

APPROVED: July 15, 2009

CITY OF ALBANY
Central Albany Revitalization Area Advisory Board
Willamette Room, 333 Broadalbin Street SW
Wednesday, June 10, 2009

MINUTES

Advisory Board Members present: David Anderer, Rich Catlin, Jeff Christman, Bill Coburn, Floyd Collins, Loyd Henion, Gordon Kirbey, Sharon Konopa, Ray Kopczynski, Dick Olsen, Ralph Reid, Jr., and Kim Sass

Advisory Board Members absent: Bessie Johnson and Cordell Post

Staff present: City Manager Wes Hare, City Attorney Jim Delapoer, Community Development Director Greg Byrne, Urban Renewal Manager Kate Porsche, Transportation Systems Analyst Ron Irish, and Administrative Assistant Teresa Nix

Others present: Approximately ten others in the audience

CALL TO ORDER

Vice Chair Jeff Christman called the meeting to order at 5:15 p.m.

SCHEDULED BUSINESS

Business from the Public

There was no business from the public.

Water Avenue Intersection Discussion

Urban Renewal Manager Kate Porsche drew attention to the staff report regarding the Wheelhouse project and the Water Avenue intersection. She said that David Johnson was awarded \$642,000 in November 2007 for his project. In July of last year, the CARA Advisory Board authorized an additional \$302,750 for infrastructure improvements, but this was not finalized in the form of a resolution. Johnson moved forward with his permits, and the City outlined the need for construction of a temporary intersection at Water Avenue. The estimated cost of the temporary intersection was \$195,000. Subsequently, staff became aware of new legislation that mandated any urban renewal project receiving more than \$750,000 in public funds would be required to pay prevailing wages.

Porsche stated that as staff began to further research the idea of a temporary or “throw away” intersection, it became clear that there would be significant advantages to having the City, instead, complete a permanent intersection at this location for an additional cost of \$40,000. This could be a good pilot project for the Water Avenue streetscape. Staff is proposing that the \$302,750 authorization be changed as follows: \$102,750 would go to Johnson for utility work to bring water and sewer to the site and \$195,000 would go to the City for the construction of permanent intersection improvements. Staff further proposes that CARA commit an additional \$40,000 to complete the permanent intersection.

Transportation Systems Analyst Ron Irish said that this project required a permit from ODOT Rail. A pending permit has been received and becomes final upon agreement by the City and the railroad. The pending order assigned the cost of the intersection and the parking lot approach to the City and the developer, the cost of the guardrail at the crossing to the City, the cost of automated crossing improvements to ODOT Rail, and the cost of improvements immediately adjacent to the track to the railroad. The railroad objected and said that the City should bear the cost of the improvements adjacent to the track. After discussion, ODOT Rail said that it would pay for those improvements if the City puts in a permanent intersection.

City Attorney Jim Delapoer clarified that the reason behind this proposal is not to avoid paying prevailing wages. The City will be asking for a determination by the Bureau of Labor and Industries (BOLI) on whether these projects would be deemed a single project for the purposes of determining whether public contributions to the Wheelhouse project have exceeded the \$750,000 limit. If BOLI determines that it is one project, staff anticipates an additional request that CARA either make up the difference or suggest that the applicant reduce its request. The main reason for this request is to avoid the use of public funds for both a temporary structure that will be torn up and for the permanent structure that will replace it.

In response to inquiries from the Board, staff added that:

- If the Board so recommends, the Albany Revitalization Agency (ARA) will consider two draft resolutions that would formally commit \$235,000 to the City for intersection improvements and an additional \$107,750 (for a total of \$744,750) to the developer.
- The developer is in support of this proposal.
- It is not clear how much would be added to the developer's costs if he is required to pay prevailing wages. The developer has estimated that the additional cost could be approximately \$500,000.
- It appears that the agreement with ODOT Rail is firm pending the City's agreement to construct a permanent intersection.

MOTION: Ray Kopczynski moved to accept the recommendation as outlined by staff. The motion was seconded.

Bill Coburn said that there are a lot of misconceptions around prevailing wages. Prevailing wages are not always union wages; and, if a contractor would be hiring union contractors, the issue of prevailing wages is a moot point. The requirement to pay prevailing wages is often misunderstood and does not have the impact to projects that people think it does. Also, paying prevailing wages is intended to help support the community.

Delapoer stated that, if BOLI rules that this is one project and the applicant comes before CARA to request additional money, it will be up to the applicant to prove that any additional costs are attributable to the requirement to pay prevailing wages.

In response to an inquiry from Christman, Irish reviewed a conceptual drawing for the intersection which, he noted, exactly matches the streetscape design.

The motion **passed** unanimously.

BUSINESS FROM THE BOARD

There was no business from the Board.

NEXT MEETING DATE

The next regular meeting of the CARA Advisory Board will be held on Wednesday, July 15, 2009, at 5:15 p.m., in the Council Chambers. [The June 17 meeting was canceled.]

ADJOURNMENT

Hearing no further business, Vice Chair Christman adjourned the meeting at 5:36 p.m.

Submitted by,

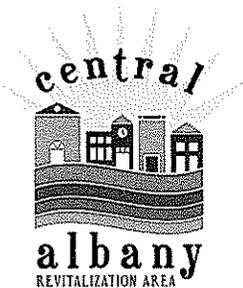


Teresa Nix
Administrative Assistant

Reviewed by,



Kate Porsche
Urban Renewal Manager



APPROVED: July 15, 2009

CITY OF ALBANY
CARA Advisory Board & Landmarks Advisory Commission
Willamette Room, 333 Broadalbin Street SW
Wednesday, June 10, 2009

MINUTES

CARA Advisory Board
Members present:

David Anderer, Rich Catlin, Jeff Christman, Bill Coburn, Floyd Collins, Loyd Henion, Gordon Kirbey, Sharon Konopa, Ray Kopczynski, Dick Olsen, Ralph Reid, Jr., and Kim Sass

CARA Advisory Board
Members absent:

Bessie Johnson and Cordell Post

Landmarks Advisory Commission
Members present:

Linda Herd, Oscar Hult, Rosalind Keeney, Heidi Overman, Robyn van Rossman

Landmarks Advisory Commission
Members absent:

Derryl James and David Pinyerd

Staff present:

City Manager Wes Hare, Urban Renewal Manager Kate Porsche, Planner II Anne Catlin, and Administrative Assistant Teresa Nix

Others present:

Approximately six others in the audience

CALL TO ORDER

CARA Advisory Board Vice Chair Jeff Christman called the meeting to order at 5:40 p.m.

SCHEDULED BUSINESS

Business from the Public

None.

Presentation and Discussion: Crandall Design of Broadalbin Sidewalk

Urban Renewal Manager Kate Porsche welcomed those present and drew attention to the written staff report. She reviewed the proposal made by staff to the CARA Advisory Board to fund sidewalk, curb, and gutter improvements for the one-quarter block along Broadalbin from First Avenue south to the alley. The CARA Advisory Board recommended the funding. Subsequently, the Albany Revitalization Agency deferred approval of the resolution pending a proposed design from George Crandall, the creator of the plan for the Broadalbin Promenade. Staff met with Crandall and his partner, who then came up with a proposed design for the corner that considers the overarching design. Crandall is here to present his design.

George Crandall showed examples and reviewed projects that his firm has done around Oregon. He reviewed the Albany Broadalbin Promenade Plan from 1995. He then reviewed the proposed design for the Broadalbin Street improvements for the one-quarter block from First Avenue to the alleyway. The design includes tables close to the curb to avoid blocking the public right-of-way, the removal of parking adjacent to the seating area, and options for angled or parallel parking south of the area. Crandall showed a proposed street section with a 20-foot sidewalk on one side, 13-foot travel lanes, and an 8-foot parking strip and a 12-foot sidewalk on the

other side. He showed a layout which includes tables and seating, planters, street lights, and paver materials. During the winter, the area could be used as a staging area for events. The idea is for the area to be attractive and functional in all seasons. Crandall stated that doing this section could create a multiplier effect for the entire area.

In response to inquiries from Rich Catlin, Crandall said that there would be two parking spaces lost with this design and that he is proposing low decorative lighting.

Floyd Collins asked how it would be possible to ensure compliance with ADA standards with movable tables and chairs. Crandall said that it would be up to the restaurant to ensure that ADA standards are being complied with. In response to further inquiry from Collins, Porsche said that the design would remove three trees and add seven or eight new trees – a few large canopy trees and some smaller ornamentals.

Oscar Hult said that he likes the idea of the promenade and the widened sidewalk. He does not think that bulb-outs fit in with the rest of the lines in Downtown Albany. He would like to see the sidewalk as wide as possible all the way down the street without curves and dips.

Discussion followed regarding the possibility of having an 18-foot or 16-foot sidewalk. Crandall said that a 20-foot sidewalk provides for better seating; the City could look at ways to eliminate curb cuts to add parking.

Sharon Konopa said that she would like to revisit the entire Broadalbin Promenade plan.

Linda Herd said that this plan would not benefit other businesses on Broadalbin, such as Riley's and Toki Teriyaki. If sidewalk seating is to be created, she feels that every business on Broadalbin should benefit.

Rosalind Keeney said that she would like to look at the area as a whole rather than look at one area that benefits one business. Ray Kopczynski said that this could serve as a demonstration project for the area. Keeney said that additional input from Crandall for the whole area could avoid having to redo this section.

Collins said that rebuilding the street in half-block segments would meet the objectives of the community rather than the objectives of one business. Catlin said that he would like to step back and take a broader look at the whole length of Broadalbin and consider how other events could use that corner during all seasons.

Herd stated that sitting along the street next to traffic is not pleasant. Keeney added that pedestrians feel more protected next to parking than to moving traffic.

Christman asked what a delay would do to this project. Porsche said that the business owners want to open on September 1. The sidewalk is in bad condition and is not ADA compliant. The needed sidewalk improvements and a desire from the business owners to incorporate outdoor seating is what spurred this request. The idea was to create a pilot project that could go a number of different ways in the future.

Bill Coburn said that he sees value in this as pilot project. If it works, other businesses would benefit in the future. Kim Sass added that having more energy downtown benefits all of the businesses. Brief discussion followed.

Ralph Reid, Jr., said that he would like the design to include the area from First Avenue to the alleyway.

In discussion, Crandall reviewed several options for sidewalk, parking lane, and travel lane widths.

Community Development Director Greg Byrne said that it is important to focus on the possible and not the perfect. The Broadalbin Promenade plan was created in 1995; there is now a building owner who has done a marvelous job at restoration and a business owner who wants to bring vitality to the area. It seems that it would be a mistake to pass up this opportunity.

Keeney said that there is a lot of value in this project, but she thinks it is important that the concepts be consistent with what can be done with the whole street. She thinks that it would be foolish to rush ahead without having thought out the whole project. Hult added that the design needs to look like Albany; it is important to be true to our roots.

Catlin said that he thinks the promenade design needs to be distinctive. Widening the sidewalk is a step in that direction, but perhaps additional design elements could also be added. Also, maybe there should be a shelter to extend seasonal use of area.

Planner II Anne Catlin said that this is an important pilot project and an additional month of planning might help to get it right the first time.

Reid asked if this proposal conflicts with previous efforts to discourage people from putting things on sidewalks. City Manager Wes Hare said the City has discouraged certain things on sidewalks but has tried to encourage dining and activity.

Dick Olsen said that this area is part of a historic district and he has been pleased with the work done on the buildings. He envisions a downtown that looks so historic that movie companies want to use it for filming. He doesn't want to do anything that detracts from that vision.

Coburn said that he would support some minor tweaking of the design if it is possible to do so within a couple of weeks. He does not want to wait for one month since the business owner wants to open on September 1. Porsche said that she wants to get the design right, but she would also hesitate to wait one month for a revised design.

Transportation Systems Analyst Ron Irish said that he is not sure that it would be possible to narrow the travel lanes to ten feet. It would be important to consider bus stops, truck deliveries, and turning radiuses.

MOTION: Coburn moved to accept the plan proposed by Crandall with the exception of the bulb-out portion on First Avenue. Kopczynski seconded the motion.

Konopa asked Crandall what amount of time would be required to review the entire Broadalbin Promenade plan. Crandall responded that he could probably do the work within one month, depending on the availability of the CARA Advisory Board.

Konopa asked if members would be willing to accept the concept but wait until after review of the entire Broadalbin Promenade plan before accepting a final design. Coburn said that he is concerned about the impact on the business owner if construction is delayed by a full month.

Reid offered a **friendly amendment** to the motion to extend the proposed design from First Avenue to the alleyway. The amendment was **accepted** by Coburn and Kopczynski.

Porsche said that the extension would require a cost adjustment. Herd suggested that the design be from First Avenue to Second Avenue and that construction be done in phases based on financials. Konopa said she would prefer to see a design for the entire street.

Catlin offered a **friendly amendment** to leave open the possibility of changing materials, textures, etc. The amendment was **accepted** by Coburn and Kopczynski.

Olsen said he will vote against the motion. He would like to ask Crandall to bring back another plan which incorporates the entire Broadalbin Promenade. Porsche noted that Crandall was asked to consider this project in the context of the entire Broadalbin Promenade. Crandall said that he has heard additional input and he thinks that he could quickly prepare a design for the entire block, working with City staff to ensure that there is enough room for turning radiuses, etc.

It was noted that a design that incorporates any change to parking would come back to the City Council.

Hult encouraged members to vote no on the motion and to ask Crandall to refine the plan.

The motion **failed** by the following roll call vote:

Yes: Catlin, Christman, Coburn, Collins, Kirbey, Kopczynski, Reid

No: Anderer, Henion, Konopa, Olsen, Sass, Herd, Hult, Keeney, Overman, van Rossman

MOTION: Olsen moved to send this back to Crandall and ask him to bring back an appropriate design that responds to the discussion this evening and that fits in with the Broadalbin Promenade concept. Konopa seconded the motion, and it **passed** by a vote of 16 to 1, with Reid voting no.

BUSINESS FROM THE BOARD OR COMMISSION

None.

ADJOURNMENT

Hearing no further business, CARA Advisory Board Vice Chair Christman adjourned the meeting at 7:00 p.m.

Submitted by,



Teresa Nix
Administrative Assistant

Reviewed by,



Kate Porsche
Urban Renewal Manager