater Management Program policies and guidelines if there is any increase in traffic bearing impervious surface. Additionally, ODOT stormwater standards require treatment if any project reconstructs an existing roadway, adds any pollutant generating contributing impervious area, repairs or replaces roadway subgrade, modifies stormwater drainage, or replaces or enlarges stream crossing structures.

## **Archeological and Historical Resources**

Section 106 of the National Historic Preservation Act requires all federal agencies to assess the effects of their actions on historic properties. According to the State Historical Preservation Office (SHPO), there are two historic resources eligible for the National Register within the study area (SHPO, 2018). They are Rosboro Lumber Company, located at 2509 Main Street, and a house at 3210 Main Street (Figure 1). Historic resources that are eligible for the National Register receive the same level of protection under federal law as those that are listed. If the Project can avoid acquiring right-of-way, easements, and temporary work easements from these two tax lots, NEPA historic requirements can be covered with a Programmatic Agreement (PA) memo. However, if right-of-way or easements are required, or if Project construction elements diminish the historic character of these properties, a Determination of Eligibility and Finding of Effect, and full SHPO review will be required. Findings could result in consultation with interested parties, public involvement, and possible mitigation.



Per communication with ODOT archaeologist Kurt Roedel, this section of OR-126 within the study area has not undergone previous archaeological resource studies, and there are no archaeological sites recorded in the SHPO database along this section of the highway. However, five Native American archaeological sites are recorded within 1500 feet of the highway, and Historic General Land Office maps show historic resources just outside of the study area, to the east and west. Furthermore, he noted that although the likelihood of encountering archaeological resources prior to construction is low due to limited ground visibility and past disturbance, there is a high potential of discovery of archeological resources during construction, particularly on the older west end of the study area (Kurt Roedel, personal communication, November 2018). Sanborn Fire Insurance maps should be reviewed and at minimum, a Baseline Report and tribal consultation will be required.

## **OTHER ENVIRONMENTAL CONSIDERATIONS**

### **Air Quality**

The Clean Air Act requires that once nonattainment areas meet National Ambient Air Quality Standards (NAAQS), they must be maintained. The area within the Eugene-Springfield Urban Growth Boundary was previously a nonattainment area for particulate matter (PM-10) and carbon monoxide and is currently a designated maintenance area for PM-10. All other pollutants are within attainment for NAAQS. The 20-year maintenance period for carbon monoxide ended in 2014, but the terms of the maintenance plan remain in effect (ODOT, 2018).

The study area is within the PM-10 Air Quality Maintenance Area boundary, so transportation projects in this area are subject to conformity analysis requirements. Air quality could be affected (degraded or improved) by a changing output of traffic related pollutants if improvements are made that increase traffic capacity, add traffic lights, roundabouts, turning lanes, or other features that affect idle times. For federally funded projects, a project is considered exempt from conformity requirements if it matches the project description listed under Table 2 of 40 CFR 93.126. If it is non- exempt, traffic data (such as traffic volumes, % diesel, speeds) would be needed to determine the level of PM-10 analysis. A qualitative Mobile Source Air Toxics (MSAT) analysis may also be required (Monica Franz, ODOT Air Quality and Noise Coordinator, personal communication, January 2019).

### **Biological Resources and Threatened and Endangered Species**

Coordination with the Oregon Department of Fish and Wildlife (ODFW), the US Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), and/or the Oregon Department of Agriculture (ODA) may be required if any plant or animal species that are federally listed as either threatened or endangered under the federal Endangered Species Act or their habitat are found to be present within the study area. Compliance with the Migratory Bird Treaty Act (MBTA) would also be required to minimize impacts to migratory birds. The consultant reviewed several sources to determine if any listed species are known or likely to be present in or near the study area.

The NOAA essential fish habitat (EFH) mapper indicates the area is EFH for Chinook and coho salmon (NOAA, 2018). DSL maps Essential Salmonid Habitat in Cedar Creek and the McKenzie River to the north of



the study area, in the Willamette River to the west, and in the Mill Race and the Middle Fork Willamette River to the south (DSL, 2015). StreamNet maps observations of protected fish species in the McKenzie River, the Willamette River, and in the Middle Fork Willamette River (StreamNet, 2018). Of these resources, the closest to the study area is the Mill Race, located approximately 0.35 miles south of the western boundary of the study area.

The Oregon Biodiversity Information Center (ORBIC) maps Chinook salmon (*Oncorhynchus tshawytscha*) rearing and migrating observations within a stream running east to west approximately 400 feet north of the east end of the study area (ONHP, 2018). The mapped stream crosses the feature between 72<sup>nd</sup> Street and 72<sup>nd</sup> Place that is identified by LWI as wetland and by the Springfield Water Quality Limited Watercourses Map as the 72<sup>nd</sup> Street Channel. East of the study area, the stream is visible in aerial imagery. However, both sides of the 72<sup>nd</sup> Street Channel are developed with single family residences and although it should be confirmed during a field reconnaissance, the stream is not visible on aerial imagery within the study area and it does not appear that the stream runs into the channel. No other federally listed threatened or endangered species are mapped within the study area by ORBIC.

The USFWS Information for Planning and Consultation (IPaC) tool maps the Northern spotted owl (*Strix occidentalis caurina*), streaked horned lark (*Eremophila alpestris strigata*), bull trout (*Salvelinus confluentus*), Fender's blue butterfly (*Icaricia icarioides fenderi*), Bradshaw's desert parsley (*Lomatium bradshawii*), Kincaid's lupine (*Lupinus sulphureus ssp. kincaidii*), Nelson's checker-mallow (*Sidalcea nelsoniana*), water howellia (*Howellia aquatilis*), and Willamette daisy (*Erigeron decumbens*) within the study area (USFWS, 2018). According to ORBIC, the only known records of these species within two miles of the Project center are for the bull trout and Bradshaw's desert parsley (ONHP 2018). The most recent observation of bull trout recorded in ORBIC within this area was prior to 1990 and the population is classified as historical. There are several recorded observations of Bradshaw's desert parsley outside of the study area, south of Main Street near Booth Kelly Road.

For all species mapped in the vicinity of the study area, there have been no known observations within the study area (according to ORBIC), and/or the study area contains no suitable habitat. However, the information presented here should be considered during any bird or rare plant surveys. ESA documentation through the Federal-Aid Highway Program Programmatic (FAHP), Standard Local Operating Procedures for Endangered Species (SLOPES), and/or No Effect memo will be required if a federal nexus is established for this Project. Furthermore, if the Project results in an increase in impervious surface area, stormwater treatment will be required, and, if the Federal Highway Administration (FHWA) funds the Project, FAHP must be used to cover potential impacts to ESA listed species and/or their habitat.

## Noise

The Federal-Aid Highway Act of 1970 requires that federally aided highway projects include adequate noise abatement. The Federal Highway Administration (FHWA) Noise Standard outlines FHWA procedures for abatement of highway traffic noise and construction noise, and sets noise abatement criteria. Local noise regulations must also be considered. A noise impact analysis will likely be required and it may be reasonable



to consider noise barriers or other forms of abatement. ODOT recommends early contact during the scoping process regarding noise considerations, as traffic noise studies can have a long lead time (ODOT, 2011).

Noise will likely be more of a concern on the east end of the study area (east of S 59<sup>th</sup> Street), because residential areas are considered more sensitive than other developed areas such as offices and other commercial buildings. Many of the houses adjacent to the highway are within 20-30 feet of the road. Although the existing highway is a major arterial through the residential area, any changes in alignment or capacity could impact noise conditions, thus triggering a noise study and analysis.

## Visual Resources

The study area is highly developed with businesses and residential areas (mostly single-family) lining the street. There are street trees (mostly deciduous) and some landscaped areas, with a higher density of trees and more conifers through the residential area on the east end of the study area. The consultant did not identify other visual resources such as parks or significant scenic views within the study area. Potential Project impacts to visual resources would primarily be limited to street tree removal and possibly installation of noise barriers, as well as roundabouts which could change the visual character of Main Street. Any removed street trees could require replacement, consistent with the Springfield Development Code Section 4.2-140. No visual resource documentation is expected.

## Hazardous Materials

According to the City's Contaminant Source Inventory Map, several contaminant sources are located within or immediately adjacent to the study area (Springfield, 2013). These include:

- Superfund site;
- environmental cleanup sites;
- discharge facility;
- petroleum releases;
- toxic release;
- spills;
- hazardous materials incidents;
- underground storage tanks;
- leaking underground storage tanks;
- underground storage tank cleanups;
- registered hazardous waste generators; and
- hazardous materials handlers.

A Hazardous Materials Corridor Study should be completed for the Project to identify potential sources of contamination that could impact the Project. Right-of-way acquisition and/or ground disturbance could trigger the need for further studies, analysis, or mitigation depending upon the location of the right-of-way acquisition and ground disturbance. Further study is likely needed during future phases of the Project to pinpoint areas of concern depending upon the scope of the improvements and recommend further action as applicable based on project specific impacts.

## Socioeconomics and Environmental Justice

The study area is located in the Mid-Springfield, East Main, and Thurston neighborhoods. From the west end of the study area to approximately S 59<sup>th</sup> Street, zoning is primarily Commercial. East of S 59<sup>th</sup> Street, the



study area is primarily zoned Residential. Additionally, there are a few parcels zoned as Industrial, Public Land and Open Space, and General Office.

Springfield designates Main Street as a minor arterial west of Bob Straub Parkway and as a major arterial to the east of the Parkway. Thurston Station Park & Ride is located on the southeast corner of the intersection between Bob Straub Parkway and Main Street. Lane Transit District (LTD) routes 11 and 91 serve Main Street passengers within the study area. Any construction within the study area has the potential to impact commute times and access to residences and businesses.

Throughout most of the study area, buildings, houses, and other structures are set back from the street. However, if the Project were to result in property acquisition, state and federal (if a federal funding source is used) property acquisition laws and regulations would need to be followed.

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, requires federal agencies to identify and address actions that would cause high and disproportionate adverse impacts on minority and low-income populations. In general, Project improvements would be experienced by all motorists and pedestrians, regardless of income level or minority status. Some possible Project outcomes do have the potential to impact low-income populations disproportionately, such as changes in bus stops and bus service, and changes in housing affordability. Although most of the likely Project outcomes, such as improved safety and transit service options within the study area, will be beneficial to area residents and other Main Street users, further study may be required depending on the scope of the Project.

## **Floodplains**

The Federal Emergency Management Agency (FEMA) asserts jurisdiction over all floodplains and floodways. FEMA has given authority to local agencies to review and approve floodplain applications, so any project that could result in fill within the floodplain or floodway would require coordination with the Springfield Development and Public Works Department. The consultant reviewed maps from the FEMA Flood Map Service Center and the Springfield Interactive Web Map and have determined that there are no identified floodways or floodplains present within the study area (FEMA, 1999 and Springfield, 2018). As a result, FEMA floodplain compliance, reporting, and permitting is not required for this Project.



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## FIGURES