

**MINUTES OF THE PROCEEDINGS OF THE
CITY OF COOS BAY URBAN RENEWAL AGENCY**

April 19, 2011

The minutes of the proceedings of the City of Coos Bay Urban Renewal Agency, held immediately following the City Council meeting held at 7 p.m. in the Council Chambers, 500 Central Avenue, Coos Bay, County, Oregon.

Those Attending

Those present were Chair Gene Melton and Board Members Jon Eck, Jennifer Groth, Joanie Johnson, Stephanie Kramer, John Muenchrath and Crystal Shoji. City staff present were City Manager Rodger Craddock, City Attorney Nate McClintock, Finance Director Rae Lea Cousens, Deputy Finance Director Susanne Baker, Public Works and Development Director Jim Hossley, Economic Revitalization Administrator Joyce Jansen, Library Director Carol Ventgen, Fire Chief Stan Gibson, and Police Chief Gary McCullough.

Public Comments

Rick Shear, Coos Bay: Thanked the City and Agency for what has been done for the Egyptian Theatre and encouraged the community to save the building. Board Member Muenchrath suggested creative ideas be considered to help the Egyptian Theatre complete the upgrades. Mark Daily, Coos Bay: Stated a grant for a strategic plan for the Egyptian Theatre was being considered.

Consent Calendar

Chair Melton reviewed the consent calendar which consisted of 2a: approval of the minutes of the March 15, 2011; 2b: acceptance of the March 2011 combined cash report; and 2c: approval of a work order award for the City Hall structural design seismic retrofit with ZCS Engineering for \$304,066. Chair Melton amended the minutes of the March 15, 2011 Urban Renewal meeting to include Gary Rifkin's definition of the Old Marshfield, "The boundaries of the Old Marshfield are loosely defined as the Coos Bay waterfront to the Myrtle Arms Apartments and the Tioga Hotel to the Egyptian Theatre with Central Avenue being Old Marshfield's main street." Board Member Muenchrath requested item 2c be omitted. Board Member Eck moved to approve the consent calendar as amended approving the minutes of the March 15, 2011 and accepting the March 2011 combined cash report. Board Member Shoji seconded the motion which passed with Chair Melton and Board Members Eck, Groth, Johnson, Kramer, Muenchrath, and Shoji voting aye.

Presentation on the Traffic Implementation Study for Ocean Blvd

Garrett Pallo, Civil West Engineering and Kim Parducci, Southern Oregon Transportation Engineering presented findings and recommendations for the West Newmark Traffic Study. The intersection of Newmark and Ocean operates at a service level of an "A"; the traffic signal was warranted and functioned well; and suggested addressing the excessively long sidewalk. Schoneman and Newmark operates at a service level of an "F"; was loosely warranted for a traffic signal; poor sight distance, pedestrian issues, and difficult left turn movements; and placement of a traffic signal would improve operations and safety. Morrison and Newmark operates at a service level of an "F"; was warranted for a traffic signal with existing conditions

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but may not if improvements were made to improve inadequate sight distance; and lane widths on Newmark could be reduced. Cammann and Newmark operates at a service level of an “E”; does not meet the warrants for a traffic signal; the intersection was wide; pedestrian use of Cammann was difficult due to the wide crossing and poor site distance; eliminate the crosswalk on the east side and force pedestrians to cross to the west; and add turning lanes on Cammann. Wasson and Newmark operates at a service level of an “A”; does meet warrants for a traffic signal; add turning lanes if angled parking were changed to parallel parking. Recommendations at Ocean and Newmark: relocating the pedestrian crossing; Newmark and Schoneman: signal installation, controlled pedestrian crossing, coordinate signals, reduce width of travel lanes on Newmark; Newmark and Cammann: stripe turn and parking lanes on Cammann, install rumble strips on Newmark to calm traffic, relocate flashers from Schoneman if Schoneman were signalized; and Wasson and Newmark: signal to remain and follow the same striping pattern as Cammann.

The 7th Street intersection recommendations included placing a protected left hand lane into McKay’s for traffic on Central travelling west; reducing to one lane on Central from 8th to 7th; placing candlesticks on 7th Street from Central to Anderson. The improvements were estimated to be \$82,500.

Consideration of Adoption of the Downtown Draft Vision Statement, Goals, and Objectives

Board Member Shoji suggested the agenda item would need to be discussed and by consensus of the Agency was placed on a future agenda.

Consideration of Authorizing a Work Order to Prepare Engineering Plans and Environmental Investigations for the Empire Blvd Multi-Use Path Preliminary Design Project ODOT Flex 21 Grant Program Application

Public Works and Development Director Jim Hossley stated the proposed project would construct a multi-use path on both sides of Empire Boulevard from Newmark Avenue south to the city limits. To be competitive for the grant, the project must have plans prepared to the 30% design level. If the grant application were successful, the Agency’s grant match would need to be a minimum of 10.27% of the total grant amount. Information received from ODOT confirmed the Agency’s expenditure for design (including the \$150,734) could count toward the match. Board Member Shoji moved to approve the work order with Civil West Engineering to prepare the Empire Blvd multi-use path preliminary design project for a fee not to exceed \$150,734. Board Member Muenchrath seconded the motion which passed with Chair Melton and Board Members Eck, Groth, Johnson, Kramer, Muenchrath, and Shoji voting aye.

Consideration of a Financial Agreement with Doug Devine Regarding the Boat Building Center

City Manager Rodger Craddock stated a sub-structure report of the Boat Building Center pier was prepared by ZCS Engineering to identify a cost-effective approach to perform the most minimal repairs necessary to gain occupancy to the Boat Building Center. ZCS, together with a contractor experienced in pier repairs, prepared the original plans and cost estimate based on a repair approach working from beneath the structure addressing the known damaged areas.

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Faus Empasis, Doug Devine's project manager, decided to do the repairs from above to avoid the long delay required to get permits from the Corps of Engineers, Department of Environmental Quality (DEQ) and Department of State Lands (DSL). Subsequently the concrete surface, trusses, joists, a building on the north side of the pier, and other structural members were removed. Staff believes a better product will result and last many years longer. To date Mr. Devine has expended \$110,000 and they are out of materials. It appears 45% of the work remains to be completed.

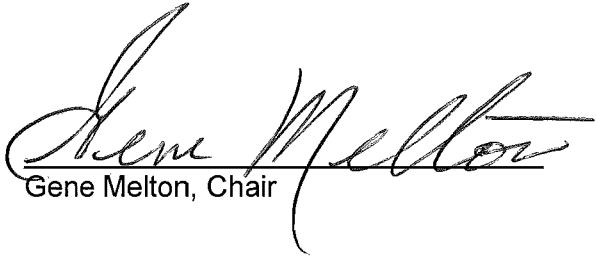
Mr. Craddock stated the Agency has been approached by Mr. Devine for a short term loan to complete the pier repairs. The Agency had committed to \$140,000 in repairs to the building and suggested the Agency enter into an agreement with Mr. Devine to place \$68,000 of those funds into the pier and in turn Mr. Devine would place \$68,000 into the building. As security for the short term loan, Mr. Devine would place the property up as collateral to the Agency.

Board Member Kramer moved to direct the City Manager to enter into contractual discussions with Mr. Devine to execute a legal document regarding the arrangements discussed and obtaining the property as collateral. Board Member Johnson seconded the motion which passed with Chair Melton and Board Members Eck, Groth, Johnson, Kramer, Muenchrath, and Shoji voting aye.

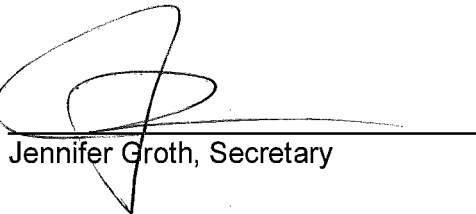
Mike Vaughan, Coos Bay: Stated the City Hall building was the cause of the traffic problems at 7th.

Adjourn

There being no further business to come before the Agency, Chair Melton adjourned the meeting.


Gene Melton, Chair

Attest:


Jennifer Groth, Secretary