Minutes
City of Keizer
River Road Redevelopment Board Meeting
Keizer City Hall Library
September 28, 1994

1. CALL TO ORDER

The meeting was called to order by Vice Chairman Smith at 7:05 p.m.

2. ROLL CALL

The following members were present: Vice Chairman Tim Smith, June Abbott, Art Gottfried, Donald Porter, Joe Van Meter, and Mark Grenz. Also present were Community Development Director John Morgan, City Council Liaison Jim Keller, Traffic Engineer Dick Woelk, Consultants John Spencer and Charlie Kupper, City Engineer Bill Peterson, and Recording Secretary Nona Oxe'.

3. APPROVAL OF MINUTES

It was moved by Mr. Van Meter that the minutes of July 27, 1994 be approved. The motion was seconded by Mr. Porter, and carried, all present voting aye.

4. ANNOUNCEMENTS

Development Activity

Mr. Morgan reported on new investment occurring in the corridor. He noted that real commercial building permits are being pursued. Current applications include a significant day-care center to be located behind Arbys. The Wittenburg property is moving ahead. Land sales are taking place for the Hydrotube property, and a new clinic is being built immediately south of the Hydrotube property. Also, inquiries about properties are encouraging.

Mr. Morgan noted that residential development in Statts Lake, Hidden Creek, and Country Glen is going forward. Two projects are planned on the Cherry Avenue corridor; one located on the Adams property behind Baskin Robins; the other across from Bi-Mart. The Senior Center is moving along rapidly. Mr. Morgan also commented that Property at 850 Cade is now clean and a permit has been issued for a single-family home.

River Road Redevelopment Project Activities

FMAGIC

Mr. Morgan reported that River Road continues at a fast pace. We're Looking at spring for bringing wires down..

Salem Electric

Mr. Peterson pointed out that Salem Electric's union crews have certain restrictions that would affect the costs of their work. The City would have no control over these costs. Mr. Morgan noted, however, that costs will be within a few thousand dollars of budget.

PGE

Mr. Peterson reported that PGE is committed to moving ahead with the design, and they would like base maps completed by the end of September. He noted that the base maps would be completed on time.

Discussion followed regarding the costs involved for the city in the project, and a comparison of the costs to the Salem Electric portion of the project.

Traffic Signals

Mr. Morgan reported that all the loops are being replaced. Signals are expected to be turned on about a week. Mr. Woelk explained how the loops would be replaced.

Storm Drainage

Mr. Morgan reported that Council, last week, awarded a bid to do the project over the hill and down to Cherry Avenue. At Cherry it will tie into the drainage system being put in at the State Farm complex.

Sign Inventory

Mr. Morgan distributed material outlining the results of the inventory of signage within the corridor. He noted that the list of properties not in compliance will be re-checked for accuracy before sending letters to the owners.

Mr. Morgan reviewed the sign inventory. Of the 248 signs in the inventory, approximately 92 were not in compliance. He advised that the goal is to send out letters in November. Signs not listed, and not in compliance for other reasons will also need to come into compliance.

Mr. Porter was concerned that lowering signs would cause problems with graffiti and would ate vandalism. Discussion followed regarding the time and effort put into creating the sign ordinance. It was felt that these concerns were addressed at that time.

5. DISCUSSION

a. Cherry Avenue Design Plan

Mr. Spencer gave an overview of what would be covered. He noted that Mr. Woelk had completed the first draft of the transportation analysis, and that a report was included in the packet. Mr. Woelk would review conclusions derived from that analysis. Mr. Spencer noted that Mr. Peterson had looked at bike lanes, sidewalks, etc., and would cover how properties would be impacted. Mr. Spencer also called attention to a schedule of major topics that would be discussed at future R3B meetings, and before the City Council.

Mr. Woelk reported that from beginning traffic counts obtained in June and July he was under the impression that Cherry Avenue would be not more than a three-lane section with a bike plan. He pointed out that street design sections require a basic arterial with a five-lane section. He noted, however, that a planned extension of Cherry Avenue runs through the middle of Capital City Transfer, and felt that Salem would not allow a five-lane street to be built. After analysis, and considering plans dictating that Cherry Avenue must be five lanes with bike lanes, he felt that three lanes would be equate. Mr. Woelk noted that Cherry Avenue has a significant accident problem, and traffic counts icate a need for at least one additional east/west connector along that section of road.

Mr. Woelk stated that, regardless of road configuration, if Council and R3B decide to go with three lanes in the 70 foot section, he recommends that a ten-foot combination bike/pedestrian sidewalk be built on one side in addition to two on-street bike lanes. Also, regardless of what the adopted transportation plans indicate, he recommends a three-lane section for the duration.

Mr. Van Meter wondered, if an arterial street were put in to Portland Road, would there still be a need to make Cherry Avenue a three-lane road? Also, if Alder were extended to Verda, would that take enough traffic off Cherry? Discussion followed regarding the possibility of an Alder connection to Verda and to River Road. Mr. Woelk felt that those possibilities would not reduce the need for Cherry going to three lanes.

Mr. Woelk confirmed that the difference in expense in building a five lane road, as opposed to a three lane road, would be quite significant, and the need for five lanes is not indicated for the 20 year projections. He felt that COG's traffic projection for Cherry Avenue was 6,000 cars off , and way out of line. Mr. Woelk also reviewed speed studies done on Cherry Avenue, included in the packet he distributed.

There was discussion of the *Local Transportation Plan* that must be adopted by January, 1996, and how it would relate to the project.

Mr. Spencer posted drawings of *Existing Land Use Development Opportunities* and *"First Cut" Alignment Options*. He pointed out that the drawings depicting the alignment options approximated the location of the edge of right-of-way for the 70-foot section in the middle of the corridor. He talked about primary impacts that would occur with this plan. He noted that the section by Lions is the narrowest; only a 40-foot right-of-way. There would need to be a 15 1/2 foot right-of-way acquisition for this section. Parking at the clinic would need to be reconfigured. There would be some loss of Cedar trees on the east side of the roadway, and a couple more Cedars on the west side further to the south. Mr. Spencer acknowledged that the trees now give Cherry Avenue its character. A number of driveways would be impacted. Parking along Cherry serving the Senior Center, and southerly, would be lost if the widening scheme is adopted. Front yards of existing homes would be impacted, and landscaping would change. Mr. Spencer pointed out that four homes are now for sale. He felt this might be a redevelopment opportunity.

Mr. Morgan felt that with the properties currently for sale, the City could run into a timing issue. Opportunities now available might not be a year from now, and the City might be looking at buying brand new buildings.

Discussion followed regarding the use of Iris Lane as a connector, and if not, the possibility of ...ng Sunset, and whether both should be considered. Mr. Spencer had no recommendation yet on which streets to use east/west. He indicated that they were now showing Iris because it has been talked about.

In recapping, Mr. Spencer felt that there would not be great impact by the widening. He noted that the top of the hill to past the Senior Center would be acquired for right-of-way. Mainly parking would be affected. For the multi-family units off Weeks, driveways would be impacted. He concluded that the primary impacts are, existing parking right up against businesses, significant trees, a few driveways at multi-family dwellings, and some parking. He felt that adding another five feet for landscaping probably would not cause much greater impact

Ms. Abbott questioned if any of the structures have the ability to have off street parking in the rear. Mr. Spencer felt that would be good to explore.

Mr. Porter was concerned about pedestrian traffic, and wondered what it would take to have sidewalks on both sides of the street. Mr. Woelk answered that the plan called for sidewalks on both sides. The recommendation is for a combined sidewalk/bike walk, without a planter on one side of the street.

Mr. Woelk noted that another advantage to right-of-way takes is realignment of cross streets for [illegible]ter flow of traffic.

Mr. Morgan felt that the Senior Center would encourage more senior housing in the area, creating a need for additional sidewalks and pedestrian circulation.

There was further discussion of the importance of trees and landscaping to achieve the desired appearance for the area, and the possibility of undergrounding utilities.

Mr. Spencer indicated that the next step would be to refine the project, and also at the next meeting, look at land use in the area.

<u>It was moved by Mr. Van Meter that staff be instructed to proceed with the 71 foot right-of-way, and planning to include a 10-foot sidewalk on the west side of Cherry Avenue, with a planting strip on both sides. The motion was seconded by Mr. Porter and carried, all present voting aye.</u>

Mr. Spencer alluded to the schedule for future meetings of R3B and before Council, and indicated that he would like to have a couple members of this committee attend the Council briefings. He also noted that two public workshops are planned beginning in October, and he would like some from R3B to be at the workshops.

Mr. Morgan advised that he had met with Police Lieutenant Jenness to discuss issues that would interact with their efforts regarding safety and crime control. Lieutenant Jenness identified four issues; east/west traffic, lighting, curbs and sidewalks, and speed limits. Mr. Morgan suggested that R3B members attend District 1 Policing Committee meetings to keep them abreast of what's going on with the project.

Mr. Morgan pointed out that back-up material from previous meetings had been attached to the minutes in the agenda packet for this meeting. He asked if Board members found back-up material to be helpful, and would like to receive it in the future. They indicated that they would.

b. Property Improvement Program

Mr. Kupper noted that included in the agenda packet were Policy Recommendation dated September 21, 1994. He stated that staff is recommending that the Renewal Agency not undertake a loan program for this year. Instead, staff suggests working with local lenders by helping to publicize their loan programs among renewal area businesses, and perhaps working one-on-one to bring a targeted business into the lender's program. However, depending upon the availability of funds to the City, he felt the Agency might want to be open to the possibility of someone walking in and saying, I have a great project and all it takes is a $10,000 or $5,000 loan. Mr. Kupper described where other

...ies had done this kind of project. For example, the Athletic Club in downtown Eugene involved ...sion of redevelopment loan funds.

Mr. Porter asked, "If the door is initially opened to these people through private lenders, would it be closing the door to a City loan program at a later time?" Mr. Kupper didn't see anything that would prevent the city from entering into the loan program years down the road.

Staff felt that the most efficient use of the money would be to fund two kinds of commercial improvements; driveway replacement, and sign compliance. As grant programs, they would be easy to administer. Staff recommends that the driveway replacement program be a straight grant program, with a maximum grant of $1,200 per driveway. Staff initially recommends that the sign compliance grant be for 10% of the project cost, up to a maximum of $500. Mr. Morgan felt this was a good reason to hold off until November to send sign compliance letters. A brochure describing the grant program could be sent with the compliance letters.

Mr. Kupper felt that perhaps 10% of the project costs or $500, whichever is greater, might be a greater incentive for quicker compliance.

There was discussion of how the $75,000 should be used, and how a grant program would be administered.

<u>It was moved by Mr. Grenz that, leaving flexibility in numbers, R3B recommend to the City Council adoption of the staff-recommended policy for a grant-funded driveway replacement program, and sign replacement and compliance program. The motion was seconded by Mr. Van Meter.</u>

Mr. Smith noted that the time limit for sign replacement and compliance is now set at May, 1997. He felt there should be a window of opportunity to motivate people to take advantage of the grant program. Mr. Kupper suggested that since the funds are budgeted for the current fiscal year, the handout could indicate that the money is available until June of 1995.

Mr. Morgan clarified that the $75,000 is not actually budgeted. He pointed out that it is in contingency and can be used only if Council approves this program. The budget year ends June 30th.

There was discussion of whether there should be a cut-off date for businesses to bring signs into compliance, and what the dollar or percentage amount granted should be.

<u>It was moved by Mr. Smith that the motion on the floor be amended to recommend to the City Council that the sign program grants be 10% of the project costs or $500, whichever is greater. The motion was seconded by Mr. Van Meter, with the addition that the program ending date be June 30, 1995. The motion carried, all present voting aye.</u>

The original motion, as amended, carried, all present voting aye.

c. Cash Projections

Mr. Morgan noted that should tax increment revenue be affected by passage of the ballot measure dealing with tax or fee increases, there probably would not be enough money to complete all the projects on the established list. If the decision is to fully commit to Cherry Avenue, it would probably be necessary to bank income for a few years and not do other things. He felt there would be a need to revisit priorities based on revised cash flow projections. He suggested that Board members think about what should be done, and noted that he would come back with a report to the community.

Mr. Van Meter felt that projects are in the order of priority right now.

Mr. Smith suggested that the Board look at priorities again, with less dollars.

d. River Road Zone

Mr. Morgan stated that staff is embarking on a total rewrite of the zoning ordinance. He noted that one thing talked about as part of the project is to do a revamp of the zoning along River Road, and the possibility of a new zone for the corridor that might better meet development expectations.

Mr. Morgan noted that the Planning Commission talked about their vision of what would work on River Road. He felt that R3B needed to be involved in those considerations. He suggested different ways that zoning might work for the River Road corridor. He noted that the Commission had discussed higher density housing, office space, etc., and had suggested establishing two zones that would work together. Mr. Morgan said that he would like to set up a working committee; possibly two members from R3B and two members from the Planning Commission.

Mr. Smith indicated that he would like to be a part of the committee.

Mr. Morgan asked Councilor Keller if he knew of a Councilor who would like to be involved. Mr. Keller felt that Councilor Watson might want to inasmuch as he is the liaison for the Planning Commission.

6. UPCOMING MEETINGS

The next regular R3B meeting is scheduled for October 26, 1994 at 7:00 p.m.

If scheduling allows, a workshop to discuss Cherry Avenue will be held the week of October 10th.

OTHER BUSINESS

None

8. ADJOURN

There being no further business, the meeting was adjourned by Vice Chairman Smith at 9:25 p.m.