



NOTICE OF PUBLIC MEETING

CITY OF ALBANY
CITY COUNCIL WORK SESSION
City Hall, Municipal Court Room
333 Broadalbin Street SW
Monday, November 15, 2010
4:00 p.m.

AGENDA

- 4:00 p.m. **CALL TO ORDER**
- 4:00 p.m. **ROLL CALL**
- 4:00 p.m. **BUSINESS FROM THE PUBLIC**
- 4:05 p.m. **JUNK ORDINANCE ENFORCEMENT** – Jim Delapoer, Casey Dorland
Action requested: Information, discussion, direction.
- 4:40 p.m. **TRANSPORTATION SDC COMMENTS, PROJECT OPTIONS** – Jeni Richardson
Action requested: Information, discussion, direction.
- 5:20 p.m. **PERFORMANCE MEASUREMENT REPORT** – Bob Woods
Action requested: Information.
- 5:40 p.m. **3801 KNOX BUTTE ROAD NE PROPERTY OPTIONS** – Diane Taniguchi-Dennis
Action requested: Information, discussion, direction.
- 5:50 p.m. **COUNCILOR COMMENTS**
- 5:55 p.m. **CITY MANAGER REPORT**
- 6:00 p.m. **ADJOURNMENT**

City of Albany Web site: www.cityofalbany.net

The location of the meeting/hearing is accessible to the disabled. If you have a disability that requires accommodation, advance notice is requested by notifying the Human Resources Director at 917-7500.



TO: Albany City Council
VIA: Wes Hare, City Manager
FROM: Jim Delapoer, City Attorney
Marilyn Smith, Management Assistant/Public Information Officer *mms*
DATE: November 10, 2010, for the November 15, 2010, City Council Work Session
SUBJECT: Albany Municipal Code 7.84.040 Keeping Junk

- RELATES TO STRATEGIC PLAN THEME:
- Great Neighborhoods
 - Effective Government
 - A Safe City

Action Requested:

Discussion of Municipal Code enforcement related to keeping junk, specifically unlicensed and inoperable vehicles.

Background and Discussion:

At the September 22, 2010, City Council meeting, several residents addressed the Council with concerns about the City's public nuisance regulations specifically regarding keeping junk, including unlicensed or inoperable vehicles.

Our current regulations concerning keeping junk are set forth in Chapter 7.84 of the Albany Municipal Code. These regulations were adopted by the City Council following a comprehensive review of similar nuisance regulations from other cities. They were adopted because of a frustration that the Council and staff were experiencing with vague and unenforceable language in the prior code. For example, the ordinance had previously defined "junk" as follows:

"Junk" includes all **old** motor vehicles, **old** motor vehicle parts, **abandoned** automobiles, **old** machinery, **old** machinery parts, **old** appliances or parts thereof, **old** iron, or other metal, glass, paper, **old** lumber, **old** wood or other waste, and **discarded** material. (Emphasis added).

The problem with this earlier code language is obvious: The use of terms such as "old," "abandoned", and "discarded" rendered our ordinance largely unenforceable because of the subjective nature of the words. One person's "old" motor vehicle might be junk while another's might be a classic treasure. Clearly, subjective terms such as these encourage uneven enforcement and would not be likely to withstand a judicial challenge.

In 1995, we recognized that these subjective terms had to be removed from our ordinance if we wanted to begin more vigorous enforcement. As a consequence, especially when dealing with motor vehicles, we moved away from subjective terms and descriptions and tried, instead, to use objective standards.

Our current definition of junk, as it applies to motor vehicles, focuses upon objective descriptions such as ". . . multiple major components are defective or removed for more than 30 consecutive days" and, even easier to define and prove, ". . . any motor vehicle which has been unlicensed for more than 30 consecutive days."

While these standards might, on some occasions, seem overly harsh in application, they have the value of allowing for efficient and certain enforcement and can be applied objectively in such a manner that they are likely to be sustained by the Courts.

I am mindful of Councilor Collins' statements concerning the difficulty of balancing equity, simplicity, and timeliness in drafting local regulations. As it regards motor vehicles, our current ordinance effectively strikes a balance between permitting the vehicles that our citizens routinely use for transport (licensed and operable) but prohibiting the outside storage of motor vehicles that are abandoned, a source of parts, or a "some day" project (i.e., vehicles that are unlicensed or inoperable). Again, the intention of our current ordinance language related to motor vehicles is to allow residents to park an unlimited number of vehicles that are actually used and useable and to prohibit the open storage of vehicles that are unused and unusable. The distinction was a conscious choice made by the City Council in 1995 as a part of a comprehensive effort to give staff the tools to begin an ongoing effort to improve the appearance and livability of the community.

Building on the new ordinance, the City Council, at its goal-setting retreat in January 1999, identified seven long-term goals for that calendar year, one of them being more coordinated code enforcement. The Code Enforcement Team (Code Squad) formed in July 1999. As reported to the Council in a memo April 8, 1999, the Team's charge was to "find a better way to enforce the existing Albany Municipal Code relating to dangerous buildings, fire/life safety, and nuisance conditions...to use the code to the fullest extent to repair, clean up, or abate such buildings or properties."

The Team is made up of representatives of the Community Development Department, Police and Fire Departments, Public Works Environmental Services, City Manager's Office, and City Attorney's Office. Quarterly reports of Team activities from July 1999 to the end of the first quarter of Fiscal 2011 show 661 complaints investigated and 415 cases closed. Many more are not listed in those reports since complaints made directly to the Police Department were tracked separately until Fiscal 2010. The 1995 code change has given the team an objective and enforceable tool without which we could not have achieved the successes of the last 11 years.

Non-sworn officers in the Police Department's Community Resource Unit are assigned to investigate junk complaints, among many other duties. Those officers will attend today's Work Session to explain how those investigations proceed, including the cases that prompted the residents' concerns in September and led to this discussion.

Budget Impact:

None.

JD:mms:de

c: Casey Dorland, Police Lieutenant
Jim Delapoer, City Attorney



TO: Albany City Council

VIA: Wes Hare, City Manager
 Diane Taniguchi-Dennis, P.E., Public Works Director *brine hennin*

FROM: Jeni Richardson, P.E., Civil Engineer III *Jeni*
 Ronald G. Irish, Transportation Systems Analyst *R.G.I.*

DATE: October 20, 2010, for the November 15, 2010, City Council Work Session

SUBJECT: Transportation Project Funding

RELATES TO STRATEGIC PLAN THEME: • Great Neighborhoods

Action Requested:

For City Council review and direction to update the Transportation System Development Charge.

Discussion:

A draft of the new Transportation System Development Charge (SDC) methodology was delivered to Council at the July 19, 2010, Council Work Session. The methodology describes how the maximum SDC improvement and reimbursement fees were calculated to fund all capacity-increasing improvements in the recently adopted 2010 Transportation System Plan. Based on the methodology formulas, the maximum allowable Transportation SDC base fee is \$10,423.

At the July Work Session, Council also reviewed three different SDC fee levels and discussed the benefit and impact each would have on the Albany community over the next 10 years. A summary of the theoretical maximum and three SDC fee scenarios is presented below:

Scenario	SDCi	SDCr	Total SDC	Comment
Maximum	\$ 9,983	\$440	\$10,423	Theoretical base SDC needed to recover the value of all SDC-eligible project costs
1 (existing)	\$1,294	\$440	\$1,734	Existing SDC fee level funds a portion of short- and mid-term projects
2 (\$3,000)	\$2,560	\$440	\$3,000	SDC fee level to fund all of the short- & mid-term projects
3 (ramped)	\$1,294 to \$2,560	\$440	\$1,734 to \$3,000	SDC fee remains static in year one and ramps to \$3,000 over a 5 year period to fund all of the short- & mid-term projects

Council directed staff to take the following information to the public with special emphasis on the development community in advance preparation for a public hearing in December:

- The theoretical maximum SDC fee
- Two SDC fee levels that will fund all the near-term projects in the first 10 years:
 - \$3,000
 - Ramp (Five year scheduled increase from existing fee to \$3,000)
- SDC fee comparison for other Oregon cities

Outreach

Since the July meeting, the following outreach was accomplished:

Chamber Governmental Affairs	August 12, 2010 at 7:30 a.m.
Willamette Valley Homebuilders Association Board meeting	October 7, 2010 at noon
Meeting for Development Community	October 19, 2010 at 4 p.m.
Albany Democrat Herald Articles	October 17 & 20, 2010
Project Website (www.cityofalbany.net/tmp)	On-going

Community response has varied from few inquiries about timing for specific high priority projects to specific policy and fee recommendations. In all cases, the development community expressed great concern about the current economic situation and the impacts of absorbing any additional fee increases. A graphic that visually communicates SDC levels and project funding flexibility was used at each of the outreach meetings and is attached to this memo (Attachment A).

A brief summary of comments and suggestions from the outreach meetings follow:

- Comparing Albany’s SDCs with other communities is interesting information, but Albany shouldn’t set SDC based on what others are charging. Each community has distinct development goals and infrastructure needs.
- Although state law requires calculating the maximum SDC, Albany’s SDC should not be set at the maximum level. Grants and other revenue sources should be sought for some of the SDC-eligible project costs.
- Where to set the fee depends on who is being asked. Suggestions varied from no change, \$3,000, ramp to \$3,000, increase ramp to 10-years, and consider fees less than \$3,000.
- A developer required to build an SDC-eligible project will want the fee set high enough that their project is on the funded list.
 - If project is eligible and funded, they build the project but don’t pay the TSDC.
 - If project is eligible but unfunded, they build the project and pay the TSDC.
- Set the SDC fee by creating the list of eligible projects or partial projects we want in the funded category.
 - One strategy for creating the eligible-funded list would be to include all short- and mid-term projects, include the oversize cost of new roads, and include the grant match for select bike and pedestrian projects.
- Consider policies to give infill development and/or affordable housing a break.

Funded Eligible SDCi Project List

Unlike the SDC methodology, which establishes the maximum SDC fee level necessary to fund all the capacity-increasing projects, the resolution establishing the actual SDC fee to be charged needs to include a list of the eligible projects that will be funded. The ramped and \$3,000 SDC fee level options will only fund a portion of the capacity-increasing projects.

Future development credits can only be offered for SDC-eligible projects that are on the funded list making it necessary to specifically identify a list of eligible projects or partial projects that do

not exceed the amount of SDC revenue we expect to collect over the next 20 years. While it is challenging to develop this project list based solely on information we have today, the good news is that as community priorities change in the future, Council has the ability to shuffle or swap projects or partial projects from the funded list with a more desirable project on the unfunded list.

The draft SDC fee resolution delivered to Council in July included a list of eligible projects that could be funded during the first 10 years. The difference in SDC revenue collected for the ramped and \$3,000 fee scenarios is small enough (\$1 million) to allow construction of all short-and mid-term projects within the first 10-year timeframe for either fee scenario. The primary difference was a million dollars more in the SDC reserve fund balance at the start of year 11 for the \$3,000 fee scenario.

Staff took a stab at identifying additional funded SDC-eligible projects for years 11 through 20. A table of projects, SDC-eligibility level, and amount funded in years 1-10 and years 11-20 is attached (Attachment B). Additional projects that can be funded with the additional revenue collected with the \$3,000 fee scenario are also identified in Attachment B. Staff is prepared to discuss project funding strategies used to develop this funded list at the Work Session.

Next Steps

Council has previously suggested a schedule that included a public hearing in December to: 1) adopt the SDC fee methodology establishing a maximum fee amount, and 2) consider and establish an SDC fee level and funded project list. If modest changes to the fee amount or ramp timing are made, this adoption schedule is still possible since changes to the SDC fee resolution and funded project list would also be minimal.

If Council desires creation of an SDC fee exemption for infill or low income housing, staff will need some direction concerning the specific policies that are of interest. The creation of policies to exempt infill development, affordable housing, or other classes of customers will require research and additional discussion with Council.

On Wednesday, November 17, 2010, Council will be asked to schedule a public hearing for December 8, 2010, to consider adoption of the SDC methodology and the SDC fee level. Depending upon the direction Council provides tonight in regard to consideration of exemptions to the SDC fee, at the conclusion of the public hearing on December 8, the Council will either:

1. Consider adoption of the SDC methodology and an SDC fee resolution(s), or
2. Consider adoption of the SDC methodology, but delay action on a resolution implementing a SDC fee level until after issues relating to exemptions are considered and resolved.

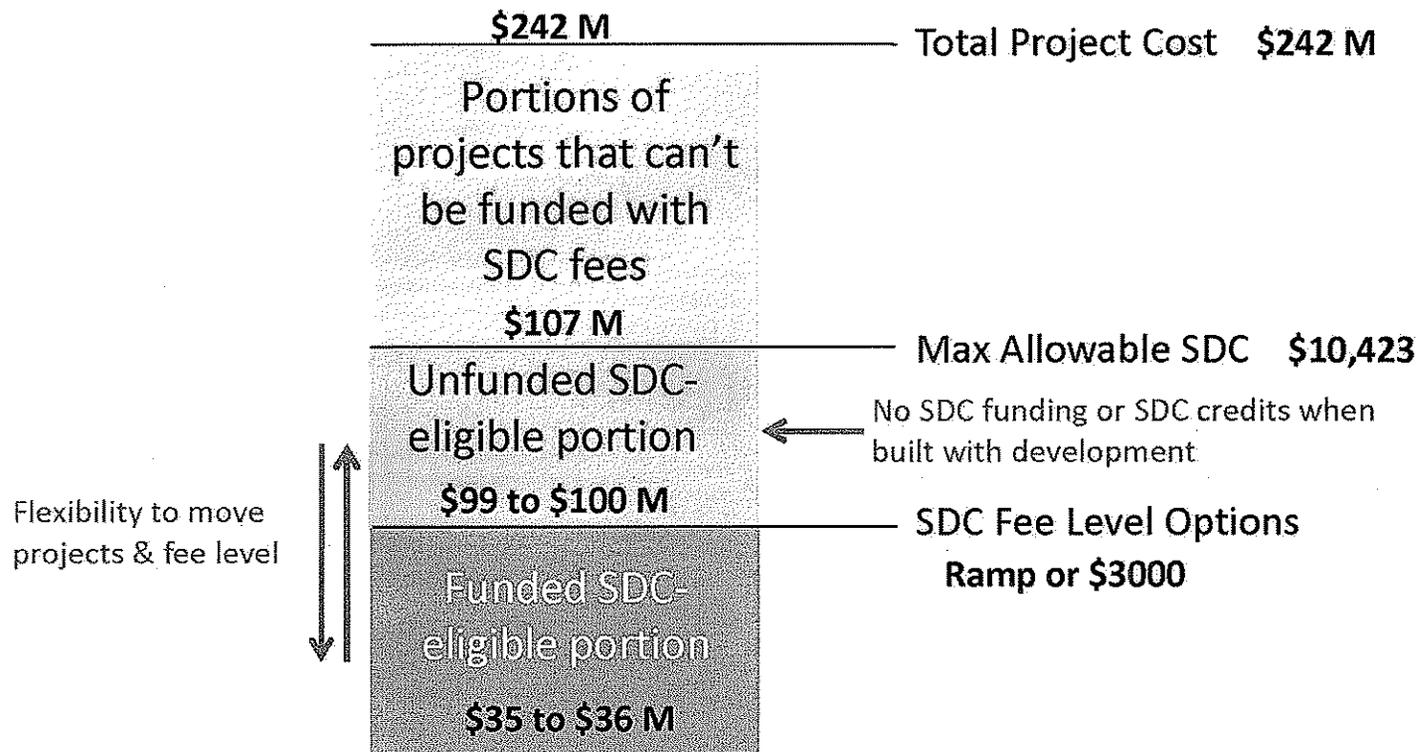
Budget Impact:

No budget impact during scenario review.

JMR:kw

Attachments

SDC Level & Project Funding Flexibility



Attachment B: SDC Eligible Projects Funded by the \$3000 and the Ramped Fee Schedules

Year 1-10 funded projects are in column 7. All short- and mid-term projects are funded for \$3000 and Ramped Fee Levels

Year 11-20 funded projects are in column 8. An additional \$1million in eligible projects can be funded at \$3000 Fee Level (see starred projects pg 5)

1 Project #	2 Project	3 TSP Priority	4 Growth Percentage	5 Total Project Cost (2010 \$)	6 TSDC Eligible	7 TSDC Eligible & Funded Years 1-10	8 TSDC Eligible & Funded Years 11-20
B1	14th Avenue	short	100%	\$2,000	\$2,000	\$2,000	
B2	Waverly Drive	short	100%	\$5,000	\$5,000	\$5,000	
B3	Hill Street	long/dev	100%	\$743,000	\$743,000		\$743,000
B4	24th Avenue	short	100%	\$5,000	\$5,000	\$5,000	
B5	Jackson Street	short	100%	\$674,000	\$110,000	\$110,000	
B6	Center Street	short	100%	\$6,000	\$6,000	\$6,000	
B7	US 20, North Albany	long/dev	100%	\$31,000	\$31,000	\$31,000	
B8	1st Avenue	long/dev	100%	\$43,000	\$43,000		
B9	2nd Avenue	long/dev	100%	\$43,000	\$43,000		
B10	Madison Street/7th Avenue	long/dev	100%	\$40,000	\$40,000		
B11	7th Avenue	long/dev	100%	\$95,000	\$95,000		
B12	Takena	long/dev	100%	\$53,000	\$53,000		
B13	Liberty/Lakewood	long/dev	100%	\$76,000	\$76,000		\$76,000
B14	12th Avenue (West)	mid	100%	\$32,000	\$32,000	\$32,000	
B15	Bain Street	long/dev	100%	\$49,000	\$49,000		
B16	South Shore Drive	long/dev	100%	\$33,000	\$33,000		
B17	Shortridge Street	long/dev	100%	\$27,000	\$27,000		
B18	24th Avenue	long/dev	100%	\$44,000	\$44,000		\$44,000
B19	38th Avenue and 39th Avenue	mid	100%	\$106,000	\$106,000	\$106,000	
B20	Lyon Street	short	100%	\$2,000	\$2,000	\$2,000	
B21	Ellsworth Street	short	100%	\$4,000	\$4,000	\$4,000	
I1	Main Street/Salem Avenue/3rd Avenue	short	100%	\$1,088,000	\$1,088,000	\$1,088,000	
I2	Main Street/Santiam Avenue/4th Avenue	short	69%	\$255,000	\$175,950	\$175,950	
I3	14th Avenue/Heritage Mall Access	short	100%	\$41,000	\$41,000	\$41,000	
I4	14th Avenue/Clay Street	short	100%	\$10,000	\$10,000	\$10,000	
I5	Waverly Avenue/14th Avenue	short	100%	\$41,000	\$41,000	\$41,000	
I6	Waverly Avenue/Queen Avenue	long/dev	100%	\$72,000	\$72,000		
I7	Waverly Avenue/Grand Prairie	long/dev	100%	\$175,000	\$175,000		
I8	US 20/North Albany Road	short	13%	\$40,000	\$5,200	\$5,200	
I9	US 20/Springhill Drive	short	23%	\$14,000	\$3,220	\$3,220	
I10	Knox Butte/Century Drive	short	0%	\$345,000	\$0	\$0	
I11	34th Avenue/Marion Street	mid	100%	\$345,000	\$345,000	\$345,000	
I12	US 20 (Lyon Street)/2nd Avenue	mid	16%	\$23,000	\$3,680	\$3,680	

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I13	US 20/Clay Street	mid	20%	\$185,000	\$37,000	\$37,000	
I14	OR 99E/34th Avenue	long/dev	32%	\$192,000	\$61,440		\$61,440
I15	34th Avenue/Hill Street	long/dev	100%	\$350,000	\$350,000		\$350,000
I16	Ellingson Road/Columbus Street	long/dev	100%	\$345,000	\$345,000		\$172,500
I17	Waverly Avenue/14th Avenue	long/dev	100%	\$77,000	\$77,000		\$77,000
I18	Queen Avenue/Geary Street	long/dev	100%	\$1,901,000	\$1,901,000		\$950,500
I19	Waverly Avenue/34th Avenue	long/dev	100%	\$42,000	\$42,000		
I20	US 20 (Ellsworth Street)/1st Avenue	mid	22%	\$18,000	\$3,960	\$3,960	
I21	US 20 (Lyon Street)/1st Avenue	mid	23%	\$11,000	\$2,530	\$2,530	
I22	US 20 (Lyon Street)/1st Avenue	mid	23%	\$10,000	\$2,300	\$2,300	
I23	US 20 (Ellsworth Street)/2nd Avenue	mid	23%	\$17,000	\$3,910	\$3,910	
I24	OR 99E/Waverly Avenue	long/dev	27%	\$959,000	\$258,930		\$258,930
I25	US 20/Waverly Drive	long/dev	29%	\$853,000	\$247,370		\$247,370
I26	US 20/Waverly Drive	long/dev	29%	\$240,000	\$69,600		\$69,600
I27	OR 99E/Queen Avenue	long/dev	26%	\$894,000	\$232,440		\$232,440
I28	OR 99E/34th Avenue	long/dev	32%	\$456,000	\$145,920		
I29	OR 99E/Killdeer Avenue	long/dev	28%	\$3,207,000	\$897,960		
I30	US 20/Timber Street	long/dev	44%	\$571,000	\$251,240		\$251,240
I31	US 20/Timber Street	long/dev	44%	\$619,000	\$272,360		
I33	Knox Butte/New North/South Collector	long/dev	100%	\$525,000	\$0	\$0	
I34	Springhill Dr./Hickory St.	long/dev	100%	\$345,000	\$345,000		\$345,000
I35	Gibson Hill Rd/Crocker Ln	mid	100%	\$345,000	\$345,000	\$345,000	
I36	Timber Street Extension/18th Avenue/Spicer Drive ROW	short	100%	\$650,000	\$650,000		\$650,000
I36	Timber Street Extension/18th Avenue/Spicer Drive	long/dev	100%	\$863,000	\$863,000		\$418,000
I37	OR 99E / 29th Ave	long/dev	28%	\$106,000	\$29,680		
I38	Salem Avenue/Geary Street	long/dev	28%	\$845,000	\$236,600		\$236,600
I39	OR 99E/Lyon Street	long/dev	16%	\$205,000	\$32,800		
I40	OR 99E/53rd Avenue	long/dev	38%	\$550,000	\$209,000		\$209,000
L1	53rd Avenue Extension	long/dev	54%	\$17,986,000	\$9,712,440		
L2	Waverly Drive	long/dev	36%	\$1,394,000	\$501,840		\$317,772
L3	Washington/Calapooia/1st/2nd	short	42%	\$100,000	\$42,000	\$42,000	
L4	Timber Street Extension ROW	short	100%	\$966,000	\$966,000		\$483,000
L4	Timber Street Extension	long/dev	100%	\$2,708,000	\$2,708,000		\$1,354,000

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Year 11-20 funded projects are in column 8. An additional \$1million in eligible projects can be funded at \$3000 Fee Level (see starred projects pg 5)

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L5	Main Street - 7th Avenue - Hill Street	mid	64%	\$1,292,000	\$826,880	\$826,880	
L6	North Albany Road	mid	29%	\$5,847,000	\$1,695,630	\$1,695,630	
L6	North Albany Road ROW	short	100%	\$19,000	\$19,000		\$19,000
L8	Lochner-Columbus Connector	long/dev	100%	\$2,742,000	\$2,742,000		\$548,400
L9	Queen Avenue	long/dev	12%	\$0	\$0		
L10	New North Albany Connector	long/dev	100%	\$5,818,000	\$5,818,000		\$2,794,000
L11	Spicer Drive Extension (West of Timber St.)	long/dev	100%	\$982,000	\$982,000		\$491,000
L12	Spicer Drive Extension (East of Timber St.)	long/dev	100%	\$1,666,000	\$1,666,000		
L13	Goldfish Farm Road Extension	long/dev	100%	\$1,013,000	\$1,013,000		\$303,900
L14	Dogwood Avenue Extension	long/dev	100%	\$3,294,000	\$3,294,000		\$658,800
L15	New North/South Collector - LID	short	100%	\$2,548,000	\$0	\$0	
L15	New North/South Collector	long/dev	100%	\$4,949,000	\$4,949,000		\$989,800
L16	New East/West Collector	long/dev	100%	\$3,723,000	\$3,723,000		\$744,600
L17	Expo Parkway Extension (south of Dunlap)	long/dev	100%	\$996,000	\$996,000		\$199,200
L18	Timber Street Extension to Somerset Avenue	long/dev	100%	\$1,720,000	\$1,720,000		\$344,000
L19	Somerset Avenue Extension - LID	short	100%	\$383,000	\$0	\$0	
L19	Somerset Avenue Extension	long/dev	100%	\$1,270,000	\$1,270,000		\$254,000
L20	Santa Maria Avenue Extension	long/dev	100%	\$1,872,000	\$1,872,000		\$374,400
L21	Knox Butte Road Widening ROW	short	100%	\$1,478,000	\$1,478,000		\$1,478,000
L21	Knox Butte Road Widening	long/dev	60%	\$3,169,000	\$1,901,000		\$1,901,000
L22	Knox Butte Road Widening ROW	short	100%	\$31,000	\$31,000		
L22	Knox Butte Road Widening	long/dev	56%	\$825,000	\$462,000		
L23	Knox Butte Road Widening	long/dev	52%	\$1,256,000	\$653,120		
L24	Knox Butte Road Widening	long/dev	47%	\$7,688,000	\$3,613,360		
L25	Dunlap Avenue Extension	long/dev	100%	\$1,045,000	\$1,045,000		\$209,000
L26	Springhill Road Widening	long/dev	61%	\$3,406,000	\$2,077,660		
L27	US 20 Widening	long/dev	18%	\$8,351,000	\$1,503,180		
L28	Ellingson Road Extension	long/dev	61%	\$4,430,000	\$2,702,300		
L30	Oak Street	short	100%	\$2,130,000	\$2,130,000	\$2,130,000	
L31	Fescue Street to Three Lakes Road Connector	long/dev	100%	\$886,000	\$886,000		\$177,200
L32	Fescue Street Extension	long/dev	100%	\$3,054,000	\$3,054,000		
L33	Three Lakes Road Realignment ROW	short	59%	\$750,000	\$442,500		
L33	Three Lakes Road Realignment	long/dev	59%	\$1,868,000	\$1,102,120		

Attachment B: SDC Eligible Projects Funded by the \$3000 and the Ramped Fee Schedules

Year 1-10 funded projects are in column 7. All short- and mid-term projects are funded for \$3000 and Ramped Fee Levels

Year 11-20 funded projects are in column 8. An additional \$1million in eligible projects can be funded at \$3000 Fee Level (see starred projects pg 5)

1 Project #	2 Project	3 TSP Priority	4 Growth Percentage	5 Total Project Cost (2010 \$)	6 TSDC Eligible	7 TSDC Eligible & Funded Years 1-10	8 TSDC Eligible & Funded Years 11-20
L34	Looney Lane Extension	long/dev	100%	\$914,000	\$914,000		\$182,800
L35	Albany Avenue Widening	long/dev	26%	\$1,177,000	\$306,020	\$306,020	
L36	W Thornton Lk Dr, N Albany Rd & N Alb Middle School	long/dev	11%	\$565,000	\$565,000	\$565,000	
L37	Springhill Drive	long/dev	18%	\$4,158,000	\$748,440		
L38	Scenic Drive	long/dev	10%	\$6,842,000	\$684,200		
L39	Century Drive	long/dev	52%	\$3,199,000	\$1,663,480		
L40	Gibson Hill Road	long/dev	6%	\$3,816,000	\$228,960		\$228,960
L41	Skyline Drive	long/dev	0%	\$1,523,000	\$0		
L42	Crocker Lane	long/dev	30%	\$4,529,000	\$1,358,700		
L43	Valley View Drive	long/dev	40%	\$3,695,000	\$1,478,000		
L44	West Thornton Lake Drive	long/dev	11%	\$6,097,000	\$670,670		
L45	Allen Lane	long/dev	56%	\$2,689,000	\$1,505,840		
L46	Columbus Street	long/dev	49%	\$2,727,000	\$1,336,230		
L47	Grand Prairie Road	long/dev	53%	\$2,260,000	\$1,197,800		
L48	Spicer Drive	long/dev	32%	\$868,000	\$277,760		
L49	Scravel Hill Road	long/dev	21%	\$9,699,000	\$2,036,790		
L50	Quarry Road	long/dev	21%	\$3,493,000	\$733,530		
L51	Spicer Road	long/dev	54%	\$676,000	\$365,040		
L52	Goldfish Farm Road	long/dev	82%	\$4,444,000	\$3,644,080		
L53	Ellingson Road	long/dev	49%	\$5,847,000	\$2,865,030		
L54	Lochner Road	long/dev	44%	\$5,756,000	\$2,532,640		
L55	Three Lakes Road ROW	short	42%	\$287,000	\$120,540		\$120,540
L55	Three Lakes Road	long/dev	42%	\$4,569,000	\$1,918,980		
L56	US 20 - East of I-5	long/dev	44%	\$2,068,000	\$909,920		
L57	Santa Maria Avenue	long/dev	91%	\$694,000	\$631,540		
L58	Oak Street	short	65%	\$2,186,645	\$1,588,000	\$1,588,000	
L59	Water Avenue	short	50%	\$4,070,000	\$2,035,000	\$2,035,000	
L60	US 20 Superelevation and Widening	long/dev	22%	\$3,122,000	\$686,840		
L61	Three Lakes Road	long/dev	0%	\$1,879,000	\$0		
M1	Queen/Geary Periwinkle Path	short	70%	\$46,000	\$32,200	\$32,200	
M2	Oak Creek Trail	long/dev	70%	\$2,645,000	\$1,851,500		\$200,000
M3	West Timber-Linn Trail	mid	70%	\$161,000	\$112,700	\$112,700	
M4	South Waterfront Trail	mid	70%	\$76,000	\$53,200	\$53,200	

Attachment B: SDC Eligible Projects Funded by the \$3000 and the Ramped Fee Schedules

Year 1-10 funded projects are in column 7. All short- and mid-term projects are funded for \$3000 and Ramped Fee Levels

Year 11-20 funded projects are in column 8. An additional \$1million in eligible projects can be funded at \$3000 Fee Level (see starred projects pg 5)

1 Project #	2 Project	3 TSP Priority	4 Growth Percentage	5 Total Project Cost (2010 \$)	6 TSDC Eligible	7 TSDC Eligible & Funded Years 1-10	8 TSDC Eligible & Funded Years 11-20
M5	Albany-Corvallis Multiuse Path	mid	70%	\$435,000	\$304,500	\$304,500	
M6	Albany-Corvallis Multiuse Path	long/dev	70%	\$761,000	\$532,700		
M7	East Timber-Linn Trail	long/dev	70%	\$277,000	\$193,900		\$193,900
M8	Bain Street/Waverly Lake Trail	long/dev	70%	\$153,000	\$107,100		\$107,100
M9	Lebanon Trail	long/dev	70%	\$581,000	\$406,700		
M10	Periwinkle Trail Extension	long/dev	70%	\$1,528,000	\$1,069,600		
M11	East Albany Willamette River Bridge	long/dev	70%	\$7,657,000	\$5,359,900		
M12	99E/Oak Creek	long/dev	70%	\$129,000	\$90,300		
M13	US 20/99E Undercrossing	long/dev	70%	\$1,500,000	\$1,050,000		
P1	Springhill Drive	mid	70%	\$542,000	\$379,400	\$379,400	
P2	99E/24th Avenue	long/dev	70%	\$129,000	\$90,300		
P3	Oregon 99E: Burkhart to Waverly	long/dev	70%	\$129,000	\$90,300		
P4	Ferry Street	long/dev	70%	\$725,000	\$507,500		
P5	Columbus Street	long/dev	70%	\$277,000	\$193,900		
P6	Geary Street	long/dev	70%	\$791,000	\$553,700	\$553,700	
P7	Airport Road	long/dev	70%	\$485,000	\$339,500		
P8	Killdeer Street	long/dev	70%	\$174,000	\$121,800		* \$100,000
P9	Waverly Drive	long/dev	70%	\$88,000	\$61,600		
P10	Albany-Santiam Canal Pedestrian Esplanade	long/dev	70%	\$1,232,000	\$862,400		* \$450,000
P11	Thurston Street Canal Pedestrian Esplanade	long/dev	70%	\$1,863,000	\$1,304,100		* \$450,000
P12	Gibson Hill Road	short	70%	\$1,034,000	\$723,800	\$723,800	
S1	ADA Accessibility Audit	short	0%	\$25,000	\$0	\$0	
S2	Hwy 20 Corridor and Downtown Refinement Plan	short	100%	\$250,000	\$250,000	\$250,000	
S3	Safety Audit	short	0%	\$30,000	\$0	\$0	
S4	OR 99E Speed Study	short	0%	\$0	\$0	\$0	
S5	Downtown STA	short	0%	\$0	\$0	\$0	
S6	Albany TSP MPO Update	mid	32%	\$350,000	\$112,000	\$112,000	
S7	Major Corridors	long/dev	0%	\$0	\$0		
S8	Wayfinding	long/dev	0%	\$25,000	\$0		
S9	Interstate 5 / OR 99E / Knox Butte	long/dev	100%	\$100,000	\$100,000	\$100,000	
S10	Interstate 5 / US 20 (Santiam)	long/dev	100%	\$100,000	\$100,000	\$100,000	
T1	ADA Accessibility Projects	mid	70%	\$430,000	\$301,000	\$301,000	
TOTALS				\$242 M	\$131 M	\$15 M	\$20 - \$21 M



TO: Albany City Council
 VIA: Wes Hare, City Manager
 FROM: Bob Woods, Management Systems Director *BW*
 DATE: November 10, 2010, for the November 15, 2010, City Council Work Session
 SUBJECT: Annual Performance Benchmarking Report

RELATES TO STRATEGIC PLAN THEME: • An Effective Government

RELATES TO: • Objective 10.43 Participation in National Performance Benchmarking.

Action Requested:

No action required. This is an information report to Council.

Discussion:

Since 2005, the City has participated in national benchmark reporting with other jurisdictions, beginning with the annual International City/County Management Association (ICMA) national benchmarking program. The submittal for FY2009-2010 is the sixth year that the City has submitted information in support of this program.

The ICMA program has changed over the years with adjustments and improvements in the reporting items and breakdowns, and the extent of City participation has grown over that time.

For FY2010, ICMA has performance measurement efforts in the following 19 areas, the same number as in FY 2009:

<u>Reporting Area</u>	<u>FY09</u>	<u>FY10</u>	<u>Reporting Area</u>	<u>FY09</u>	<u>FY10</u>
Code Enforcement		X	Facilities Management		
Fire and EMS	X	X	Fleet Management		
General Demographics	X	X	Highway and Road Maintenance	X	X
Housing	X	X	Human Resources	X	X
Information Technology	X	X	Library Services	X	X
Obesity Prevention	X	X	Parks and Recreation	X	X
Permits, Land Use, and Plan Review	X	X	Police Services	X	X
Purchasing Services			Refuse and Recycling	n/a	n/a
Risk Management	X	X	Sustainability		X
Youth Services	n/a	n/a			

Albany has reported for FY2010 in 14 areas, an increase of two from FY2009. This rate of participation makes Albany a leader in performance measurement participation which resulted in the City being awarded the ICMA Certificate of Distinction for our 2009 efforts, the second year in a row.

ICMA does not currently have performance indicators for Sewer Service, Water Service, or Customer Service/Utility Billing operations. At the time that the ICMA program was developed, ICMA specifically decided not to engage in the utility services area due to concurrent ongoing performance measurement activities being conducted by the American Water Works Association (AWWA).

As of 2010, the AWWA measurement activities appear to have been discontinued as no reporting has been done since 2007. ICMA may be developing reporting in these areas in the future.

For FY2010, we were able to report on Code Enforcement due to a new in-house developed tracking system that is used across department boundaries, creating a standardized central collection point.

There are three areas where we have not yet been able to submit data:

Facilities Management

A lack of appropriate data and the ability to effectively collect it have been the major problem. Facilities Management operations lack an appropriate tracking system, and cost has prevented securing an off-the-shelf system. The City will attempt to develop an in-house system to gather the necessary data.

Fleet Management

With no centralized fleet operation, each department is responsible for their own equipment. In July 2010, an in-house developed Fleet Management tracking system was implemented as a single central platform to be used across departmental boundaries. Implementation is proceeding and reporting is expected to be available for the FY2011 now in process.

Purchasing Services:

This reporting module was substantially revised by ICMA in FY2010. Even with our decentralized approach, we expect to begin reporting for the FY2011 now in progress.

A hallmark of these benchmarking efforts is the requirement that data be based on actual, verifiable measurement. Estimates are not acceptable; the data must be real.

Participation in each service area, therefore, is limited by the information that is available. In almost every area, there are "data holes" where we do not have systems in place that gather the requested data. In some cases, this is a minor issue; but in other cases, we are very short of reporting information. Albany is not alone in this problem. In fact, the development of national benchmarking was specifically designed to lead cities to collecting management data that had not been previously collected. The desire was to move from "management by intuition" to "management by data."

Current Reporting Status

In each area of reporting, ICMA has worked with jurisdictions to develop a broad range of measures that can be used for comparison, regardless of jurisdiction size. Within that range of measures are subsets referred to as core measures. These core measures are considered fundamental to each area, and jurisdictions are expected to work first on implementing them.

Core measures are developed nationally and are adjusted regionally by member jurisdictions. Albany's goal is to meet all regional measures and to eventually report on all national measures. The measures below were adopted by the Oregon Consortium, but also include other national measures on which Albany currently reports. The breakdowns show the FY2010 status in each selected reporting area.

Code Enforcement – No reporting in FY09

CORE MEASURE	FY09 REPORTING	FY10 REPORTING
Rates of voluntary compliance		√
Rates of forced compliance capita		√
Average number of calendar days from case inspection to voluntary compliance		√
Average number of calendar days from case inspection to forced compliance		√
Code Enforcement expenditures per capita		
Average number of calendar days from first complaint to investigation		√
Percentage of cases resolved through voluntary compliance		√
Percentage of cases resolved through forced compliance		√

Fire and EMS

CORE MEASURE	FY09 REPORTING	FY10 REPORTING
Paid fire and EMS staffing per 1,000 population		
Total fire operating expenditures per capita		
Residential structure fire incidents per 1,000 residential structures	√	√
Residential structure fires per 1,000 population	√	√
One- and two-family residential structure fire incidents: Fire out on arrival, confined to room of origin, or confined to structure of origin		
Total combined commercial and industrial structure fire incidents per 1,000 commercial and industrial structures		
Fire incidents involving non-structures per 1,000 population	√	√
Total non-fire incidents per 1,000 population		
Total fire incidents per 1,000 population	√	√
False alarms and good intent calls as percentage of total fire incidents		√
Residential arson incidents per 10,000 residents served		
Total arson incidents per 10,000 population		
Arson clearance rate		
Rescues and recoveries performed per 10,000 population served		
Fire personnel injuries with time lost per 1,000 incidents		

Percentage of total fire calls with a Response time of five minutes and under from dispatch to arrival on the scene		
EMS responses per 1,000 population served: Total, BLS, and ALS responses	√	√
EMS response time: Average time from dispatch to arrival on scene for calls requiring an ALS response (lights and sirens)		
Patients with full cardiac arrest from medical causes and patients who received early defibrillation		
Percentage of patients in full cardiac arrest who have specified rhythms upon delivery to a medical facility		
Hazmat incidents per 10,000 population	√	√

Fleet Management – No reporting in FY10

CORE MEASURE	FY09 REPORTING	FY10 REPORTING
Hours billed per vehicle or piece of equipment maintained by the central fleet management operation <i>(Note: Albany has no central fleet operation.)</i>		
Hours billed as a percentage of hours available <i>(Note: Albany has no central fleet operation.)</i>		
Percentage of fleet maintenance expenditures that are contracted out		
Percentage of vehicles exceeding replacement criteria (after pending orders fulfilled)		
Average fleet maintenance expenditures per vehicle: all vehicles and heavy equipment		
Police vehicles: Total maintenance and preventive maintenance expenditures per vehicle	√	
Police vehicles: Total maintenance expenditures per mile driven	√	
Fire apparatus: Total maintenance and preventive maintenance expenditures per vehicle		
Fire apparatus: Total maintenance expenditures per mile driven		
EMS vehicles: Total maintenance expenditures per mile driven		
EMS vehicles: Total maintenance and preventive maintenance expenditures per vehicle		

Light vehicles I: Total maintenance and preventive maintenance expenditures per vehicle		
Light vehicles II: Total maintenance and preventive maintenance expenditures per vehicle		
Light vehicles: Total maintenance expenditures per mile driven		
Buses: Total maintenance expenditures per mile driven		
Medium vehicles: Total maintenance and preventive maintenance expenditures per vehicle		
Heavy vehicles: Total maintenance and preventive maintenance expenditures per vehicle		
Heavy equipment: Total maintenance and preventive maintenance expenditures per piece of equipment		
Percentage of vehicles and heavy equipment using alternative fuel		
Internal customer satisfaction: Quality of fleet maintenance services		
Internal customer satisfaction: Timeliness of fleet maintenance services		

General Demographics

The general demographics section does not have any core measures. It is an overall compilation of community statistics covering population, area, form of government, housing units, unemployment rate, household income, operating expenditures, capital expenditures, and citywide citizen surveys.

Albany does not collect or report annual measured data on:

- Percentage of adults/juveniles in population
- Estimates on daily/annual incoming commuters and tourists
- Numbers of occupied housing units/vacancy rates
- Foreclosures
- Median/average household and per-capita income
- Poverty statistics

Highway and Road Maintenance

CORE MEASURE	FY09 REPORTING	FY10 REPORTING
Road rehabilitation expenditures per paved lane mile	√	√
Road rehabilitation expenditures per capita	√	√
Paved lane miles assessed in satisfactory or better condition as percentage of total paved lane miles assessed		
Street sweeping expenditures per capita	√	√

Snow and ice control expenditures per capita compared with inches of snowfall <i>(Note: Reported national measure but not part of Oregon Consortium)</i>	√	√
Citizen ratings of road condition	√	√
Citizen ratings of street sweeping	√	√

Human Resources

CORE MEASURE	FY09 REPORTING	FY10 REPORTING
Working days for external recruitment	√	√
Working days for internal recruitment		√
Working days to reclassify an occupied position	√	√
Turnover rates: Total, nonpublic safety and public safety employees	√	√
Turnover rates: IT employees	√	√
Sick leave hours used per 1,000 hours worked	√	√
Number of employee grievances and appeals per 100 employees	√	√
Percentage of grievances resolved before passing from management control	√	√
Percentage of employee performance reviews completed on schedule	√	√
Customer satisfaction <i>(Note: Reported national measure but not part of Oregon Consortium)</i>	√	√
Ratio of Human Resources FTEs to total jurisdiction FTEs	√	√
Employee benefits as a percentage of total compensation	√	√

Information Technology

CORE MEASURE	FY09 REPORTING	FY10 REPORTING
Central IT expenditures per workstation <i>(Note: Reported national measure but not part of Oregon Consortium)</i>	√	√
IT O&M expenditures as a percentage of total operating expenditures	√	√
Ratio of total workstations to total employees in jurisdiction	√	√
Central IT organization's total expenditures per workstation	√	√
Telephone system problem resolution: Percentage corrected within 24 hours <i>(Note: Albany uses VOIP technology for telephones which is specifically excluded from this calculation by ICMA.)</i>		√

Internal customer satisfaction: Telephone services: Overall satisfaction <i>(Note: Reported national measure but not part of Oregon Consortium)</i>	√	√
Repair calls for network services resolved within 24 hours		√
Network and desktop device moves, additions, or changes completed when scheduled		
Repair calls for application services resolved within 24 hours	√	√
Help Desk calls: Resolved at time of call, within four hours, and within eight hours	√	√
Internal customer satisfaction: General IT Services: Overall satisfaction <i>(Note: Reported national measure but not part of Oregon Consortium)</i>	√	√

Library Services

CORE MEASURE	FY09 REPORTING	FY10 REPORTING
Registered borrowers as a percentage of service area population	√	√
Circulation rates per capita	√	√
Circulation rates per registered borrower	√	√
Patron Internet usage per terminal	√	√
Visitation rates per capita	√	√
Visitation rates per registered borrower	√	√
Library operating and maintenance expenditures per capita	√	√
Operating and maintenance expenditures per registered borrower	√	√
Operating and maintenance expenditures per item circulated	√	√
Number of paid and volunteer FTEs per 1,000 population	√	√
Citizen ratings of overall library services	√	√
Total program attendance per 1,000 population	√	√

Parks & Recreation

CORE MEASURE	FY09 REPORTING	FY10 REPORTING
Net Parks & Recreation revenue per capita - excluding golf expenditures and revenues	√	√
Parks & Recreation revenue received from endowments, grants, and foundations, per capita	√	√
Parks & Recreation FTEs per 1,000 population - excluding golf FTEs	√	√

Citizen ratings of overall satisfaction with Parks & Recreation in the jurisdiction <i>(Note: Reported national measure but not part of Oregon Consortium)</i>	√	√
Citizen ratings of the quality of Parks & Recreation programs <i>(Note: Reported national measure but not part of Oregon Consortium)</i>	√	√
Citizen ratings of the range of Parks & Recreation Activities <i>(Note: Reported national measure but not part of Oregon Consortium)</i>	√	√
Developed park acres per 1,000 population	√	√
Total park acres per 1,000 population	√	√
Net annual O&M expenditures (no utilities) per capita for Parks & Recreation (excluding specialized facilities)	√	√
Total number of hours worked by volunteer staff in support of Parks & Recreation activities	√	√

Permits/ Land Use/Plan Review – No FY09 reporting

Note: Core Measures are still being developed. Selected measures are shown.

MEASURE	FY09 REPORTING	FY10 REPORTING
Valuation of residential & commercial construction		√
Average time for plan approval residential & commercial		√
Total number of building inspections		√
Average number of inspection performed per FTE		√
Number of development plan reviews		√
Number of subdivision reviews		√

Police Services

CORE MEASURE	FY09 REPORTING	FY10 REPORTING
Sworn and civilian FTEs per 1,000 population	√	√
Total operating and maintenance expenditures charged to the Police Department per capita		
Number of top priority police calls per 1,000 population	√	√
Response time in minutes to top priority calls	√	√
UCR Part I crimes reported per 1,000 population	√	√
Total arrests for UCR Part I crimes per 1,000 population	√	√
Total arrests for UCR Part I crimes per sworn FTE	√	√

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Juvenile arrests for UCR Part I crimes as percentage of total arrests for UCR Part I crimes	√	√
Total arrests per 1,000 population	√	√
Percentage of UCR Part I crimes cleared	√	√
UCR Part I crimes cleared per sworn FTE	√	√
Total arrests for UCR Part II drug offenses per 1,000 population	√	√
Juvenile arrests for Part II drug abuse offenses as a percentage of total arrests for UCR Part II drug offenses	√	√
DUI arrests per 1,000 population	√	√
Fatal traffic accidents per 1,000 population	√	√
Citizen rating of safety in their neighborhood during the day <i>(Note: Reported national measure but not part of Oregon Consortium)</i>	√	√
Citizen rating of safety of their neighborhoods after dark <i>(Note: Reported national measure but not part of Oregon Consortium)</i>	√	√
Citizen rating of business areas during the day <i>(Note: Reported national measure but not part of Oregon Consortium)</i>	√	√
Citizen rating of business areas after dark <i>(Note: Reported national measure but not part of Oregon Consortium)</i>	√	√

Risk Management

CORE MEASURE	FY09 REPORTING	FY10 REPORTING
Total property loss, premiums, and other expenditures per \$1,000 of property value at risk		
Expenditures for liability claims per capita – commercial general or public entity liability		
General liability claims per 10,000 population served	√	√
Percentage of commercial general/public entity liability claims that proceeded to litigation	√	
Traffic accidents per 100,000 miles driven—law enforcement vehicles		
Traffic accidents per 100,000 miles driven – light vehicles I		
Number of workers' compensation claims per 100 FTEs	√	√

Expenditures for workers' compensation per \$100 of total jurisdiction salaries and benefits		
Number of worker days lost per claim	√	√
Number of worker days lost to injury per FTE	√	√

Conclusion

This report provides a systematic analysis of the status of our core reporting for national performance benchmarking efforts. The goal of staff is to continually improve on our tracking abilities until no appropriate measures remain in the "not reporting" status.

Improving our reporting can be relatively slow and incremental. Even on those areas where we might improve tracking or data retrieval before the end of this fiscal year, it will take another entire year of actual measurements in order to report true numbers.

The next report on our efforts is scheduled for November 2012.

Budget Impact:

There is no budget impact in the preparation of this annual report.

BW:de



TO: Albany City Council

VIA: Wes Hare, City Manager
Diane Taniguchi-Dennis, P.E., Public Works Director *Diane Taniguchi-Dennis*

FROM: Jeff Babbitt, Senior Accountant

DATE: November 8, 2010, for the November 15, 2010, City Council Work Session

SUBJECT: 3801 Knox Butte Rd NE – Property Options

Action Requested:

Discuss the potential options for the property located at 3801 Knox Butte Rd NE and provide direction to staff on how to proceed with the property.

Discussion:

The City recently purchased 3801 Knox Butte Rd NE for right-of-way for the future extension of Timber Street, north of Knox Butte Road. This property is a 1.5 acre lot with a house and detached garage that is currently vacant. The location of the property is shown on the attached map, highlighted in yellow for your reference. The city has received a proposal from Lepman Properties, LLC to lease the property, included as an attachment for your review.

Following are the various options that staff would like to propose for the property:

Option 1: Consider leasing the property to a property management company.

Lepman Properties proposes to lease the property for a minimum of five years with terms for an extension. The house has been damaged by spray paint graffiti on the floors and walls that would need to be repaired. Lepman Properties are willing to make the repairs necessary to make the house habitable, which they approximate to be \$8,000. Under their proposal they also included a termination agreement, to recover the repair costs if the contract were to be terminated prior to the end of 5 years, with a declining rate of reimbursement the longer the lease runs. Property taxes and fire and liability insurance for the property would also be the responsibility of Lepman Properties, LLC. Terms of the lease, such as the ability to terminate the lease with a 60-day notice to the property management company where the City would not be responsible for relocation costs of the tenants, and any monetary compensation to the City for the property would need to be negotiated if this option were chosen.

Option 2: Keep the property vacant

The second option is to keep the house vacant and maintain the property for weed control, approximately 2 - 3 times per year, and to continue monthly inspection. The estimated annual costs for weed maintenance on the property are \$1,000. There is a risk for vandalism, dumping, and other issues keeping this house vacant.

Option 3: Demolish the house

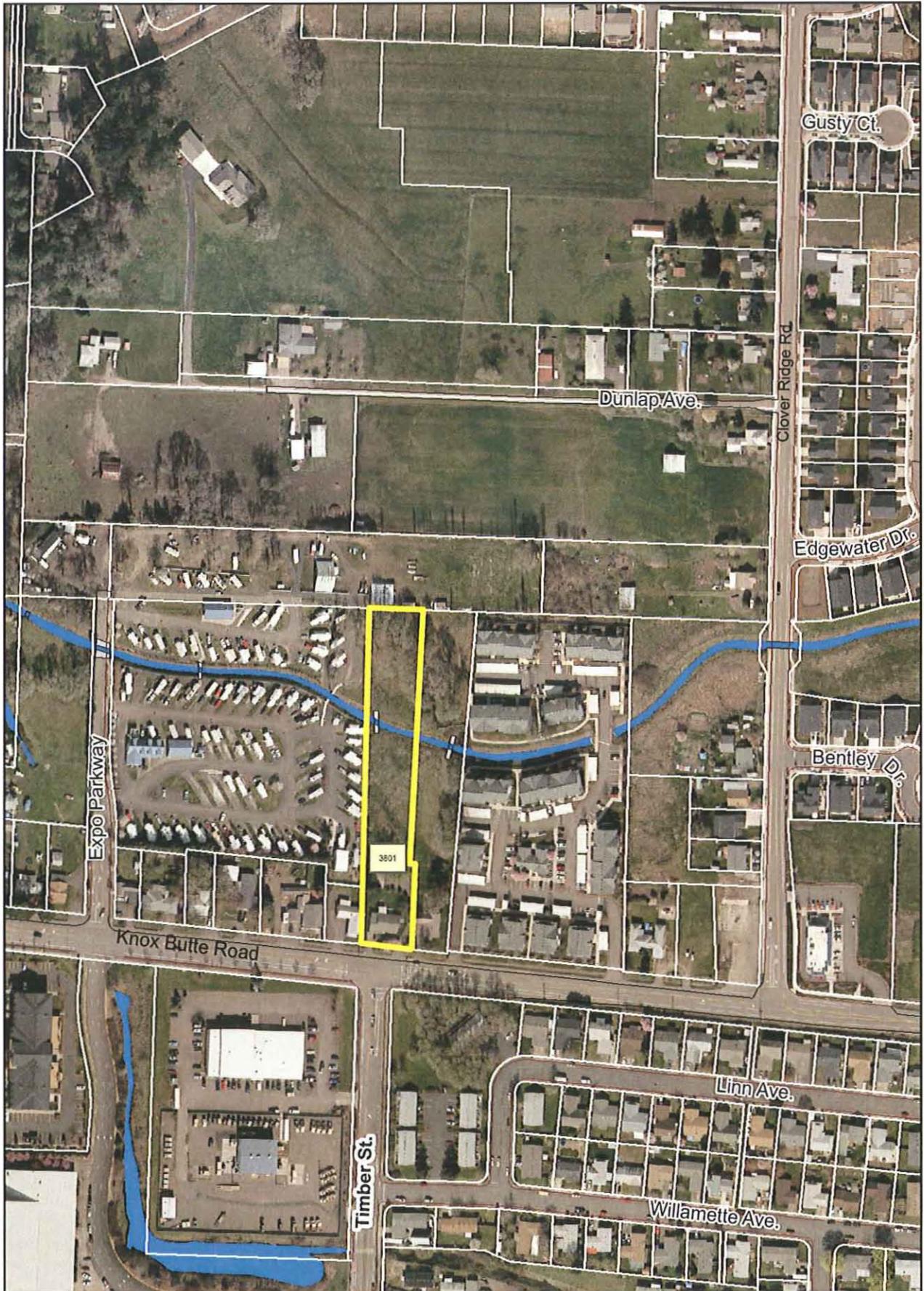
The third option is to demolish the house to eliminate the vandalism risk. However, the risk for dumping would continue and the property would continue to need monthly inspection. The property would also need to be maintained for weed control. The estimated costs for the demolition are around \$15,000, along with \$500 for performing an environmental inspection for asbestos and lead paint. The annual weed control maintenance would cost approximately, \$1,000.

Budget Impact:

Dependent upon the option chosen.

JB:kw
Attachment

1.5 acre City property at 3801 Knox Butte Road



Scott Lepman Company

**100 Ferry Street NW
Albany, Oregon 97321
(541) 928-9390 Phone
(541) 928-4456 Fax**

To: Honorable Mayor and City Council Members
From: Scott D. Lepman, dba Lepman Properties LLC
Via: Diane Taniguchi-Dennis, Public Works Director
Subject: Proposal for Lease of Property located at 3801 Knox Butte Road NE
Date: October 29, 2010

This letter is to formalize my interest in leasing from the City the single-family residence located at 3801 Knox Butte Road NE. As you may know, my company, Lepman Properties, is a family owned property Management Company that focuses on providing quality rental housing at an affordable price in the Albany and Lebanon areas. We do not provide property management for other property owners. However, by leasing the subject property from the City, we could manage the property as if it were our own.

The following is a proposal that reflects the terms that I would like you to consider for leasing the subject property to Lepman Properties. The property currently is vacant. The house has been vandalized (graffiti on the walls in several of the rooms and paint on the hardwood floors), the bathroom is dated, and the kitchen needs appliances (stove, refrigerator and dishwasher) and the cupboards and countertops repaired and/or replaced. The carpeting in the two bedrooms, while dirty appears to be salvageable. The entire interior of the house will need to be painted and the hardwood floors, refinished. The tub surround in the bathroom needs to be replaced and the window blinds need to be cleaned and/or replaced. The front door needs to be replaced and the roof treated for moss. The entire lot needs mowing and trees and shrubs trimmed. I will have an electrical inspection done for the existing electrical lighting and heating systems. At this time, our estimate for making the residence rent ready is \$8,000.

I would propose that our lease agreement be for a minimum period of five years with terms for extension of the lease dependent upon the timing of the north extension of Timber Street. I would only ask to be reimbursed for the amount of the necessary repairs if our agreement was terminated prior to the end of the five-year period at a rate of \$2,000 per year for the first four years (i.e., \$8,000 if the agreement is terminated in the first year; \$6,000 if the agreement is terminated in the second year; \$4,000 if the agreement is terminated in the third year; and \$2,000 if the agreement is terminated in the fourth year.

Lepman Properties will provide Fire and Liability Insurance with the City of Albany being a named insured on our insurance policy for the property. Lepman Properties will be responsible for paying the Property Taxes on the subject property.

Lepman Properties has been in the property management business since 1979. We strive to maintain a nice, comfortable, and clean environment for all our properties. Our rent prices range from the low end to the higher end of the market. We strive to provide excellent maintenance and property care of our properties and to select pleasant and responsible residents so all neighbors and tenants may enjoy a high standard of living. Here is a list of some of our recently completed renovations:

- 1) Two 2 four-plexes and 14 Apartments at Academy and 9th Street, Lebanon, Oregon
- 2) 2577 and 2645 Clay Court SE, Albany, Oregon
- 3) 204, 268 and 286 30th Place SE, Albany, Oregon
- 4) 605 Queen Avenue SE, Albany, Oregon

We are currently in the process of rehabilitating a dilapidated 1970's apartment building at 305 Sixth Street SE here in Albany. It is the intent of Lepman Properties to upgrade the properties that we rent by changing the poor market appeal of the property while upgrading the neighborhood. I look forward to providing the same service to this property.

Respectfully submitted,



Scott D. Lepman
Managing Member, Lepman Properties