

NOTICE OF PUBLIC MEETING

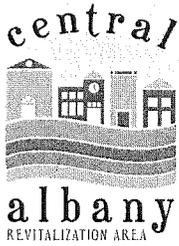
CENTRAL ALBANY REVITALIZATION AREA ADVISORY BOARD
City Hall Council Chambers
Wednesday, October 15, 2014
5:15 p.m.

AGENDA

1. CALL TO ORDER (Chair Rich Catlin)
2. ROLL CALL
3. APPROVAL OF MINUTES
 - September 17, 2014. [Pages 2-5]
Action: _____
 - September 18, 2014. [Pages 6-10]
Action: _____
4. SCHEDULED BUSINESS
 - a. Business from the Public
 - b. Main Street Roundabout. [Page 11] (Porsche/Belcastro)
Action: _____
 - c. Project updates. [Verbal] (Porsche)
Action: _____
 - d. Staff updates and issues. [Verbal] (Porsche)
Action: _____
 - e. November and December meeting schedule. [Verbal] (Porsche)
Action: _____
5. BUSINESS FROM THE BOARD
6. NEXT MEETING DATE: *To be determined*
7. 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 City Manager's Office at 541-917-7508, 541-704-2307, or 541-917-7519.



APPROVED: DRAFT

CITY OF ALBANY
Central Albany Revitalization Area Advisory Board
City Hall Council Chambers, 333 Broadalbin Street SW
Wednesday, September 17, 2014

MINUTES

Advisory Board Members present: David Abarr, Russ Allen, Bill Coburn, Floyd Collins, Loyd Henion, Sharon Konopa, Ray Kopczynski, Kevin Manske, Dick Olsen, Mark Spence, Maura Wilson

Advisory Board Members absent: Rich Catlin (excused), Bessie Johnson (excused), Rich Kellum (excused)

CALL TO ORDER

Vice Chair Mark Spence called the meeting to order at 5:15 p.m.

APPROVAL OF MINUTES

July 16, 2014

MOTION: Ray Kopczynski moved to approve the July 16 minutes as written. Floyd Collins seconded. The motion passed 10-0, with Spence abstaining.

SCHEDULED BUSINESS

Business from the Public

There was no business from the public.

Public Safety Facilities Funding

City Attorney Jim Delapoer drew attention to the staff memorandum. He said the question before the Advisory Board is whether or not to recommend that CARA funds be made available for new police and fire facilities and, if so, in what amount and through what process. He said the Public Safety Facilities Review Committee (Committee) was appointed by the City Council to provide input on the new facilities, including whether CARA funding could and should be a component of the financing package. The Committee recommended using the maximum dollars allowable under a minor amendment of the CARA Plan, recognizing that a substantial amendment of the CARA Plan would require a public vote. The minor amendment allows for the addition of projects not envisioned in the CARA Plan up to a cap of \$500,000, which would equate to approximately \$710,000 in today's dollars. Delapoer reviewed the analysis laid out in the staff memo as to whether a minor amendment could be applied to each of the facilities, thereby increasing the total CARA contribution to approximately \$1.4 million. While the outcome of a potential challenge could not be foretold, he thought the concept of applying a minor amendment for each facility would be defensible if the Board chose to make that recommendation.

Economic Development & Urban Renewal Director Kate Porsche said there may also be components of the projects that could fit into the CARA Plan outside of the minor amendment process. These components could include relocation of the Fire Museum to Station 11 or water, sewer and street infrastructure.

Maura Wilson asked if Delapoe had changed his opinion based on comments received. Delapoe clarified that his opinion had not changed and he thought a modification to include a single public facility expenditure was the most conservative and defensible position. However, he believed he could also defend a more aggressive approach if that was the recommended action.

David Burrig, Public Safety Facilities Review Committee Cochair, said he has had the pleasure of working with Cochair Frank Morse and a great group of individuals in looking at the entire issue of the two public safety facilities. The Committee felt it would be necessary to reduce the amount of the general obligation bond being requested as compared to last November and to look at alternative sources of funding. The Committee made a consensus finding that the funding should be three-pronged: a general obligation bond of some amount, some PepsiCo money, and some CARA money. After two full meetings of discussion and learning about CARA, the Committee voted 10-2 that CARA funds should be used to the maximum extent allowable with a minor plan adjustment. Two members of the Committee felt strongly that there should be a substantial amendment and a very substantial contribution from CARA. While the recommendation did not address whether there should be a minor amendment for each facility, he said the Committee felt these were separate buildings with very different functions. He encouraged the Advisory Board to recommend a minor amendment to the CARA Plan for each facility.

Russ Allen thanked Burrig for his contribution to the Committee. He asked what caused the Committee to believe that CARA funds were appropriate for these projects. Burrig said that the fire station is blight that needs to be addressed, that having a functional police facility is just as important to the downtown core as to any place, and that the primary response area for Fire Station 11 is the downtown. If he was a business owner wanting to invest in downtown, he said, he would be looking at issues like police and fire protection.

Skeet Arasmith, Committee member, expressed appreciation for the leadership provided by Burrig and Morse. In response to Allen's previous question, he said the Committee first addressed whether it would be appropriate to use CARA funds for these facilities and the legal question came later. In considering how the facilities would serve or benefit the CARA district, the Committee noted that the fire facility would be located within the CARA district and would obviously serve the downtown area, and that the police facility would serve the entire City. One way to calculate benefit would be to consider the number of acres within the CARA district as compared to the entire City. He expressed concerns about other needs in the community and the overall costs to those who pay taxes and fees. He requested that the Board strongly consider recommending a substantial amendment to the CARA Plan for these facilities, understanding that would require a vote at the same time the general obligation bond is on the ballot.

Steve Reynolds, 1700 Lincoln NW, said he had made extensive investments in Albany and owned several rental properties. He said the value of the City is not just the land and buildings but also things like schools, fire, and police. His biggest concern was showing support for the police. He didn't want the police chief or officers to leave the City because they don't feel supported. He felt it was important to find other funding sources in addition to property taxes.

Vice Chair Spence invited questions or comments from the Advisory Board.

Allen said he was supportive of both facilities and he understood the desire to lessen the load of the general obligation bond. However, CARA represents multiple taxing districts and investments from CARA need to go to the highest and best use in order to fulfill CARA's mission. He was concerned that the discussion was focused around whether it was possible to use CARA funds rather than whether this is what CARA should be doing to fulfill its mission.

Kevin Manske said some people were unhappy to learn that a portion of previous public safety levies went to CARA. He thought that using CARA funds for the police and fire stations would be a good faith gesture to the citizens. Spence noted that the law has since changed and funds from public safety levies no longer flow to CARA.

Lloyd Henion said that having good police and fire service is very important for the community. He didn't think the CARA Plan envisioned that tax increment financing would be used to fund police and fire facilities but he did think there were ways CARA could fund portions of the projects that blend into its mission.

Collins said he wasn't supportive of putting multiple ballot measures out to the community because he felt that would cause confusion and all the measures would go down. He supported recommending a minor amendment for each facility.

MOTION: Bill Coburn moved to recommend that there be two minor amendments, one for police and one for fire, each at \$500,000 adjusted to today's dollars. Kopczyński seconded the motion.

Coburn said this wasn't his idea of urban renewal and he wasn't 100 percent convinced it was an appropriate use of CARA funds. He didn't see how helping to fund the police and fire stations would encourage additional development and increase tax increment. On the other hand, he said, the CARA Plan is more than 20 years old and things have changed. While he could argue both sides, he was more in favor of making the contribution.

Dick Olsen suggested that if a minor amendment was going to be done for each facility, it would be appropriate to put up a separate ballot measure for each facility with CARA support of approximately \$700,000 for each. Allen said that splitting of the ballot title would seem to be a question for the City Council.

Sharon Konopa said she was uncomfortable committing \$1.4 million of CARA funds without knowing any of the design details. She said the Board typically looks at an application and determines funding based on how it fits in with the CARA Plan. She said she would be more comfortable saying that CARA would consider contributing to the facilities, but not set a dollar amount until there is a design and a review of elements that fit in the CARA Plan.

Wilson said that people who are aware of the facts would support that new police and fire facilities are clearly needed. However, for her to say yes to this request, she would need to feel that it meets with CARA's mission. She suggested that the project be considered against the decision-making grid to see if it meets CARA's objectives.

Collins said this action would not approve the projects but would amend the CARA Plan to set the stage for potential contribution to the projects when they materialize. Additional discussion followed regarding the motion and the Advisory Board's options.

Porsche said she thought the Committee had hoped to firm up CARA's contribution for use as a starting point in figuring out the other funding components. Her perspective was that the motion would approve the funding but, like other projects, there may be a time delay until those funds go out the door.

Allen said the Board had never approved funding for a capital project without stipulations on how the funds would be used. He couldn't vote yes on the motion unless the project was required to meet the minimum threshold of design constraints that a typical CARA project would have.

Henion said the Advisory Board has a responsibility to ensure that funded projects fit in with the CARA mission. He thought there was justification in funding certain elements of the projects, but he would like verification that those elements fit into the mission.

Spence said the fire station would be located downtown and would serve the CARA area. He was uncomfortable with the motion because he didn't feel the police facility would fit into CARA's mission. He suggested that consideration be given to recommending one minor amendment for the fire station along with a declaration that the Board is certain there will be another \$700,000 worth of additional projects associated with both facilities that would fit in with CARA's mission.

Manske reiterated that some of CARA's funding was garnered from the passage of previous public safety levies. He thought that recommending a minor amendment for each facility would lower the tax burden of the general obligation bond and extend an olive branch to the citizens of Albany.

Wilson said she would vote against a double amendment. She referred to the comment that public safety levy funding has gone to CARA in the past, and she asked whether that infers that CARA should be responsible for requests from any organization that has contributed to it. To her, that was not part of the equation.

Delapoer said that the suggestion to recommend one minor amendment for the fire station along with additional authorization for elements that meet the CARA mission would create confusion and greater legal vulnerability. He noted that the City Council and the Albany Revitalization Agency are the same group of people, and that body would make final decisions on design.

Kopczynski said he was strongly in favor of having the maximum amount allowed under a minor amendment for each of the facilities.

Kopczynski called the question. Coburn seconded, and it passed 6-5:

Yes: Abarr, Coburn, Collins, Kopczynski, Manske, Spence
No: Allen, Henion, Konopa, Olsen, Wilson

Coburn clarified the intent of the motion and offered the following amendment.

AMENDED MOTION: Coburn amended the motion to recommend that there be two minor amendments, one for police and one for fire, each at \$500,000 adjusted to today's dollars and that the decision on disbursement would come back to the CARA Advisory Board for further discussion. Kopczynski accepted the amendment.

The amended motion passed 8-3:

Yes: Abarr, Allen, Coburn, Collins, Henion, Konopa, Kopczynski, Manske
No: Olsen, Spence, Wilson

Staff Updates and Issues

There were no additional staff updates or issues.

BUSINESS FROM THE BOARD

There was no additional business from the Board.

NEXT MEETING DATE

Thursday, September 18, 2014.

ADJOURNMENT

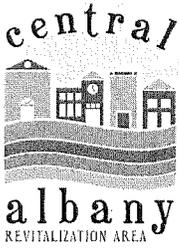
Hearing no further business, Vice Chair Spence adjourned the meeting at 6:40 p.m.

Submitted by,

Reviewed by,

Teresa Nix
Administrative Assistant

Kate Porsche
Economic Development & Urban Renewal Director



APPROVED: DRAFT

CITY OF ALBANY
Central Albany Revitalization Area Advisory Board
City Hall Council Chambers, 333 Broadalbin Street SW
Wednesday, September 18, 2014

MINUTES

Advisory Board Members present: David Abarr, Russ Allen, Rich Catlin, Bill Coburn, Floyd Collins, Loyd Henion, Rich Kellum, Sharon Konopa, Ray Kopczynski, Kevin Manske Dick Olsen, Mark Spence, Maura Wilson

Advisory Board Members absent: Bessie Johnson (excused)

CALL TO ORDER

Chair Rich Catlin called the meeting to order at 5:15 p.m.

SCHEDULED BUSINESS

Business from the Public

There was no business from the public.

Public Infrastructure Projects

Economic Development & Urban Renewal Director Kate Porsche said this discussion was the culmination of many months of work by this Board, including a public open house to receive feedback on what public infrastructure projects CARA should invest in first. She said the Board had carefully and deliberately stepped through the process to understand how to best leverage investment for change in the community. She said that CARA's borrowing capacity is between \$7 million and \$11 million, that bond rates are favorable, and that it is a good time to borrow and invest in projects.

Porsche introduced architect George Crandall and reviewed his firm's previous work for the City. She asked that Crandall help answer the questions of which public infrastructure projects CARA should invest in next, how the projects would compliment and help further the retail refinement plan of 2011, and the estimated costs and timing of the projects.

George Crandall, Crandall Arambula, Portland, Oregon, gave a presentation. He reviewed previous work done by his firm for other communities and for Albany, including the 2011 Retail Refinement Plan. The 2011 Plan includes a west anchor of the Albany Carousel Museum, a very unique feature and potential attractor to the community. The 2011 plan calls for an east anchor between Ellsworth and Lyon Streets which would rely on a slip lane off of Lyon Street; however, getting that slip lane access has proven difficult. While it would be possible to have successful retail in that block over the long-term without slip lane access, it would be most successful to have a slip lane and east anchor in that block. The 2011 plan also addresses parking needs, suggesting that an ideal place for parking would be the Eagles' site and that a parking structure could provide 280 additional spaces when needed in the future. He reviewed the results of the June open house when potential projects were presented to the public. The first place results were Downtown Streetscape and Water Avenue Streetscape. In his experience, these types of samplings have proven to be very legitimate. He recommended that the next steps be to authorize final design and cost estimates for Water Avenue and Second Avenue improvements, prepare a construction phasing plan, approve the final design, authorize preparation of contract documents, bid, and authorize construction. He recommended that the design work be done for Water Avenue and Second Avenue at the same time in order to best spur private investment in those areas.

Rich Kellum said one of the reasons to put in streetscape is to improve a rundown area so people want to go there. He said a limited number of cars go down First and Second Avenues, and he suggested that improvements on Lyon and Ellsworth Streets would get the most attention. Crandall said there is an opportunity on the two approach streets to signal that something special is going on downtown, perhaps through design elements or banners. He said a retail street needs to be pedestrian friendly; and, based on his experience, having over 15,000 cars a day creates a street that is pedestrian-hostile.

Kellum commented that most of the people who attended the open house were involved in the system as Advisory Board members, recipients of funds, or people opposed to CARA. He didn't think the input represented a good cross section.

Loyd Henion asked how important it is to add parking downtown. Crandall said there is currently no parking deficit, but that will occur as the area becomes more successful.

Kevin Manske said people expect to park and walk several blocks to their destination in Portland; he asked why Albany is different. Crandall said the expectations are different in the bigger cities; his firm has found that convenient parking and easy access is extremely important in smaller communities.

Russ Allen said there is a perception that there is a parking deficit downtown; he asked what design elements could help people understand parking is available. Crandall said that the City could sign public parking that is clearly marked and easily accessible, and that it is helpful to have an employee parking strategy.

Floyd Collins asked if substituting additional retail for the east anchor would provide as much synergy for other businesses. Crandall said that being able to provide access and make the site attractive for an anchor would be preferable but not being able to do so is not a fatal flaw. Collins asked if an east anchor and its symbiotic relationship with other retail would generate more tax increment financing than additional retail; and Crandall said that is typically true.

Collins said he recently drove through Lebanon, Sweet Home, Sisters, and Redmond. The work that ODOT has done on the highways through those communities and the complimentary work done by the communities have made very attractive streets. He thought that treatment of the intersections on Ellsworth and Lyon Streets could send a signal that this is a special area.

Catlin asked what has been envisioned for the east anchor. Crandall said he had thought of a single use such as a Walgreens or a combination of similar uses such as two or more home stores. Catlin asked if it is possible to stack uses and generate the same amount of activity. Crandall said that most anchors want a big, flat floor plate, but there are exceptions.

Catlin expressed appreciation to Crandall for the update and invited comments from the public.

Barbara Doolan, 5328 Ermine Street SE, encouraged the Board to finish what was started on Second Avenue and Broadalbin Street, finish widening the sidewalks, and fix the sidewalk across from the Eagles. She said the merchants have waited a long time for the improvements. In response to a question from Konopa, Doolan said she had a business in Downtown Albany for 22 years and it did quite well. She would not have a business on Ellsworth or Lyon Streets because of traffic and car speeds.

Denise Bigner, co-owner of Pix Theater, said she and husband came to Albany from Orange County, California, because they wanted to do something they were passionate about. When they first visited Albany on a Sunday evening, the town was dead. The next morning as they walked down First Avenue and saw all the businesses and the charm, they were inspired to buy the movie theatre on Second Avenue. She spoke in support of extending the improvements and charm that exists on First Avenue to Second Avenue.

In response to inquiries from Collins, Transportation Systems Analyst Ron Irish reviewed potential ODOT improvements at the intersections at First Avenue and Lyon Street and Second Avenue and Ellsworth Street. He said changes behind the curb such as benches, landscaping, and lighting would probably not be of much

concern to ODOT. For improvements between the curbs, ODOT would be more involved. ODOT recognizes that those corridors have some commercial and retail activity and that future designs will not be based solely on auto capacity but will make extra consideration.

Ray Kopczynski thought that some improvements could be made on Lyon and Ellsworth Streets in conjunction with improvements downtown, especially on Second Avenue, based on the design and planning.

Mark Spence said improvements to Ellsworth and Lyon Streets and signage on I-5 are important to draw people to the area. He said it is important to finish First and Second Avenues so businesses that are traffic drivers will want to locate there.

Manske said he has heard from people that they want to see the waterfront developed. He said a lot of successful cities, such as Bend and Astoria, have nice waterfronts. Porsche noted that the Board previously agreed to fund some of the Monteith Riverpark expansion and discussed that construction of Water Avenue was a great first step toward setting the stage for public use in that area.

Collins suggested that the Board authorize staff to move ahead with the design process to be funded out of existing cash flow. By the time the design comes back and the Board is ready to move forward with improvements, construction will realistically begin in 2016 or later, by which time he expects that the Carousel will also be moving forward.

Maura Wilson suggested that Second Avenue should take priority over Water Avenue because of the existing businesses that are waiting for improvements.

Sharon Konopa said she would also like to consider improvements on Third Avenue. The new owners of the Growler Garage put significant investment into that structure and have asked when the City would provide lighting and sidewalk repairs.

Spence commented that Carousel representatives have indicated that they expect parking will be a problem in the future. He noted that this conversation has been mostly about the downtown. While he isn't forgetting about the remainder of the CARA district, he feels it is important to finish one area and then work through the district zone by zone.

The Advisory Board had additional discussion regarding priorities and timing issues.

MOTION: Wilson moved to authorize the final design and cost estimates for Water Avenue, Second Avenue, Third Avenue, Lyon Street, Ellsworth Street, and the connecting streets to be paid out of existing cash flow. Allen seconded the motion.

Allen asked if there is an understanding of what it means to authorize final design for Lyon and Ellsworth Streets given that those are not included in the 2011 Plan. Porsche said that gateways to downtown are included in the CARA Plan and she would recommend relying on Crandall's firm to recommend how to get the best value in terms of investment.

Henion asked when consideration would be given to the parking question as it relates to the Carousel. Porsche said the City has a design in place to reconfigure First Avenue and the blocks surrounding the Post Office building to create about 50 additional parking spaces in that area, and staff is continuing discussions on an option to buy the Eagles building. Additional discussion followed regarding parking.

Collins called the question. The motion passed 13-0.

Main Street Roundabout

Porsche reviewed the request that CARA consider participating in costs required to furnish design features in the center of the Main Street Roundabout, as detailed in the staff memorandum. Staff recommends a combination of typical landscaping components along with gateway signage that highlights the entrance into Downtown Albany. The approximate cost for the way sign is \$50,000; the approximate cost for landscaping and design is \$20,000.

Staci Belcastro, Engineering Manager/Assistant City Engineer, reviewed staff work and considerations related to the Main Street Roundabout. She said that landscaping provides both safety and aesthetic enhancements to the center of roundabouts. For this particular project, staff recommends landscaping features that would compliment some sort of a gateway sign. The landscaping features could be similar to those constructed in the North Albany Roundabout, but that is up for discussion.

Konopa said she had comments from a citizen who would like to have a flagpole in the center of the roundabout. She asked staff to explain why that may be difficult to maintain and manage given that flags need to be raised and lowered each day. Belcastro said staff would want to ensure that regular maintenance concerns are considered with any landscaping or art that is selected. There may be people in the general public who would want to volunteer to do that work but, for safety reasons, staff would not want the public going to the center of the roundabout.

Wilson asked if there was some way to incorporate art in with this idea. Porsche said yes; however, there are many different opinions about art and the Parks & Recreation Director strongly urged that any decision about art should involve the Arts Commission. She said including art could result in significantly higher costs and she had heard from the Board that it wanted its participation in this project to be fairly modest.

Kopczynski said he likes the idea of seeing the lighted gateway sign where traffic from Salem Avenue is entering, but he questioned whether the three additional signs are needed.

Kellum suggested that it might be possible to get a local metals company to donate materials that an artist could use. He noted that the roundabout is not really the gateway to Albany. Konopa agreed that having a sign that says welcome to Albany seems out of place; she suggested that it could instead welcome people to Albany's Hacklemann Historic District. Collins said he liked the idea of emphasizing the historic districts, and he thought that getting the metal industries to participate would be great. Spence said he would not want CARA attached to artwork that even some people hate; he likes the idea of the signage. Brief discussion followed.

MOTION: Collins moved that the Advisory Board is interested in a sign concept for staff to develop in detail and bring back to the Board. Manske seconded the motion, and it passed 13-0.

Staff Updates and Issues

Porsche gave brief updates on the Edgewater Village and Woodland Square projects.

BUSINESS FROM THE BOARD

Catlin said the Main Street Roundabout was an important project that does a lot to improve the appearance, feel, and safety in that area. He requested that when there are public works projects in the CARA district in the future, the Board have an opportunity to be involved earlier in the process. Brief discussion followed.

NEXT MEETING DATE

The next meeting date is Wednesday, October 15, 2014.

ADJOURNMENT

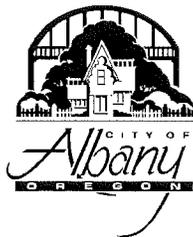
Hearing no further business, Chair Catlin adjourned the meeting at 7:20 p.m.

Submitted by,

Reviewed by,

Teresa Nix
Administrative Assistant

Kate Porsche
Economic Development & Urban Renewal Director



TO: CARA Advisory Board

FROM: Nolan Nelson, P.E., Civil Engineer III
Kate Porsche, Economic Development and Urban Renewal Director

DATE: October 9, 2014, for October 15, 2014, CARA Advisory Board Meeting

SUBJECT: CARA Funding Request for ST-13-04, Main Street Rehabilitation & Roundabout

Action Requested

The City of Albany Public Works Department is requesting CARA consider participating in costs required to furnish design features in the center of the Main Street Roundabout.

Discussion

City staff will bring back schematic drawings and cost estimates to the next meeting for your consideration, as was directed at the last meeting. We have been working with the City's Graphic Designer Matt Harrington to create a design that will serve as a gateway while tying into the design elements that have been proposed as part of the way finding and gateway signage in other parts of the city.

NN:KP:ldh

G:\Economic Development\CARA\CARA Advisory Board\2014\Staff Reports\10.15.14 CARA roundabout.docx