

11/10/14

**ROSEBURG URBAN RENEWAL AGENCY
BOARD MEETING AGENDA
November 10, 2014**



7:00 p.m. City Hall Council Chambers
(Immediately following City Council meeting)

1. **CALL TO ORDER:** Larry Rich, Chairperson

2. **ROLL CALL OF BOARD MEMBERS**
Bob Cotterell Ken Fazio Victoria Hawks
Steve Kaser Marty Katz Lew Marks Tom Ryan

3. **CONSENT AGENDA**
A. Minutes of August 25, 2014 Meeting
B. Capital Improvement Plan Update – Urban Renewal Projects

4. **AUDIENCE PARTICIPATION**

5. **ADJOURNMENT**

6. **EXECUTIVE SESSION – ORS 192.660(2)**

Please contact the office of the City Recorder, 900 SE Douglas Avenue, Roseburg, Oregon, 97470; phone (541) 492-6866, at least 48 hours prior to the scheduled meeting time if you need an accommodation in accordance with the Americans With Disabilities Act. TDD users please call Oregon Telecommunications Relay Service at 1-800-735-2900.

**MINUTES OF THE ROSEBURG
URBAN RENEWAL AGENCY BOARD MEETING
August 25, 2014**

A meeting of the Roseburg Urban Renewal Agency Board was called to order by Chair Larry Rich at 8:13 p.m. on Monday, August 25, 2014, in the Roseburg City Hall Council Chambers, 900 SE Douglas, Roseburg, Oregon.

ROLL CALL

Present: Board Members Bob Cotterell, Ken Fazio, Victoria Hawks, Steve Kaser, Marty Katz, Lew Marks and Tom Ryan.

Others present: City Manager Lance Colley, City Attorney Bruce Coalwell, City Recorder Sheila Cox, Public Works Director Nikki Messenger, Community Development Director Brian Davis, Police Captain Jerry Matthews, Fire Chief Gregg Timm, Human Resources Director John VanWinkle, Management Technician Debi Davidson and Kyle Bailey of KQEN Radio.

CONSENT AGENDA

Ryan moved to approve the following consent agenda item:

A. Minutes of July 28, 2014 meeting.

Motion was seconded by Cotterell and carried unanimously.

AIRPORT PAVING

Messenger noted that in July a contract was awarded for the apron and taxilane rehabilitation project which is largely paid for through an FAA grant. The project does not include the areas between the taxilanes and hangars. The Airport Commission requested bids be received to add that cost to the rehabilitation contract. However, the Airport Fund does not have money available to pay for that. Therefore, an option is to have Urban Renewal pay for the additional paving and discuss whether funds should be reimbursed by the Airport in some manner.

Hawks believed the additional paving benefits very few people and suggested the users should be charged additional fees to cover the paving costs. Ryan agreed but believed it was important to protect the investment in the hangars and consider the economic development impact of the airport. Messenger noted that discussions continue with the contractor to try to reduce the cost of the additional paving by \$6-8,000. Colley stated a temporary monthly surcharge for each hangar space was a potential alternative to recover the costs of the paving.

Ryan moved to authorize a change order to the Apron & Taxilane Rehabilitation Project contract with Knife River Materials for \$71,212 to accomplish additional paving work between the taxilanes and the hangars. Motion was seconded by Fazio and carried with Hawks and Katz voting nay. Katz stated he did not want to use the Urban Renewal Fund as a petty cash fund. Hawks moved to direct Staff to recommend a process to recover the funds spent by Urban Renewal for additional Airport paving. Motion was seconded by Katz and carried unanimously.

URBAN RENEWAL DISTRICT PROJECT PRIORITIZATION

Discussion continued from the August 20th special meeting regarding prioritization of projects to be implemented prior to the expiration of the Urban Renewal District. Messenger provided a scaled back list of \$16 million in projects noting in comparison to the original list of \$21 million of projects. Primary changes were the elimination of the Black Street extension, Mosher signals, the Edenbower/Northbound I-5 off ramp and scaled back estimates on overlays for Stephens Street, Garden Valley Boulevard, Stewart Parkway and the downtown area. The West Avenue redevelopment project was also scaled back due to the size of the area and the high amount of property acquisition that would be necessary. The new proposed project would include the easterly most properties bounded by Stephens and Chestnut. Colley noted that two years of projects have been approved in the Capital Improvement Plan. Approval is needed to finalize the last three years of that Plan.

Katz questioned the overpark improvements. Colley indicated that would be a series of \$25,000 projects focused on safety and security with added lighting, gates on the stairwells for monthly rental customers and painting. The improvements would not impact the free customer parking on the ground level of the structure.

Messenger explained that the City currently has a residential sidewalk program wherein abutting property owners pay for the materials to repair/replace their sidewalk with the City providing the labor. A commercial area program would be developed with a higher participation from the property owners who are currently responsible for all sidewalk maintenance. Such a program would need to be drafted through the Public Works Commission.

Ryan moved to direct Staff to process the proposed Urban Renewal District improvement projects through the Public Works Commission and Planning Commission. Motion was seconded by Cotterell and carried unanimously.

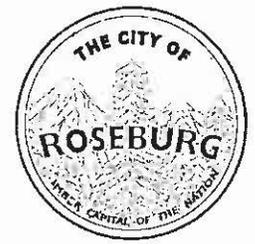
ADJOURNMENT

The meeting adjourned at 8:43 p.m.



Debi Davidson
Management Technician

ROSEBURG URBAN RENEWAL BOARD AGENDA ITEM SUMMARY



Capital Improvement Plan Update – Urban Renewal

Meeting Date: November 10, 2014
Department: Public Works
www.cityofroseburg.org

Agenda Section: Consent
Staff Contact: Nikki Messenger
Contact Telephone Number: 541-492-6730

ISSUE STATEMENT AND SUMMARY

The Urban Renewal District is set to expire in September of 2019. The issue for the Board is whether to adopt the attached component of the Five Year Capital Improvement Plan relating to Urban Renewal projects.

BACKGROUND

A. Board Action History

- December 16, 2013 – Council adopted an updated Five Year Capital Improvement Plan. The CIP only included three years in the Urban Renewal category.
- February 20, 2014 – Council conducted a periodic goal review and began discussion regarding Urban Renewal projects.
- May 19, 2014 – The Council/Board toured the Urban Renewal District to review proposed projects.
- August 20, 2014 – Council reviewed a draft list of projects for the remaining five years of the district.
- August 25, 2014 – Council continued discussion on the draft project list and directed staff to take the list to the Public Works and Planning Commissions for comments and recommendations.

B. Analysis. The City Council last adopted a Five Year Capital Improvement Plan (CIP) in December of 2013. That plan contained a tentative 3 year list of projects proposed to utilize Urban Renewal Funding. The Urban Renewal District expires in 2019. Staff has been working with Council to formulate a CIP for the remaining years of the district.

In preparing an update to the plan, staff reviewed the existing master plans including the Urban Renewal Plan, Transportation System Plan, Downtown Master Plan, Waterfront Development Plan, Airport Master Plan and various other studies previously prepared to better define future projects. "Other" studies include documents such as the Stephens Corridor Study from Garden Valley to Washington. Consideration is given to existing problem areas, as well as the ability to tie projects together to better facilitate improvements. Projects are often accomplished using multiple funding sources.

There are three projects that were previously contemplated for Urban Renewal funding that have not been included. The Black Street Extension was a project to extend Black Street through to Goetz Street and improve the street to current standards. This project required the removal of two or three houses. The project did not garner support from Council to remove the homes. Another project that has been removed is the Mosher Street signals at Pine and Stephens Street. A warrant analysis has indicated that these intersections will not

meet signal warrants in the next ten to twenty years without significant development occurring. Similarly, Urban Renewal funding contemplated for signalizing the northbound I-5 off-ramp at Edenbower has been removed. ODOT's Interchange Area Management Plan for Exit 127 has indicated that this intersection will not meet signal warrants in the next twenty years.

C. Financial and/or Resource Considerations. Projections show that the Urban Renewal District should provide about \$15 million in funding for capital projects over the next five years. The attached spreadsheet includes just under \$16 million in projects.

D. Timing Issues. The CIP is not scheduled for another update until late in 2015. In order to begin planning, engineering, programming, and any necessary property acquisition, it is important that staff receive direction on the projects for the remaining five years of the district as soon as practical.

BOARD OPTIONS

The Board has the option to:

1. Adopt the attached Urban Renewal Component into the Five Year CIP; or
2. Make recommendations for changes the project list; or
3. Not take any action at this time.

STAFF RECOMMENDATION

The Public Works Commission discussed the Urban Renewal CIP at their October 9th meeting. The Commission recommended approving the CIP. The Planning Commission discussed the plan at their October 3rd meeting and made a similar recommendation. Therefore, staff recommends that the Council/Board adopt the updated Urban Renewal component into the Five Year CIP.

SUGGESTED MOTION

I move to adopt the Urban Renewal Component into the Five Year Capital Improvement Plan as presented.

ATTACHMENTS

2014-19 Draft Capital Improvement Plan for Urban Renewal – See Council Agenda Item