NOTICE OF PUBLIC MEETING

CENTRAL ALBANY REVITALIZATION AREA ADVISORY BOARD
City Hall Council Chambers
Wednesday, December 16, 2015
5:15 p.m.

AGENDA

1. CALL TO ORDER (Chair Rich Catlin)

2. ROLL CALL

3. APPROVAL OF MINUTES
   - October 21, 2015. [Pages 2-7]

   Action:_____

4. SCHEDULED BUSINESS

   a. Business from the Public

   b. Consideration of loan request to move house (Sixth & Ellsworth). [Page 8] (Porsche/Applicant)
   Action:_____

   c. Bid for the Dave Clark Path lights. [Pages 9-12] (Porsche/Cerklewski)
   Action:_____

   d. Business from the Public: Pertaining to the Albany Streets Projects

   e. Streets project design details presentation. [Page 13] (Porsche/Crandall/Cerklewski)
   Action:_____

   f. Edgewater Village update and direction. [Verbal] (Porsche/Applicant)
   Action:_____

   g. Staff updates and issues. [Verbal] (Porsche)
   Action:_____

5. BUSINESS FROM THE BOARD

6. NEXT MEETING DATE: *Wednesday, January 20, 2016*

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, October 21, 2015

MINUTES

Advisory Board Members present:	David Abarr, Russ Allen, Rich Catlin, Floyd Collins, Bessie Johnson, Rich Kellum, Sharon Konopa, Ray Kopczynski, Mitch Langjahr, Dick Olsen, Mark Spence
Advisory Board Members absent:	Bill Coburn (excused), Loyd Henion (excused), Maura Wilson (excused)

CALL TO ORDER

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

APPROVAL OF MINUTES

September 16, 2015

Russ Allen noted the vote count for the motion on page 1 should be corrected to 13-0.

MOTION: Rich Kellum moved to approve the minutes as corrected. Ray Kopczynski seconded the motion, and it passed 11-0.

SCHEDULED BUSINESS

Business from the Public

Matilda Novak, 3383 NW Summerhill Place, said her family owns Novak's Hungarian Restaurant. In speaking to other business owners on Second Avenue, she knows her family is not alone in being concerned about parking. Pull-in parking like that used in downtown Corvallis would be beneficial, especially for businesses like hers that have a lot of customers to seat. In terms of traffic flow, she thinks there are things that can be done to make downtown more accessible. They were promised when they brought their business downtown that there would be accessibility, and they would like to see that happen.

Dan Alire, 1197 NW Pulver Lane, said his business, Sweet Red Coffee & Bistro, has been on First Avenue for about four years. He understands there is parking behind the old Sears and JC Penney buildings, but it's not really accessible. He said angled parking on First Avenue would create incentive for people to come downtown because it would be easier to park, easier to get out, and it would be family friendly. He thinks that addressing the parking and safety issues will draw more people to Downtown Albany.

Tim Benfield, 4384 Ermine Street, said he purchased the building at 220 Second Avenue, next to Novak's. He said we have a great downtown and we are starting to bring in good businesses where people want to be. Parking is a big issue. If people can park, they will stroll and shop, the buildings will fill up, and everyone will be happy. He noted that not everyone can easily parallel park.

Streets Project Presentation by George Crandall

Urban Renewal and Economic Development Director Kate Porsche introduced George Crandall and Don Arambula, Crandall Arambula Professional Services, Portland, Oregon, who have prepared a presentation on

potential streets projects. She noted that this work has been part of the urban renewal plan since the beginning and that reconstruction of downtown streets was the number one priority of those who attended an open house last June. She expressed appreciation to Public Works staff for their assistance in developing cost estimates for the potential projects.

Crandall said the purpose of this activity is to identify street projects that will stimulate retail sales and other private investment in the downtown. Arambula reviewed potential project areas: Third Avenue from Ferry to Lyon, a three-block segment; Second Avenue from Washington to Lyon, a four-block segment; First Avenue from Washington to Broadalbin, potential enhancements for consistency; completion of Broadalbin, having already completed one block; Ellsworth/Lyon (north); Ellsworth/Lyon (south); and Water Avenue. All of these projects are identified in the urban renewal plan and consideration was given to CARA objectives including preservation, vitality/people attractor, geographic location, sustainability, and the adopted Retail Refinement Plan.

Arambula showed photos and graphics, described project elements and ideas, and noted estimated costs, including the following:

Street and sidewalk: Replace plastic tree grates with well and cobble pavers ($10,000/block). Full sidewalk restoration ($50,000 to $100,000/block). Traffic calming alternatives ($40,000 to $60,000/block).

Lighting: Replace acorn lights owned and maintained by PPL ($25,000/block) or replace with LED lights owned and maintained by the City ($28,000/block). LED lighting recommended as being sustainable and making financial sense for the City. Ornamental highway lighting on Ellsworth and Lyon, City owned and maintained LED ($15,000/block). Cable suspended lights to light the roadway ($9,000/block).

Streetscape: Updated street furniture; trees and landscape ($20,000/block). A system of banner poles and cables combined with seasonal lights ($16,000/block).

City-identified elements: Mobilization/traffic control, engineering, legal and administration, 3" roadway grind, and construction contingencies ($135,000/block).

The consultants then showed concept images and reviewed project scenarios utilizing the above elements, including the following:

Third Avenue from Ferry to Lyon: City-identified elements, traffic calming, cobble tree well pavers, LED single acorn lights with baskets at each corner, LED cable suspended lights, banner poles and cables, benches, trees, bike racks, litter receptacles, new sidewalks, curb and gutter. The three-block project is estimated at $1,344,000.

Second Avenue from Washington to Lyon: Using the same general design as the Third Avenue project, this four-block project is estimated at $1,792,000. An assessment of angled parking on Second Avenue from Washington to Ellsworth shows that it would be necessary to drop a travel area and lose parking on the south side, resulting in a net gain of only four spaces for the four blocks. The consultant's findings were that a standardized auto circulation system is a fundamental requirement, that elimination of a traffic lane complicates circulation and degrades the retail framework, that the increase in parking is not substantial and that there would be a loss of parking for businesses on the south side of the street, that angled parking reduces storefront visibility from drive-by traffic, and that the loss of a lane at the intersection of Ellsworth or Lyon may require additional traffic analysis and ODOT approval. Angled parking is not recommended. It is recommended that decision-makers look back to the retail revitalization strategy and address parking through off-street parking lots and a parking structure over time.

First Avenue from Washington to Broadalbin: First Avenue was improved in 2004, and the idea is to bring it up to date using the same characteristics as proposed for Second and Third Avenues including tree well pavers, LED lighting, cable suspended lights, and banner poles and cables. The cost is estimated at $1,180,000.

Broadalbin: One block has been completed; and the idea is to do those same improvements on the remaining three blocks, including full street reconstruction, new widened sidewalks, removal of curbside parking on the east side, new sidewalk on the west side, pavers, landscaping and lighting, and streetscape elements. The estimated cost is $1,629,000.

Ellsworth and Lyon (north): These are state highways with both a local function and a regional function that needs to be respected. The recommendation is to create streets with a downtown emphasis and sense of arrival, incorporating some of the elements used on Third, Second, and First Avenues. For the eight total blocks on these two streets between First and Fifth Avenues, it is suggested to refresh the roadway and add flag pole holes, cobble tree wells, double headed acorn lights with banner arms, suspended cable lights, and new sidewalks. The estimated cost is $1,600,000.

Ellsworth and Lyon (south): On Lyon Street around the planned Fire Station blocks, it is proposed to add the City-identified elements, additional functional elements such as warning blinker signs, new curb and gutter, asphalt repair, a bulb-out and pedestrian crossing, traffic calming and ornamental highway lighting. It is proposed to extend those characteristics south on both Lyon and Ellsworth. The estimated cost is $1,678,000.

Water Avenue: The existing scheme (Scenario A) was done about ten years ago and has an estimated cost of $3,072,000 for the four block area. There are ways to reduce costs using alternative materials (Scenario B) at an estimated cost of $2,200,000. An alternative design that is more consistent with CALUTS and the Retail Refinement Plan (Scenario C) is estimated at $1,416,000.

Improvements around the Carousel: The consultants took a preliminary look and thought there may be an opportunity here for angled parking. Preliminary costs for the four blocks including lighting and streetscape elements is estimated at $1,831,000.

Crandall said that the consultants considered CARA's goals and objectives, ran an evaluation, and recommend the following priority projects: Broadalbin (First to Water), Second Avenue (Lyon to Washington), Ellsworth/Lyon North (First to Fifth) and the Fire Station blocks, and Broadalbin (Second to Fourth). Those four projects would make a great improvement in the downtown, make it more pedestrian friendly, and make it even more special than it is now. The recommended priority projects have an estimated cost of $5,379,000. CARA currently has access to about $12,000,000, and a menu of other projects has been provided which could be done over time depending on what is revealed and what the Board decides to do. The total of all the projects identified is about $17,470,000.

In response to inquiries from Kopczynski, Public Works staff said the construction costs are in current day dollars. Crandall said he anticipates the top priority projects would be completed within three years.

In response to an inquiry from Floyd Collins, Crandall said the consultants did not have conversations with ODOT about Lyon and Ellsworth improvements but he thinks there is a high probability the recommended improvements would be allowed. Collins noted that ODOT has made substantial contributions to improving state highway through other communities, including Lebanon and Sweet Home. Crandall said that is a good point and that funding source should be explored.

Kopczynski said businesses on these streets need to understand that business will go down for the construction period but then begin to measurably pick up afterward. Crandall said that is a huge issue that needs to be addressed; there are ways to time improvements, provide signage, and other activities to minimize and mitigate those impacts.

Mark Spence said this process and the Carousel will drive more business and create an increase in parking demand. He said thriving downtowns are not parking lots, they are pedestrian areas with a parking structure. Crandall agreed that parking is important for healthy retail and he noted the Retail Refinement Plan does indicate a location for a parking structure. Discussion followed regarding the need for a parking lot and eventually a parking structure. It was noted that the cost for a multistory parking structure is about $30,000 per space.

In response to a question from Collins, Public Works staff said there is no utility replacement in the estimated costs except storm drainage requirements. Where water lines need to be replaced, that is assumed to be a function of the underlying utility.

Porsche noted that it will be important for the City Council to have a discussion with regard to the ongoing maintenance of these improvements.

In response to further questions from Collins, Fire Chief Bradner said the proposed improvements around the Fire Station blocks are not included in the cost of Station 11; those improvements would be CARA funded and not bond funded. Porsche noted that this folds into conversations the Advisory Board has had about other ways CARA could contribute to the Fire Station project. Collins was concerned that any process with ODOT could take time. Public Works staff indicated that staff has had informal discussions with ODOT about improvements that could occur consistent with construction of the Fire Station, noting that some elements like lighting could be phased in later.

Bessie Johnson said she has heard from business owners that angled parking would be helpful because some people have a tough time parallel parking. Crandall said the fundamental problem with angled parking is that we would lose a lane of traffic and all the problems associated with that for a gain of only four spaces. He said they have worked in communities that had problems with angled parking and one lane of traffic, and went back to parallel parking with great success.

Dick Olsen noted there is angled parking on one side of Second Street in Corvallis. In response to his inquiry, Public Works staff said the streets in Corvallis are wider than those in Downtown Albany.

Collins asked if any of the approximate $1.8 million for the Carousel area would be required of their construction budget. Porsche said there would normally be costs to the Carousel, but she believes they will be coming back with a request to fund those street frontage improvements. Discussion followed regarding timing issues with both the Carousel and the Fire Station.

Sharon Konopa said she was surprised that Third Avenue wasn't included in the priority projects, given that it is part of the retail core area and those sidewalks are some of the worst. Crandall noted that the consultants provided a menu approach so the Advisory Board could remove from or add to the priority projects.

Alire said that First Avenue is the heart of downtown. He feels that improvements to Broadalbin from First to Water are not important in attracting people to area businesses. He thinks Second Avenue is up and coming and we need to support that growth. He wondered if some of the elements could be done in increments, building on the thriving success of First Avenue and doing some improvements to Second Avenue.

Novak asked that the Board consider focusing on Second Avenue and getting it to the level of First Avenue with beautification and parking. She asked if it is not possible that another engineer might come to a different conclusion with regard to pull-in parking. She asked about the potential of using CARA money to move the post office to its previous historic location and then using the current post office space for parking. Porsche noted that staff has begun conversations with the U.S. Postal Service, which has problems with the current location.

Peggy Burris, Albany Downtown Association, said that parking is a daily problem around the area of her office. She is very concerned with the idea of removing parking spots with the proposed improvements. She thinks that Third Avenue needs to be beautified and parking could be added there. Parking is an issue that needs to be solved before we move forward.

Kopczynski commented that recent parking studies have shown there is no actual parking problem downtown; there is only the perception of a parking problem because people want to park in front of their destination. Additional discussion followed with the Advisory Board and audience members related to parking concerns and potential solutions.

Konopa said she realizes that the parking situation is frustrating but it's a good problem because it means there are now customers in the downtown area. Once the infrastructure is done, that will lead to additional businesses and customers, which will allow the building of a parking structure. This is all part of the plan; it's a work in progress and she asked that people be patient as we get through the plan.

Collins said he appreciates the work of staff and the consultants, but he has different priorities than those presented. He would prioritize Second Avenue, Ellsworth/Lyon north and south including the Fire Station blocks, and Third Avenue as the first priority package. He would also want to put the $1.8 million associated with the Carousel in reserve so those funds are available when needed. He thinks the completion of Broadalbin needs to be done in a future sequence and in conjunction with a parking structure.

Konopa suggested that it would make sense to do the section of Broadalbin between Second and Third Avenues in conjunction with those street improvements.

Spence said he generally concurs with the projects cited by Collins and Konopa. Going back to parking, he thinks there could be a process of looking at vacant spaces downtown and finding a way to get parking close to Second and Third Avenues. He said businesses will not grow by creating a few additional spaces; it takes creating enough parking so people will come to all the businesses downtown.

Olsen said he would like to add cables and lighting on First Avenue.

Johnson said, other than perhaps adding poles and cables to First Avenue, she would like to move forward on Second Avenue.

MOTION: Kopczynski moved that the first package of priority funding be for Second Avenue, Third Avenue, the section of Broadalbin between Second and Third Avenues, Ellsworth/Lyon north and south plus the Fire Station blocks. Johnson seconded the motion.

It was noted that the estimated cost for projects identified in the motion is $6.8 million.

Spence said there are project elements that he doesn't necessarily favor and he doesn't want this motion to be considered as approval for $6.8 million in expenditures. Porsche said that both the design and the financial components will come back to the Advisory Board. The first step is knowing the Board's priority list.

Kellum said the motion is a little grandiose for him. His priority is Ellsworth and Lyon, from one end to the other, followed by Second Avenue.

Konopa said the sidewalks on Third Avenue have sections that are dangerous and not pedestrian-friendly. She thinks we need to consider improving that infrastructure.

Collins clarified that passage of the motion would result in direction to staff to bring back an analysis and detailed evaluation related to design, timing, and financing. Arambula noted the costs are broken down so that decision-makers can adjust the priority package using a "plug and play" approach.

Olsen said he would like to add poles and banners on First Avenue. The Chair suggested that could be considered as an addition as the project scope is refined.

Spence said he would also like to see some estimate of maintenance and management costs for these improvements.

(Allen left the meeting prior to the vote).

The motion passed 10-0.

Staff Updates and Issues

Porsche gave the following updates:

- The Dave Clark riverfront lighting project is moving forward. Bids will open on November 10, and a project completion date is tentatively set for March 25, 2016.
- Staff has drafted a scope of work for an RFP for a consultant to help with planning and zoning work. This was initiated in response to difficulties encountered with Scott Lepman's project. The process is expected to take six to ninth months, and Lepman has indicated that timeframe will work for him.
- Staff is working on creating a CIP-type document for CARA projects.

BUSINESS FROM THE BOARD

Spence requested that staff bring back a proposal on what can be done related to the King Kone area.

NEXT MEETING DATE

Thursday, November 12, 2015.

ADJOURNMENT

Hearing no further business, Chair Catlin adjourned the meeting at 7:39 p.m.

Submitted by,

Teresa Nix
Administrative Assistant

Reviewed by,

Kate Porsche
Economic Development & Urban Renewal Director

TO: CARA Advisory Board

FROM: Kate Porsche, Economic Development and Urban Renewal Director Kate(ad)

DATE: December 7, 2015, for December 16, 2015, CARA Advisory Board Meeting

SUBJECT: Consideration of Loan Request to Move House

Summary

I have received a request for a repayable loan from CARA. The request is from Scott Cowan. He was the high bidder on the RFP for the house located on Sixth and Ellsworth, which needs to be moved to make way for the new Fire Station 11 building.

In consultation with Mr. Cowan, he has expressed an interest in relocating the house to a vacant lot in the Hackleman Historic District. He inquired about the possibility of CARA funding for the project. I indicated that while we don't currently have a funding program that fit his needs, we could ask if the Board would consider hearing the request for loan funds at its January meeting.

Request

Please provide direction as to whether or not you would be willing to hear this request for a loan at your January meeting. It is not expected that you will deliberate on the details of the project at the December meeting, but only to provide direction about your willingness to hear the ad hoc request at January's meeting.

KCP:ldh

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TO: CARA Advisory Board

FROM: Kate Porsche, Economic Development and Urban Renewal Director Kate (ldh)

DATE: December 7, 2015, for December 16, 2015, CARA Advisory Board Meeting

SUBJECT: Bid for the Dave Clark Path Lights

Summary

Staff is bringing back to you the bid for the Dave Clark Path Lights. Chris Cerklewski has taken the lead on putting the project out for bid. Please see his attached staff report to City Council. Approval of this bid will ultimately go to them for approval, but our first stop was to bring this item back to the CARA Advisory Board for their review and approval of the expenditure.

Costs came in very close to the engineer's estimate.

Request

Please review the attached outline regarding the bid and contract and give direction as to the expenditure.

KCP:ldh
Attachment

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DRAFT

TO: Albany City Council

VIA: Wes Hare, City Manager
Jeff Blaine, P.E., Public Works Engineering and Community Development Director

FROM: Staci Belcastro, P.E., City Engineer
Chris Cerklewski, P.E., Civil Engineer III

DATE: December 3, 2015, for the January 13, 2016, City Council Meeting

SUBJECT: Award of Bid for MS-16-01, Dave Clark Riverfront Trail Lighting

RELATES TO STRATEGIC PLAN THEME: • A Safe City

Action Requested:

Staff recommends that Council award this contract in the amount of $298,008.10 to the low bidder, Crawford Electric of Stayton, Oregon.

Discussion:

On Tuesday, November 10, 2015, bids were opened for MS-16-01, Dave Clark Riverfront Trail Lighting. There were four bids submitted for this project, ranging from $203,678.10 to $373,586.00 for the Schedule A base bid, and ranging from $298,008.10 to $466,668.00 for the base bid plus additive alternate bid, Schedules A + B. The Engineer's estimate was $215,000 for Schedule A and $290,000 for Schedule A + B. A bid summary is provided as Attachment 1.

Schedule Comparison and Award Recommendation

This project was bid with a base bid (Schedule A) and an alternate additive bid (Schedule B) to facilitate cost comparison of two potential purchasing methods for the lighting materials; owner furnished using the US Communities Government Purchasing Alliance or contractor furnished. The estimated cost for owner-furnished lighting materials purchased through the US Communities Government Purchasing Alliance is estimated to be approximately $90,000. The cost for contractor furnished lighting materials based on bids submitted for this project is $94,330. A summary of the total estimated cost of each purchasing option is provided in the table below.

Award Option	Base Bid	Lighting Materials	Total
Schedule A	$203,678.10	$90,000.00 *City-Purchased Lights*	$293,678.10
Schedule A + B	$203,678.10	$94,330.00 *Contractor-Purchased Lights*	$298,008.10

Staff recommends Council award Schedule A + B which provides for the Contractor supplying the lighting materials. The cost for this option is slightly higher when compared to the City purchasing the lighting materials through the US Communities Government Purchasing Alliance; however, the City furnishing materials for this contract will require additional staff time and the City is at risk to be responsible for potential costs resulting from delays or errors in the delivery of the lighting materials.

DRAFT

Project Description

This project will replace existing lighting in Monteith Park and along the Dave Clark Riverfront Trail from Monteith Park to Oak Street with new LED lighting. The existing lighting in these areas is either substandard or nonexistent, and is becoming difficult to maintain due to its age. The lack of good lighting has been identified by the Parks & Recreation and Police Departments as a major contributor to illicit activities along the riverfront. The improved lighting will make the riverfront more attractive to recreational use and make enforcement much easier. This project was authorized by the Central Albany Revitalization Agency Advisory Board on March 18, 2015.

Summary of Total Estimated Project Costs

Based on the project bid and anticipated related costs, a summary of the total estimated project cost is shown in the table below. The amounts have been rounded to the nearest $100.

Project Components	Estimated Cost
I. Costs	
a. Engineering	$15,000
b. Construction Inspection	$10,000
Engineering Subtotal	$25,000
II. Construction Costs	
a. Construction Contract	$298,000
b. Construction Contingency (10%)	$29,800
Construction Subtotal	$327,800
Total Estimated Project Cost	$352,800
Project Budget	$300,000
Under/(Over) Project Budget	($52,800)

Budget Impact:

This project will be funded by the Central Albany Revitalization Agency (290-11-1102).

CC:kw
Attachment

CITY OF ALBANY, OREGON
Public Works Department

Construction Contract Bids

Project: MS-16-01, Dave Clark Riverfront Trail Lighting

Bid Opening: Tuesday, November 10, 2015

Engineer's Estimate	Crawford Electric (Stayton)	Benton Electric (Albany)	EC Company (Albany)	Tornado Soft Excavation (Independence)
$290,000.00	$298,008.10	$356,611.67	$450,113.00	$466,668.000

DRAFT

TO: CARA Advisory Board

FROM: Kate Porsche, Economic Development and Urban Renewal Director Kate(ldh)

DATE: December 10, 2015, for December 16, 2015, CARA Advisory Board Meeting

SUBJECT: Streets Project Design Details

Summary
Last month, you heard from George Crandall and staff on the breakdown of costs related to the streets projects. This month we will continue that discussion.

KCP:ldh

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