



## NOTICE OF PUBLIC MEETING

CENTRAL ALBANY REVITALIZATION AREA ADVISORY BOARD  
City Hall Council Chambers  
Wednesday, May 18, 2016  
5:15 p.m.

### AGENDA

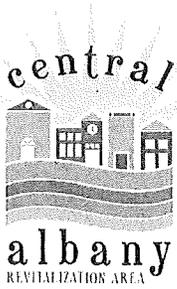
1. CALL TO ORDER (Chair Rich Catlin)
2. ROLL CALL
3. APPROVAL OF MINUTES  
➤ April 20, 2016. [Pages 2-9]  
Action: \_\_\_\_\_
4. SCHEDULED BUSINESS
  - a. Business from the Public
  - b. Presentation – Downtown real estate review (Scott Lepman/ Peggy Burris). [Pages 10-18] (Lepman/Burris)  
Action: \_\_\_\_\_
  - c. Scott Lepman – Project request for timing extension on Forgivable Loan. [Pages 19-21] (Porsche/Lepman)  
Action: \_\_\_\_\_
  - d. Edgewater Village – Request for timing extension on Developer Partnership. [Pages 22-23] (Porsche)  
Action: \_\_\_\_\_
  - e. Downtown Streets – Lyon & Ellsworth curb extensions and sidewalks questions. [Pages 24-25] (Porsche/Irish)  
Action: \_\_\_\_\_
  - f. Downtown Streets – Second Avenue and Calapooia Street project. [Pages 26-47] (Porsche/Irish)  
Action: \_\_\_\_\_
  - g. Reports
    - 1) Proposed ARA Budget FY 2016-2017. [Pages 48-58] (Porsche)  
Action: \_\_\_\_\_
    - 2) CARA effect on General Obligation Bonds. [Pages 59-60] (Porsche)  
Action: \_\_\_\_\_
  - h. CARA/ARA Capital Improvement Program. [Handouts at meeting] (Porsche)  
Action: \_\_\_\_\_
  - i. Staff updates and issues. [Verbal] (Porsche)  
Action: \_\_\_\_\_
5. BUSINESS FROM THE BOARD
6. NEXT MEETING DATE: *Wednesday, June 15, 2016*
7. ADJOURNMENT

City of Albany Web site: [www.cityofalbany.net](http://www.cityofalbany.net)

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*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.*

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APPROVED: Draft

**CITY OF ALBANY**  
**Central Albany Revitalization Area Advisory Board**  
**City Hall Council Chambers, 333 Broadalbin Street SW**  
**Wednesday, April 20, 2016**

**MINUTES**

Advisory Board Members present: Russ Allen, Rich Catlin, Bill Coburn, Floyd Collins, Loyd Henion, Bessie Johnson, Rich Kellum, Sharon Konopa, Ray Kopczynski, Mitch Langjahr, Dick Olsen, Mark Spence

Advisory Board Members absent: David Abarr (excused), Maura Wilson (excused)

**CALL TO ORDER**

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

**APPROVAL OF MINUTES**

March 16, 2016

MOTION: Ray Kopczynski moved to approve the minutes as presented. Mark Spence seconded the motion, and it passed 12-0.

**SCHEDULED BUSINESS**

Business from the Public

None.

Parklets in Downtown

Economic Development & Urban Renewal Director Kate Porsche said that she was made aware of an idea that came out of the Albany Main Street Design Committee, and she invited the Albany Downtown Association to share the idea with the CARA Advisory Board.

Peggy Burris, Albany Downtown Association, and Christina Larson, Varitone Architecture, gave a presentation and reviewed an idea to place two parklets in Downtown Albany. Burris explained that a parklet is a sidewalk extension that provides space and amenities for people using the street. The first location is on First Avenue on the other side of the Wells Fargo parking lot in an area that was given to the public by First Interstate Bank in 1980, and the second location is on the Broadalbin sidewalk extension where there are currently four benches. If the two parklets are well received, they would like to add more next year. The idea has been well received in other communities. These seasonal parklets would be funded and maintained by the ADA and the local businesses who donate time and materials.

Larson said she opened her business in Downtown Albany last December and thought this would be a great way to jump in and be part of the downtown community. She distributed and reviewed a packet of illustrations of the proposed parklets (See Agenda File). The intent is to enhance these areas by bringing in wood and greenery to add warmth and make the spaces more inviting and to create spaces that allow for different activities. At the Wells Fargo location, the idea is to add benches and comfortable seating, checkerboard painted tables, cedar planters with potted plants, screening, and a space where local art can be displayed. After

receiving input from the Albany Police Department regarding safety issues, the walls surrounding the benches were designed so they are short and open on the bottom for visibility. At the Broadalbin location, the idea is to use the existing benches and continue the streetscape with potted Cyprus streets, bold colors, wood, checkerboard tables, and a painted hopscotch area.

Burris said she has met with Transportation Systems Analyst Ron Irish, Planning Manager Bob Richardson, APD Officer Sandy Roberts, and the two business owners and that Porsche has shared the idea with CARA Architect George Crandall. All of the above expressed support for this idea. She invited questions or comments.

Bessie Johnson asked if the checkerboard tables and seating would be movable. Larson said the idea is to make them large enough that can't be easily moved. Johnson said she likes the idea.

Floyd Collins said his only concern is that benches at the Wells Fargo location could create a sleeping area. Burris said they are looking at the potential of placing center dividers on the benches so there is not an invitation for sleeping.

The Board expressed general support for the idea. Staff agreed to work with the ADA to get the necessary permits.

#### Edgewater Village Presentation

Catlin said he works for Reece and Associates, the contractor for this project, and he recused himself and stepped down from the dais. Vice Chair Spence took over as Chair for this item.

George Diamond gave an update on the project. He noted that they had previously considered changing the plan to include higher density multifamily development as a way to pick up the schedule and meet the CARA timeline. However, after talking with George Crandall and his own architect, and considering the time line and cost to go through a major modification, he has decided to stay the course with the existing tentative plat approval. He distributed and briefly reviewed the previously approved site plan. He said he intends to continue building out on Hill and Front Streets, moving east to west, with a focus on the higher density townhomes; he may not be able to build the more expensive riverfront lots until he has presales. He said he has done everything he can to try and meet the timeline, but he is going to need an extension.

Ray Kópczynski asked what a realistic timeframe for construction might be based on this planning scenario. Diamond said he met with a small Oregon savings and loan that seems to be excited about the project. If he can get financing, he will move right away to build the townhomes.

Kopczynski asked if this will require changing the contract. Porsche said the contract calls for ten homes by August 2016 and that will need to be revised. She will work with the Diamonds and bring back a proposed modification. Kopczynski said he thinks it's important to try to make something happen while the market is hot.

Johnson said that as long as activity is continuing at the site, she feels the Board can work with these changes.

Collins said the original plan called for a certain number and type of units with an estimation of assessed value being added. He asked if we are staying on track as far as assessed value. Diamond said he thinks it's smart to diversify by building some townhomes, some single-family homes, and maybe some riverfront lots – a scenario where he has three products going at one time.

Mitch Langjahr asked how many lots have sold since Diamond was last before this Board. Diamond said that none have sold to the public but hopes there will be activity soon. Until the market turns, he will finance them internally and rent them out. He currently has 14 homes for sale, but he can't sell them at a loss. Langjahr said he appreciates what Diamond is doing but he is concerned about him continuing to turn these dwellings into rentals. Diamond said this isn't what he wants to do, but he has an obligation to build these out and he is doing what he can.

Rich Kellum said that after one of the riverfront lots is developed and people can look at it, those lots may sell. Dick Olsen agreed. Diamond said he thought that was a good idea and would consider constructing one of the riverfront homes before proceeding with the others.

Spence said you can't force the market, but the market will happen; what is important to him is that the developer is still committed and moving forward. Diamond said he intends to own and rent some of the dwellings for a period of time and sell them when the market allows. Spence encouraged the use of Hardiplank siding with a smooth finish instead of faux wood grain because he feels it would fit in better with the surrounding neighborhood.

#### Albany Carousel Request for Funding

Catlin returned to the dais.

Porsche reviewed the request from the Historic Carousel & Museum for \$339,500 in the form of a developer partnership grant for street improvements, permits and SDC fees, and abatement and remediation of lead and asbestos. She noted that CARA has made two previous commitments to the project – a \$300,000 grant for purchase of the land in 2007 and a \$110,000 forgivable loan for architectural design in 2011. She would consider this to be a “bookend” request which would allow for completion of the project. A staff report and a letter from the applicants were included in meeting packets.

David Johnson and Gary Goby, Albany Carousel Building Representatives, came forward. David Johnson said they are about one year from completing the Carousel, if all goes well, and they are requesting that the CARA Board help with this last gap. The funds would be used for permits and fees that go back to the City, street improvements that align with the downtown plan, and abatement and remediation of the building which would be good for the future environment and the area. He said this project has the potential to be the catalyst that changes the downtown, potentially bringing in 5,000 people per month including young people and families. The organization has \$5.2 million in donations pledged and the requested contribution is the final amount needed for the project. The construction contract is for \$5.6 million, and there are costs outside of that including permits and fees.

Collins asked if the group is continuing to seek additional funding. David Johnson said absolutely; he noted that additional funds are needed for interior items.

Collins suggested that approval of this request could be as a not-to-exceed amount with the understanding that this would be the last dollars spent; to the extent that the fund-raising continues to be successful, the commitment of CARA dollars diminishes.

Kellum asked if the donations have dried up. Goby said there has been a lot of people in town requesting funds for various things and, while donations haven't dried up, they are certainly down to a trickle. He thinks that people might want to join in as they see the building begin to go up.

Kellum said that if this grant is approved, potential donors will likely think the task is completed and may be less likely to give. Goby said that people realize the cost of this project far exceeds what the City has given, that most of the project has been privately funded, and that there is a broad base of community of support. Kellum asked if there is a contingency in the budget. David Johnson said there is a contingency of 5 percent, about \$250,000.

In response to questions from Spence, Transportation Systems Analyst Ron Irish clarified that the land use decision for the Carousel requires that they do a bump-out at the corner of Washington Street and that they replace the sidewalk along their frontage. They are not required to overlay the street in the way of the streetscape project on Second and Third Avenues. Spence asked if the City will come to the CARA Board for funding for the street work. Porsche said the City will be doing a water line project through that area and there have been discussions about coordinating that work with the Carousel project; separate from this project, staff would like to discuss a public project with angled parking on Calapooia Street and Second Avenue around the post office. Brief discussion followed.

Allen said he is supportive of the Carousel and appreciative of those who have worked on the project. What he has a hard time with is determining the proper amount of assistance from this Board. The Carousel will certainly do a lot for the downtown, but he doesn't know how to quantify that.

MOTION: Collins moved to approve the requested action of \$339,500 to act as a safety net for completion with the understanding that this is a not-to-exceed amount, that the Carousel group will continue to seek fund-raising, and that these will be the last dollars spent on the project. Henion seconded the motion.

Spence asked for clarification on the motion. Collins said the Carousel would use their money and other donations to get as far as possible and CARA funds would only be used to the extent needed to get the project done. This would not be incremental reimbursement but rather a safety net at the end. Goby said the Carousel will have additional expenses that are not listed in this request.

Kellum said the request is for a specific set of items and nothing in the motion would prevent the applicants from adding to the list. Goby said the request is for the items listed and that is how the funds would be used.

Spence said the Board could provide funds for the specific items within the request and specify that this is the last time that CARA will give money to the Carousel; however, he thinks that tying it to their other fund-raising muddies things.

Bessie Johnson agreed with Spence. She said this request is clear, and she thinks it's fair. She doesn't want to muddy the waters, and she won't support the motion.

Coburn also spoke against the motion. He said if there were savings on the items within the request, it would make sense for that to come back to CARA; however, waiting to the end to disburse funds doesn't make sense when permit and SDC fees are paid upfront.

The motion failed 5 to 7:

Yes: Allen, Catlin, Collins, Kellum, Langjahr

No: Coburn, Henion, Johnson, Konopa, Kopczynski, Olsen, Spence

MOTION: Bessie Johnson moved to approve the request with the stipulation that this is the final CARA dollars that will be given for the project. Olsen seconded the motion, and it passed 10-2 with Kellum and Langjahr voting no.

Transportation Systems Analyst Ron Irish said the Historic Carousel & Museum's requirement for frontage improvements on First Avenue involve a curb extension at Washington so they can bump the building into what is now right-of-way to accommodate the mechanism, and they are also converting the road to the west to allow diagonal parking along their frontage. That concept is in the Transportation System Plan as part of a project that also has diagonal parking on Calapooia Street and Second Avenue around the post office. The City will be doing a water line project on Calapooia Street and Second Avenue, and the question is whether we should also look at doing the diagonal parking on those frontages around the post office. The project would add about 19 parking spaces and the cost would be about \$225,000 for curb extensions, striping changes, and some storm drainage work; but that cost would not include pavement restoration. If the City opts to do the

diagonal parking project, they would have a contractor doing street work at the same time the Carousel is doing the building and the Carousel's contractor is doing the street; with multiple contractors in close proximity, it calls into question whether there should be one contractor doing the street work.

Kopczynski asked what cost savings would result from combining the street work into one project. Irish said he doesn't know that there would be a lot of cost savings. He noted that combining the street work around the post office with the Carousel work may require a separate project bid from the Second and Third Avenue streetscape work.

Collins asked about funding sources. Irish said that \$50,000 in SDC funds are identified for diagonal parking on First, Second, or Third Avenues but that is a fraction of what is needed for the project.

Langjahr said he has heard business owners request diagonal parking in front of their businesses, and he wondered who would benefit from additional parking by the post office. Irish explained that the concept of diagonal parking around the post office was put into the TSP before the Carousel project was envisioned. It was identified as a place with one-way streets where we could get by with one travel lane, a situation that does not occur on Second and Third Avenues in the retail core. The parking project would benefit downtown businesses by providing a place for employees to park.

Coburn said he would be in favor of the parking project, as well as street reconstruction at least in the block of First Avenue from Washington to Calapooia. He thinks this should be a City project and that it should be put out for bid in December or January so it is completed before the Carousel opens in June 2017. Once there is a better idea of the scope of the project and the budget, consideration can be given to what participation might come from CARA. Collins and Kopczynski expressed agreement.

In response to further questions from the Board, Porsche said that one reason this is coming before the CARA Board is that there isn't a lot of other funding available. Irish added that diagonal parking isn't in the City's CIP; it is identified in the TSP as having \$50,000 allotted to it but that isn't in the City's budget and the remainder would have to come from another funding source.

Coburn reiterated that he sees this as a City project, not a CARA project. Collins added that the project would come back to the City Council and, if it is recommended that the project involve CARA funding, that will come back to the CARA Board.

Porsche noted that Konopa had previously asked about the boundaries of the streetscape on Third Avenue which is currently scheduled to stop at Ferry Street. Konopa said she would like to extend that one more block to Washington Street because the sidewalks are really bad and we need to look at safety concerns on that block.

#### U of O Sustainable Cities Year Program

Porsche said that the City applied for and was selected to participate in the University of Oregon's Sustainable Cities Year Program (SCYP). The program links a community with U of O students who typically take on 15-25 projects through 20-30 different courses and about 500 students. As part of the process, staff identified projects they thought would be a good fit. She requested feedback on the projects identified as being related to CARA and whether the Board would be supportive of an expenditure estimated at \$99,000 for these projects.

Allen referred to the project titled Improving Civic and Community Engagement and he questioned its nexus to CARA. Collins said the City would need this project regardless of whether CARA existed. Coburn agreed and stated that the item is not readily identifiable as relating to CARA's goals. There was general agreement that this item should not be funded by CARA, bringing the funding request to \$87,000.

Allen referred to the project titled St. Francis Hotel and he asked what is expected that hasn't already been done. Porsche explained that the list of projects had to be put together quickly and she included this as a placeholder. The St. Francis Hotel is an important project for the downtown, she said, and the question is how we could use these students to further work toward being ready when we have an interested developer. In

response to inquiry from the Board, Burris said she believes the owners are interested in selling the building and Porsche noted that the owners financially participated in the Restore Oregon study.

Kopczynski said one of the things that enthruses him about the SCYP is that decision-makers have long been focused on their own processes and there are probably ideas that haven't come up. He supports harnessing the horsepower of these youth who will try different things, and he thinks a couple of diamonds could come out of this that will make it well worth the cost.

MOTION: Allen moved to conceptually approve the projects outlined except for Improving Civic and Community Engagement with the understanding that staff will bring it back for final approval and expenditure. Johnson seconded the motion.

Kellum said he has the same reservations that he expressed when the City Council discussed this item. He said it is people who are cloistered helping other people who are cloistered to do something that is not well defined. While it may work, he thinks the chance of getting our money's worth is pretty small.

The motion passed 11-1, with Kellum voting no.

Kellum left the meeting at 7:15 p.m. (excused).

#### CARA Code Review Approval of Bid

Porsche reviewed the request for \$74,870 for code review in the Historic District (HD), Waterfront (WF) and Central Business (CB) zones. She noted that Scott and Spencer Lepman had previously stated that components of the code were inhibiting their infill development project on Third Avenue SW and that the CARA Board directed staff to move forward with a request for proposals to find a consultant to help with review of the development code in the three zones. Two proposals came in, but the scope and cost of those proposals were beyond what was envisioned; staff honed in the request and received one bid from Angelo Planning Group. The submission is included in meeting packets.

Coburn said he is not opposed to this work but he is struggling to understand why it's a CARA issue as opposed to a City issue. He noted there are zoning issues in areas outside the CARA district that would benefit from this type of review. Porsche said that the CARA Board is actively seeking redevelopment in these three zones and this project was identified as a way to remove some barriers. She acknowledged that development code and zoning work is typically a City function, not an urban renewal function.

Collins said the City undertook a code review process several years ago which took a year and a half to complete. In this case, the CARA Board supported a redevelopment plan; and the developers ran up against problems, so the Board directed staff to put out this RFP. He asked whether it wouldn't be better get a small piece done that will potentially have a rapid return as opposed to having staff put it in the budget to be done several years from now.

Konopa said a City process would be much more involved and take much more time; she thinks that focusing on the three zones will expedite the process.

Coburn clarified that he supports a review of the three zones, but he thinks it should be funded by the City.

Allen said the scope of the RFP was tailored toward addressing concerns and issues relevant to redevelopment in the CARA area and people coming before this Board. While there are many things that arguably should be paid for by the City, they are not necessarily a willing funding source for obvious reasons and this was tailored to address the goals and ambitions of this group.

Spence asked what kinds of investment the code work might this trigger. Porsche said the Lepmans would like to do a residential infill project that is not allowed with current setback regulations. In another example, the Waterfront code narrative calls for high density, mixed use but the parking and open space requirements work against creating that density. The goal isn't to eliminate all barriers but to consider regulations for these areas in a careful and thoughtful way.

Richardson agreed with Porsche's examples of obstacles to what seem like reasonable development in the downtown area. He said there is a general desire for the downtown area to continue to become a vibrant, active place and for a code that supports that vision. A comprehensive look at the code in these areas could not only directly respond to constraints to development but could also be tailored in a way that would facilitate the kinds of uses that are desirable in these areas.

Catlin commented that the request was initiated because problems encountered by the Lepmans' infill project and that there is nothing that keeps them from making their own application to change the zoning on that lot. He noted that staff recognized an opportunity to take a more holistic look at the code and that, in the past, staff would have performed that function; however, because of reduced staff, there is not the capacity to do that work in-house, so they are relegated to using outside funding sources.

Henion asked why we couldn't do a change specific to the infill project that initiated the request. Richardson said that staff isn't saying this is the only way; however, there is a balance that occurs with most substantive amendments to the development code and there is a benefit to looking comprehensively because it is sometimes difficult to anticipate when a change that is good for one project may have implications for an adjacent property owner.

Allen said it would seem to be imperative to have code that does not hamper the Board's ability to do its mission.

MOTION: Allen moved to approve the proposal for \$74,870. Kopczynski seconded the motion.

Catlin stated that because he was on the committee which reviewed the proposals, he will abstain from voting on this request.

The motion passed 8-1-2 with Coburn voting no, and Catlin and Henion abstaining.

#### CARA/ARA Capital Improvement Program Draft

Porsche said that staff was working on scrubbing the database and setting this up when the database crashed. This item will be brought back at a future meeting.

#### Staff Updates and Issues

Porsche said there has been interest about the question of hotels in downtown, including rehabilitation of the St. Francis but also possibly new construction. She asked if the Board is interested in paying for a feasibility study related to construction of a hotel in Downtown Albany. Kopczynski asked if this could be part of the U of O Sustainable Cities Year Program, and Richardson said that could be proposed.

Catlin noted that a market analysis has a shelf life of about six months and that a potential developer would do their own market analysis. Spence said the market piece might have a short span but the analysis could include multiple useful ideas and potentially help the Board understand and address issues preventing a hotel. Konopa said the study could also help to identify the best location for a hotel; she suggested that the SCYP placeholder for the St. Francis Hotel could be revised to encompass a downtown hotel feasibility study. There was some agreement. Porsche agreed to bring it back as part of the more finalized SCYP information.

BUSINESS FROM THE BOARD

There was no additional business.

NEXT MEETING DATE

Wednesday, May 18, 2016

ADJOURNMENT

Hearing no further business, Chair Catlin adjourned the meeting at 7:32 p.m.

Submitted by,

Reviewed by,

Teresa Nix  
Administrative Assistant

Kate Porsche  
Economic Development & Urban Renewal Director

# Scott Lepman Company

Scott Lepman, SRA, RM  
Real Estate Appraisal and Consultation  
100 Ferry Street NW  
Albany, Oregon 97321  
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(541) 928-4456 Fax

May 18, 2016

Dear CARA Board Members;

The enclosed PowerPoint was presented on January 13, 2016 at the Pix Theater for the annual Downtown Building Owner and Merchants Meeting associated with the Albany Downtown Association.

Peggy Burris, Executive Director of the Albany Downtown Association, updated the merchant business activity for this meeting. Scott Lepman provided information regarding real estate trends. This information has not been updated since the January 2016 building owners meeting.

The real estate information was prepared with the assistance of Candace Ribera and Alexandra Keister. However, I take sole responsibility for the presentation and analysis.

The enclosed information is provided as a PowerPoint, and is intended to provide you thoughtful information prior to the CARA Board meeting. We have been told that we have a limited amount of time, and I believe it might be more helpful to you to have this information in advance.

My presentation was intended to hopefully motivate building owners to renovate their properties.

Clarifications and observations that might be helpful include:

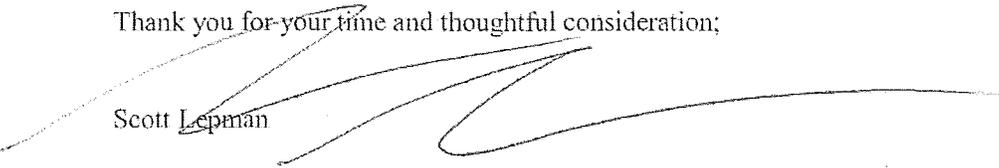
- 1) Vacancies reflect not only unused space, but space that is not occupied to a market standard tenant at the present time.
- 2) The information was obtained from the records of the Linn County Assessor's Office and by inspecting occupancy of buildings in the downtown area. While we could not physically enter every space of every building, we believe that our judgement of occupancy is accurate.

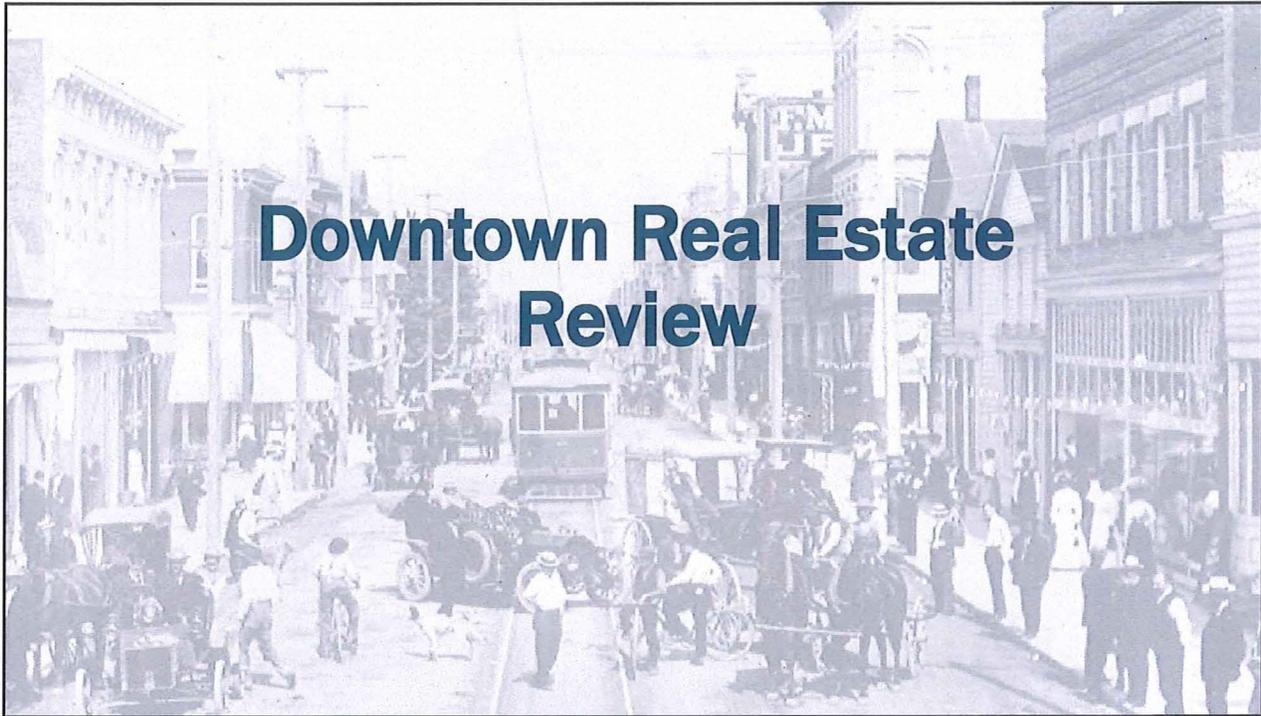
Findings:

There is very strong demand for residential uses in the downtown area presently. There is much less demand for commercial uses in the downtown area at the present time.

The downtown area exhibits market failure. The buildings historically trade a very low cost per square foot relative to current renovation or construction costs. It's clear that process to change real estate is not simple, is expensive and is risky. There is market uncertainty, regulatory uncertainty and financial uncertainty, which combine together to preclude action and investment.

Thank you for your time and thoughtful consideration;

  
Scott Lepman



## Downtown Real Estate Review

## New Businesses - 2014

- Advantage Dental Clinic 409 1<sup>st</sup> Avenue W
- Bolts to Blocks 133 Broadalbin St. SW
- Espolon Mexican Food Restaurant 129 1<sup>st</sup> Ave W
- G2 Fun Zone 223 2<sup>nd</sup> Ave
- Monkey Friday's Café 300 2<sup>nd</sup> Ave SW (Two Rivers)
- Oregon Dancewear Parrish Building 1<sup>st</sup> street
- Oregon Window Supply 2<sup>nd</sup> street (By Big Town Hero)
- Studio 401 401 2<sup>nd</sup> Ave. SW
- The Growler Garage 229 3<sup>rd</sup> Ave. SW
- The Natty Dresser 425 1<sup>st</sup> Ave. W

## New Businesses - 2015

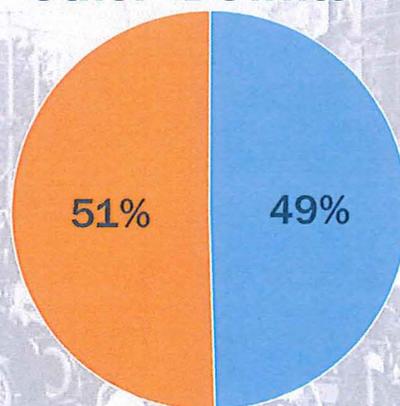
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|--|----------------------------|
| • Brick & Mortar                             | 222 1 <sup>st</sup> Ave W  |
| • Cellar Cat                                 | 211 1 <sup>st</sup> Ave W  |
| • Curvy Girl (new owners took over in 11/15) | 250 Broadalbin St. SW #107 |
| • Edward Jones-Ryan Hanson office            | 234 Ellsworth St SW        |
| • Ivy Garden Tea Room                        | 333 1 <sup>st</sup> Ave W  |
| • Merrime                                    | 211 1 <sup>st</sup> Ave W  |
| • Mother Goose Resale                        | 113 3 <sup>rd</sup> Ave SW |
| • Potters House                              | 130 Ellsworth St SW        |
| • Sandbox Rebel                              | 121 Broadalbin St SW       |
| • Sunny Patch Boutique                       | 222 1 <sup>st</sup> Ave W  |
| • The Frame House (relocated)                | 434 1 <sup>st</sup> Ave W  |
| • Troutman Photography                       | 222 1 <sup>st</sup> Ave W  |
| • Windermere Real Estate                     | 331 2 <sup>nd</sup> Ave SW |

## Residential, Retail and Office Space vs. "Other" Downtown

### "Other" Downtown

**includes:**

- \*Charities
- \*Museums
- \*Banks
- \*Financial institutions
- \*Funeral homes
- \*Government buildings



### "Other" Downtown:

1,037,887 Sq Ft

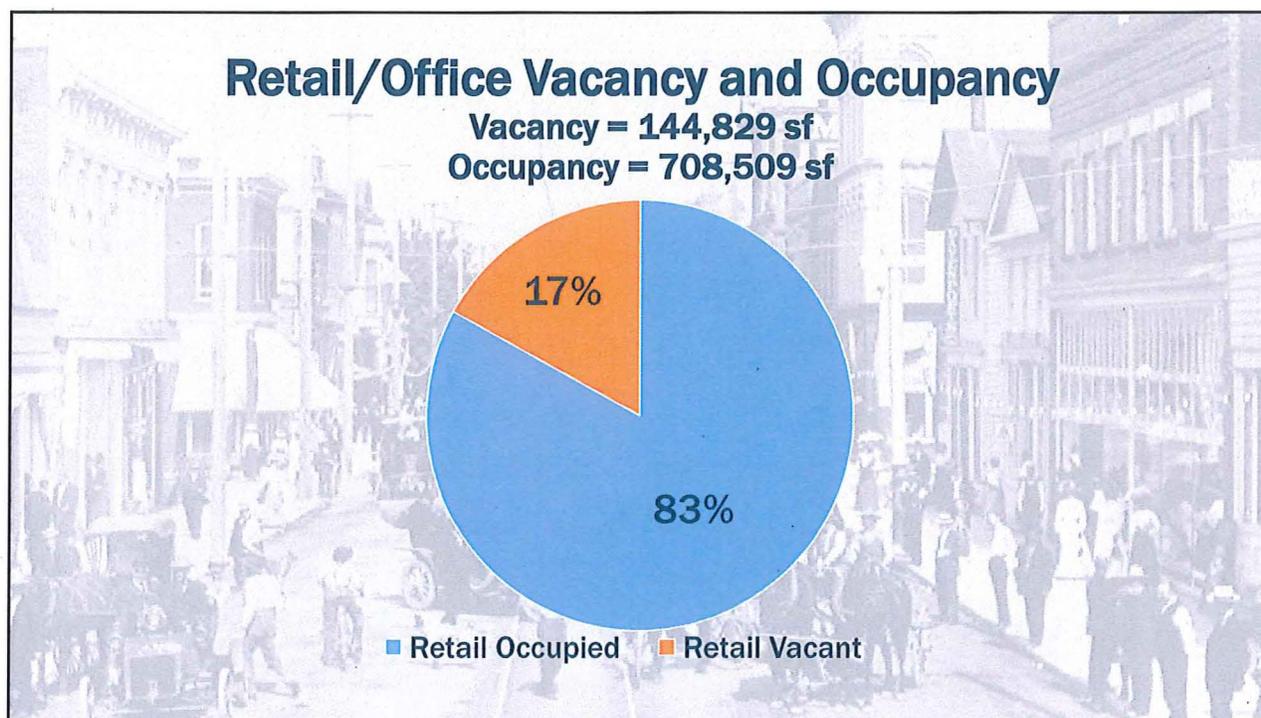
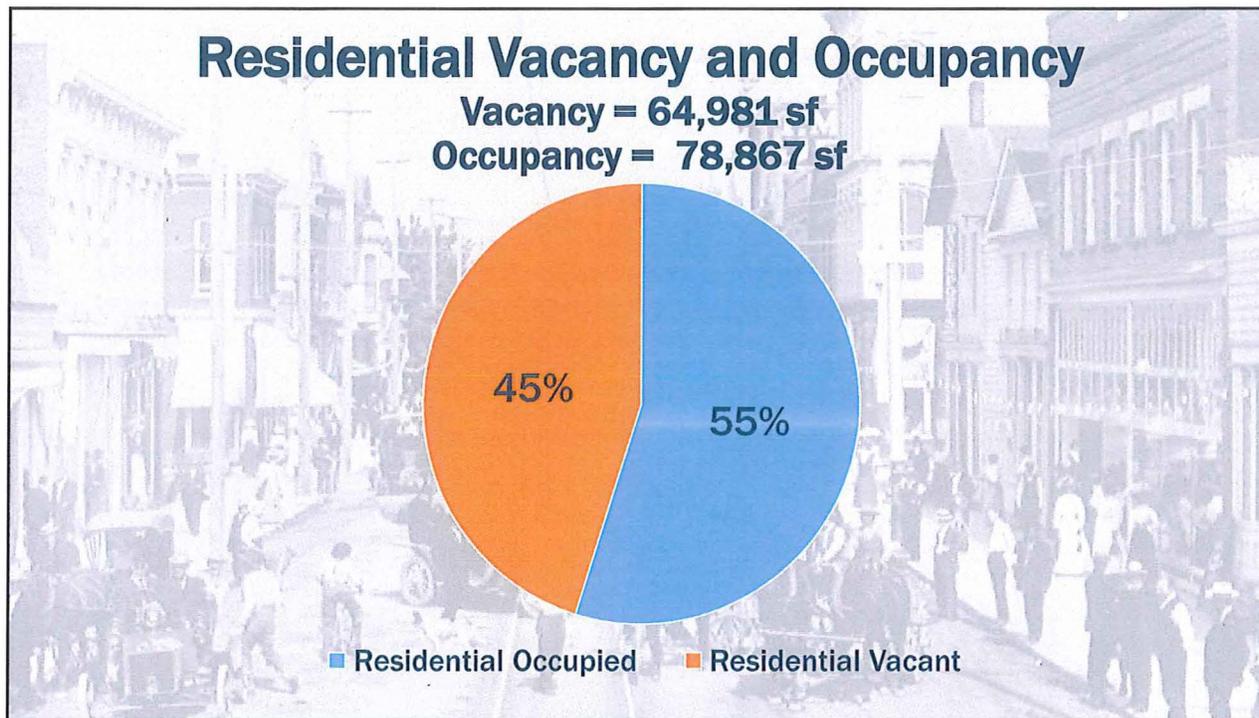
### Business - Residential Use

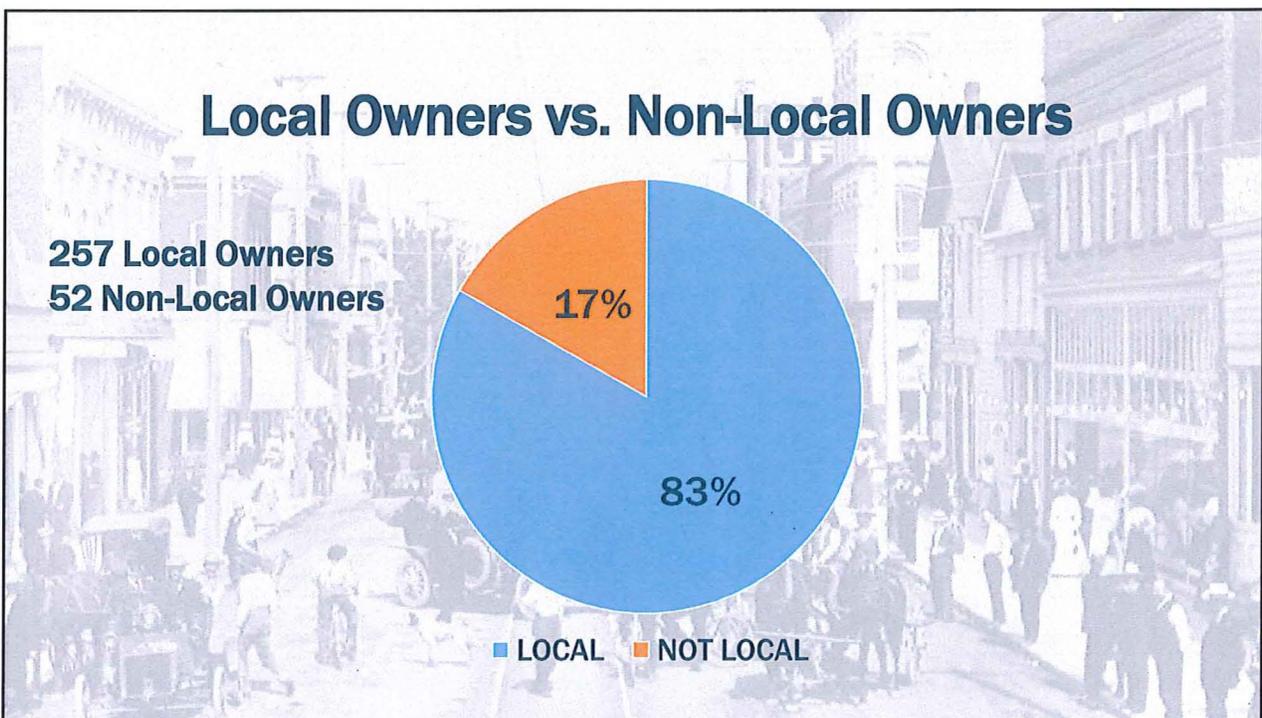
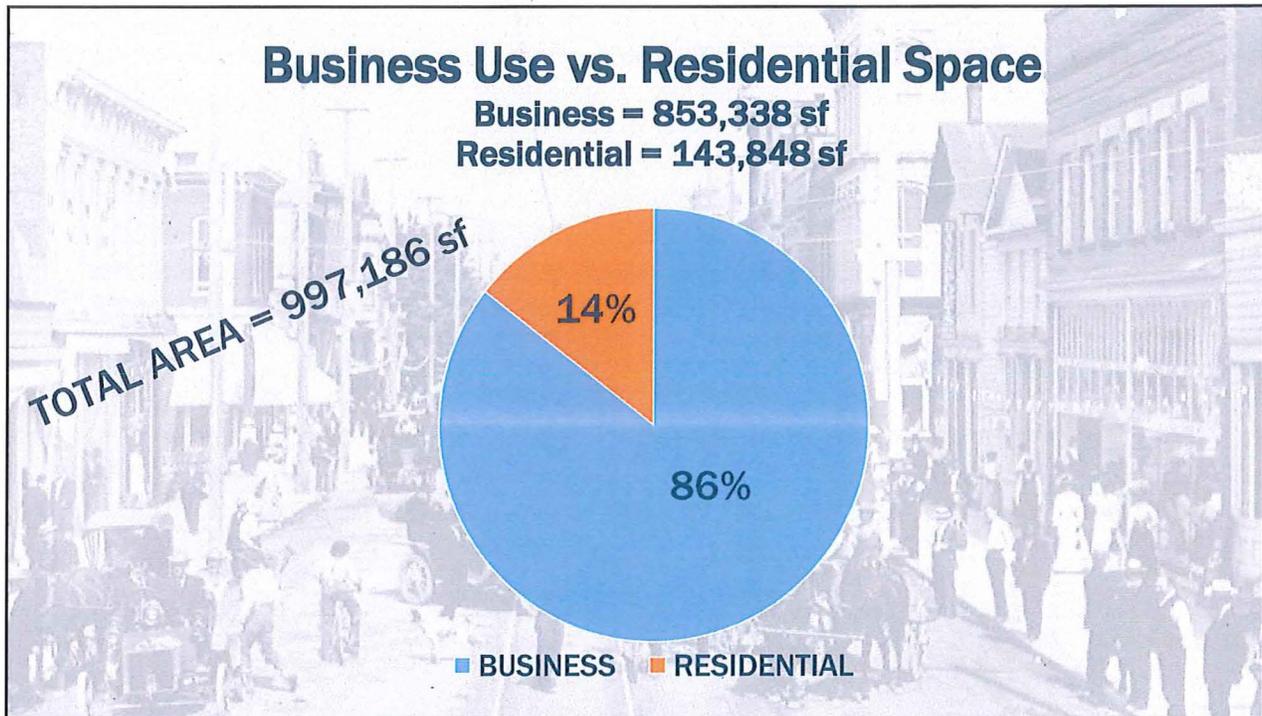
997,186 Sq Ft

**Total Buildings**

2,035,073 Sq Ft

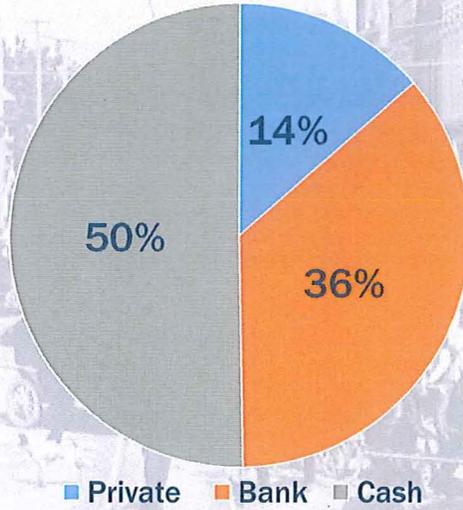
- OTHER DOWNTOWN
- RESIDENTIAL, RETAIL, OFFICE





## Property Financing at Time of Sale Private vs. Bank vs. Cash

Private = 43  
Bank = 114  
Cash = 159  
Total = 316  
properties



## Sales Activity Indicates Accrued Depreciation

- Combined total of all building sales from 2005 to 2015 = \$33,324,607
- Combined total of the size all building from 2005 to 2015 = 800,855 Sq.Ft.
- Average sales price per square foot for eleven years = \$42 Per Sq.Ft.

\$42 Per Sq.Ft includes land.

Estimate of value of land = Say \$10 Per Sq.Ft.

Value of property attributed to buildings = \$32 Per Sq.Ft.

Estimated Replacement Cost of Buildings - \$100 Per Sq.Ft.

Buildings are selling at 32% of Replacement Cost

## Residential Rent Loss and Value Loss Analysis

- **Total Residential Space = 143,848 Sq.Ft.**
  - Vacant Residential Space = 64,981 Sq.Ft.
  - Occupied Residential Space = 78,867 Sq.Ft.
  - Residential Space Vacancy Rate 45%
- **Rent Loss Of Vacant Residential Space**
  - 64,981 Sq.Ft. at \$.80 Per Square Foot Month is Annual Rent Lost of \$623,818
- **Value Loss Of Vacant Residential Space**
  - \$623,818 X Expense Ratio of 75% indicates Rent Loss of: \$467,863
  - \$467,863 Capitalized at 8% indicates Value Loss of \$5,848,290

## Commercial Rent Loss and Value Loss Analysis

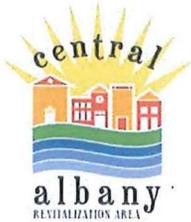
- **Total Commercial Space = 843,338 Sq.Ft.**
  - **Vacant Commercial Space = 144,829 Sq.Ft.**
  - **Occupied Commercial Space = 708,509 Sq.Ft.**
  - **Commercial Space Vacancy Rate 17%**
- **Rent Loss Of Vacant Commercial Space**
  - **144,829 Sq.Ft. at \$.80 Per Square Foot Month is Annual Rent Lost of \$1,390,358**
- **Value Loss Of Vacant Commercial Space**
  - **\$1,390,358 X Expense Ratio of 75% indicates Net Income of: \$1,042,769**
  - **\$1,042,759 Capitalized at 8% indicates Value Loss of \$13,034,610**

## Residential and Commercial Rent and Value Loss

- **Residential Rent Loss      \$623,818**
- **Commercial Rent Loss      \$1,390,358**
- **Total Rent Loss              \$2,014,178**
  
- **Residential Value Loss      \$5,848,290**
- **Commercial Value Loss      \$13,034,610**
- **Total Value Loss              \$18,882,990**

## Financial Engineering Challenge

- **Average sales price per square between 2005 and 2015 is \$42 per Sq.Ft.**
  - What is the most a federally regulated financial institution (Bank) will lend?
  - Probably  $\$42 \times .75 = \$31.5$  per square foot
- **Cost to build a new building or renovate an old building is \$100 per Sq.Ft**
  - What is the equity contribution needed to build a new or renovate an old building?
  - Probably \$68.5 per square foot of funding must be contributed by owner



TO: CARA Advisory Board  
FROM: Kate Porsche, Economic Development and Urban Renewal Director *Kate (see)*  
DATE: May 12, 2016, for May 18, 2016, CARA Advisory Board Meeting  
SUBJECT: Forgivable Loan Contract Extension for Scott Lepman

Background

Staff was contacted by Scott Lepman's attorney regarding a contract extension for the forgivable loan that was awarded for the renovation of the Fortmiller building located at 420 Third Avenue SW. Renovation work has started, and Mr. Lepman is making progress in completing the renovations that are described in the CARA funding application.

While Mr. Lepman has been able to make progress on the first phase, his letter suggests the project experienced delays due to not being able to obtain the permits in a time frame that met the original schedule. Due to the delay, Mr. Lepman was unable to begin work until 2016 and is unable to complete the renovations before the deadline set for July 31, 2016.

Mr. Lepman is requesting an extension to complete the renovation work of Phase I of the project until January 31, 2017.

If approved, staff would work with the City Attorney to prepare the appropriate new documents. Staff has reviewed the request and approve of it. For Wednesday's meeting, we seek your review and consideration of the extension of the completion date of the project.

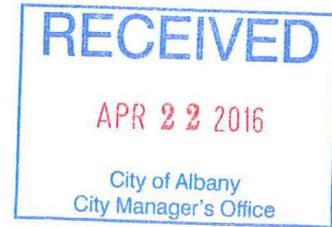
Recommendation

Staff feels the new timeline is acceptable and would give Mr. Lepman enough time to complete the first phase of the project. Staff recommends approval of the new schedule proposed by Mr. Lepman.

KCP:ldh  
Attachment

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April 20, 2016



Kate Porsche  
CENTRAL ALBANY REVITALIZATION AREA  
PO Box 490  
Albany, OR 97321

**Re: CARA/Sable Drive, LLC  
Forgivable Loan Contract Extension**

Dear Kate:

This firm represents Sable Drive, LLC ("Sable Drive") regarding the Forgivable Loan Contract ("Contract") between the Central Albany Revitalization Area ("CARA") and Sable Drive dated July 31, 2015.

Under the terms of the Contract, my client is required to renovate the Fortmiller building located at 420 Third Avenue, SE, Albany, Oregon (Phase I) by July 31, 2016. In addition, my client is required to complete construction of the new buildings located at 226, 228, 230, 232, and 234 Third Avenue, SE, Albany, Oregon by July 31, 2018 (Phase II).

Under Section 8 of the Contract, my client may make a written request for an extension of time to complete the work required by the Contract. The renovation work for Phase I of the project experienced significant delays because my client was unable to obtain the required permits in a timely manner. Due to this delay, my client was unable to begin work until 2016 and is unable to complete the renovations before the July 31, 2016 deadline.

At this time, the renovation work has begun and my client is making substantial progress in completing all the renovations described in the CARA funding application with respect to Phase I.

My client requests an extension of the deadline for completion of Phase I of the project until January 31, 2017.



Please contact me if you have any questions regarding this request for an extension of time. If you would like additional information regarding the status of the Phase I renovation project, please contact Candace Ribera at (541) 928-9390.

Very truly yours,

  
Scott G. Cowgill

SGC/km

cc: Sable Drive, LLC, Attn: Scott Lepman

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TO: CARA Advisory Board  
FROM: Kate Porsche, Economic Development & Urban Renewal Director *Kate (aa)*  
DATE: May 12, 2016, for May 18, 2016, CARA Advisory Board Meeting  
SUBJECT: Developer Partnership Contract Extension for Edgewater Village

#### Background

Last month, George and Paula Diamond came before you with an update on their project and a plan to move forward with the previously approved plan to build 60 units. These units were to be developed in six phases, including zero lot line lots in Phase E to accommodate the construction of attached residential dwellings (see *Attachment A – Site Plan*).

The Diamonds are requesting an extension to complete the agreed-upon number of housing units at the Edgewater Village site. The total number of units will remain the same; however the Diamonds are requesting an additional two years to complete the project based on the timeline they have submitted.

The proposed schedule is:

- 4 units to be completed by the end of 2016 = 9 total units
- 6 units to be completed in 2017 = 15 total units
- 12 units to be completed in 2018 = 27 total units
- 12 units to be completed in 2019 = 39 total units
- 21 units to be completed in 2020 = 60 total units

With this new schedule, the Diamonds request that if homes built in any one year exceed the amount outlined for the year, any additional units will be credited towards the next year's annual cumulative building requirements.

I have spoken with the Diamonds in the past few weeks to discuss the extension, and they feel confident that they will be able to complete the construction of these units in the proposed timeframe.

If approved, staff would work with the City Attorney to prepare the appropriate new documents. The City Attorney and I have reviewed and approve of the details of this request.

For Wednesday's meeting, we seek your review and consideration of the extension of the completion date of the project.

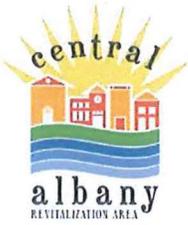
#### Recommendation

With the Diamonds' refocus on the original plan to build 60 units and the delays encountered in the consideration of a multifamily project, staff feels the request is justified and new timeline is acceptable. Staff recommends approval of the new schedule proposed by the Diamonds.

KCP:ldh

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TO: CARA Advisory Board

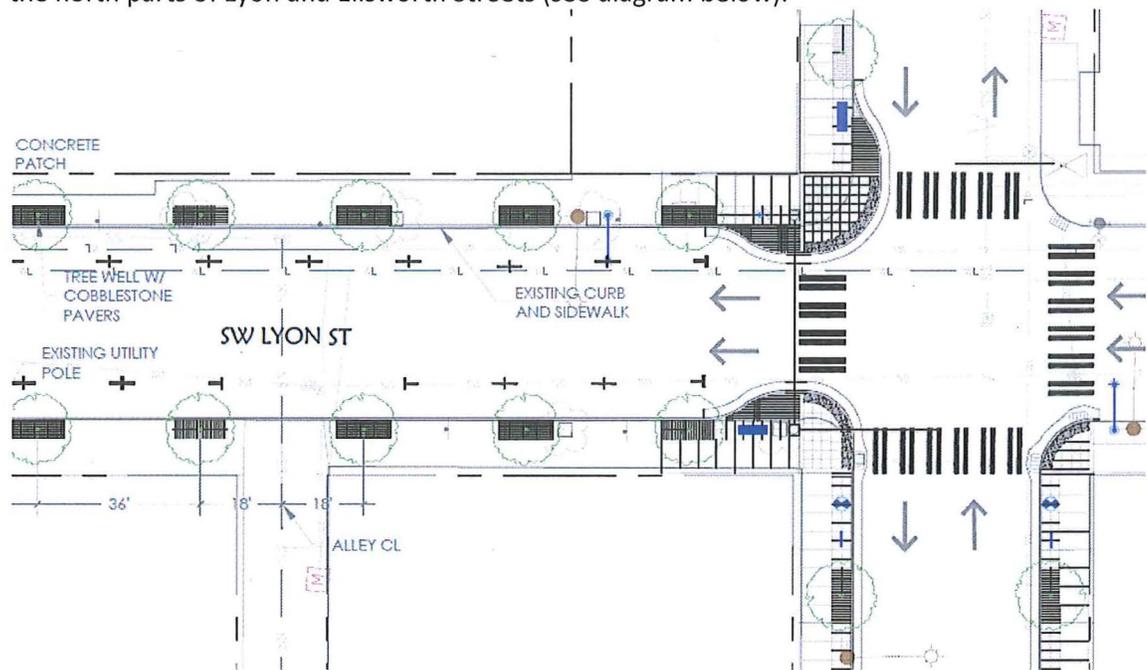
FROM: Kate Porsche, Economic Development & Urban Renewal Director  
Ron Irish, Transportation Systems Analyst  
Staci Belcastro, City Engineer

DATE: May 12, 2016, for May 18, 2016, CARA Advisory Board Meeting

SUBJECT: Staff Report – Downtown Streets, Lyon and Ellsworth Curb Extension and Sidewalks Questions

### Background – Curb Extensions

Staff has been working with Crandall Arambula on the final designs of the downtown streets' project. Through this process, a question has come up relating to proposed curb extensions on the north parts of Lyon and Ellsworth Streets (see diagram below).



Example from Lyon and Third Avenue of proposed curb extensions.

Crandall's team believes that these extensions are critical improvements to improve pedestrian safety and link properties east of Lyon/Ellsworth to the retail core. They have proposed curb extensions from First to Third Avenues at the signalized intersections on Lyon and Ellsworth Streets. The non-signalized intersections at Fourth and Fifth Avenues on Lyon and Ellsworth Streets already have curb extensions.

Staci's team has reviewed the proposed curb extensions. They feel that the curb extensions would not provide enough of a benefit given the expected installation cost. Staff is aware of no engineering studies documenting a safety benefit to pedestrians from installation of curb extensions at signalized intersections with protected pedestrian movements. Because the walk phase for the pedestrian crossings is automatic (no ped push buttons), the use of curb extensions would not add any capacity to the intersection by allowing for a shortened green time for pedestrian crossing movements.

Additional Public Work's staff concerns include:

- The possibility of ODOT- required signal modifications to relocate the pedestrian signal heads closer to the revised pedestrian ramp locations.
- The addition of storm drainage work not originally planned or budgeted for.
- The time necessary to coordinate the design with ODOT staff and potential impacts to project schedule and cost.
- The need to design the curb extensions to accommodate truck turning movements will result in large radius returns and the elimination of adjoining on street parking.

### Costs

Inclusion of the curb extensions on from First to Third will be expensive. A precise cost estimate cannot be developed until after discussions with ODOT regarding the potential for traffic signal modifications. With that said, we have realized some cost savings with the removal of curb extensions on most of the southern park of Lyon and Ellsworth (Fifth Avenue to Ninth Avenue, with the exception of extensions at the northern corners of Seventh Avenue and Lyon/Ellsworth.)

These funds would be paid by CARA and added to the overarching project costs, should the board decide to move forward.

Crandall's team believes that the use of curb extensions at these intersections would create better connectivity from the retail core to the east and vice versa, but any benefit realized would come at a significant cost. We felt it best to bring this question back to the Advisory Board for their input and direction.

### **Background – Sidewalks**

In addition to the curb extensions, Crandall Arambula has also proposed replacing the sidewalk in its entirety along Lyon and Ellsworth from First to Third Avenues. They believe this will complete the finished look of the downtown core retail area that is consistent with the improvements done on Second and Third Avenues. As previously stated, there is a \$425,000 cost savings from removing most of the curb extensions along south Lyon and Ellsworth from the design. The additional cost to replace the four proposed blocks of sidewalk along Lyon and Ellsworth would be \$250,000, leaving \$175,000 left over for project contingency. The Board previously decided the only minimum sidewalk improvements should be done on Lyon and Ellsworth, but staff wanted to ask if the Board would reconsider doing the proposed blocks in their entirety with the funds that have already been allocated to the streetscape project.

### **Request**

Please review this report and provide direction as to whether or not the downtown streets project should include curb extensions on Lyon and Ellsworth from First to Fifth Avenues and whether or not you would like to replace the sidewalks along Lyon and Ellsworth from First to Third Avenues.

KCP:ldh



TO: CARA Advisory Board

FROM: Kate Porsche, Economic Development & Urban Renewal Director  
Ron Irish, Transportation Systems Analyst

DATE: May 12, 2016, for May 18, 2016, CARA Advisory Board Meeting

SUBJECT: Staff Report – Second Avenue and Calapooia Street Project

## Background

Staff is bringing back details and costs related to the potential street project on Calapooia Street (between First and Second Avenues) and Second Avenue from Calapooia to Washington Street. After some general discussion about this potential project at the last CARA meeting, direction from the Board was to bring back more specifics related to the project. While there was some discussion about which entity (Council or CARA) should be the next body to review this item, it seemed to me that CARA was the appropriate first stop due to the amount of funding necessary from CARA and the modest sums available from the City (see details below).



As you may recall, the goal of this street project is to create angled parking on the blocks surrounding the post office. The project has been included in the Transportation Systems Plan (TSP) since February 2010. (See *Attachment A, TSP information sheet on the project*). With the broader downtown streets project and the forthcoming Carousel project, staff thought this might be the right time to dovetail this project in as well. While this is a stand-alone project, construction of the additional angled parking spots would complement the other forthcoming projects in our downtown core.

## Costs

The basic construction, which would include curb extensions at the intersections to create the diagonal parking, necessary drainage work, and new striping along Calapooia Street and Second Avenue would be \$225,000 (see *Attachment B*). This price includes the cost to stripe the

affected blocks and construct three curb extensions along with their incidental drainage and sidewalk modifications. There is water line work to be completed on those streets as well, and in this basic cost estimate the trench patches from that work would remain.

The second option (*Attachment C*) would include all of the above and would expand the scope of the project to include 3" of new pavement. This work would be completed on along First Avenue, Calapooia Street, and Second Avenue. Total costs for this option would be \$475,000. Staff recommends performing the grind inlay on all three blocks to put the streets on the same maintenance schedule as the other blocks being redone with the downtown streetscape project. The grind inlay will also remove the appearance of the water line trenches that will appear after that work is completed.

The third option would add in construction of the sidewalks, curb, and gutter along the length of the streets would raise the total cost to \$625,000. (See *Attachment D*).

Finally, if you were to include trees and wells (on First and Calapooia), it would be an additional \$25,000 for a total of \$650,000. This item may be an add-on to any of the options.

The Advisory Board had inquired about potential other funding sources. There is a possible Transportation Systems Development Charges (TSDC) contribution of up to \$50,000. Getting to that amount would require getting to diagonal parking on all three streets (First, Second, and Calapooia), and doing only some of the streets would proportionally decrease the amount of TSDC that could be used.

#### Parking

A total of 19 additional parking spaces would be gained by doing Calapooia and Second. These additional parking spaces were not included in previous calculations related to parking and the larger downtown streets project that CARA is funding.

Staff would also like to have your review and feedback related to the type of angle parking, that is, pull-in or back-in. Please see *Attachments E and F* for the diagrams of the two versions. Staff recognizes that the idea of back-in angle parking may be new and different to some; however, it has been shown to be significantly safer in pedestrian and bike-heavy areas, which is what the environment near the carousel will be. Other jurisdictions have found back-in parking can be very successful when used on one-way streets, which is the case at the end of First Avenue, to Calapooia to Second Avenue.

Back-in angle parking creates significantly better visibility when pulling out of the space, as the driver is looking forward into the lane. Additional safety is realized, especially for families with small children because when the car doors open, occupants of the vehicle can exit to the back of the vehicle (toward the sidewalk) and are shielded by the car doors. Loading and unloading from the rear of a vehicle is also much easier



in this design as the trunk or cargo space of the vehicle is at the sidewalk. The added visibility when pulling out makes back-in diagonal parking much safer for bicyclists in the roadway as well. See photos this page from downtown Boise, Idaho.

Ron Irish, Transportation Systems Analyst, provided a traffic study on this subject for your review (*Attachment G*). Additionally, staff has had conversations with Crandall Arambula as well as the Carousel and Albany Downtown Association. Both Crandall and the two groups wholeheartedly support the design which incorporates back-in angle parking. Finally, for those concerned with the historic aspects of our downtown, please see *Attachment H*, a photograph taken in downtown Albany in 1923 showing the cars parked on First Avenue backed-in and angle parked.

#### Timing

Timing of this project will be critical. Because of the work related to the water line, Carousel project, and other downtown streetscape projects, dovetailing this project in at the right time and coordination with the other projects will be essential. Doing the work on Calapooia Street and Second Avenue after the opening of the Carousel would result in additional disruption and inconvenience; the one-way street pattern would force all traffic leaving the new diagonal parking provided by the Carousel through another construction zone. In discussions with the Public Works team, their belief is that we should work to complete this project just following the waterline work but prior to the opening of the Carousel or streetscape construction on the other downtown streets.

#### **Request**

Please review this report and the included attachments regarding design options and a possible CARA contribution to this additional street project.

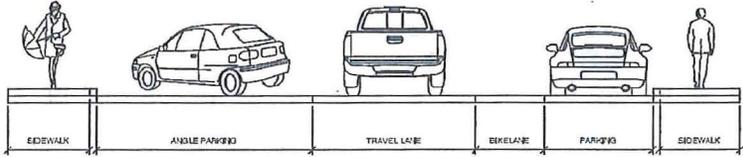
#### **Recommendation**

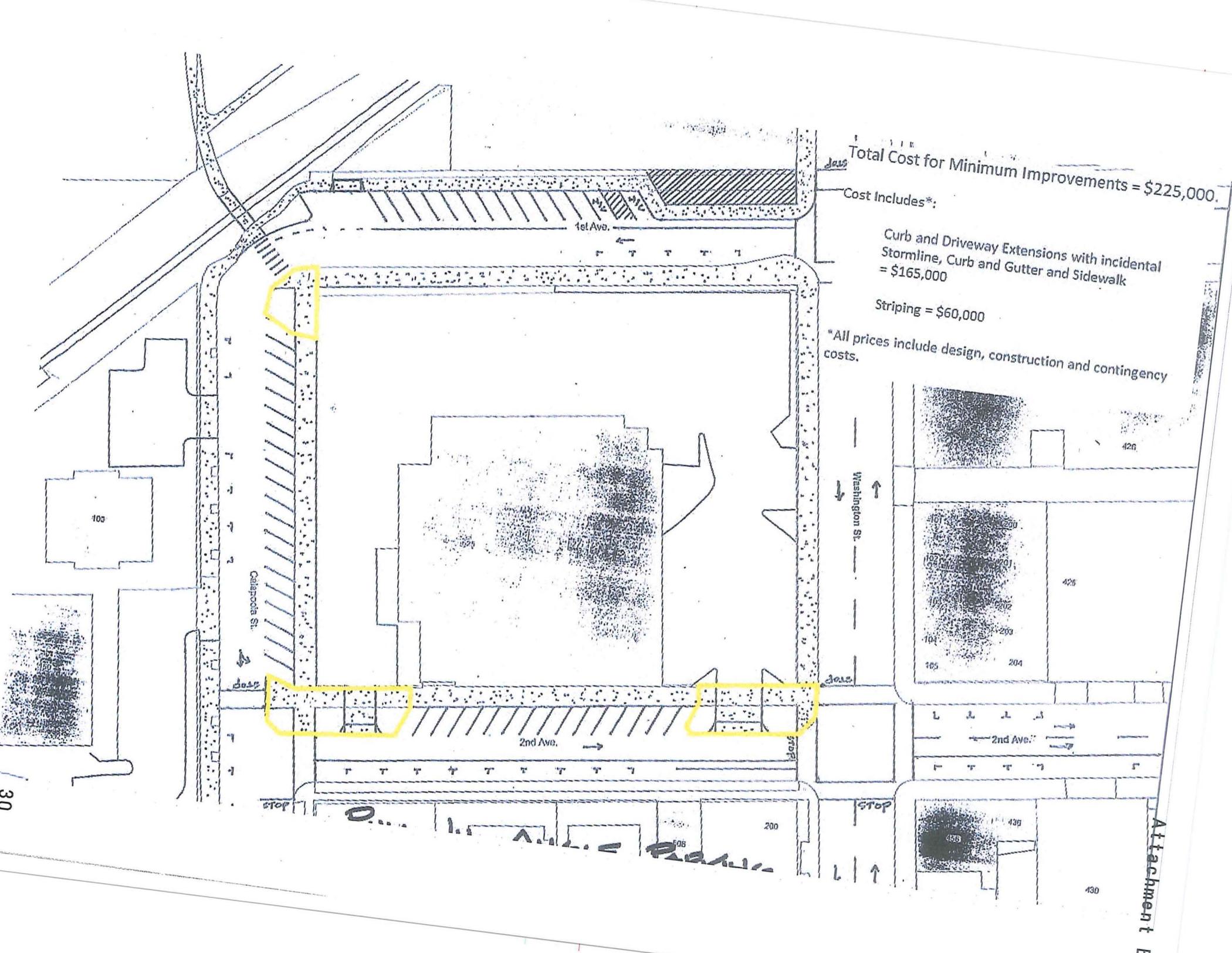
Staff recommends approval at least the option for \$475,000 for the angle parking and street reconstruction on these blocks. Additionally, staff recommends approval of the back-in angle parking layout to maximize safety for families and bicyclists in this area.

KCP:ldh

Attachments 8

*G:\Economic Development\CARA\CARA Advisory Board\2016\Staff Reports\2016.05.18 2nd and Calapooia Streets Work\_Final.docx*

<b>Project #:</b> L3		<b>Washington/Calapooia/1st/2nd</b>			
<b>Description:</b> Eliminate a through lane on 1st Avenue, 2nd Avenue, Calapooia Street and add diagonal parking along one side of each street resulting in 36 additional parking spaces. This project will also add an all-way stop at Washington Street and 2nd Avenue.					
<b>Category:</b> Safety		<b>Classification:</b> N/A		<b>Agency Coordination:</b> Time Frame: Short-term	
<b>Project Costs:</b>	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$100,000	\$0	\$0	\$100,000	42%
<b>Project Goals Met:</b>					
Efficiency <input type="checkbox"/>	Capacity <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
<b>Project Location:</b>			<b>Related Projects:</b> n/a		
					
<b>Illustrative Section:</b>					
					



Total Cost for Minimum Improvements = \$225,000.

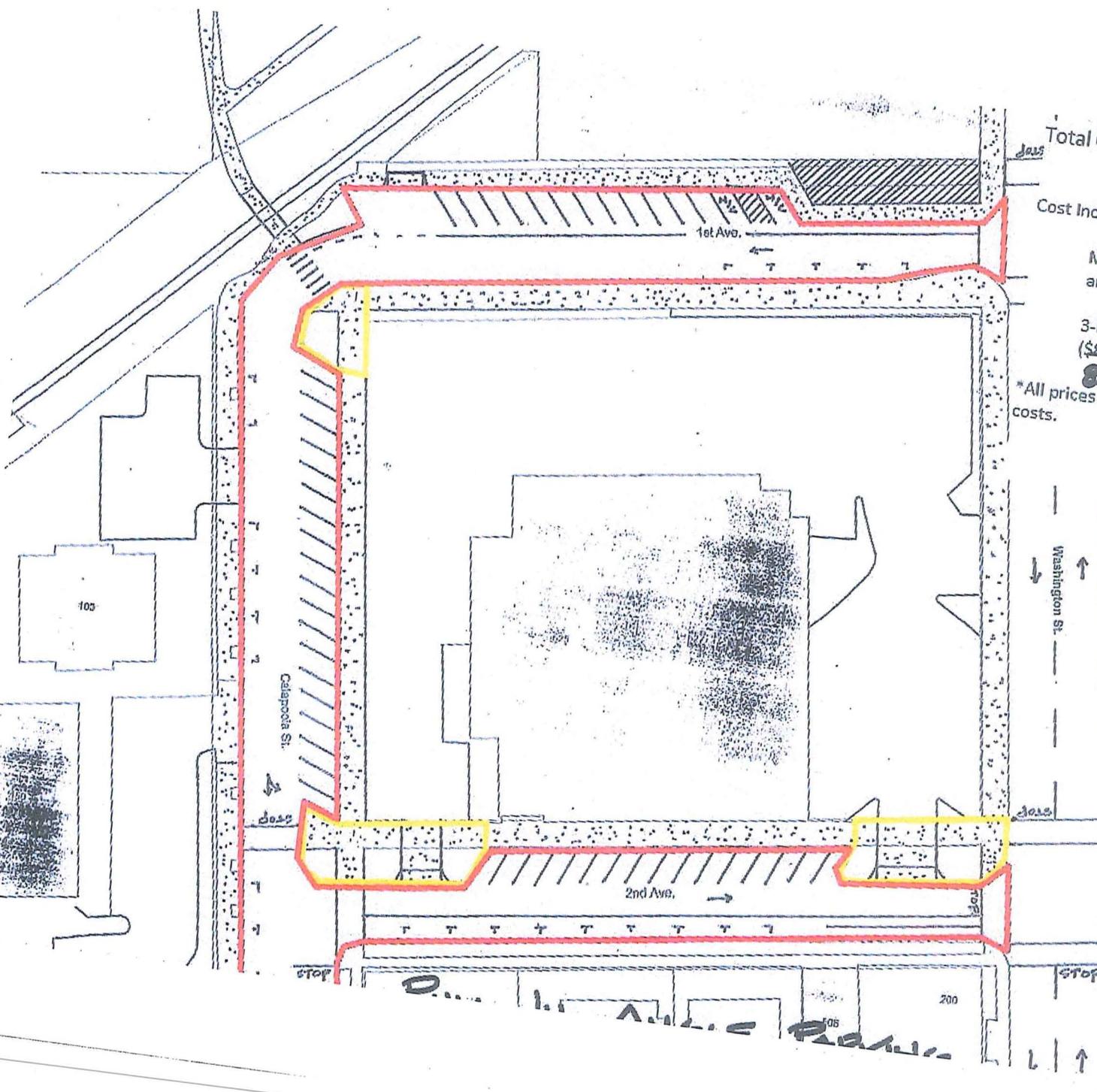
Cost Includes\*:

Curb and Driveway Extensions with incidental Stormline, Curb and Gutter and Sidewalk = \$165,000

Striping = \$60,000

\*All prices include design, construction and contingency costs.

Attachment E



Total Cost for Additional Improvements = \$475,000

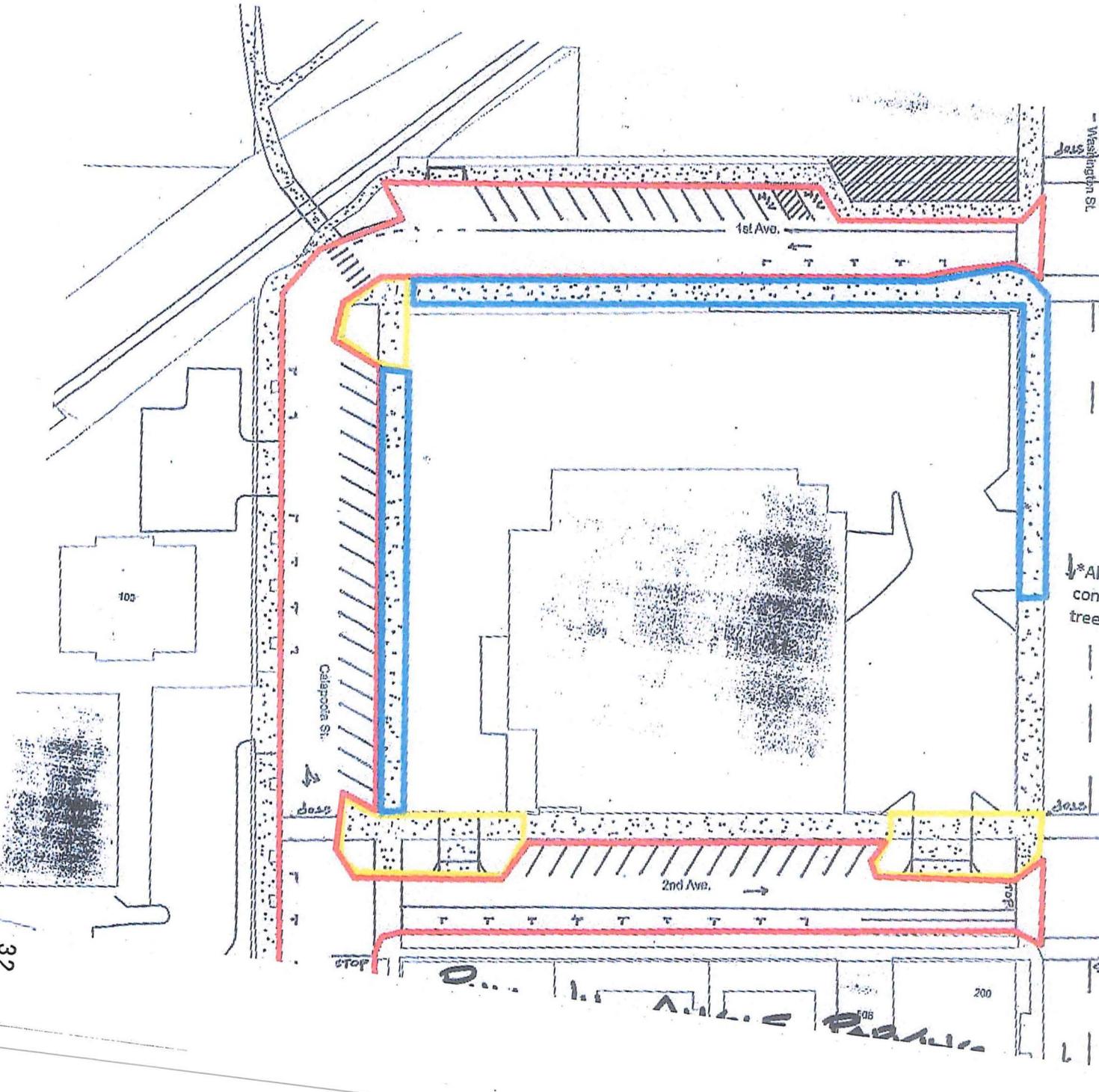
Cost Includes\*:

Minimum Improvements for Curb/Driveway Extensions and Striping = \$225,000

3-Inch Grind Inlay = \$250,000  
 (\$25,000 per block)

**82,500**

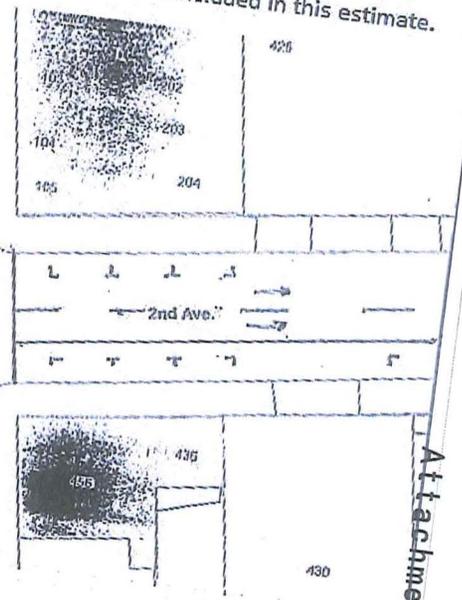
\*All prices include design, construction and contingency costs.



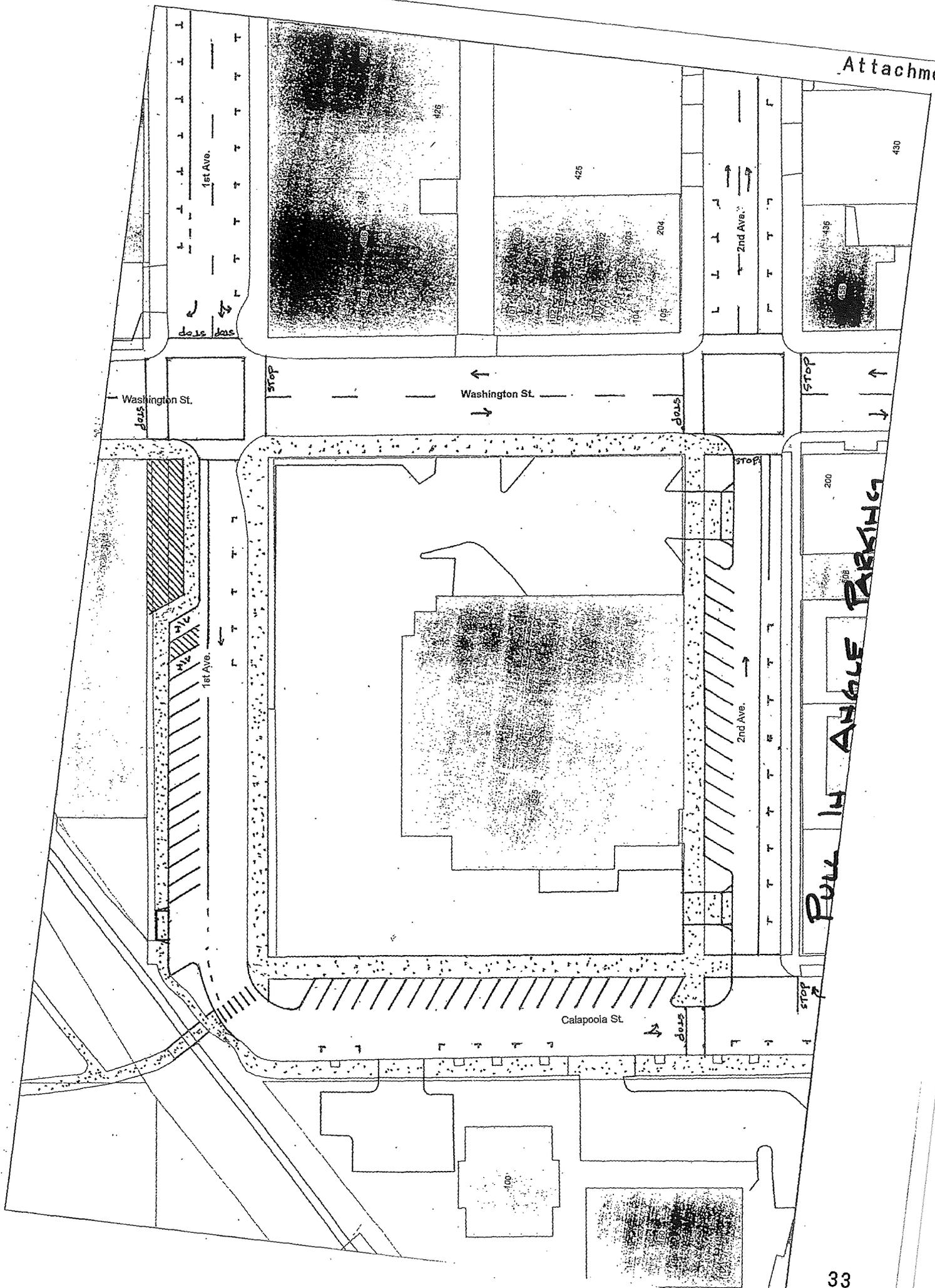
**Total Cost for All Improvements = \$625,000**  
**Cost Includes\***

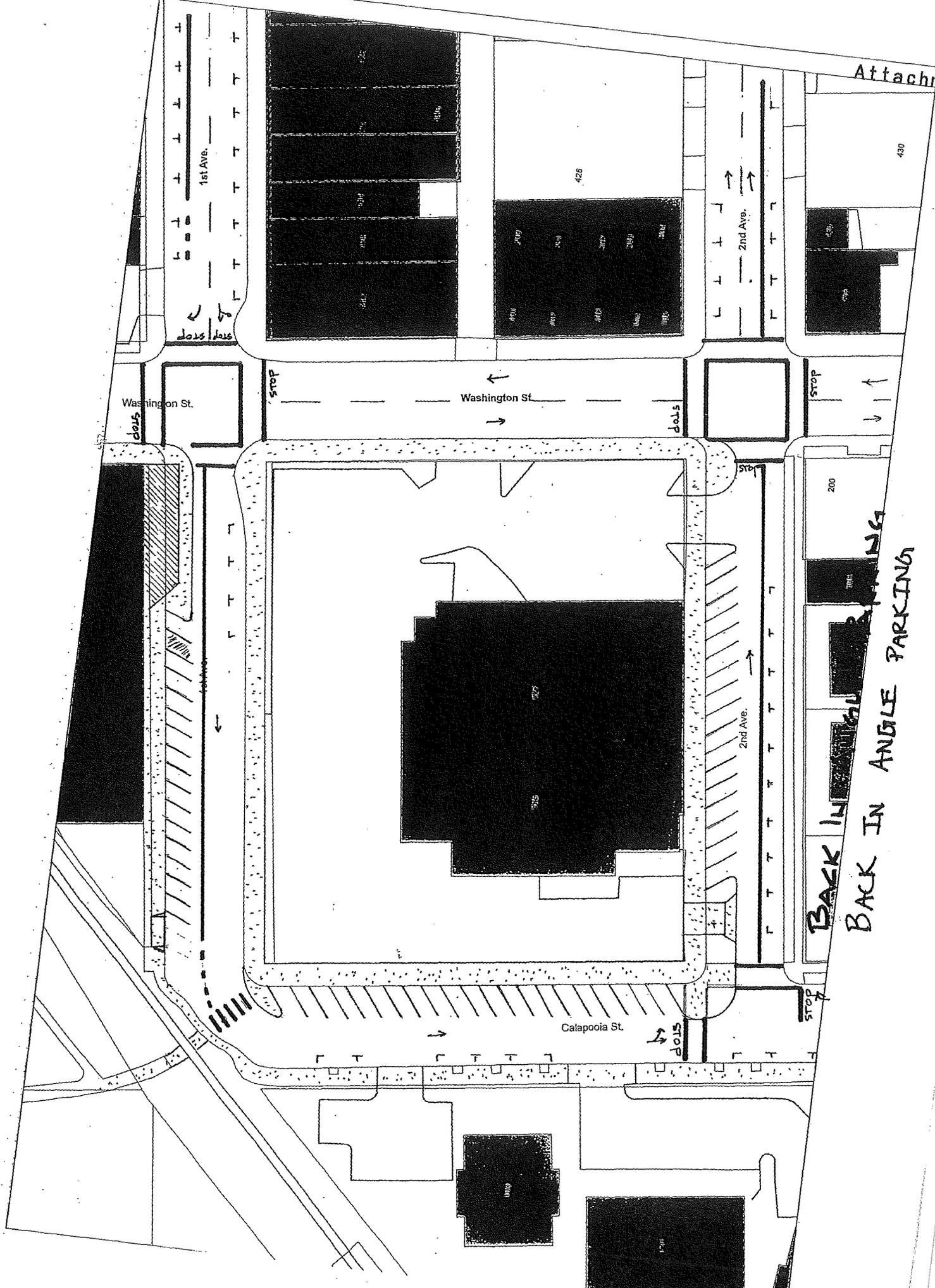
- Minimum Improvements for Curb/Driveway Extensions and Striping = \$225,000
- 3-Inch Grind Inlay = \$250,000
- Calapooia Sidewalk and Curb and Gutter = \$60,000
- 1st Ave Sidewalk and Curb and Gutter = \$60,000
- Washington Street Sidewalk and Curb and Gutter = \$30,000 (For Bus Stop)

\*All prices include design, construction and contingency costs. Design elements such as street trees and lighting were not included in this estimate.



Attachment 1





## BACK IN ANGLE PARKING IN THE CENTRAL BUSINESS DISTRICT

**John A. Nawn, P.E., PTOE**

### ABSTRACT

In many CBDs, the lack of available parking is seen as deterrent. One methodology to provide more parking is creation of traditional, pull-in angle parking. However, in order to properly implement traditional angle parking, a substantial amount of ROW is necessary to provide the proper maneuver space for vehicles to back out.

With traditional angle parking the width of the street and subsequently pedestrian crossing distances become excessive. At signalized intersections, the pedestrian crossing times can be excessive, leading to decreased vehicle mobility. More typically, the width of available ROW is insufficient.

While the angle of the parking can be reduced to narrow the required width, as the parking angle becomes more acute, the angle parking yield approaches that parallel parking. Ideally, angle parking without the wide maneuver space would address the problem.

One solution is back-in angle parking. The biomechanics necessary to position a car into a back-in angle space is not much different than that required for parallel parking. Leaving the back-in angle space is no more different than pulling into the street. Furthermore, no maneuver space is typically required for a parallel parking space. Without the need for a maneuver space, the back-in angle parking provides the necessary additional parking without the need for the excessive or unavailable ROW.

Pottstown, Pennsylvania, USA commissioned a study of back-in angle parking as part of a Downtown revitalization. A number of other cities were studied with similar parking including Wilmington, Delaware; Seattle; Indianapolis; Salem, Oregon and Washington, D.C.

### INTRODUCTION

In many community's central business districts (CBD), the lack of available parking, close to the to the retail and commercial establishments is seen as deterrent to continued retail development and reinvestment into the CBD. In many instances, the CBD is also bisected by an urban arterial, or "Main Street" if you will. The competing needs of parking versus efficient vehicle movement can impede mobility and sometimes compromise safety.

Since the middle of the 1990's, the Borough of Pottstown, Montgomery County, Pennsylvania, has struggled to revitalize and reinvigorate its downtown core. The Borough's 1994 Downtown Comprehensive Plan identified several goals to accomplish this aim specifically dealing with the creation of a more pedestrian friendly, multi-modal environment while maximizing the amount of available parking and its proximity to the retail establishments that line the downtown core. Through leveraging of and improvement to the existing transportation infrastructure, the community has attempted to realize these goals.

### Borough History & Location

Located in the Philadelphia, Pennsylvania metropolitan area, the fifth largest metropolitan area in the United States and situate on the Schuylkill River, the Borough of Pottstown traces its routes to 1752. Founded by an ironmaster, the Borough was at one time an active industrial center hosting iron and steel production. Soon the Reading Railroad came to town, further increasing Pottstown's prominence in the region and along the River. Pottstown's furnaces were instrumental in completing the locks for the Panama Canal and portions of the Golden Gate Bridge. Like many of the older, industrial communities in the Philadelphia suburbs, however, population and regional prominence peaked after World War II, followed by a steady decline as the region shifted from industrial production to that of a bedroom community to support the growing service industry. At 5.5 square miles, (14.25 square kilometers), Pottstown population is 21,859 (2000 census).

At 40 miles (64.4 kilometers) from downtown Philadelphia, Pottstown was served by one of the original 'turnpikes' radiating out from the City. Ridge Pike essentially parallels the Schuylkill River, along its eastern shore, linking many of the older industrial communities along the River between Philadelphia and Pottstown. Within the

Borough, Ridge Pike is called High Street. As the Borough developed, the central business district (CBD) also developed, centered along High Street, essentially making High Street the Borough's 'Main Street'. Like many other local communities, Pottstown also hosted a trolley operation in the early 1900's. Through the CBD, the trolley, of course, traveled down the center of High Street and was double tracked reflecting Pottstown's prominence in the region's economy. Given the presence of the trolley and importance in linking Pottstown with the rest of the region, the High Street corridor cut a wide path through the CBD.

#### **Current Existing Conditions**

With the abandonment of the trolley service and the increase in automobile traffic after World War II, the High Street cross section was reconfigured to maximize automobile mobility. With 68 feet (20.74 meters) available between the curb lines, two 11 foot (3.35 meter) through lanes and a 7 foot (2.14 meter) parallel parking lane were created in each direction along with a 10 foot wide (3.05 meter) center turn lane/painted median. This is the configuration that presently exists. Combined with a 16-foot (4.88 meter) sidewalk on each side, the face of the buildings on each side of the street are 100 feet (30.50 meters) apart, creating a very wide corridor through the CBD. The width of the corridor in and of itself is visually perceived by some to be a deterrent to downtown redevelopment.

By the late 1960's however, it was clear that High Street and Ridge Pike were quickly becoming inadequate. To serve the ever-increasing traffic demand, the Pennsylvania Department of Transportation (PENNDOT) undertook the construction of a four lane, grade separated, limited access freeway along the western side of the Schuylkill River. This new roadway, U.S. Route 422, on the opposite side of the River from the Borough, essentially bypassed the CBD and drew a large amount of the existing through traffic volume from High Street. Combined with a general decline in shopping within the CBD in favor of regional malls (the King of Prussia Mall, the United States Second largest indoor shopping mall is 20 miles (32 kilometers) south of the Borough via Route 422), High Street quickly became an underutilized transportation asset.

With the reduction in traffic demand, vehicle speeds increased as the number of vehicles using High Street decreased. A 1995 study commissioned by the Borough indicated that the 85<sup>th</sup> percentile speed along High Street was 27 miles per hour (43.2 kilometers per hour). The same report indicated an average daily traffic volume (ADT) of 9,228 vehicles per day (vpd). Year 2001 PENNDOT data places the ADT volume at 8900 vpd. The 1995 study also indicated that the signalized intersections within the corridor, and High Street itself, were typically operating at a level of service (LOS) B during peak periods. High Street is classified as an urban arterial by PENNDOT.

#### **PROBLEM STATEMENT**

Strictly speaking as a highway facility, High Street was an operational success. The 85<sup>th</sup> percentile speeds were within 5 miles per hour (8 kilometers per hour) of the posted speeds and an attractive level of service was being maintained for vehicles. However, High Street was failing to meet more recent and progressive economic development and transportation goals endorsed and promoted at the local, state and national levels.

Increasing pedestrian traffic is one of the key objectives in the Borough's efforts to revitalize the CBD. However, High Street's current configuration impedes these efforts. With four lanes of rapidly moving traffic, it is neither pedestrian nor shopper friendly. High Street's 68-foot (20.74 meter) cross-section is intimidating and discourages pedestrians and shoppers from crossing the street. Pedestrian injuries and deaths have not been uncommon. In addition, the vehicle traffic along High Street moves too quickly to allow passengers adequate time to identify shopping opportunities and find a parking space.

A perceived lack of parking was also identified as a concern of the downtown business owners. Although metered, parallel parking was available on both sides of High Street throughout the CBD, it was generally 50 % utilized and, therefore, considered to be insufficient in addressing the full potential needs of the downtown businesses, considering the number of vacancies. While a number of small surface lots had also been created along High Street, the linear nature of the CBD makes this parking convenient to only the adjacent businesses with long walks necessary for all other businesses.

Another key consideration within the CBD is public transportation. Both the Borough (Pottstown Urban Transit (PUT)) and the Southeastern Pennsylvania Transportation Authority (SEPTA) operate bus service within the Borough. And, as in the past with the former trolley system, High Street serves as the spine of this local bus system.

It is thought that creating a safer pedestrian environment will also lead to increased transit usage further reducing the overall traffic demand, particularly among senior citizens who account for one-third of Pottstown's transit riders.

One of Pennsylvania's and the region's transportation goals is to encourage the use of bicycles as an alternative to the automobile. High Street has been designated by Montgomery County as an official Bicycle Route connecting Pottstown with other communities along the Schuylkill River corridor. But, in its current configuration, High Street is not conducive to bicycle travel with no dedicated bike lanes and swiftly moving vehicular traffic.

State and regional plans recognize the connection between revitalizing our older communities and solving the problems of traffic congestion on our roads and highways. Encouraging people to live, work and shop in denser, walkable communities fosters the use of existing public transportation, helps reduce sprawl and relieves the pressure on our road system. Creating vibrant downtowns in our cities and smaller urban communities ensures a growing demand for public transportation. The general thinking was, therefore, that reconfiguring and calming traffic on High Street would address Pottstown's own economic development goals, and would have a positive impact on regional transportation and growth issues.

#### ANALYSES

Clearly if the Borough is to increase pedestrian traffic and attract new business to the CBD, while not reducing available parking, the existing automobile and truck traffic would have to be calmed. It should be noted however, that High Street is a state highway (State Route 4031) and any improvements or changes to High Street would have to be subject to the review and approval of the Pennsylvania Department of Transportation. Given the arterial classification of High Street, it was also unlikely that meaningful traffic calming could occur or would even be permitted with conventional techniques and measures.

The CBD study area generally encompassed a 1.1-mile (1.76 kilometer) corridor centered along High Street. Within this corridor, there are 10 signalized intersections. Of those, however, only two are equipped with pedestrian push buttons. In general the side streets are not actuated. All signals are currently uncoordinated and operate on fixed time cycles with side street phases sufficient to also support the lengthy pedestrian times required to cross High Street. Because of the width of High Street, these crossing times approach 17 seconds. At the two intersections with pedestrian push buttons, exclusive pedestrian phases are initiated upon activation with expected detrimental impacts to the levels of service.

One methodology used to provide for more parking is creation of traditional, pull-in angle parking. However, in order to properly implement traditional angle parking, a substantial amount of right-of-way is necessary to provide the proper maneuver space for vehicles to back out of the spaces without impeding traffic flow on the adjacent roadway.

With traditional angle parking in place on both sides of a "Main Street", the width of the street and subsequently pedestrian crossing distances become excessive creating a non-unified downtown unattractive to pedestrians; pedestrians which are also critical to the success of the retail and commercial establishments in the CBD. At signalized intersections, the pedestrian crossing times can be excessive, leading to decreased vehicle mobility and progression. More typically, the width of available right-of-way is insufficient to support angle parking.

While the angle of the parking can be reduced to narrow the required width of street, as the parking angle becomes more acute, the angle-parking yield becomes not much more than that with parallel parking. Ideally, angle parking without the wide maneuver space would address the problem.

#### The 1995 Study

A key purpose and subsequent finding of the 1995 study of High Street commissioned by the Borough was that the existing through lanes could be reduced to one lane in each direction and, primarily through coordination of the signals, the resultant levels of service with one lane in each direction would be no less than the existing levels of service with two lanes in each direction. Other recommended improvements included actuation of the side streets and installation of pedestrian push buttons at all intersections, not to create an exclusive phase, but to sufficiently extend the side street phasing to support the pedestrian crossings on the actuated side streets. Exclusive left turn bays were also recommended at each intersection.

Upon determination that only one through lane in each direction was necessary, the study then analyzed a number of alternative parking and lane scenarios for the CBD. The alternatives studied included three angle parking scenarios and two parallel parking scenarios. It should also be noted that while one solution could have been simply widening the sidewalks, it was deemed cost prohibitive due the length of the corridor. Observations also indicated that widened sidewalks were not necessary to attenuate the pedestrian volume and the business owners were not inclined to agree to maintain additional sidewalk upon completion of the project.

#### *Head or Pull In Angle Parking on Both Sides of High Street*

At the time of the 1995 study, the use of Back In Angle Parking was not considered. Furthermore, since PENNDOT criteria did not permit and general traffic engineering practice did not recommend backing out of parking spaces into live traffic lanes, a 10 foot (3.05 meter) maneuver lane was considered necessary adjacent to the parking.

The analysis concluded that even with a minimal 22.5 degree angled space; the angle parking on each side of the street would require a total of 50 (15.25) of the available 68 feet (20.74 meters) [15 feet (4.57 meters) for a 9 x 18 foot (2.74 x 5.49 meter) space plus the 10 foot (3.05 meter) maneuver lane]. The remaining 18 feet (5.49 meters) would be insufficient to support at least one lane in each direction let alone any exclusive turning lanes. This alternative, therefore, was dropped from further consideration.

#### *Head or Pull In Angle Parking on One Side of High Street with Parallel Parking on the Other*

The analysis of this alternative indicated that there was sufficient width on High Street to support the 22.5-degree angled space and associated 10-foot (3.05 meter) maneuver lane on one side of the street and accommodate a 12 foot (3.66 meter) travel lane in each direction, an 11 foot (3.35 meter) painted median and an 8 foot (2.44 meter) parking lane on the other side of the street. While this alternative was considered for further investigation it was eventually eliminated by the Borough when it was determined that there would be minimal additional increase in parking with the 22.5 degree angled space.

#### *Head or Pull In Angle Parking Down the Center of High Street*

An alternative was considered that included an interlocking angle parking module down the center of High Street. However, it was determined that a total of 57 feet (17.38 meters) would be required which would leave only 11 feet (3.35 meters) available for both directions of travel. Furthermore, the Borough was not interested in encroaching onto the existing sidewalk, essentially making the street wider, when the crux of the issues was the width of the street. This alternative was not considered further.

#### *Parallel Parking Along Both Sides, Each Direction*

This alternative was initially investigated because it had the potential to provide for additional parking and, through the construction of the necessary center island, provide a pedestrian refuge island, which would aid in crossing the wide street. This alternative would provide parallel parking both left and right of each single travel lane along with the aforementioned center island. However, with two, 8-foot (2.44 meter) parallel parking lanes on each side and a 4 to 8 foot (1.22 to 2.44 meter) median, only a 14 to 16 feet (4.27 to 4.88 meter) travel lane, per direction, would be available. While certainly adequate to handle through traffic, there was no efficient way to handle bus stops, delivery vehicles, etc., without blocking the only available through lane. Also, only eliminating some of the parking spaces at the intersections could accommodate left turns. Finally, the potential of parking maneuvers on both sides of a through lane, coupled with potential pedestrian presence and vehicle entry and exit on both sides of the through lane was deemed more appropriate for a parking lot but not conducive to traffic safety, pedestrian safety or the efficient movement of traffic on the arterial highway. This alternative was not recommended for further consideration by the consultant.

#### *Creation of an Exclusive Bus Lane*

The final alternative analyzed in the 1995 Study was conversion of the right hand through lane on each side to an exclusive bus lane. It was proposed that the exclusive bus lane could also serve as a short duration location for delivery vehicles and provide a maneuver area for drivers accessing the parallel parking lanes. Allowing bicyclist to use the bus lane was also discussed. A possible bus priority system, in conjunction with the exclusive bus lane, was also discussed but was eventually dropped from consideration due to the high cost for the installation of the equipment, the relatively large headways (30 minute peak) and the fact that the signals were already operating at a relatively high level of service. This alternative was put forth as the preferred alternative, but did not meet with the

acceptance of the Borough as it failed to address the pedestrian crossing issues and the time necessary to cross High Street as a result of the still wide street width.

Nonetheless, the 1995 Study did confirm that traffic volumes on High Street could safely and efficiently be handled with only one through lane in each direction.

#### The 2001 Study

Following the completion of the 1995 Study, a number of meetings were held and presentations were made to better ascertain the needs and desires of the downtown stakeholders. It was clear that the Borough still wished to leverage additional parking and a friendlier pedestrian environment as a means to revitalize the downtown area and that conventional methods and thinking would not likely meet those goals. The concept of employing reverse angle or back in angle parking was actually initiated by the Borough's Planning Commission and upon request from the Commission, the Borough commissioned a new study to evaluate the appropriateness of back in angle parking on High Street. The new study was to be a follow-up to the previous 1995 Study, as back in angle parking was not considered previously.

New to the study parameters this time was also Montgomery County's designation of High Street as a Bicycle Route. There was now a strong interest in also accommodating dedicated bike lanes on High Street in response to the County's designation and as a means of also attracting more interest and patronage to the downtown as there exists a strong interest in bicycling along the Schuylkill River corridor.

The initial approach to the study was to establish the minimum required lane widths for the conventional elements of the roadway cross-section. In accordance with PENNDOT's criteria for an urban arterial, the minimum acceptable width for through lanes was 11 feet (3.35 meters). It was also determined that the center median/turn lane would remain as it was critical to maintaining the necessary levels of service. PENNDOT's minimum criterion for auxiliary lanes is 10 feet (3.05 meters), therefore leaving 36 feet (10.98 meters) of the 68-foot (20.74 meters) width available to support the parking and bicycle lanes.

PENNDOT has detailed regulations governing the implementation of angle parking on state highways including requirements for performing an Angle Parking Study for review and approval by the Department prior to permitting installation. PENNDOT criteria actually specifies a minimum width for the parking and the maneuver space as follows: *"The parking and maneuver area adjacent to the near edge of the nearest travel lane equals or exceeds 30 feet for parking spaces at a 45 degree angle."* With 36 feet (10.98 meters) available, it would, theoretically, be possible to implement angle parking on one side of the street only with 6 feet (1.83 meters) available for a single bike lane. The downtown stakeholders were, however, not inclined to accept the elimination of parking on one side of the street. Furthermore, with parking only provided on one side of the street, questions were raised as to how drivers proceeding in the opposite direction would be able to utilize the spaces. Additionally, there was little interest in reducing the angle of the spaces as the additional yield, as noted previously, was not sufficient to justify the installation of the angled spaces.

Having determined that angle parking would likely only be possible on one side of the street, the decision was made to retain parallel parking on the opposite side. PENNDOT's minimum criterion for the width of parallel parking along an urban arterial highway is 8 feet (2.44 meters). It was also determined at this point to set a minimum width for the bicycle lane. In accordance with American Association of State Highway and Transportation Officials (AASHTO) criteria, the minimum recommended width for two directional travel is 10 feet. This width was also consistent with PENNDOT's criteria. With all the other minimum widths established and agreed upon, this left 18 feet (5.49 meters) available for angle parking. In order to maximize the amount of parking, it was decided to utilize an 8 foot, 6 inch (2.59 meter) wide space, which is consistent with National Parking Association (NPA) criteria for a 45-degree angle space.

#### Back In Angle

The available 18-foot (5.49 meters) width clearly did not meet PENNDOT's minimum criteria. Even the NPA guidelines recommended a 9 foot, 2 inch (2.80 meter) maneuver area to access the space, which would require a minimum of 27 feet, 2 inches (8.29 meters) which, while less than the PENNDOT required minimum space, still exceeded the available space. However, in meetings with the Department, it was pointed out that PENNDOT standards did not specify whether the angle parking criteria applied to traditional pull in or back in angle parking

and, since there were no examples of back in angle parking in Pennsylvania, it was clear that the PENNDOT criteria only applied to pull in angle parking. It was agreed that a maneuver area was necessary for traditional pull in angle spaces so that vehicles can re-enter the roadway safely. When backing up from a pull in angle space, an operator, temporarily, has no view of the approaching traffic for a period of time dependent upon the length of his or her vehicle and the length and composition of the vehicle to the right. The maneuver area is necessary to provide the operator a safe place to back into during this essentially blind reverse maneuver. However, with back in angle parking, it was argued that no such maneuver area was necessary since vehicles exit forward from the space.

The human biomechanical motion necessary to enter a back in angle parking space is similar too, if not easier than entering a parallel parking space. The prescribed method for entering a parallel parking space entails three distinct steps. First, the operator pulls past the parking space. Second, the operator proceeds in reverse into the space, on a diagonal, as far as possible. Third, the operator pulls forward while turning toward the right to bring the vehicle parallel to the curb. The second step, wherein the operator pulls backwards into the parallel space, typically places the vehicle at an approximate 45-degree angle with the travel lane. For a 45 degree back in angle space therefore, the operator only needs to complete the first two steps of the typical parallel parking maneuver wherein the operator pulls past the space, than proceeds in reverse into the space, completing the move. When leaving the space to re-enter the highway, the back in angle space has a clear advantage over the parallel parking space. When exiting a parallel parking space, an operator must turn his or her field of vision up to 180 degrees and look backward to be able to view approaching vehicles and identify gaps in which to re-enter the traffic stream. In pulling out from a 45 degree angle space, the maximum that the operator must turn his field of vision is 135 degrees to be able to see approaching vehicles from his left. Furthermore, this movement requires only that the operator turn sideways, not backwards presenting a slightly more 'comfortable' position for the operator.

Based on the above discussion, it was successfully presented to the Department that given the fact that it is theoretically easier to enter and exit a back in angle parking space than a parallel parking space, and no maneuver area is typically required for parallel parking lanes in an urban zone, accordingly, no additional maneuver area would be necessary nor should be required for back in angle parking.

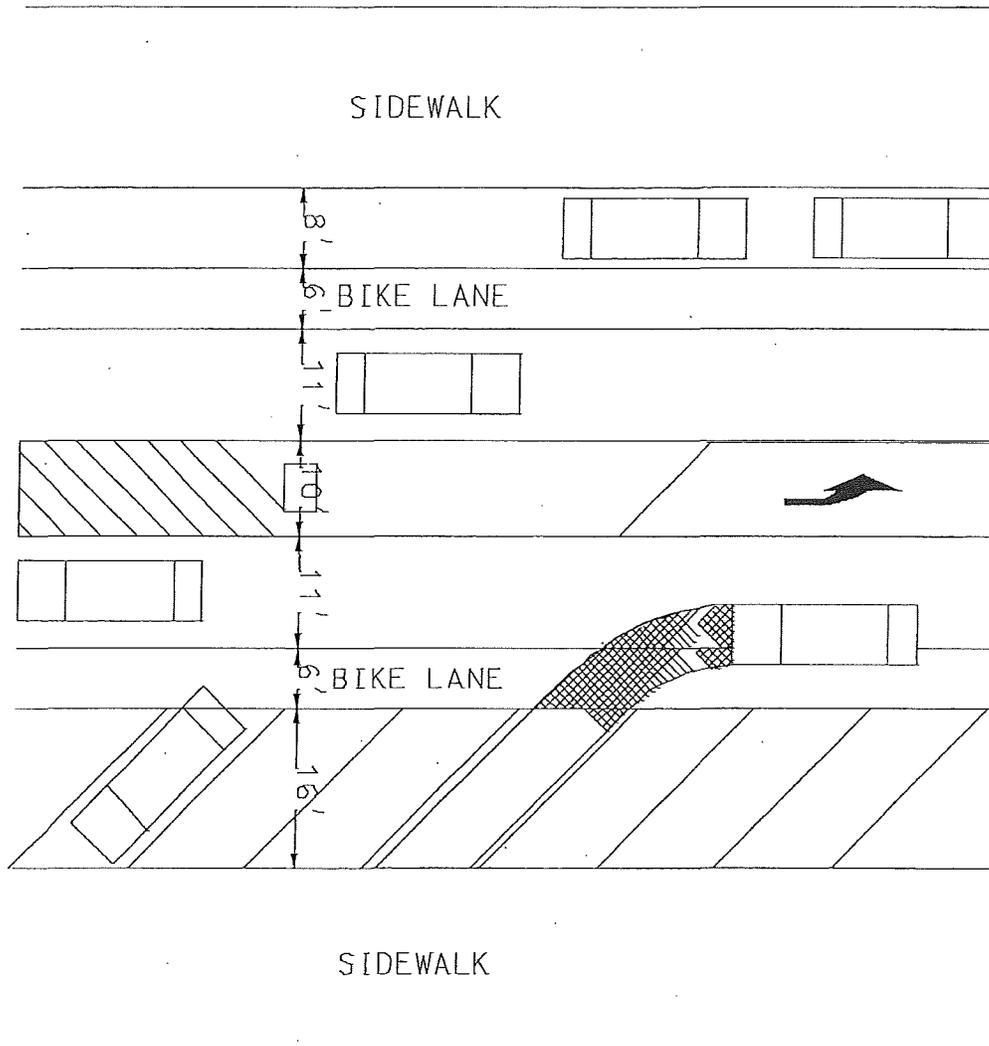
#### *Accommodation of Bicycles*

As discussed previously, the accommodation of bicycles within the roadway cross section was of key importance to the stakeholders, and sufficient width was planned for their presence. The question at this point then, was where to accommodate the bike lanes within the cross section. There was some consideration given to placing a two-directional bike lane adjacent to the angle parking spaces, thereby also providing the much discussed maneuver space, however, this concept was not advanced further since it would place bicycle traffic adjacent too and traveling in the direction opposite of the primary flow of traffic on the side that the angle parking was installed which would violate standard practice and Pennsylvania's Vehicle Law. In general, bicycles traveling within roadways shared with other vehicular modes should travel in the same direction of the primary flow of traffic.

It should also be noted that, in general, traditional pull in angle parking and bicycling do not mix well, especially when the bike lane is installed behind the parked vehicles or shares the maneuver space for the parked vehicles. Whereas backing into moving vehicular traffic can be dangerous, backing into moving bicycle traffic can be even more dangerous, especially for the cyclist which present a smaller profile and are harder to see for the backing motorist. Back in angle parking, on the other hand, can co-exist well with cyclist and other forms of non-motorized vehicles. When entering a space during the backing maneuver, the cyclist can see the backing vehicle in sufficient time to take alternate action, even if the vehicle operator fails to see the cycle. When leaving the space, the vehicle operator has sufficient sight distance to the left to see approaching cyclist. Analyses for the High Street project demonstrated that a vehicle operator looking toward the left from the parked position could see a minimum of 14 feet (4.27 meters) down the bike lane which is sufficient stopping distance for a cyclist traveling at 10 miles per hour (16 meters per hour) on a wet pavements surface. This analysis assumed that there was an adjacent parked car to the left and that car completely blocked the vehicle operator's field of view, which is not always the case. Of course, as the operator begins to pull out of the space, the field of view opens up substantially.

Ultimately, it was decided to locate a single 6 foot (1.83 meter) bike lane to the right of each travel lane, adjacent to the parallel and back in angle parking, respectively. The combined 12-foot (3.66 meter) width was 2 feet (0.61 meter) more than originally allowed for in the design, which required shortening the back in angle parking spaces by 2 feet (0.61 meter) to 16 feet (4.88 meters). Analysis was performed as to the impact of this shortening on

the amount of available parking space and resultant impact to the bike lane and it was found that for the current, average car/light truck length of 17 feet, 8 inches (5.39 meters), up to 1 foot, 8 inches (0.51 meters) would encroach into the bike lane, assuming there was no vehicle overhang at the curb line. The remaining 4 feet, 4 inches (1.32 meters) exceeded PENNDOT's minimum criteria for a one directional bike lane and therefore, was acceptable. The final cross section is illustrated in the figure below.



The widening of the bike lanes and resultant shortening of the angle parking spaces was deemed necessary to retain some of the previous operational characteristics of High Street. Under existing conditions, delivery vehicles, mail vehicles, buses and the like sometimes stop in the right hand travel lane, temporarily, to make deliveries, etc., with minimal impact to the through movement of traffic due the excess capacity of the current system. With the trough lane reduction, however, a vehicle stopped in the only available lane could adversely impact through movement. By providing a 6-foot (1.83 meter) wide bike lane, delivery vehicles can share this lane, temporarily with the cyclist, without adversely impacting through vehicular traffic. While it is recognized that the 6-foot lane is not wide enough to support most delivery vehicles, in combination with the adjacent 11-foot (3.35

meter) travel lane, the total 17 feet (5.18 meter) width would be sufficient for vehicles to pass safely around delivery vehicles. Furthermore, with the 10-foot (3.05 meter) median remaining painted and flush with the pavement surface, additional maneuver space is available for through vehicles to pass parked delivery vehicles. The wide bike lane also provides maneuver space for both the parallel and back in angle parking which reduces impacts to the through movements.

#### **Experience of Others**

As part of the effort, both the Borough's consultant and the Borough Planning Commission investigated locations that had back in angle parking to garner input into their experiences. This survey was completed after the Pottstown cross section had been established. Neither Pennsylvania nor neighboring New Jersey had any experience with or locations where back in angle parking had been implemented, however, neighboring Delaware and a few other locations across do have back in angle parking in place at this time.

##### *Wilmington, Delaware, USA*

The City of Wilmington Delaware has six blocks of 60 and 90 degree, back in angle parking dating back fifty years. By City Ordinance, Wilmington requires that all angle parking be back in. For 60 degree parking, regulations require 19 feet (5.79 meters), measured from the curb, for the parking space and a minimum 11-foot (3.35 meter) travel lane for a total width of 30 feet (9.15 meters) per direction. (Pottstown's one direction width, with the bike lane and 45 degree angle is 33 feet (10.06 meters)). The highest daily traffic for any block with angle parking is 6,500 vehicles per day and reports no significant problems with accidents of traffic flow resultant from the back in angle parking.

##### *Seattle, Washington, USA*

The City of Seattle Washington has about 280 blocks of angle parking, with the majority being back in angle parking and has employed the concept for over 30 years. Apparently, back in angle is preferred to pull in angle because it is perceived to be safer, especially for pedestrians.

##### *Washington, D.C., USA*

The City of Washington, D.C. has six blocks of back in angle parking dating back 15 to 20 years. The busiest location (2400 block of 18<sup>th</sup> Street NW) has an ADT of 9,200 with two lanes of traffic in each direction and no maneuver space in front of the parking.

##### *Indianapolis, Indiana, USA*

The City of Indianapolis Indiana has only one block of back in angle parking that has been in place for 15 years. The street, New York Avenue, is a one-way street with three through lanes and an ADT of 13,800. An exclusive right hand turn lane exists adjacent to the parking.

##### *Montreal, Quebec, Canada*

City of Montreal has had a pilot project for reverse angle, or back in angle parking since March 2001. To this date there has been no accidents reported. The project was apparently initiated as a method of traffic calming for the 12.7-meter (41.64 foot) one-way street and to increase parking for residents, their visitors and merchants (more parking meters at intersections). Angle parking on one side increased parking by 40% (48 to 67) and the travel lane was reduced from 7.7 meters (25.24 feet) to 4.8 meters (15.74 meters). Reportedly speed was also reduced 5 km/h. The parking angle was adjusted from the original 40% to 43%.

#### **IMPLEMENTATION**

The proposed layout was approved by the Borough Council and endorsed by three local, downtown organizations, the County, and Dan Burden of Walkable Communities, Inc., who reviewed the plan at the request of the Planning Commission. The plan was also conditionally approved by PENNDOT in a letter from the Pennsylvania Secretary of Transportation, pending implementation and a final review and report after installation. Design of the project was funded partially by a grant from the Delaware Valley Regional Planning Commission (DVRPC), the Philadelphia region's local Municipal Planning Organization (MPO), through their competitive Transportation and Community Development Initiative (TCDI) program. The implementation of the re-designed striping was carefully orchestrated to follow a planned maintenance resurfacing of High Street.

The design followed the established cross section. Parking was restricted for 20 feet (6.1 meters) in advance of the near cross walk line on approaches to signals per the Manual on Uniform Traffic Control Devices (MUTCD), 2000. Parking was also restricted within 20 feet (6.1 meters) of un-signalized streets and driveways per the Pennsylvania Vehicle Code. Pavement markings were designed consistent with PENNDOT requirements and the MUTCD with no special or otherwise non-standard markings necessary. A special R-series red on white, 12 inch by 18 inch (0.30 x 0.46 meter) "BACK IN ANGLE PARKING ONLY" sign was developed and installed behind every third space.

On additional advantage of the angle parking was the ability to provide for a handicap accessible stall in each block, something rarely provided for in downtown, on street parking. A 13-foot (3.96 meter) wide handicap-parking stall was incorporated into the angle parking as the last space, intersection nearside, of each block. This placed the space close to the existing curb ramps. The accessible space is identified with the appropriate stripe color, legend and signage to identify it as such. 50-foot (15.25 meter) long bus stops are also located at the far side of each intersection to accommodate bus boarding and bus layover if necessary, without blocking the through lane.

The decision as to which side of the street to locate the back in angle parking on was cause for much discussion among the stakeholders. Ultimately, the decision was based entirely on which side would yield the biggest increase in parking, and that was found to be the north side of High Street. The additional parking yield over the existing parallel parking, per block, varied greatly depending on the location of driveways, no parking zones and the like, with some blocks gaining as many as 23 spaces and some blocks as few as 2 spaces. Overall, the downtown area gained a total of 95 new spaces, a 21% increase over existing conditions.

As the back in angle parking was installed on only one side of the street, the centerline of the roadway was now offset from the centerline of the pavement surface. While this was not an issue due to the minimal cross sectional grades, it did require relocation of the traffic signal heads at each intersection, to better align them with the relocated through lane. On the south side of High Street, the traffic signal heads were moved inward on the existing mast arms, but on the north side of the street, new mast arms were required to accommodate the back in angle parking. At the same time, the existing electromechanical signal controllers were replaced with new, solid state controllers and coordinated with each other to accommodate the through lane reduction.

The revised parking also necessitated the relocation of the existing parking meters, of course. However, relocation of existing street trees, light posts, signage, street furniture and other sidewalk appurtenances were not deemed necessary at this time. By virtue of the wide, existing sidewalk, much of the typical downtown sidewalk fixtures on High Street are already located a few feet back from the existing curb face. Furthermore, do to the relatively shallow parking angle, not much overhang from the parked vehicles is expected. Therefore, the Borough has adopted a "wait and see" approach with regards to relocation or protection of existing sidewalk appurtenances.

Before finalization of the construction plans, the entire corridor was walked, with draft final plans in hand by representatives of the Borough Council, Planning Commission, Public Works Department, Borough Manager's office and the design consultant to better ascertain any design impacts of the proposed plans, and address any concerns and anticipated problems, proactively.

#### **Future Phases**

As of the end of April 2003, the resurfacing has been completed and the necessary signal work and revised striping is being installed. The Borough is reluctant to advance the project further at this point, until the functionality of the back in angle parking has been proven. At this point, if the back in angle parking did not meet with general public acceptance, than the Borough could simply re-stripe High Street to some other configuration at minimal cost. An article on the front page of the Philadelphia Inquirer describing the back in angle parking was entitled "*Inspiration or idiocy?*" so there is still some negative public perception that needs to be overcome with the back in angle parking. To that end, the Borough has been keeping the residents informed, through the regular Borough newsletter, including articles on how to utilize the parking.

The Borough, however, is anticipating the success of the project and acceptance by the public and, to that end, is planning for future, accompanying improvements. In the near future, the Borough, along with several adjacent municipalities, will be undertaking the design of a closed loop traffic signal system, which will encompass the High Street corridor. At this time, the High Street signals will be further upgraded to incorporate separate left

turn phasing at the intersections, actuation of the cross streets and incorporation of pedestrian push buttons which should further improve conditions for both motorist and pedestrians, alike.

It has also been the recommendation of the design consultant, that the Borough consider the construction of pedestrian 'bulb-outs' or sidewalk extensions at the intersections. The bulb-outs would shelter both the parallel and back in angle parking better and would decrease the street width and subsequent pedestrian crossing time by 35% at the intersections. The bulb-outs would also help reinforce the perception of a more intimate downtown setting and serve as an additional traffic calming measure. It was also suggested that consideration be given to a raised center median. However, considering the left turn lanes and the narrow width, the median would not extend all the way to most intersections, thereby providing no pedestrian refuge benefit and, for certain community events, the Borough closes High Street and it was thought that a raised median could hinder the ability to support these types of events such as parades and the like. It was also felt that a raised center median could adversely affect snow-clearing operations. Plus as noted previously, the flush, painted median provides some additional maneuver space around parked delivery vehicles.

#### SUMMARY

This context sensitive solution demonstrates that back in angle parking can be effectively integrated into the downtown environment and co-exist along an arterial highway employing current, minimum design standards. In addition to creating more parking over traditional parallel parking, back in angle parking can also be used as a traffic calming/street narrowing tool, can enhance pedestrian functionality and walk-ability within the downtown area and can work harmoniously with bicycle lanes, all resulting in a more attractive and intimate downtown corridor enhancing the downtown experience and leading to increased economic investment.

Traffic and Transportation Engineers must realize that our roadway and transportation systems are expected to serve all modes of travel, equally. And although traditional measures of effectiveness may suggest high mobility for certain modes, the true functionality of the roadway must address these multi-modal demands within the context of the roadway's location.

#### ACKNOWLEDGEMENT

The author wishes to acknowledge the Pottstown Borough Council, Borough Manager Jack Layne, Assistant Borough Manager Robert Ihlein, Public Works Director Doug Yerger, former Borough Manager Robert Jones and especially former Assistant Borough Manager Dave Forrest for having the vision and determination to implement the back in angle parking.

The author wishes to acknowledge the Pottstown Borough Planning Commission and in particular Tom Hylton for providing the inspiration for the back in angle parking and championing it's implementation and Dan Burden of Walkable Communities for his support.

The author acknowledges the input of Thomas Warrington, Wilmington Delaware; Bill Jack, Seattle, Washington; Rashid Sleemi, Washington, D.C.; John Burkhardt, Indianapolis, Indiana; and Paul A. Bourque of PABECO for sharing their back in angle parking experiences.

Finally, the author would like to acknowledge the efforts of V. Kivnac Caglar, P.E., PTOE; J. Matthew Ehlinger, EIT; Thomas F. Prestia, EIT; and William Dougherty, P.E. for providing much of the design input for the back in angle parking.

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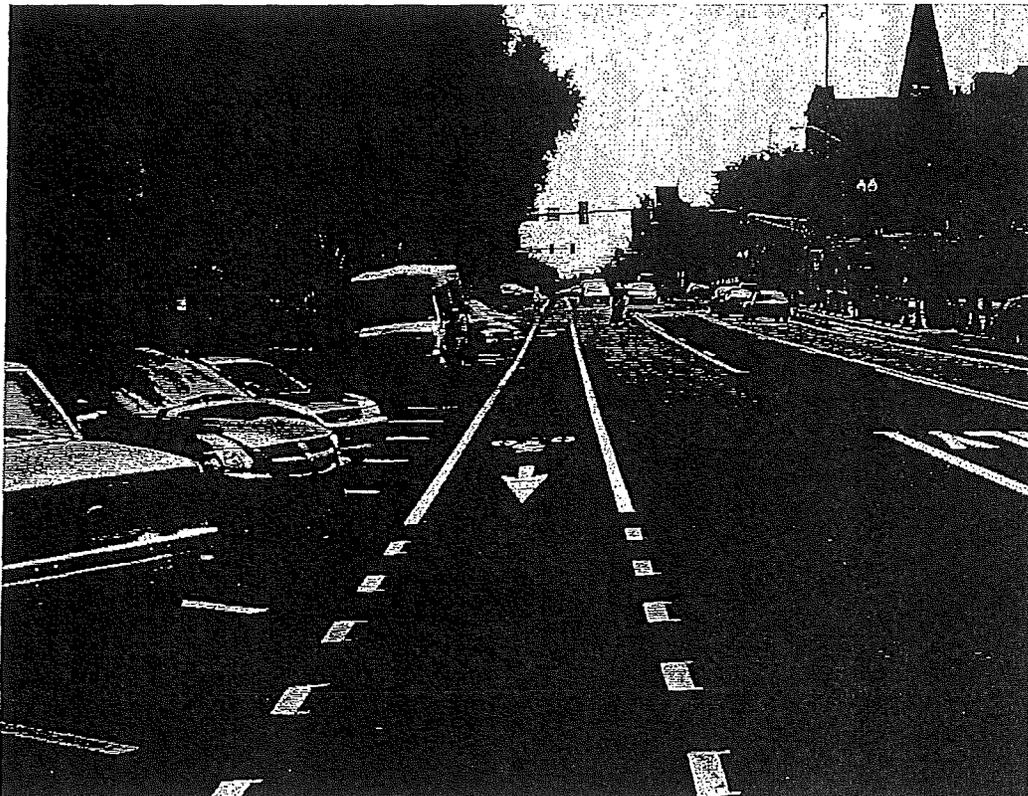
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John A. Nawn, P.E., PTOE was the Project Manager for the Back In Angle Parking design and installation and had been associated with the project and the Borough's efforts since 1995. Mr. Nawn holds a Bachelor of Science Degree from Drexel University, and is currently employed by URS Corporation the Branch Manager of their Philadelphia Office. John, a licensed professional engineer in four states and a certified professional traffic operations engineer, has over 16 years experience in traffic engineering and has been a member of PSPE since 1990. **John is currently the President of the Delaware County Chapter of the Pennsylvania Society of Professional Engineers.**

The project was presented at and appears in the proceedings of both the Second Urban Street Symposium (a Transportation Research Board conference) and the 2003 Institute of Transportation Engineers Annual Conference.

For more information please contact Mr. Nawn at, 215-587-9000 x3000 or [john\\_nawn@urscorp.com](mailto:john_nawn@urscorp.com)





Albany 1923 (Linn County): First Street looking <sup>west</sup> south. Angle parking and many automobiles.



TO: CARA Advisory Board  
FROM: Kate Porsche, Economic Development & Urban Renewal Director *Kate (ed)*  
DATE: May 12, 2016, for May 18, 2016, CARA Advisory Board Meeting  
SUBJECT: Staff Report – ARA Budget

### Background

Please find attached the notes on the proposed FY2016-2017 Budget as well as the ARA Budget packet. This information was presented to the ARA Budget Committee on Tuesday, May 10m and was approved that night.

I've included this as information for the Advisory Board. I do not expect to present information at the meeting but would be happy to answer any questions you may have.

### Request

Please review this attached information.

KCP:ldh  
Attachments 2

*G:\Economic Development\CARA\CARA Advisory Board\2016\Staff Reports\2016.05.18 ARA Budget.docx*



TO: Albany Revitalization Agency Budget Review Committee  
FROM: Kate Porsche, Economic Development & Urban Renewal Director  
RE: Notes on Proposed FY2016-2017 ARA Budget  
DATE: May 4, 2016

This document serves as a detailed outline of budget items for the 2016-2017 ARA budget. It does not cover every single item, rather those where there are changes of note, or where I thought some explanation and background on how the items were calculated would be helpful for you.

On the night of the budget meeting I plan to present an overview of the budget, but am happy to answer any specific questions you may have.

## **Program 1102: CARA**

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### **290-11-1102 – CARA Revenues**

**40050 Property Taxes:** Estimate from provided by Finance Director Stewart Taylor.

- While we did see overall growth in the property taxes, this line item shows a roughly 4% decrease due to possible exclusion of funds received from the City's Public Safety Levy, should it pass (legislative fix for districts like ours that were affecting local option levies, now any new levies will not be affected).
- Collection Rate: Conservatively estimated at 93.47%

**40051 Delinquent Taxes:** Held steady from 2016

**47001 Loan Proceeds:** \$8M is budgeted; increased from 2016, borrowing was not completed in FY15-16. With increased borrowing capacity we are able to complete more of the downtown streets projects. A borrowing analysis, completed by our financial advisor last year, showed our borrowing capacity to be closer to \$9.5-\$13.5M net available for infrastructure projects (depending on term—10 or 15-year).

**47024/47025 Loan Repayment Principal and Interest:** This line item reflects scheduled payments to be received on loans CARA made. Principal increased with new loans on the books and interest decreased as three of the loan repayment schedules are a zero percent interest and one loan requires additional principal payments be made starting last year.

**48010 Interest:** Held flat from last year.

**49905 Beginning Balance:** Estimated a conservative beginning balance—based on balance after running cash-flow estimate for current year. Note: cash-flow analysis assumes full drawdown of all projects on the books this fiscal year and their 2016 budget is set to zero. After final 15-16 numbers are in then we will bring forward the actual amounts for these line items for 16-17.

### **290-11-1102 – CARA Expenditures**

**60018 Bond Sale Expense:** Anticipating a borrowing in 2016-2017, expenses for the sale have been estimated at \$90,000. This amount is based on the amount paid for our last bond sale. We are currently exploring a loan through the state, which may minimize these costs. Our financial analyst is comparing those costs now.

**60016; 60101–61034 Administrative Costs:** Remained flat or was reduced.

**66010 Central Services Charge:** Charge decreased 2.46%. Charges are calculated by the Finance Department.

**67020 Building Revitalization Grant Program:** Line item for Small Grants Program.

**67055-67063; 67207-67822 Project Line items:** Note: cash-flow analysis assumes full drawdown of all projects on the books this fiscal year and their 2017 budget is set to zero. After final 15-16 numbers are in then we will bring forward the actual amounts for these line items for 16-17.

**67200/67201 CARA Architectural Assistance:** Amounts for Dortignacq and Crandall remained flat.

**69024 – Reserve: Infrastructure Projects:** This line item houses funds procured through the planed issuance of the bond. Urban renewal best practices, along with policy direction from the CARA Advisory Board and ARA indicate that borrowed funds will be used for public infrastructure projects, which make up more than 65% of the projects in the plan. This is a typical and cost-saving approach as bond money for infrastructure projects costs less than money borrowed for public/private partnerships.

**69025– Reserve: Partnerships:** These are funds available for future projects as the CARA Advisory Board, and ultimately the ARA deem fit. This line item captures remaining amounts to balance with the revenues. Funds from this line item may be used for public/private partnerships or infrastructure work.

**91100 To General Fund:** This line item, approved by CARA at their March 16, 2016 meeting, is for a transfer out to the Police Department to fund half the costs related to a new Code Compliance position. This is a pilot project slated to last for five years. The other funds will come from a transfer from the Building Division to APD. Through this temporary transfer, the Building Division will be paying the General Fund back the \$300,000 it was given to keep the Building Division open during the recession. This new position will be housed in the Police Department with the goals of: bolstering code enforcement capacity, redefining coordination of code enforcement, and elimination of blight, both within CARA and throughout the city.

**91232 To Economic Development:** Current fiscal year anticipates that 75% of my time, and therefore, salary and benefits will transfer out of this line item to the ED fund (211-11-1101) where expenditures for staffing reside. This transfer out from CARA occurs because the district pays for its own staffing. This is a slight increase from last year, when we transferred 70% of my salary and benefits. The increase in time is due to some large public projects that will take more of my time and focus. Nathan Reid has been serving as a Temporary City Employee in the Urban Renewal Coordinator Role since June, 2015. We are proposing to make his position permanent this year. Because his work will focus on urban renewal, 100% of the funding for his position would be transferred from CARA to the ED fund.

**91249 To Capital Projects Fund:** From FY15/16 this line item held the funds (\$1,455,000) that were transferred from CARA to the Police and Fire stations. This was a one-time allocation made in FY 15/16, thus there is no contribution in FY 2017.

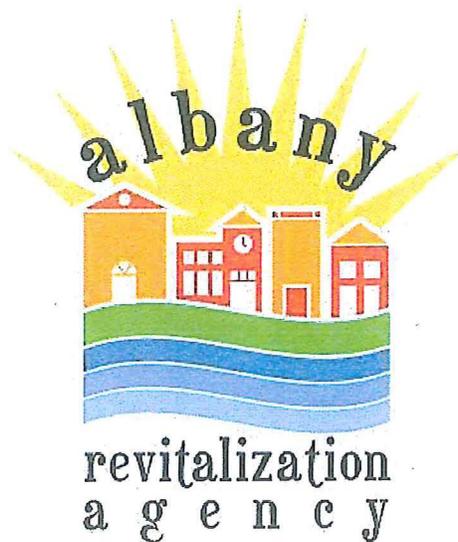
**92013 Bond Principal: 2007A:** Principal payment on this bond increased per the debt service schedule. Fiscal year 14/15 represented a half-payment; in FY15-the payment increased to \$333,000; Fy 16/17 is \$349,000. From 15/16 though 21/22 the principal payments increase at a rate of roughly 5% per year, per the schedule. After the 6/15/16 payment principal owing equals \$2,363,000.

**92014 Bond Interest 2007A:** Interest on the 2007A. (Note: the 2007B bond was paid in full as of July, 2013.)

**95000 Reserve Debt Service:** Total = \$282,200, equal 1% of the initial 2007A bond amount.

**95106 Reserve: Future Debt Cost:** Estimated P&I payment and reserves for the new bond issuance.

# Albany Revitalization Agency (ARA)



2016-17

**PROPOSED BUDGET**

**2016-2017  
ARA PROPOSED BUDGET**

**BUDGET COMMITTEE**

ARA Agency

Floyd Collins, Agency Chair  
Bill Coburn  
Rich Kellum  
Bessie Johnson  
Ray Kopyczynski  
Sharon Konopa  
Dick Olsen

Lay Members

Susan Folden, Budget Chair  
Dick Conolly  
Colleen Keller  
Jeff Christman  
Scott Pierson  
Will Summers  
Michael Thomson

Administrative Staff

Wes Hare, City Manager  
Stewart Taylor, Finance Director  
Kate Porsche, Economic Development and Urban Renewal  
Director  
Anne Baker, Senior Accountant  
Jeanna Yeager, Senior Accountant  
Mary Dibble, City Clerk

**ALBANY REVITALIZATION AREA (ARA)  
URBAN RENEWAL DISTRICT  
Fiscal Year 2016-2017 BUDGET MESSAGE**

Honorable Chairperson, Budget Committee members, and citizens of Albany, I am pleased to present the Albany Revitalization Area (ARA) Proposed Budget of \$12,866,700 for Fiscal Year (FY) 2016-2017.

Urban renewal is one of the most utilized economic development tools in Oregon but is also controversial and misunderstood. Tax increment financing and urban renewal districts are governed by complex rules and are often described in arcane terms. The concept of urban renewal, however, is relatively simple.

Most people understand the idea of taking a portion of their current salary and investing it somewhere to build a retirement income. This “deferred compensation” just means that money a family could use to pay current bills or to buy new things is instead put into some form of investment that is expected to yield benefits years in the future. Urban renewal is similar in that it takes a small portion of the appreciated value of property in a given area and invests it in projects that are expected to increase the overall value of the district over time, eliminate blight, and stimulate investment. Oregon’s experience with urban renewal suggests that this strategy has been generally successful around the state, and Albany’s district has shown similar results.

The Central Albany Revitalization Area (CARA) is the one urban renewal district in place in the city of Albany. It is overseen by the Albany Revitalization Agency. In place since 2001, the CARA District has worked to meet the community goals and objectives of eliminating blighting influences, revitalizing Central Albany through attracting new private investment, and enhancing the existing private and public investments in the area.

During the last fiscal year, the CARA Advisory Board has continued to implement their slate of public/private funding programs paired with a potential borrowing to strategically invest in a public infrastructure project(s) including the proposed Downtown Streets Projects and investment in Fire Station 11 and the new Albany Police Station.

At the core of the policy are the overarching goals and projects listed in the Urban Renewal Plan, which include:

- Provide a safe and convenient transportation network that encourages pedestrian and bicycle access to and within the town center.
- Preserve the historic districts, historic resources, and existing housing in the area.
- Create a readily identifiable core that is unique and vibrant with a mixture of entertainment, housing, specialty shops, offices, and other commercial uses.
- Increase residential density in the area.
- Encourage the development of new forms of housing and home ownership.
- Enhance and protect the community and environmental values of waterway corridors in the area.
- Provide an enriching environment and livable neighborhoods.

Public/private partnership programs include: Architectural Assistance Grant, Small Grants, Storefront Revitalization Grant, and Loan Program for Focus Area.

Additionally, strategic investment in key public infrastructure projects is a traditional role for urban renewal funds—the investment in these projects is meant to remove barriers for development or spur the economy so that blight is removed and private investment will follow.

The CARA Advisory Board received public input regarding prioritization of public projects at an open house held in June 2014. Feedback from citizens indicated three top-tier priorities: Downtown Streetscape, Water Avenue Streetscape, and improvements to the Dave Clark Path. Work is now

underway on the final designs and a plan for downtown streetscape work. Additionally, in coordination with the Albany Police Department, CARA is installing new lighting of the Dave Clark Path to create a safer, more usable public space. Future consideration will be given to the Water Avenue Streetscape.

This public process complements the previously completed work on the Retail Refinement study with the firm Crandall Arambula. Funding was established for the high-priority projects from that plan, including the Wayfinding signage package for downtown (final design is underway), parking lot resurfacing in two downtown lots (now complete), and design work for the Monteith Riverpark Expansion project. Initial review of the potential slip-lane on Lyon Street at First Avenue is complete, but this project is a no-go due to ODOT limitations at the intersection.

With the public/private funding programs, the Board has begun to hear requests for a small number of loans and grants. Additionally, larger projects, such as Edgewater Village and completion of the Albany Carousel and Museum building, continue to move forward. Woodland Square is now complete, and the first five homes at Edgewater Village are also complete with the next two under construction now—both pivotal projects for the area.

In review of the current fiscal year, the only bonds on the books are the 2007 Tax-Exempt Bonds (Series A). The payments transitioned from interest only to interest and principal payments last year.

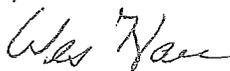
Some of the project funds shown in the FY2016-2017 budget have been previously allocated to fund different projects. These projects were approved by the ARA during previous years. The remaining balance, seen in the "Reserve: CARA Projects" line item, will be available to fund projects as the Agency sees fit.

Budget authority for a new loan in the amount of \$3,030,000 was included in the FY2013-2015 budgets, but the loan was never taken. This loan amount was increased to \$8,000,000 to cover the estimated costs for the downtown streetscape projects and is included in the FY2016-2017 budget. Best practices statewide and policy discussions so far indicate these funds would be used for the streets projects, a public infrastructure project, as borrowing for infrastructure work means a better interest rate on the loan and is a typical structure that lenders are used to. It should be noted, though, that the decision to complete a new borrowing, as well as its use, is a decision for the CARA Advisory Board, and ultimately, the ARA.

Kate Porsche serves in her role as Economic Development and Urban Renewal Director. She has worked to balance the her duties as Economic Development Director while continuing her responsibilities related to the day-to-day activities of the urban renewal district including budget tracking, project management, committee support, marketing, contract negotiation, and administrative functions. The 2015-2016 budget allocated funding for a temporary employee. Nathan Reid joined the team serving as a temporary employee in the Economic Development/Urban Renewal Coordinator position since June 9, 2015. The proposed budget recommends making this a regular, full-time Urban Renewal Officer position.

We look to the new fiscal year to carefully consider future projects, how to best leverage private funding, borrowing capacity, and creative ways to partner with other community organizations in the advancement of Central Albany.

Respectfully submitted,



Wes Hare, City Manager

## DEPARTMENT THEMES AND GOALS

### Albany Revitalization Agency

Responsible Manager/Title: Kate Porsche, Economic Development and Urban Renewal Director

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#### Great Neighborhoods

Reduce blight in Central Albany, achieve goals and objectives of the CARA and City of Albany Comprehensive Plans, and implement development strategies and objectives for CARA by:

- Providing financial incentives and tools for partnerships with residents and businesses to enhance vitality and livability of the community including:
  - viable and vibrant downtown core
  - the preservation and enhancement of the historic districts
- Attracting new private investment to the area.

#### Safe City

Make Albany an attractive community by promoting investment and eliminating blight and increasing public safety.

Provide a safe and convenient transportation network that encourages pedestrian and bicycle access to and within the town center.

Create a readily identifiable core that is unique and vibrant with a mixture of entertainment, housing, specialty shops, offices, and other commercial uses.

Upgrade or restore water, sewer, and specific roadway systems.

Rehabilitate blighted properties to reduce property code violations, substandard housing conditions, and inadequate infrastructure.

#### Healthy Economy

Provide financial incentives and tools that support partnerships between government agencies, local businesses, and residents to enhance the value and diversity of Albany's economy by:

- Retaining and enhancing the value of existing private investment and public investment in the area.
- Leveraging urban renewal funds and economic development funds to become a catalyst for redevelopment throughout the city.

#### Effective Government

Develop partnerships and projects that leverage redevelopment tools to maximize benefits to Albany residents and businesses through a fair and streamlined process by:

- Conducting business in an efficient and effective manner to maximize funds and achieve desired results.
- Retaining and enhancing the value of existing private investment and public investment in the area.

## PROGRAM NARRATIVE

### ALBANY REVITALIZATION AGENCY: ALBANY REVITALIZATION AREA (290-11-1102)

**Responsible Manager/Title:** Kate Porsche, Economic Development and Urban Renewal Director

#### FUNCTIONS AND RESPONSIBILITIES

- Promote revitalization within the boundaries of the Urban Renewal District through investment in public infrastructure and public/private partnerships.
- Establish activities and funding programs in response to private sector needs while balancing the interests of the community at-large.
- Further goals of the CARA Plan include attracting new private investment to the area, increasing residential density, and providing an enriching environment and livable neighborhoods.
- This activity provides for payment of the principal and interest on the bond sale established in 2007 and anticipates a new 2016 bond (2016 Bond). Debt service is paid from current property tax increment revenues.
- The Albany Revitalization Agency has issued CARA Urban Renewal Revenue Bonds, Series 2007A tax-exempt of \$2,822,000, dated October 15, 2007.
- The Series 2007A tax-exempt bonds are payable semiannually on June 15 and December 15. The interest rate is 4.85 percent. The maturity date is June 15, 2022.
- This budget creates the spending authority for the 2016 Bond in the anticipated amount of \$8,000,000. Principal and interest payments and a reserve have been estimated and included in this budget. Calculations were based on an estimated interest rate of 4 percent over a 15-year term. A maturity schedule is not attached since this loan has not yet been made.
- The Bond Registrar for the 2007 issue is Bank of America N. A., Portland, Oregon. The Bond Counsel is Orrick, Herrington & Sutcliffe LLP. The Financial Advisor is Regional Financial Advisors, Inc., Portland, Oregon.
- A reserve is required in the amount of \$282,200 for the Series 2007A bonds. There will be an estimated reserve of \$719,500 required for the new 2016 bond.
- The maximum indebtedness, or maximum amount of debt that can be issued or incurred under the plan, is \$56,000,000, of which there is \$37,767,405 remaining at the end of FY 2014-2015. Collection of tax increment funds for every urban renewal plan is limited by the plan's stated maximum indebtedness.

#### STRATEGIES/ACTIONS

Strategic Plan Theme	Target Date	Status	Strategies/Actions
Budget Year 2015-2016			
Healthy Economy	06/16	In Progress	<ul style="list-style-type: none"> <li>• Finalize design and prioritize spending for street projects.</li> </ul>
	06/16	Completed	<ul style="list-style-type: none"> <li>• Complete partnership with owners of projects begun in 2014.</li> </ul>
Budget Year 2016-2017			
Healthy Economy	06/17		<ul style="list-style-type: none"> <li>• Complete partnership with owners of projects begun in 2015.</li> </ul>

PROG 1102: CARA

Acct# Description	2013 - 2014 Actual	2014 - 2015 Actual	2015 - 2016 Year to Date	2015 - 2016 Budget	2016 - 2017 PROPOSED	% Change
<b>General Revenues</b>						
40050 Property Taxes - Current	2,266,703.03	2,246,417.34	2,446,293.28	2,274,700	2,186,000	-3.90%
40051 Property Taxes - Delinquent	74,367.86	88,458.40	43,285.77	40,000	40,000	- %
46016 Property Management	-	-	10,290.26	-	-	- %
47001 Loan Proceeds	-	-	-	3,030,000	8,000,000	164.03%
47012 Miscellaneous Revenue	45.00	1,831.51	-	-	-	- %
47024 Loan Repayment-Principal	126,867.26	86,604.45	42,567.81	63,000	85,800	36.19%
47025 Loan Repayment-Interest	35,060.42	31,737.31	(78,428.72)	5,500	3,100	-43.64%
48010 Interest	14,700.76	17,081.70	21,555.96	5,500	5,500	- %
<b>Total General Revenues</b>	<b>2,517,744.33</b>	<b>2,472,130.71</b>	<b>2,485,564.36</b>	<b>5,418,700</b>	<b>10,320,400</b>	<b>90.46%</b>
<b>Beginning Balance</b>						
49905 Beginning Balance	1,232,391.82	2,737,725.12	3,910,360.94	3,038,800	2,546,300	-16.21%
<b>Total Beginning Balance</b>	<b>1,232,391.82</b>	<b>2,737,725.12</b>	<b>3,910,360.94</b>	<b>3,038,800</b>	<b>2,546,300</b>	<b>-16.21%</b>
<b>TOTAL REVENUES</b>	<b>3,750,136.15</b>	<b>5,209,855.83</b>	<b>6,395,925.30</b>	<b>8,457,500</b>	<b>12,866,700</b>	<b>52.13%</b>
<b>Materials &amp; Services</b>						
60016 Audit Service	3,100.00	3,400.00	3,295.00	3,200	3,200	- %
60018 Bond Sale Expense	-	-	-	90,000	90,000	- %
60101 Contractual Services	9,075.21	8,158.50	3,660.09	10,000	10,000	- %
61005 Administrative Costs	412.87	477.87	396.10	500	500	- %
61006 Advertising & Publications	2,324.68	1,982.48	1,218.78	700	700	- %
61010 Duplication & Fax	1,534.24	1,277.52	912.09	1,500	1,500	- %
61011 Education & Training	-	400.00	-	500	500	- %
61024 Materials & Supplies	817.26	653.54	516.45	1,500	1,500	- %
61026 Meetings & Conferences	286.49	1,160.01	450.16	2,000	2,000	- %
61027 Memberships & Dues	1,085.00	750.00	750.00	1,500	1,000	-33.33%
61030 Personal Auto Reimbursement	875.15	970.52	875.07	1,200	1,200	- %
61032 Postage & Shipping	23.16	3.00	2.00	100	100	- %
61034 Professional Publications	236.50	-	-	300	-	-100.00%
66010 Central Service Charges	-	112,100.00	128,500.00	154,200	150,400	-2.46%
67020 Building Revitalization Grant Program	-	5,000.00	4,434.66	50,000	50,000	- %
67055 CARA FL: Carousel Bldg Design	9,446.75	9,005.45	-	-	-	- %
67056 CARA FL:Olivetti (tx)	676.01	-	-	-	-	- %
67058 CARA FL: IHI (tx)	146,707.10	523,946.59	72,500.00	72,500	-	-100.00%
67060 Novak's FL	-	75,234.55	124,765.45	124,800	-	-100.00%
67063 CARA FL: Lepman	-	-	36,845.81	336,000	-	-100.00%
67200 CARA AA: Dortinacq	15,035.00	6,040.00	1,025.00	7,000	7,000	- %
67201 CARA AA: Crandall	-	10,472.02	4,495.00	5,000	5,000	- %
67207 CARA: Lyon St Exit Concept Design	3,465.00	-	-	-	-	- %
67208 CARA: Monteith Park Expansion	-	-	-	24,000	-	-100.00%
67411 CARA DvP: R3 Development	-	44,793.49	-	-	-	- %
67633 CARA SF Grant: Fortier	-	10,000.00	-	-	-	- %
67820 CARA Loan: Novak's	-	95.00	174,175.83	174,900	-	-100.00%
67821 CARA Loan Mikesell (Century Bldg LLC)	-	-	112,099.28	500,000	-	-100.00%
67822 CARA Loan: Cowan (Repayable)	-	-	32,052.37	105,300	-	-100.00%
69024 Reserve: Infrastructure Projects	-	64,303.74	234,822.32	2,732,000	8,000,000	192.83%
69025 Reserve: Partnerships	-	14,666.75	300.00	774,200	2,097,400	170.91%
<b>Total Materials &amp; Services</b>	<b>195,100.42</b>	<b>894,891.03</b>	<b>938,091.46</b>	<b>5,172,900</b>	<b>10,422,000</b>	<b>101.47%</b>
<b>Capital</b>						
75002 CARA: Wayfinding Signage	375.00	-	14,715.30	74,600	-	-100.00%
75003 CARA: Parking Lot Resurfacing	72,774.17	103.72	-	-	-	- %
75007 CARA: Dave Clark Path Lights	-	-	5,108.33	298,000	-	-100.00%
<b>Total Capital</b>	<b>73,149.17</b>	<b>103.72</b>	<b>19,823.63</b>	<b>372,600</b>	<b>-</b>	<b>-100.00%</b>
<b>Transfers Out</b>						
91100 To General Fund	-	-	-	-	50,000	- %

**PROG 1102: CARA**

Acct# Description	2013 - 2014 Actual	2014 - 2015 Actual	2015 - 2016 Year to Date	2015 - 2016 Budget	2016 - 2017 PROPOSED	% Change
<b>Transfers Out</b>						
91232 To Economic Development	119,600.00	147,500.00	108,083.30	166,000	209,900	26.45%
91249 To Capital Projects Fund	-	-	1,455,000.00	1,455,000	-	-100.00%
<b>Total Transfers Out</b>	<b>119,600.00</b>	<b>147,500.00</b>	<b>1,563,083.30</b>	<b>1,621,000</b>	<b>259,900</b>	<b>-83.97%</b>
<b>Debt Service</b>						
92013 Bond Principal: 2007A CARA (BQ)	-	126,000.00	-	333,000	349,000	4.80%
92014 Bond Principal: 2007B CARA (T)	485,000.00	-	-	-	-	- %
93013 Bond Interest: 2007A CARA (BQ)	136,867.00	136,867.00	65,378.00	130,800	114,600	-12.39%
93014 Bond Interest: 2007B CARA (T)	2,694.44	-	-	-	-	- %
95000 Reserve: Debt Service	-	-	-	282,200	282,200	- %
95106 Reserve: Future Debt Cost	-	-	-	545,000	1,439,000	164.04%
<b>Total Debt Service</b>	<b>624,561.44</b>	<b>262,867.00</b>	<b>65,378.00</b>	<b>1,291,000</b>	<b>2,184,800</b>	<b>69.23%</b>
<b>TOTAL EXPENDITURES</b>	<b>1,012,411.03</b>	<b>1,305,361.75</b>	<b>2,586,376.39</b>	<b>8,457,500</b>	<b>12,866,700</b>	<b>52.13%</b>



TO: CARA Advisory Board  
VIA: Wes Hare, City Manager  
FROM: Kate Porsche, Economic Development & Urban Renewal Director *Kate (initials)*  
DATE: May 12, 2016, for May 18, 2016, CARA Advisory Board Meeting  
SUBJECT: Report: CARA Effect on General Obligation Bonds

In preparing our annual report and the 2016-2017 proposed budget, I felt it was important to update the group on the topic of CARA's effect on general obligation (GO) bonds.

As you may recall, the CARA district is one of a handful of urban renewal districts that, in the past, was statutorily required to take from local option levies and GO bonds. House Bill 2632 was passed in 2013 that changed the law and made it so that districts like ours would no longer take from newly passed local option levies. This legislation has had a direct impact in Albany as CARA no longer receives funding from Linn County's Location Option Levy for public safety as of the 2014-2015 tax year. In 2014, we received \$322,628 from them.

At the August 2013 meeting, the ARA passed ARA Resolution No. 2013-03 (attached as *Exhibit A*). The resolution expressed the intent of the Agency not to receive economic benefit from taxes collected from general obligation bonds. It indicated that the Agency would take "reasonable steps" to either under-levy or direct funds received from new voter approved general obligation bonds to the purposes intended by the voters.

A review of the 2016-2017 budget is scheduled for this month's meeting, and I thought this was the appropriate time to outline where we stand on our effect on various bonds. Right now, there are two bonds impacted by the CARA district: the LBCC Bond (2016 funds received = \$28,748) and the City's 1998 Bond for street reconstruction (2016 funds received = \$47,306). Additionally, next year we will receive funding from the Public Safety Facilities Bond beginning in 2017.

Relating to the City's GO bonds, staff believes that the urban renewal expenditures related to the new police and fire facilities (\$1,455,000) meet the intent of the resolution.

With LBCC's bond, we cannot legally directly under-levy to any one taxing district, nor can we legally pass through funds to an entity outside the district. With that said, staff believes that the contribution from the City's Economic Development Fund of \$2.9 million to pay for equipment related to education and workforce development meets the criteria as well. While these are not funds from the urban renewal district, this contribution underscores the City's willingness to partner with our taxing districts for the good of the community.

As mentioned above, we no longer receive revenues from the Linn County Local Option Levy. Additionally, this year's budget was built conservatively with the assumption that the City's new Local Option Levy for public safety would pass. If this happens, we will no longer see revenue of about \$178,600. Those funds, instead, will flow to the City.

KCP:ldh  
Attachment

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ARA RESOLUTION NO. 2013- 03

A RESOLUTION OF THE ALBANY REVITALIZATION AGENCY OF THE CITY OF ALBANY, OREGON, EXPRESSING THE INTENT OF THE AGENCY NOT TO RECEIVE ECONOMIC BENEFIT FROM TAXES COLLECTED FROM GENERAL OBLIGATION BONDS

WHEREAS, from time to time, the approval of General Obligation bonds by Albany voters as well as the voters of overlapping taxing districts may have the unintended effect of increasing the revenue of the urban renewal district due to the complexities of urban renewal financing; and

WHEREAS, it is not the intention of the Agency to receive economic benefit that the voters intend be allocated for other governmental purposes; and

WHEREAS, the Agency, by this resolution, seeks to reassure voters that, consistent with recent changes in Oregon law, the Agency will take reasonable steps to appropriately under-levy or direct the monies received from new voter approved General Obligation bonds to the purposes intended by the voters.

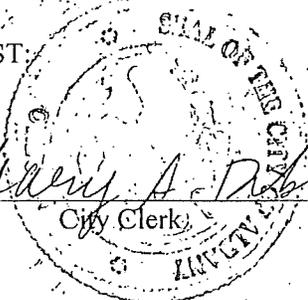
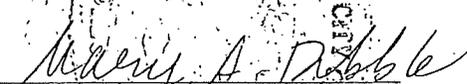
NOW, THEREFORE, BE IT RESOLVED BY THE ALBANY REVITALIZATION AGENCY OF THE CITY OF ALBANY that:

It is the intention of the Agency not to receive any economic benefit from taxes (tax increment) collected from General Obligation bonds approved by Albany voters as well as the voters of affected overlapping taxing districts. This will be accomplished by a proportionate under-levy by the Agency or by a pro rata expenditure requested by the affected taxing district for the benefit of eligible projects within the area which would otherwise be an obligation of the taxing district.

DATED AND EFFECTIVE THIS 21<sup>st</sup> DAY OF AUGUST 2013.

  
ARA Chair

ATTEST

  
  
City Clerk