



CITY OF MCMINNVILLE
PLANNING DEPARTMENT
231 NE FIFTH STREET
MCMINNVILLE, OR 97128
503-434-7311

www.mcminnvilleoregon.gov

MCMINNVILLE URBAN RENEWAL ADVISORY COMMITTEE
Community Development Center, 231 NE 5th Street
Wednesday, November 2, 2016
4:00 PM

COMMITTEE MEMBERS

Walt Gowell
Chair

Kyle Faulk

Ed Gormley

Kelly McDonald

Cassie Sollars

Wendy Stassens

Marilyn Worrix

Kem Carr
Ex-Officio

Scott Hill
Ex-Officio

Rebecca Quandt
Ex-Officio

ITEM

CALL TO ORDER / INTRODUCTIONS

ACTION ITEMS

Parking Study Proposal (*Exhibit 1*)

Wayfinding Proposal (*Exhibit 2*)

DISCUSSION ITEMS

Capital Improvement Project Discussion (*Exhibit 3*)

CITIZEN COMMENTS

COMMITTEE MEMBER COMMENTS

STAFF COMMENTS

ADJOURN

NEXT MEETING: December 7, 2016

*Please note that these documents are also available on the City's website www.mcminnvilleoregon.gov; click on Government, click on Boards and Commissions, click on McMinnville Urban Renewal Advisory Committee. You may also request a copy from the Planning Department at the Community Development Center, 231 NE 5th Street, 503-434-7311.



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EXHIBIT 1 - STAFF REPORT

DATE: November 2, 2016
TO: McMinnville Urban Renewal Advisory Committee Members
FROM: Heather Richards, Planning Director
SUBJECT: Parking Inventory and Occupancy Study

Report in Brief:

This is an action to consider a Parking Inventory and Occupancy Study from Rick Williams Consulting.

Background:

At their meeting on October 5, 2016, the McMinnville Urban Renewal Advisory Committee (MURAC) discussed the need to commission a parking inventory and occupancy study to fully understand the parking constraints and opportunities in the Downtown and NE Gateway Districts.

Public parking inventory has been identified as a critical issue for both the Third Street District and NE Gateway District. A parking management plan usually consists of parking programs and increased parking inventory which could be in the form of shared parking agreements, surface parking or structural parking. Usually the first step towards understanding a parking problem statistically is a parking analysis. It does not appear that McMinnville has engaged in an inventory analysis in at least five years. Typically 85% capacity is the trigger for new inventory investment. A study could identify where the capacity issues exist and make a recommendation for location of new parking inventory.

Discussion:

Staff commissioned a proposal from Rick Williams Consulting who has significant experience in the Pacific Northwest performing and providing analysis of these types of study in urban environments. The proposed scope of work is attached for review and evaluation.

Fiscal Impact:

Currently the proposal is for a not to exceed amount of \$27,026. Staff is in dialogue with the consultant about opportunities for savings in the scope of work.

Action / Recommended Motion:

"I move to recommend the approval of a contract with Rick Williams Consulting in the amount of not-to-exceed \$27,026 to the McMinnville Urban Renewal Board, encouraging staff to continue to negotiate the final fee with the consultant."

Rick Williams CONSULTING

Parking and Transportation Demand Management
PO Box 12546
Portland, OR 97212
Phone: (503) 459-7638
www.rickwilliamsconsulting.com

October 21, 2016

Heather Richards, PCED
Planning Director
City of McMinnville
231 NE Fifth Street
McMinnville, OR 97128

Dear Heather:

Thank you for the opportunity to respond to your request for a proposal to conduct a study of parking in downtown McMinnville. Rick Williams Consulting (RWC) submits the attached Task and budget outline for work that result in an accurate understanding of parking dynamics in the downtown. We stand ready to initiate work quickly as soon as an agreement can be finalized.

I have attached a draft scope/task summary and detailed budget breakout for your review. Please consider this draft as we are open to discussing revisions, clarifications and refinements per your needs. As you will see in the budget detail, we are proposing a not to exceed agreement of \$27,026.

We believe our firm offers the right blend of technical skills and experience to meet the needs for McMinnville's Downtown Parking Inventory and Occupancy Study. We have conducted hundreds of parking utilization studies, developed targeted parking strategies, and parking asset management plans for cities, economic development associations, real estate developers, and residential districts throughout the Pacific Northwest.

We look forward to discussing our proposal and your needs in greater detail with you. Meanwhile, please feel free to contact me if you have any questions or seek additional information.

Sincerely,



Rick Williams
President

PROPOSED WORK SCOPE – TASK OUTLINE

Task 1: Background Review

- 1.1 Finalize work scope with City/Agency Staff.
- 1.2 Review of background materials including existing parking code/policies and any other documents the City of McMinnville believes are pertinent to the success of this study.
- 1.3 Finalize study areas (core zone and secondary study area).
- 1.4 “Project kick-off” meeting (via phone conference) with City staff to review tasks and expectations and to assure broad understanding of all project tasks and desired outcomes.

Task 2: Data Collection

During Task 2, RWC will conduct a detailed inventory of the parking supply in downtown McMinnville, inventorying both on and off-street facilities. The inventory will be followed by a comprehensive occupancy and turnover survey, the timing of which will be coordinated (but not publicized) with City staff.

- 2.1 With completion of Task 1.3, consultant will come to McMinnville and conduct a thorough inventory of the on- and off-street parking supply in the core zone and inventory lot location and stall counts in selected sample off-street lots in the secondary study zone (sample lots will be identified with the City in Task 1.3).
- 2.2 Parking in the core zone will be catalogued by block face, stall type, time designation, and/ ownership/management (for off-street stalls). The inventory will take place at a date determined with the Client in Tasks 1.3 and 1.4.
- 2.3 Develop and submit parking utilization data collection methodology to Client. Outline will be submitted 2 weeks prior to parking utilization and occupancy study in Task 2.4.
- 2.4 In consultation with the City, a “typical day” will be selected to conduct a single day 10 hour survey of use of all on-street stalls located in the core zone. All off-street facilities in the core zone, and all sample lots in the secondary study zone will be surveyed for occupancy every hour over the 10 hour study day.

Deliverables (Task 2):

- *A complete summary of the inventory will be incorporated into Technical Memorandum 1. Information will be presented in table and graph formats with narrative summaries to assure complete understanding of the project purpose and format of the parking inventory in the downtown.*
- *Parking utilization/occupancy study data collection methodology. Technical Memorandum 2.*
- *Completion of typical day data collection effort (10 hour survey day) in core and secondary study area.*

Task 3: Data Analysis

Data analysis will look at all aspects of how the parking system is being utilized. Results from the data analyses will be presented in graphical (charts) and tabular form as well as being summarized into a technical report (Technical Memorandum 3). The report will provide an accurate and thorough quantification of all of these factors. These measurements will be used to evaluate and calibrate parking practices and policies for parking in the study area.

Analysis of this data will provide an objective look at utilization by time of day, block face, area and individual off-street location/lot. This allows for analyses of parking surpluses, deficits and the overall dynamics of utilization.

Understanding of surplus/deficit will be used to develop shared use opportunity scenarios as well as scenarios related to the impact of new uses overlaid onto sites/areas that may redevelop. The same surplus/deficit information will be used to target sites within the study zone that could serve as locations for absorption of new demand, or as reasonable sites for future parking (net new supply) that would most effectively serve multiple demands.

- 3.1 Data from Tasks 2.2 and 2.3 will be input into RWC's proprietary models to generate parking diagnostic indicators (occupancies, average duration, system turnover, violation rates, number of unique vehicles, total vehicle hours parked, etc.). RWC will summarize, display and explain data findings that are straightforward and easy to understand. These findings will telegraph what strategies and/or management practices should be used to make the highest and best use of the existing parking supply.
- 3.2 Conduct "nodal" or specific area analyses to identify strategic locations in the downtown that could serve as future parking facilities to accommodate anticipated organic growth as well as projects identified by city staff.
- 3.3 Conduct a "true parking demand" analysis using actual parking occupancy data correlated to building area (land uses) within the study zone. [NOTE: City will provide either building area and land use data or access to GIS mapping data.]
- 3.4 Memoranda summarizing data findings, constraint analysis, demand and future opportunity based on findings of Tasks 3.1 – 3.3.

Deliverables (Task 3):

- *Technical Memorandum #3 summarizing data and findings from Task 3 as well as identifying existing surpluses and constraints within the on and off-street parking systems. This memorandum will also provide insights into future parking "need" contingent upon the City's ability to provide land use data necessary to Task 3.3 and estimates of future development growth (i.e., vision plan estimate, development agenda, etc.)*
- *Confidential Technical Memorandum #4 identifying specific parcels best suited to meet the identified off-street parking growth needs including preliminary cost estimates based upon*

publicly available County Assessor data and cost estimates based upon industry standard data with consideration given to any visible site constraints (such as unusually narrow or shallow lots).

Task 4: Final Report

With the conclusion of the data analysis work and siting evaluation RWC will compile the findings and strategy recommendations into a parking summary report for the City to review.

- 4.1 Compile draft final report summarizing Technical Memorandums 1 and 4 and generalized recommendations for budgeting to meet future parking needs. Submit to City staff for review and input.
- 4.2 Finalize Report per input derived from City staff review.

Deliverables (Task 4):

- *Draft Final Report*
- *Final Report*

Task 5: Meetings

Up to three meetings to review work, process, findings (per request by the Client)

- 5.1 Up to 3 meetings

ESTIMATED BUDGET

RWC proposes a not to exceed budget of \$27,026. See attached budget breakout.

SCHEDULE

RWC will work with the client to establish a task schedule for initiation and completion of work tasks and project deliverables.

**ATTACHMENT
PROPOSED BUDGET – DETAIL BY TASK**

	Williams	Ronchelli	Collins	Taylor	Vasbinder/ Williams	Field Surveyors / Data Entry	Total Hours	Expenses	
	<i>Project Lead</i>	<i>Senior Associate</i>	<i>Associate</i>	<i>Editing & Report QC</i>	<i>Field Foremen</i>	<i>Data Collection</i>			Amount per Deliverable
Task Items	\$175	\$145	\$120	\$60	\$40	\$27			Task Cost
Task 1: Project Kick-Off and Background Review	5	7	4	-	-	-	16	-	2,370
Task 2: Data Collection	6	19	21	0	48	74	168	\$ 438.00	10,681
Task 3: Data Analysis	5	8	4	0	12	0	29	\$ -	8,385
Task 4: Final Report	10	6	6	4	0	0	26	\$ -	3,580
Task 5: Meetngs (up to 3)	9	3	0	0	0	0	12	\$ -	2,010
Total Hours	35	43	35	4	60	74	251	\$ 438.00	
Total Cost	6,125	6,235	4,200	240	2,400	1,998			27,026
Task 1: Project Kick-Off and Background Review									
1.1 Finalize work scope with City/Agency Staff.	2	2	0	0	0	0	4	\$ -	640
1.2 Review of background materials including existing parking code/policies	1	2	2	0	0	0	5	\$ -	705
1.3 Finalize study areas (core zone and secondary study area).	0	1	0	0	0	0	1	\$ -	145
1.4 Project kick-off" meeting (via phone conference) with City staff	2	2	2	0	0	0	0	\$ -	880
Subtotal Hours & Costs	5	7	4	-	-	-	16	\$ -	2,370
Task 2: Data Collection									
2.1 Parking inventory data collection for on and off-street parking (in -field)	0	8	8	0	16	0	32	\$ 100.00	2,860
2.2 Data entry of inventory/inventory catalogue (Tech Memo)	0	0	0	0	10	8	18	\$ -	616
2.3 Parking utilization/occupancy data collection methodology memo	2	0	2	0	0	0	4	\$ -	590
2.4 Typical day parking utilization/occupancy data collection (core and secondary)	4	11	11	0	22	66	114	\$ 338.00	6,615
Subtotal Hours & Cost	6	19	21	0	48	74	168	\$ 438.00	10,681
Task 3: Data Analysis									
3.1 Data analysis and data summary	5	8	4	0	12	0	29	\$ -	2,995
3.2 Parking nodal analysis	4	2	2	0	0	0	8	\$ -	1,230
3.3 Parking demand analysis	4	2	2	0	0	0	8	\$ -	1,230
3.4 Data reports (2 Memorandum)	8	6	4	3	0	0	21	\$ -	2,930
Subtotal Hours & Cost	5	8	4	0	12	0	29	\$ -	8,385
Task 4: Final Report									
4.1. Draft Final Report (for City staff review)	8	4	6	3	0	0	21	\$ -	2,880
4.2 Final Report - incorporating City input	2	2	0	1	0	0	5	\$ -	700
Subtotal Hours & Cost	10	6	6	4	0	0	26	\$ -	3,580
Task 5: Meetngs (up to 3)									
5.1 Up to 3 Meetings (as requested by client)	9	3	0	0	0	0	12	\$ -	2,010
Subtotal Hours & Cost	9	3	0	0	0	0	12	\$ -	2,010



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EXHIBIT 2 - STAFF REPORT

DATE: November 2, 2016
TO: McMinnville Urban Renewal Advisory Committee Members
FROM: Heather Richards, Planning Director
SUBJECT: Sea Reach Ltd Wayfinding Proposal

Report in Brief:

This action considers a proposal for a Wayfinding Plan for the City of McMinnville. The McMinnville Urban Renewal Advisory Committee (MURAC) would partner with Visit McMinnville, the City of McMinnville and MEDP on financing the proposal.

Background:

At their meeting on October 5, 2016, MURAC discussed the opportunity to partner with other community organizations on a city wide wayfinding plan to help provide residents and visitors with a cohesive, well-designed navigational system.

Visit McMinnville is leading a community-wide discussion about the need for wayfinding in McMinnville that will help direct tourists to destinations and help to build upon the unique sense of place that is McMinnville. This type of product would provide the design for vehicular wayfinding, highway wayfinding, pedestrian wayfinding, kiosks, etc. Visit McMinnville is considering applying for a Travel Oregon grant to help pay for the build-out of a wayfinding program and would like to commission a study in advance of the grant application in order to have a foundation for the grant request. In order to fund the study, Visit McMinnville would like to partner with other community organizations interested in investing in the program. Since Wayfinding is part of many of the urban renewal plan projects, the McMinnville Urban Renewal Agency (Agency) could choose to participate in either the design, the build-out or both the design and the build-out.

Discussion:

Visit McMinnville asked Sea Reach Ltd to provide a proposal for a wayfinding plan after the Ad-Hoc Wayfinding Committee comprised of representatives from Visit McMinnville, the City, MURAC, MEDP and the Chamber of Commerce interviewed Sea Reach Ltd and felt confident that they were the appropriate team to work with on this endeavor. The proposal is attached for the committee review and evaluation.

Fiscal Impact:

The total proposal costs is approximately \$24,000. MURAC's contribution would be approximately \$6,000 - \$8,000.

Action / Recommended Motion:

"I move to recommend to the McMinnville Urban Renewal Board to help fund the Sea Reach Ltd Wayfinding Plan at a level of \$6,000 - \$8,000."

146 ne yamhill street · sheridan · oregon 97378

telephone 503-843-2005 facsimile 503-843-2744

Jeff Knapp
 Executive Director
 Visit McMinnville
 328 Davis St. #1
 McMinnville, Oregon 97128
 503-857-0182

October 18, 2016

Re: Wayfinding Plan for McMinnville, Oregon

Dear Jeff:

After having met with you and your team, Sea Reach is proposing the following scope and fees to develop a wayfinding plan for the City of McMinnville. You will note in the scope that we have called out a number of optional tasks. We are giving you the base price and if you decide now or later to add tasks, we are happy to do so.

Overview:

Sea Reach will evaluate, research, and survey McMinnville and the immediate surrounding area to determine the best approach to a comprehensive wayfinding system that provides residents and visitors with a cohesive, well-designed navigational system.

Scope of Work for McMinnville, Oregon Wayfinding

Final Products:


- Wayfinding Analysis (evaluate, survey, and research)
- Wayfinding System:
 - Design Intent (philosophy behind design of system and the look and feel of the signage.)
 - Graphic Standards
 - Location Plan (where are signs, kiosks, gateways, and other landmarks - located)
 - Message Schedule (what do the signs say)
 - Placement Guides (where are signs placed in proximity to sidewalks, street furniture, right-of-ways, and set back requirements.)
 - Construction Document
- (Optional) Map Design
- (Optional) Gateways and Landmark Designs
- (Optional) Structural Engineer review and recommendations – sealed drawings
- (Optional) Cost Estimate and Implementation plan.

Tasks

Phase I: Analysis

Survey: At the beginning of this wayfinding project, the Sea Reach team will review existing city and regional planning documents that influence pedestrian, bicycle, and vehicular wayfinding. These documents include: previous wayfinding projects (if there are any); district and project planning documents; city sign standards; future development plans; and research into existing special districts (e.g., downtown, historic districts, and areas that have established their own wayfinding).

Review of existing plans and future developments: In addition to an analysis of written materials, Sea Reach will walk, bike, take public transport, and drive throughout McMinnville. An inventory of



current signage for the city as well as major destinations that meet criteria for public wayfinding will be recorded. This survey will include a study all of the major and minor access routes into and out of McMinnville, major gateways, and large intersections. An examination of city, county and state-owned properties (including locating the required set backs and establishing right-of-way requirements) will assist in decisions for gateway and sign placement.

** Public or Stakeholder Meeting:* An optional component of Phase 1 is a public meeting. This is designed to take a pulse of the community's ideas and feelings towards major destinations in the area, what and where distinct areas of the town are, and gain a better understanding of what qualities the community wants to be.

Items included in Phase I

- Kickoff Meeting
- Survey of Area designated for Wayfinding- define project boundary, gateways, traffic corridors, existing signage, destinations, iconic or geographic elements that function as wayfinding aids.
- Analysis of Existing Infrastructure and Recommendations
- Meeting to discuss findings (Committee Review)
- (Optional) Open House: Researching Needs and Desires of the Community

Phase II: Design

Conceptual Designs: After the analysis of existing wayfinding conditions and a solidified list of destinations and an agreement regarding nomenclature (what destinations are called), a conceptual design for a new wayfinding system will be produced. The design will draw inspiration from the city's history, identity, and the built environment in different ways. While conceptual in nature, the design will show the relationship between different signage types within the family of signs: gateways, vehicular directionals, bicycle directionals, pedestrian directionals and map kiosks. The design will allow for expression of McMinnville's identity and contribute to a sense of place that is as unique as the city.

Refined Design: After receiving public and stakeholder input (either through meetings, online poll, or other event) on the conceptual designs, one will be chosen to be more fully developed.

Draft Plans: Concurrent with the design process will be the creation of: a list of final destinations, draft message schedule (what each sign says), and a sign location plan (where the signs are located). These necessary items allow the wayfinding system to work as a *system* by strategically classifying and identifying routes, decision points, and destinations.

Final Design & Mock-ups: A third round of revisions to the design occurs with the Final Design Package. Here, refinements based on stakeholder input are made. Mock-ups of vehicular, bicycle, and pedestrian directionals may be presented to the City to confirm size, shape, and color of the wayfinding system in real-world conditions.

** Creation of Kiosk Map:* A recommended option for the design of the wayfinding system is the addition of creating a map at the same time. This ensures that the colors, design elements, naming patterns, and other visual cues that are used in the wayfinding system are incorporated with the map. Kiosks with maps, pedestrian maps, brochure maps, maps on bicycle signage, and maps designed to be used on mobile devices are a part of effective wayfinding strategies. The map design will move through the same phases as the design of the wayfinding family.

* *Design Icon Gateways*: Another consideration for a wayfinding system is the inclusion of monumental gateways and landmarks. Highly visible, these items serve as both artistic expressions and as landmarks that help guide residents and visitors. They define the character and qualities of an area and serve as important wayfinding tools.

* *External Review*: Sometime during the design process, the stakeholder review should include the Oregon Department of Transportation, Yamhill County, and the City of McMinnville regarding sign placement (and design) to insure that the bid documents are reflecting current sign regulations. This review may also include private landowners. This task includes meeting and presenting the plan.

Items included in Phase II

- Conceptual Design Package
 - Meeting (Committee Review)
- Refined Design Package
 - Meeting (Committee Review)
- Final Design Package
 - May include full-side mock-ups of vehicle, bike, and pedestrian signs
- (Optional) Map Design Package
- (Optional) Designs for Monumental Gateways and Landmarks
- (Optional) External Review: State, County, and City.

Phase III: Conclusion – Final documents

Final Documents: The last phase of the wayfinding project finalizes the plans and concludes with the creation of production-ready graphics and finalized location plans, message schedules, and placement guides. It can also include construction drawings and structural engineering. The plans are field checked one final time. Photos are taken for an exact installation guide.

Construction Document: Importantly, this phase also includes construction documents, which provide the drawings for how to produce the wayfinding elements – fabrication, materials, finishes and other specifications.

* *Engineering*: Due the size of the vehicular signage, engineering the footer and attachments will be necessary for a final set of construction documents. This can be required of the contractor chosen to fabricate/install the final signs, or it can be folded into the planning and design phase.

* *Cost estimate and implementation plan*: Sea Reach can produce a cost estimate and implementation plan that can assist in budgeting.

Items included in Phase III

Final Document

- Graphic Standards
- Design Intent
- Location Plan
- Message Schedule
- Placement Guides
- Construction Document
- Meeting (Committee Review)
- (Optional) Structural Engineer review and recommendations – sealed drawings
- (Optional) Cost Estimate and Implementation plan.

•Fees:

task	personnel	hrs	unit	ext
Phase I: Analysis				
Kick-off meeting				n/c
Evaluation of project area				
Record existing signage	Cory schott	8	65.00	520.00
Record existing signage	Leia Reedijk	8	65.00	520.00
Research current and future development plans	Cory schott	16	65.00	1,040.00
Research city, county and state sign requirements	Cory schott	16	65.00	1,040.00
Write up evaluation	Cory schott	16	65.00	1,040.00
Write up evaluation	Leia Reedijk	16	65.00	1,040.00
Prepare boards for public meeting	Leia Reedijk	16	65.00	1,040.00
Review presentation materials	Susan Jurasz	1	85.00	85.00
Review presentation materials	Peter Reedijk	1	85.00	85.00
subtotal				6,410.00
Meeting #1 to present findings				
Meeting	Cory schott	2	65.00	130.00
Meeting	Leia Reedijk	2	65.00	130.00
Meeting	Susan Jurasz	2	85.00	170.00
Meeting	Peter Reedijk	2	85.00	170.00
subtotal				600.00
Phase II: Design				
Sea Reach submits preliminary designs				
Submit preliminary design	Peter Reedijk	16	85.00	1,360.00
Submit site evaluation	Susan Jurasz	8	85.00	680.00
subtotal				2,040.00
Meeting #2 to present preliminary design				
Meeting	Cory schott	2	65.00	130.00
Meeting	Leia Reedijk	2	65.00	130.00
Meeting	Susan Jurasz	2	85.00	170.00
Meeting	Peter Reedijk	2	85.00	170.00
subtotal				600.00
Sea Reach refines design				
Refine signage design	Peter Reedijk	21	85.00	1,785.00
Three dimensional drawings or insitu photos	Melissa Boettcher	8	85.00	680.00
subtotal				2,465.00
Sign Content, location, destinations				
Draft legend plan	Cory schott	16	65.00	1,040.00
Draft legend plan	Leia Reedijk	16	65.00	1,040.00
subtotal				2,080.00
Sea Reach submits refined design & locations				

Submit preliminary design #3 for presentation	Peter Reedijk	12	85.00	1,020.00
Submit map with locations and legend plan	Peter Reedijk	8	85.00	680.00
Produce presentation materials for meeting	Peter Reedijk	8	85.00	680.00
subtotal				2,380.00

Meeting #3 to review refined design and plan

Meeting	Cory schott	3	65.00	195.00
Meeting	Leia Reedijk	3	65.00	195.00
Meeting	Susan Jurasz	3	85.00	255.00
Meeting	Peter Reedijk	3	85.00	255.00
subtotal				900.00

Phase III: Conclusion - Final documents

Sea Reach refines package

Submit preliminary design #4	Peter Reedijk	8	85.00	680.00
Refined map with locations and legend plan	Peter Reedijk	8	85.00	680.00
draft graphic standards	Cory Schott	12	65.00	780.00
draft placement guide	Peter Reedijk	8	85.00	680.00
draft construction document	Peter Reedijk	8	85.00	680.00
subtotal				3,500.00

Meeting #4 to review final documents

Meeting	Cory schott	3	65.00	195.00
Meeting	Leia Reedijk	3	65.00	195.00
Meeting	Susan Jurasz	3	85.00	255.00
Meeting	Peter Reedijk	3	85.00	255.00
subtotal				900.00

Final wayfinding recommendations

Final document	Peter Reedijk	12	85.00	1,020.00
Final document	Peter Reedijk	12	85.00	1,020.00
Hard copies of document		4	5.00	20.00
subtotal				2,060.00

Total (without options)				23,935.00
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Respectfully submitted,



Susan Jurasz, President



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EXHIBIT 3 - STAFF REPORT

DATE: November 2, 2016
TO: McMinnville Urban Renewal Advisory Committee Members
FROM: Heather Richards, Planning Director
SUBJECT: Discussion – Five Year Strategic Plan – Capital Improvement Projects

Report in Brief:

This is discussion of a five year strategic plan for the McMinnville Urban Renewal District..

Background:

At their meeting on October 5, 2016, the McMinnville Urban Renewal Advisory Committee (MURAC) discussed the need for a five year strategic plan. It became clear during the discussion that a dialogue with the City Engineer needed to occur to understand fully the extent of the transportation bond projects in the McMinnville Urban Renewal District and their expected timing for implementation to start to discuss other public improvement opportunities.

Discussion:

Below is a table of the authorized Urban Renewal Plan projects, their assumed budgets and the anticipated timeframe for implementation. This table is derived from excerpts of the McMinnville Urban Renewal Report (Attachment A).

PROJECT	UR AMOUNT	TIMEFRAME	STATUS
Alpine Avenue	\$5,300,000	2016-2032	\$2.2 MM, 2017
3rd Street Streetscape	\$2,325,000	2016-2022	
Loan/Grant Programs	\$940,000	Incremental	On-Going
Adams/Baker	\$600,000	2021-2024	
5 th Street	\$1,200,000	2023-2024	Complete
1 st /2 nd Streets	\$1,000,000	2025-2030	
Lafayette Avenue	\$1,500,000	2034-2038	
Downtown Signals	\$700,000	2017-2026	
Public Parking	\$1,000,000	2025, 2032-2035	
2 nd Street	\$1,100,000	2037-2039	
Property Acquisition	\$450,000	As Needed	On-Going
Public Infrastructure	\$590,000	2038-2039	
Financing Fees	\$218,895	As Needed	On-Going
Administration	\$1,129,996	Annual	On-Going
Reimbursement of UR Planning	\$50,000	2017-18	Complete

Attachment A: Excerpts from the McMinnville Urban Renewal Report

Attachment B: 5th Street Project Sheet

Attachment C: 1st and 2nd Street Project Sheet

Attachment D: Urban Renewal Cash Flow Analysis

Fiscal Impact:

Per Attachment D, after paying the annual debt service for the Alpine Avenue improvement project there are still funds available for other urban renewal projects in the next five years. Strategically the Agency could elect to save all of the money towards a larger project or spend some funds annually on the necessary design and planning for a future capital improvement project and/or spend some funds on smaller annual capital improvement projects. The current fund balance at the end of the 2016/2017 fiscal year is approximately \$250,000.

Below are excerpts from the 2013 McMinnville Urban Renewal Report describing projects, existing conditions at the time that led to the projects, funding and timing assumptions.

Notes in red are current status notes as of September, 2016.

THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND

The projects identified for the Area are described below, including how they relate to the existing conditions in the Area:

A. Public Infrastructure and transportation improvements

1. Alpine Avenue

This project will design and reconstruct Alpine Avenue in phases, including providing streetscape and district identity improvements. Streetscape features could include sidewalks, signage, landscaping, lighting, public use amenities, shelters, and public art to help improve the physical appearance of the district. It will also create a pedestrian environment that encourages the development (and redevelopment) of active uses such as shopping, entertainment, commercial and craft industrial business activity, and housing development.

Existing Conditions:

Alpine Avenue is a two-lane local street that is in very poor condition. A section on the north end is a gravel surface. The section on the south end is paved, but the width is not consistent and there are no curbs, gutters, or sidewalks. There are no pedestrian amenities, such as streetscape improvements on the full length of Alpine Avenue. There is on-street parking.

Out to bid for project to build the Festival district (7th-10th) & Craft district (10th-11th). Work to be completed in 2017, and is funded via 2014 Transportation bonds and UR funds.

2. 3rd Street Streetscape and District Identity Improvements

This project will design and construct streetscape improvements to 3rd Street as identified in the TSP. This project will implement various streetscape and design improvements through the district to establish a high quality and unique aesthetic. Such improvements could include:

- The undergrounding of overhead utilities,
- Gateways and directional signage,
- Landscaping and street tree improvements,
- Historic street lighting and traffic signal standards,
- Additional public use amenities (i.e. benches, bike racks, fountains, restrooms)
- Public sidewalks that integrate historic paving patterns and materials,
- Drafting and implementation of design standards and guidelines for the district (signage),
- Redesign and reconstruction of the US Bank Plaza for public events (should the property owner lease or sell the property to the Urban Renewal Agency),
- Redesign of mid-block crossings,
- Redesign/construction of downtown shelters (kiosks), and
- Public art.

The intent of these improvements is to improve the physical appearance of the district and create a pedestrian environment that encourages the development (and redevelopment) of active uses such as shopping, entertainment, commercial, and craft industrial business activity.

Existing Conditions:

3rd Street is the street that services the downtown commercial core. It is a two-lane street with on-street parking, sidewalks, curbs, and gutters. Streetscape improvements are recommended in the McMinnville TSP (p 4-23) and in the Pedestrian System Plan, Chapter 5 of the TSP, including the chart on p 5-12. Streetscape improvements have also been recommended in a number of adopted city plans, including the most recent Third Street Streetscape Plan, prepared in 2005.

Not included in 2014 Transportation bond project list

3. Adams/Baker Couplet

This project will provide for the design and reconfiguration of the Adams/Baker couplet by adding curb extensions at major intersections within the corridor, providing new curb ramps for accessibility, adding pedestrian scale lighting, and delineating pedestrian crosswalks with pavers or similar materials.¹

¹ McMinnville Transportation Systems Plan, p 5-10, 5-11.

Existing Conditions:

This project is identified in the TSP, p 4-15. In general, while the sidewalks along Adams and Baker Streets are fairly contiguous and in decent shape, they are too narrow (four-five feet) to carry substantial pedestrian traffic, and there are many obstructions and obstacles within the sidewalk area that impede safe pedestrian travel. Several of the intersections along Adams and Baker Streets include curb ramps that do not meet Americans with Disabilities Act (ADA) guidelines.² In addition, this corridor, and the traffic volume it carries, provides a barrier between the historic McMinnville downtown to the east and the public park, aquatic center, library, and residential neighborhoods to the west. Improvements to this corridor, as identified in the City's adopted TSP, would help make travel within and across this corridor safer.

Not included in 2014 Transportation bond project list; ODOT may have grant resources for some of this work.

4. 5th Street

The 5th Street project will provide for the design and reconfiguration of 5th Street from Lafayette Avenue to Adams Street, as identified in the TSP p 4-12, 4-15, and Appendix D. The project will add critical improvements necessary for 5th Street to function as an alternative to other east-west streets in the downtown commercial core (1st, 2nd, and 3rd streets, in particular). Such improvements would include adding curb extensions at major intersections, curb ramp and sidewalk replacement, as needed, and traffic signals at Adams Street, Baker Street, and Lafayette Avenue. An existing signal would also be removed at 4th and Adams and pavement would be repaired.

Existing Conditions:

5th Street is missing sidewalk and curb ramps at the railroad crossing and at Lafayette Street.. The intersections of 5th and Adams and Baker need to be reconfigured to help reduce congestion and vehicle emissions and increase safety.³ In addition, the TSP proposes this street function in the future as an east-west alternative for vehicle traffic within and through the downtown area, a function it is not currently designed to accommodate.

Included in the 2014 Transportation bond project list – currently under construction with May 2017 completion date.

² McMinnville Transportation Systems Plan, p 5-7.

³ McMinnville Transportation Systems Plan, p 4-12. 4-15.

5. 1st and 2nd Street Improvements

The 1st and 2nd Street project will improve the corridor's safety and efficiency in moving traffic and pedestrians within the downtown area by providing curb extensions at major intersections and adding pedestrian scale lighting, a new traffic signal at 2nd and Davis, and crosswalk delineation.

Existing Conditions:

1st and 2nd Street each carry a significant volume of vehicular traffic traveling east-west along the southern edge of McMinnville's historic downtown. In so doing, they serve as physical barriers to pedestrian movement between the downtown and residential neighborhoods to the south, and further beyond, Linfield College.

The 2014 Transportation bond includes a project to add curb extensions at several intersections, and repaving portions of 1st and 2nd Streets (2018). The project will not include lighting improvements or the traffic signal at 2nd/Davis. (See Attached Figure 1)

6. Lafayette Avenue

This project provides for the design and construction of Lafayette Avenue beautification and safety improvements. Lafayette Avenue will continue to serve vehicles as an arterial and freight route with new pedestrian safety improvements. Streetscaping and gateway treatments will help to calm traffic on the corridor and make it safer and more attractive for pedestrians through the use of better signage and wayfinding treatments, high-visibility crosswalks, and landscaping and other pedestrian, bicycle, and transit-oriented amenities.

Existing Conditions:

Lafayette Avenue is a three-lane minor arterial (a lane in each direction and a center refuge or turning lane). There are sidewalks but no street trees or furnishings and little sense of physical protection for the pedestrian. There is a bike lane, and no on-street parking.

Not included in 2014 Transportation bond project list

7. Downtown Signal Improvements

The McMinnville TSP identifies a number of traffic signals that need to be upgraded to current standards, including accessibility improvements and interconnectivity. There are five existing signals in the Area that need to be upgraded. These are at: 3rd/Johnson, 3rd/Ford, 3rd/Davis, 2nd/Adams, and 2nd/Baker.

Existing Conditions:

The existing traffic control signals within the area need to be replaced in order to improve safety, traffic flow, and capacity at critical intersections.

The 2014 Transportation bond project list includes a project to upgrade the 2nd/Adams & 2nd/Baker signals (2017). Some interconnectivity will be included to the 3rd/Baker signals, and the new signals on 5th Street. The 5th Street project (2016-17) will interconnect to the 3rd/Johnson signal.

8. Public Off-Street Parking

This project will provide additional public parking facilities to accommodate the anticipated increase in demand for parking. This parking could be public or could be a joint venture with the private sector.

Existing Conditions:

The current amount of parking provided in the Area will not be sufficient to support the anticipated level of development. As the downtown core continues to develop, additional parking will be required and parking may be a necessary component of the development of the Northeast Gateway Area.

9. 2nd Street Project

The project will provide for better movement through the 2nd Street and Adams Street intersection. The physical improvements are curb extensions at Baker Street, additional westbound travel lane if feasible and traffic signal replacement and timing.

Existing Conditions:

There is heavy east west traffic queuing in this area, with a lack of traffic signal capacity. This impedes traffic flow as well as impeding pedestrian flow through this intersection.

The 2014 Transportation bond includes a project to improve traffic flow along 2nd Street between Adams and Cowls. An additional left turn lane will be added between Adams and Baker, and a westbound to northbound will be added at the 2nd/Baker intersection. Planned construction is in 2017.

10. Public Infrastructure

The public infrastructure project includes public utilities or infrastructure projects as identified in adopted master plans. These projects would go in tandem with the street and streetscape improvement projects.

Existing Conditions:

There are public infrastructure needs in some of the streets designated for street and sidewalk improvements. There are old sanitary sewer, storm drainage, and water facilities in the area that will need to be upgraded. These public infrastructure improvements will need to be coordinated to occur at the same time as the other street and sidewalk improvements. There are also overhead utility lines in the area that should be located underground.

B. Planning and Development Assistance Programs

This project will establish and manage a package of low interest loan and/or small grant programs for business and residents to improve their property's appearance and condition, consistent with the goals and objectives of this plan (i.e., storefront and tenant improvement programs, signage, historic preservation, and financial and technical assistance).

Existing Conditions:

There are presently no loan or grant programs offered by the city to assist in the improvement of properties in the Area.

C. Debt Service and Administration

This project will allow for the repayment of costs associated with the preparation, adoption, and implementation of the McMinnville Urban Renewal Plan. This includes the potential repayment of the initial planning costs for the development of the urban renewal plan and feasibility study. It also includes ongoing administration and any financing costs associated with issuing long term debt, relocations and other administrative costs.

Existing Conditions:

As there is currently no urban renewal program, these activities do not exist.

D. Property Acquisition

This project will fund willing seller/willing buyer property acquisition and assembly of key properties for redevelopment, public open space, public parking, trail corridor, housing, or other use consistent with the goals and objectives of this plan.

Existing Conditions:

The city has general fund revenues and revenues from other specific funds such as systems development charges that can be used for property acquisition. By allowing acquisition in the urban renewal plan, tax increment funds could also be used for property acquisition.

THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

The costs of the projects are shown in Table 14. The sources of funds are tax increment revenues. There will be other funding sources allocated where the estimated cost exceeds the tax increment revenues. These sources include general funds, system development charges, or other sources of funding the city may identify, including private developer contributions.

Table 14 – Projects to be Completed Using Urban Renewal Area Funds

Project	Estimated Cost	Urban Renewal Portion	Other Funding
Alpine Street Improvements	\$5,300,000	\$5,300,000	
3 rd Street Streetscape	\$2,325,000	\$2,325,000	
Loan/Grant Programs	\$940,000	\$940,000	
Adams/Baker	\$600,000	\$600,000	
5 th Street	\$1,200,000	\$1,200,000	
1 st /2 nd Street	\$1,000,000	\$1,000,000	
Lafayette Avenue	\$1,500,000	\$1,500,000	
Downtown Signals	\$1,200,000	\$700,000	\$500,000
Public Parking	\$1,000,000	\$1,000,000	
2 nd Street	\$1,100,000	\$1,100,000	
Property Acquisition	\$450,000	\$450,000	
Public Infrastructure	\$590,000	\$590,000	
Financing Fees	\$218,895	\$218,895	
Administration	\$1,129,996	\$1,129,996	
Reimbursement of UR Planning	\$50,000	\$50,000	
Present Value of Total Expenditures	\$18,103,891	\$18,603,891	\$500,000

Source: City of McMinnville

THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The infrastructure projects will be scheduled as shown in the financing plan in Table 15. The other projects will be ongoing and will be completed as directed by the Urban Renewal Agency (Agency). The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the urban renewal plan. This financing plan shows large allocations to projects in the final year. This is due to the ability to use the debt reserve funds for the bonds that have been defeased in the final year of the plan, FY2038-39. The inflation rate is 3.5%. Administration is started at \$30,000 a year and inflated at 3.5% annually.

The financing plan anticipates up-front funding for some of the infrastructure costs in the Northeast Gateway area to allow for the projected development to occur. This funding could come through other city funding sources or through an agreement with a developer to pay for some of the infrastructure costs as part of the development, to be re-paid when tax increment revenues are generated. The street system (Alpine Avenue) is most imperative, as development will not occur in that area unless the street is improved. If this up-front funding and the resulting infrastructure improvements do not occur, the projections for tax increment revenue will not be met.

Table 15 – Projects and Costs in Year of Expenditure Dollars

	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23
Expenditures (nominal \$)									
Alpine Avenue		\$1,108,700		\$593,900		\$890,600		\$1,362,900	
3rd Street		\$110,900	\$132,000	\$1,282,700		\$928,800		\$408,900	
Loan/Grant Programs		\$55,400				\$127,200		\$68,100	
Adams/Baker								\$204,400	\$183,400
5th Street									
1st and 2nd Street									
Lafayette Avenue									
Downtown Signal Improvements				\$59,400	\$122,900		\$197,500		
Public Parking									
Property Acquisition									
2nd Street									
Public Infrastructure									
Reimbursement of UR Planning				\$50,000					
Administration	\$32,100	\$33,300	\$35,600	\$38,200	\$40,900	\$43,800	\$46,900	\$50,300	\$53,800
Financing Fees	\$0	\$27,000	\$0	\$40,000	\$0	\$40,000	\$0	\$40,000	\$0
Total Expenditures	\$32,100	\$1,335,300	\$167,600	\$2,064,200	\$163,800	\$2,030,400	\$244,400	\$2,134,600	\$237,200
Ending Fund Balance	\$26,503	\$39,791	\$16,091	\$19,784	\$29,979	\$83,780	\$39,512	\$25,434	\$21,139
Inflation Percent	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%

Source: ECONorthwest

Table 15 – Projects and Costs in Year of Expenditure Dollars, continued

	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32
Expenditures (nominal \$)									
Alpine Avenue			\$938,400			\$1,734,000	\$89,700	\$297,200	\$384,500
3rd Street									
Loan/Grant Programs	\$51,100		\$78,200		\$83,800	\$26,000	\$71,800	\$37,200	\$96,100
Adams/Baker	\$467,200								
5th Street	\$1,752,000								
1st and 2nd Street			\$547,400	\$80,900	\$201,000	\$780,300	\$53,800		
Lafayette Avenue									
Downtown Signal Improvements	\$131,400	\$226,700	\$93,800						
Public Parking			\$703,800						
Property Acquisition			\$610,000	\$97,100					
2nd Street									
Public Infrastructure									
Reimbursement of UR Planning									
Administration	\$57,700	\$61,800	\$66,200	\$70,900	\$75,900	\$81,400	\$87,200	\$93,400	\$100,000
Financing Fees	\$48,000	\$0	\$60,000	\$0	\$0	\$50,000	\$0	\$0	\$0
Total Expenditures	\$2,507,400	\$288,500	\$3,097,800	\$248,900	\$360,700	\$2,671,700	\$302,500	\$427,800	\$580,600
Ending Fund Balance	\$36,736	\$40,535	\$52,699	\$29,687	\$15,973	\$16,694	\$18,766	\$33,589	\$39,828
Inflation Percent	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%

Source: ECONorthwest

Table 15 – Projects and Costs in Year of Expenditure Dollars, continued

	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39
Expenditures (nominal \$)							
Alpine Avenue	\$179,100						
3rd Street							
Loan/Grant Programs	\$99,500	\$103,000	\$106,600	\$110,300	\$114,200	\$118,200	\$440,300
Adams/Baker							
5th Street							
1st and 2nd Street							
Lafayette Avenue			\$703,400	\$992,700	\$1,164,500	\$496,300	
Downtown Signal Improvements							\$244,600
Public Parking	\$348,200	\$669,300	\$106,600				
Property Acquisition							
2nd Street						\$685,300	\$1,981,200
Public Infrastructure							\$1,443,100
Reimbursement of UR Planning							
Administration	\$107,100	\$114,800	\$122,900	\$131,700	\$141,100	\$151,100	\$161,900
Financing Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$733,900	\$887,100	\$1,039,500	\$1,234,700	\$1,419,800	\$1,450,900	\$4,271,100
Ending Fund Balance	\$43,423	\$51,202	\$70,995	\$67,346	\$58,029	\$55,557	\$12,243
Inflation Percent	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%

Source: ECONorthwe

NE 5th Street Improvement Project



CONSTRUCTION COMING SOON

Construction along NE 5th Street is anticipated to begin in July 2016. This construction project will provide much needed improvements at multiple intersections along NE 5th Street to improve downtown traffic flow. Construction may cause traffic delays at various times during construction.

ABOUT THIS PROJECT

The NE 5th Street Improvement Project is one of five Capital Improvement Projects identified in the McMinnville Transportation Bond. This project will include upgrades to NE 5th Street between NE Adams Street and NE Lafayette Avenue to improve downtown traffic flow and pedestrian safety. Improvements include new traffic signals, intersection curb extensions and pavement surfacing. This project also will provide an alternate connection to downtown to alleviate congestion on 1st Street, 2nd Street and 3rd Street. Intersection improvements and signal installations along NE 5th Street are planned at NE Adams Street, NE Baker Street, NE Evans Street and NE Lafayette Avenue. Improved sidewalks and crosswalks will promote bike and pedestrian movements throughout the corridor.

WHERE?

Roadway improvements and construction along NE 5th Street will occur at the following intersections:



- 1 **NE 5th Street & NE Adams Street:** New traffic signal with signalized cross-walks will improve traffic flow and pedestrian safety. Reconstructed ramps at all four corners will improve pedestrian access and be compliant to the Americans with Disabilities Act (ADA).
- 2 **NE 5th Street & NE Baker Street:** New traffic signal with signalized cross-walks will improve traffic flow and pedestrian safety. Reconstructed ADA compliant ramps at all four corners will improve pedestrian access.
- 3 **NE 5th Street & NE Davis Street:** Curb extensions, ADA compliant ramps, and drainage improvements at all four corners will reduce the crossing distance and improve pedestrian safety.
- 4 **NE 5th Street and NE Evans Street:** New traffic signal with signalized cross-walks will improve traffic flow and pedestrian safety. Reconstructed ADA compliant ramps at all four corners will improve pedestrian access.
- 5 **NE 5th Street and NE Ford Street:** Curb extensions, ADA compliant ramps, and drainage improvements at two corners will reduce the crossing distance and improve pedestrian safety.
- 6 **NE 5th Street & NE Galloway Street:** ADA ramp upgrades will improve pedestrian access.
- 7 **NE 5th Street & NE Irvine Street:** Curb extensions, ADA compliant ramps, and drainage improvements at two corners will reduce the crossing distance and improve pedestrian safety.
- 8 **NE 5th Street & NE Lafayette Avenue:** New traffic signal with signalized cross-walks will improve traffic flow and pedestrian safety. Reconstructed ADA compliant ramps at three corners will improve pedestrian access.
- 9 **NE 5th Street from NE Evans Street to NE Lafayette Avenue:** Reconstruction of the existing roadway surface to improve smoothness and extend pavement life.

CONSTRUCTION IMPACTS

Construction along NE 5th Street between NE Adams Street and NE Lafayette Avenue will periodically affect road users at various times. Signed detour routes will be in place for motorists during street closures. Anticipated impacts may include:

- Night-time lane closures along 5th Street at NE Adams and NE Baker
- Day-time shoulder closures along 5th Street at NE Adams and NE Baker
- Day-time lane and shoulder closures along NE 5th Street at NE Davis, NE Evans, NE Ford Street, NE Galloway Street, NE Irvine Street, and NE Lafayette Avenue
- Pedestrian detours along NE 5th Street at all eight intersections



PROJECT SCHEDULE

2015	2016												2017											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	Design				Bid Award	Construction																		

FOR MORE INFORMATION

Visit the Website at www.McMinnvilleTransportationBond.org

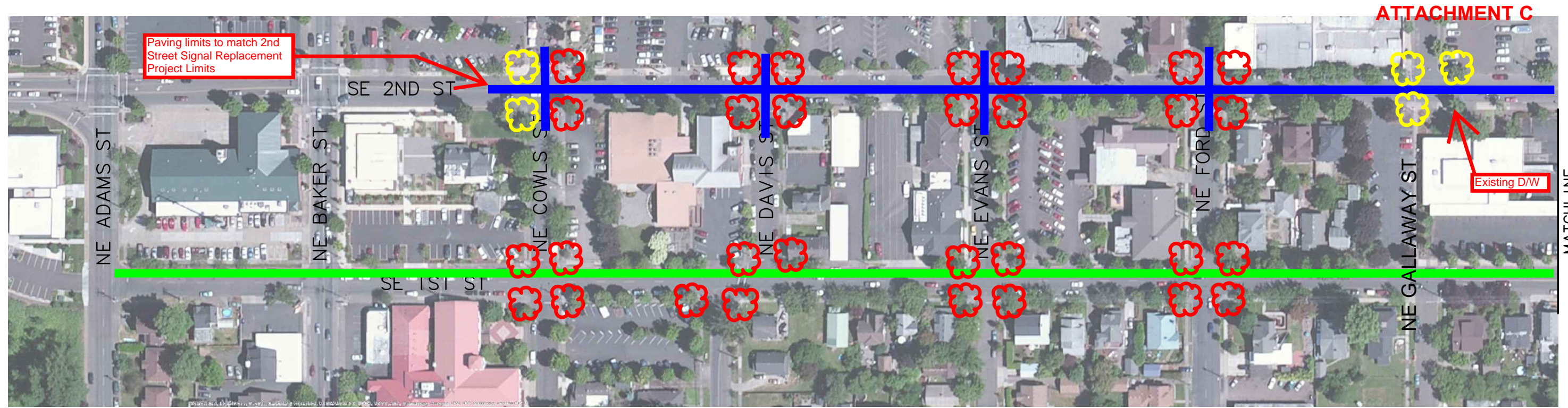
or contact:

Larry Sherwood, Project Manager

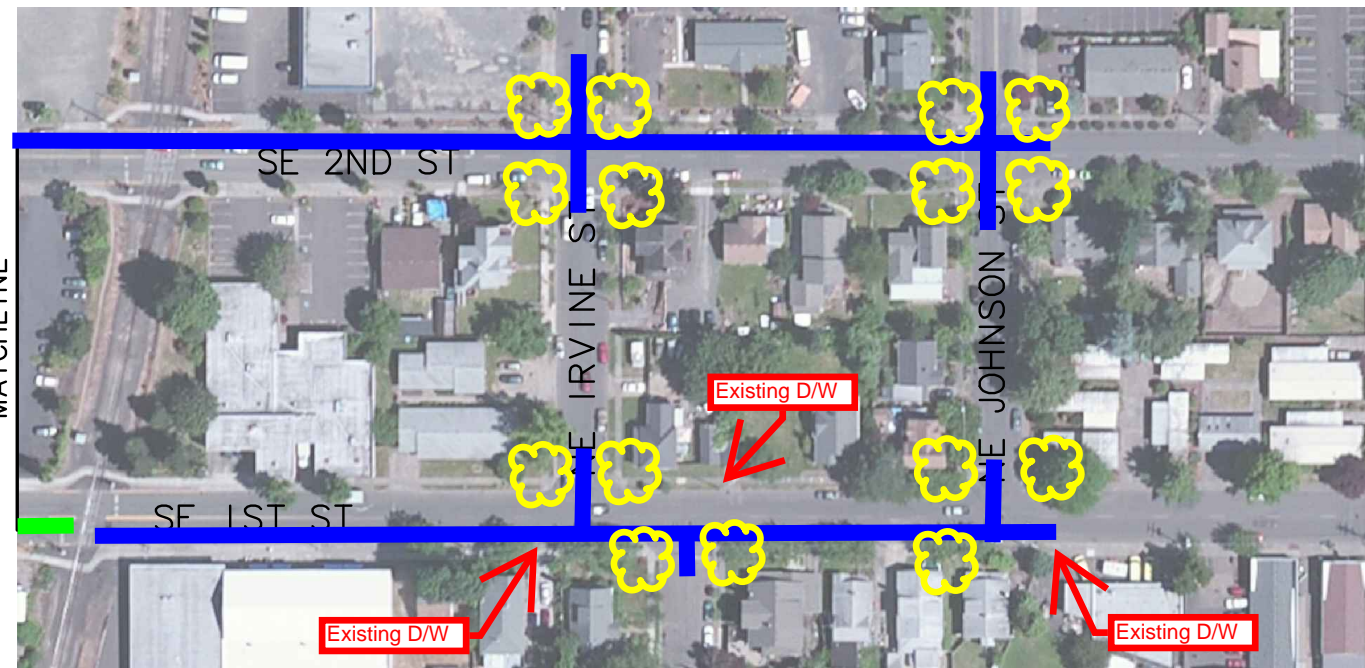
E-mail: Larry.Sherwood@ci.mcminnville.or.us

Address: 231 NE 5th Street, McMinnville, OR 97128

Phone: 503.434.7312



1ST & 2ND ST



1ST & 2ND ST

LEGEND

 PROPOSED CURB EXTENSION

 PROPOSED CURB RAMP RETROFIT

 PROPOSED PAVING LIMITS

 FUTURE DRAINAGE AND PAVEMENT REHAB PROJECT

Date: July 2016
 By: Andrew Giesy, P.E. (MSA)
 Rev'd By: Bill Evonuk, P.E. (MSA)
 Based on City email dated 4-11-2016



**STREET IMPROVEMENT/
 REPAIR BOND PROJECTS**

1st & 2nd Street September 2017
 Overview Map



Figure 1: 1st and 2nd Street Pedestrian Improvements

MCMINNVILLE URBAN RENEWAL FINANCIAL FORECAST

ATTACHMENT D

Fiscal Year	Revenue	Non-Project Related		Debt Service		Net Funds Available	Fund Balance
		M&S	Grants	City Loan	Alpine Ave Loan		
2015	82,212	-	-	(5,000)	-	77,212	77,212
2016	118,465	(14,728)	(5,400)	(5,000)	-	93,337	170,549
2017	141,262	(32,330)	(10,000)	(10,000)		88,932	259,481
2018	172,294	(38,200)	-	(10,000)	(90,000)	34,094	293,575
2019	241,765	(40,900)	-	-	(143,000)	57,865	351,440
2020	314,448	(43,800)		-	(188,000)	82,648	434,088
2021	390,473	(46,900)	-	-	(188,000)	155,573	589,661
2022	469,975	(50,300)		-	(188,000)	231,675	821,337
2023	553,094	(53,800)	-	-	(188,000)	311,294	1,132,631
2024	639,975	(57,700)		-	(188,000)	394,275	1,526,906
2025	730,767	(61,800)	-	-	(188,000)	480,967	2,007,873
2026	825,628	(66,200)		-	(188,000)	571,428	2,579,301
2027	924,721	(70,900)	-	-	(188,000)	665,821	3,245,122
2028	1,028,213	(75,900)		-	(188,000)	764,313	4,009,435
2029	1,136,281	(81,400)		-	(188,000)	866,881	4,876,316
2030	1,249,108	(87,200)		-	(188,000)	973,908	5,850,224
2031	1,324,008	(93,400)		-	(188,000)	1,042,608	6,892,831
2032	1,401,559	(100,000)		-	(188,000)	1,113,559	8,006,390
	11,744,248	(1,015,458)	(15,400)	(30,000)	(2,677,000)	8,006,390	43,124,371

NOTES:

- 2017 #s are budgeted amounts
- Revenue reflects TIF calculations from ECONorthwest report dated 6/22/2016
- Non-Project Related costs = "Administration" amounts from UR Plan Table 15
- Alpine Avenue loan debt service based on 15 year repayment with a five year prepayment option at 2.04% annual interest rate.
- Assumes all construction costs and financing fees are paid from bond/loan proceeds
- Alpine Ave loan debt service includes pay off of City loan for Alpine Ave design (\$163K)