



Home of the Tualatin River National Wildlife Refuge

City of Sherwood
SURPAC Meeting
(Sherwood Urban Renewal Plan Advisory Committee)
Civic Building – Community Room
22560 SW Pine Street. Sherwood, OR 97140
Date: November 15, 2012 – 6:30pm

A G E N D A

- | | |
|--|-----------------------------|
| 1. Call Meeting to Order | Chair Harbick |
| 2. Approval of Minutes
(10/11/12) | Chair Harbick |
| 3. Urban Renewal Board Update | Board Liaison Matt Langer |
| 4. Sherwood Main Streets Presentation | Sherwood Main Streets |
| 5. Projects Updates | Tom Pessemier/Bob Galati |
| a. Community Center | |
| b. Downtown Streetscapes | |
| 6. URA Financial Reports | Craig Gibons |
| 7. Old Town Parking Study results | Bob Galati and Project Team |
| 8. Façade Grant Application 22495 Ash Street | Vice Chair Scott Johnson |
| 9. Next Meeting Date | Chair Harbick |

Adjourn

Next meeting:

SURPAC is scheduled to be meeting, Thursday, December 13, 2012 at 6:30pm in the Community Room at the City of Sherwood Civic Building. Alternatively SURPAC could meet January 10th at 6:30pm



SURPAC MEETING MINUTES

MEETING TITLE	<u>SURPAC Meeting Notes</u>
DATE & TIME	<u>October 11, 2012 6:30PM</u>
LOCATION	<u>Sherwood Civic Building – Community Room</u>
FACILITATOR	<u>Charles Harbick – SURPAC Chairman</u>
NOTES TAKEN BY	<u>Tom Pessemier</u>

ATTENDEES

Name of Board Members

Charles Harbick - Chair
Scott Johnson - Vice Chair
Tim Heine
Bob Silverforb
Amanda Bates
Dennis Durrell (absent)

City Staff

Tom Pessemier
Bob Galati
Craig Gibons

Council Liaison

Matt Langer

MEETING NOTES

Approved: _____

- 1. Call Meeting to Order** The meeting was called to order at 6:30 pm by Chair Harbick
- 2. Approval of Minutes** – Minutes were amended to remove colon from item 7. Bob Silverforb made a motion to approve the minutes which was seconded and approved unanimously.
- 3. Urban Renewal Update** – Matt Langer gave a brief update. Items 3 and 4 were combined as the changes to the Capstone development agreements were discussed.
- 4. Projects Update:**
 - a. Community Center:** Community Center. This project is on hold as budget and staffing transition issues are resolved.
- 5. URA Financial Reports:** Mr. Gibons gave an update on the updated financial reports and noted the changes from the prior reports which were minor.
- 6. Downtown Streetscapes:** Bob Galati, City Engineer, presented an update on this project.

Bob led a discussion of regarding the status of the project. Items discussed were:

- Completion level of documents
- Timeline for project approval and Construction
- Design Status
- Phasing and coordination with business owners.

There was a discussion about business owners and what the best way to deal with impacts to businesses. Ideas included closing streets as much as possible to accelerate construction and compensating business owners for impacts. Staff agreed to discuss this further with Council at upcoming work session.

- 7. Cannery Street Renaming:** The committee discussed alternatives for renaming Columbia streets. Four names were recommended Cannery Row Street, Clark Street, Iler Street and Knight Street to the City Council:
- 8. Adjourn –** The meeting was adjourned around 8:30 p.m.



RICK WILLIAMS CONSULTING

Parking & Transportation

610 SW Alder, Suite 1221

Portland, OR 97205

Phone: (503) 236-6441 Fax: (503) 236-6164

E-mail: rick.williams@bpmdev.com

MEMORANDUM

TO: Robert J. Galati, PE – City of Sherwood, OR

FROM: Rick Williams, RWC

Owen Ronchelli, RWC

DATE: September 5, 2012 [3]

RE: **Technical Memorandum: Sherwood Community Center Parking Study**

This Technical Memorandum summarizes the findings of the Sherwood Community Center Parking Study, which evaluated parking activity within the public supply of parking in downtown Sherwood, Oregon.

I. BACKGROUND

The City of Sherwood is interested in developing a clear and objective understanding of the dynamics of use within the public parking supply in the downtown. Usage data related to occupancy, turnover, duration of stay and hourly patterns of activity represent industry “best practices” metrics for evaluating parking supplies, both on and off-street. This type of data can assist the City in near-term decision-making relative to existing parking supplies; as a means to understand where parking constraints and surpluses exist, and whether factors such as abuse of time limits is an issue that might adversely affect access. Similarly, this type of data will aid in longer-term city planning related to parking need for future development activity; providing insight into such issues such as shared parking opportunities and/or future absorption related to planned and future development.

II. ELEMENTS OF THE PARKING INVENTORY ANALYSIS

The purpose of a parking utilization study is to derive a comprehensive and detailed understanding of actual use dynamics and access characteristics associated with parking in the downtown. Important elements of the analysis include:

(1) Development of a data template for all parking in the study area, denoting all parking stalls, by time stay type, for on and off-street facilities in public control.

(2) A complete survey of parking use on a “typical day” -- a single Wednesday on August 15, 2012.¹

¹ This date was chosen in consultation with the City of Sherwood.

- (3) Analysis of parking utilization and turnover that included:
- a. Quantification of total study area parking inventory.
 - b. Hourly occupancy counts (8 AM – 6 PM) for on and off-street inventory.
 - c. Parking turnover analysis (on-street).
 - d. Parking duration of stay analysis (on-street).
- (4) Identification of parking surpluses and constraints in the parking supply.

In short, the purpose of the parking utilization study was to produce a succinct analysis of existing parking dynamics in Downtown Sherwood that can be employed over time to support and inform decision-making related to development and parking.²

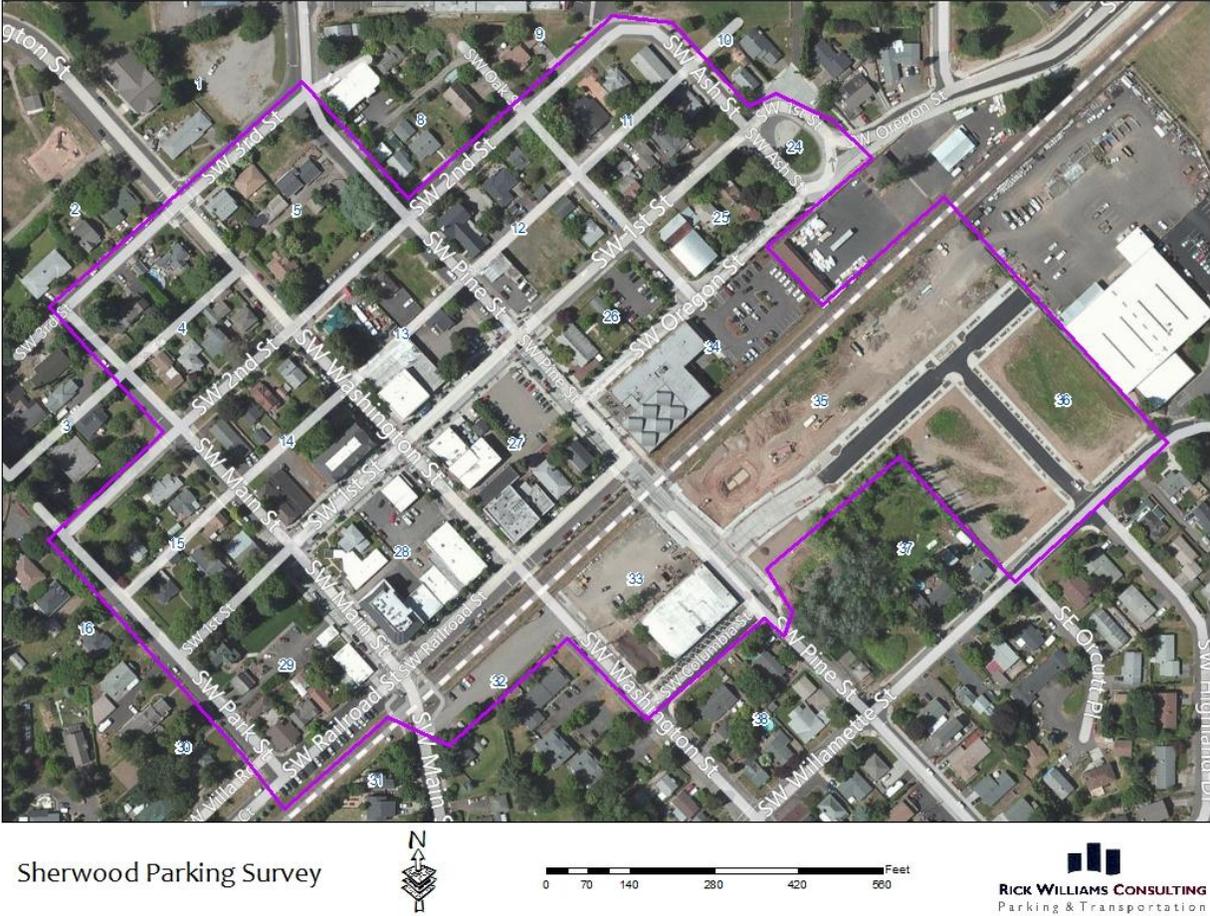
III. STUDY AREA

The parking inventory study area was determined in the initial project scoping process and in consultation with the City of Sherwood. The study zone represents the downtown core and the immediately adjacent neighborhood. The study area is generally bounded by SW Willamette Street on the south, SW Third Street on the north, SW Park Street on the west and NE Ash Street and SW Highland Drive on the east.

Figure A (page 3) illustrates the study area examined during the data collection process; the boundary is outlined in purple.

² Copies of all data templates will be provided to the City of Sherwood for future use. The data templates incorporate hourly parking counts for every stall, by block face and public lot, in the study area.

**Figure A
Downtown Parking Study Area**



IV. METHODOLOGY

On-Street Supply

Rick Williams Consulting (RWC) conducted the capacity/utilization and turnover inventory for the on-street supply on Wednesday, August 15, 2012. The survey day was selected in consultation with the City of Sherwood and was reflective of the initial scoping process. Overall, the survey day was sunny and warm/hot (low 90s) with mild parking activity in all sectors of the downtown. In total, 361 stalls were surveyed.

The hours of the survey data collection, like most downtown parking studies, were selected to best capture the parking dynamics of a typical work day, 8:00 AM to 6:00 PM. Therefore, the 2012 parking data collection effort began with surveyors initiating data collection routes at 8:00 AM and concluding with a final data run between 5:00 PM – 6:00 PM.

The project team’s methodological approach to gathering parking utilization/capacity/turnover data began with a physical compilation of all public parking assets (on and off-street) within the study area. This physical assessment was conducted in advance of the survey day and documented all parking by location and type. This was used to create a data template necessary to conduct the utilization assessment. In total 361 on-street parking stalls are located within the study zone.

The Wednesday survey involved an hourly count of each occupied on-street parking stall in the study area using the first four digits of the parked vehicle’s license plate. Surveyors collected license plate data at each on-street parking stall located in the study area for every hour over a ten-hour period.

Off-Street Supply

Off-street data was collected in conjunction with the on-street parking information on August 15, 2012. Hourly capacity counts were taken between 8:00 AM and 6:00 PM in four City surface parking facilities. Two of the four parking lots were gravel lots, located just south of the railroad tracks on the south end of the downtown study area. In total, 154 stalls were surveyed.

V. GENERAL CHARACTERISTICS OF THE INVENTORY - STUDY AREA

A. Supply: On-street parking

A total of **361** on-street parking stalls were surveyed within the study area boundaries. Parking in the public supply is provided in the form of free parking. **Table 1** presents a breakout of all the on-street parking surveyed in the Downtown Study Zone.

As **Table 1** summarizes, the majority of on-street stalls (65.7% or 237 spaces) are “no limit” stalls, which allow unlimited parking for users in the downtown. The remainder is formatted as 2-Hour time limited stalls (33.5% of 121 stalls) or 15-minute parking (<1% or 3 stalls).

Table 1
2012 Downtown Parking Inventory: On-street

Study Area Parking Stall Breakout		
<i>On-Street Stalls by Type</i>	Number of Stalls	% of Total On-Street Stalls
15 minutes	3	< 1%
2 hours	121	33.5%
No Limit	237	65.7%
<i>Subtotal On-Street Parking Stalls</i>	361	100%

This is a high mix of unlimited parking for a downtown on-street system, which is generally targeted for short-term, visitor access. However, *as occupancy data will suggest (see Section VI), the high number of long-term, “no-limit” stalls does not appear to create access constraints within the on-street system.* In the future, as demand for parking increases, the number of “no-limit” stalls will likely need to be adjusted to assure visitor access is accommodated.

B. Supply: Off-street parking

A total of **154** off-street parking stalls were surveyed on four (4) public lots within the study area boundaries. Parking in the public off-street supply is provided in the form of free parking and none of the parking is time limited. **Table 2** presents a breakout of all the off-street parking surveyed in the Downtown Study Zone.³ As the table suggests, all lots are modest in size – ranging from just 20 stalls (Lot 27) to 50 stalls (Lot 33).

**Table 2
2012 Off-Street Parking Inventory: Off-street**

Downtown Off-Street Parking Breakout	
<i>Off-Street Facilities</i>	<i>Number of Stalls</i>
SW corner of 1 st /Pine (Lot 27)	20
Railroad Lot (Lot 32)	41
Community Center Lot (Lot 33)	50
Library/City Hall (Lot 34)	43
Total	154

VI. FINDINGS

A. On-street: Hourly and Peak Occupancy

The peak hour for the on -street public inventory is between 2:00 PM and 3:00 PM. At this hour, 37.7% of the 361 parking stalls in the study area are occupied. **Table 3**, below summarizes occupancies by hour of day and parked vehicles versus empty spaces. **Figure B**, below, illustrates public and private occupancies for each hour of the ten-hour survey day.

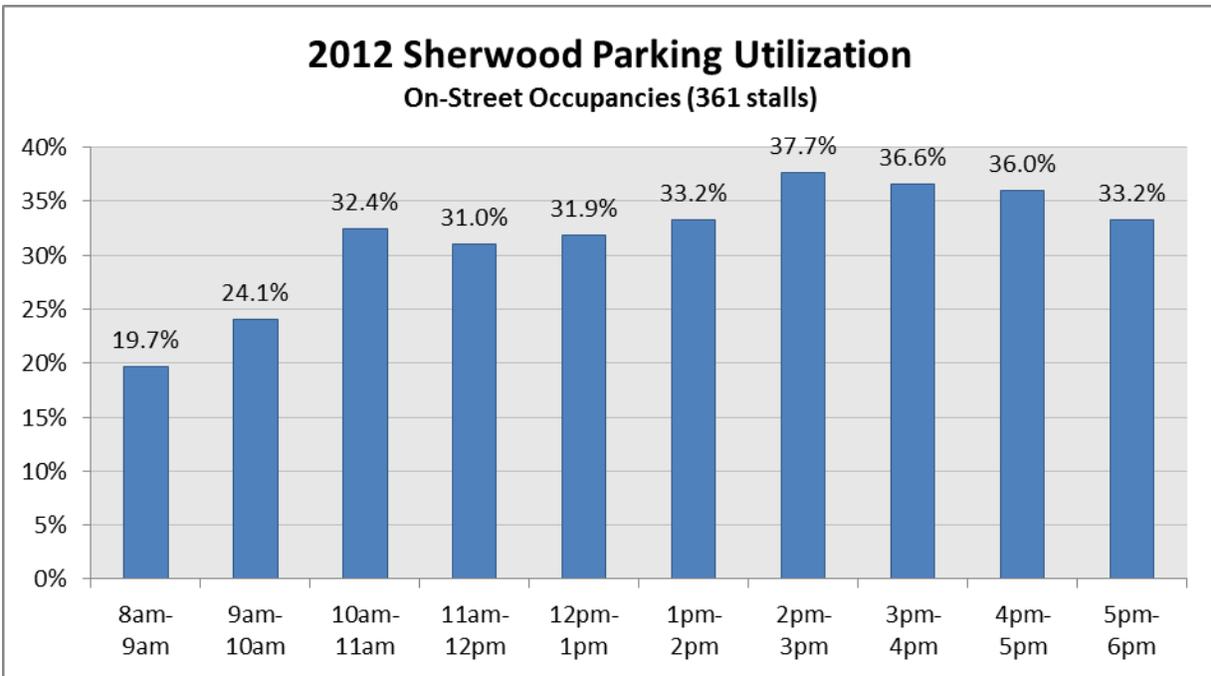
³ The 154 stalls on 4 surface lots (listed in Table 2) represent the publicly controlled/owed parking supply, not the total off-street parking supply in downtown Sherwood. The purposed and intent of this study was to look exclusively at the public parking supply.

Table 3
On-Street: Occupancy by Hour of Day - Vehicles Parked versus Empty Stalls

	8 – 9 AM	9 – 10 AM	10 – 11 AM	11 – 12 PM	12 – 1 PM	1 – 2 PM	2 – 3 PM	3 – 4 PM	4 – 5 PM	5 – 6 PM
Vehicles Parked	71	87	117	112	115	120	136	132	130	120
Percentage Occupied	19.7%	24.1%	32.4%	31.0%	31.9%	33.2%	37.7%	36.6%	36.0%	33.2%
Empty Stalls	290	274	244	249	246	241	225	229	231	241

As the table and figure illustrate, there is a surplus of on-street parking empty and available throughout the day. At the peak hour (2 – 3 PM) 136 vehicles are parked on-street, leaving 225 stalls (or the majority of the supply) unoccupied. Given this pattern, it is unlikely that patrons or employees accessing the downtown cannot find a stall conveniently and within reasonable proximity to their destinations.

Figure B
On-street: Summary of Hourly Utilization



B. On-street: General Characteristics of Use

Because data was assembled through hourly recording of the first four digits of a license plate (i.e., unique vehicle) a number of informative use metrics can be derived. **Table 4** summarizes those metrics. The table is followed by a summary of several of the more important use factors.

**Table 4
General Characteristics of Use – On-Street Parking Stalls**

	Use Characteristic	2012
DURATION OF STAY	Average duration of stay per unique vehicle	2 hour, 26 minutes
VOLUME	Volume: Actual number of unique vehicles over <u>10 hour</u> survey day	470
	Total vehicle hours parked over <u>10 hour</u> survey day	1,140
TURNOVER	Turnover: Actual turnover rate (number of cars to use a single	4.12
EXCEEDED TIME STAYS	Exceeding time stays: % of vehicles violating the posted time stay	19.3% 57 violations w/in 2-Hour stalls
	% of total vehicle hours parked in violation of the posted time stay	30.0% 167 hours w/in 2-Hour stalls

Duration of Stay

One would assume that because 65.7% of the on-street supply is made up of No Limit stalls (see **Table 1**); the average time stay at downtown on-street spaces would be fairly long. Interestingly, the average duration of stay at downtown on-street spaces is much lower than one might anticipate. The average stay in downtown for all parking stalls is 2 hours and 26 minutes (or 2.43 hours).

Overall, customer stays in the downtown are relatively short stays. In short, the “no-limit” time stay allowance is not reflective of actual user demand of the on-street system. Nonetheless, as mentioned earlier, the existing format of time stays does not appear to adversely impact users given the very low occupancies on-street.

Volume

On the survey day, 470 unique license plate numbers were recorded parking in the on-street system between the hours of 8:00 AM and 6:00 PM.⁴ This is not a significant number of vehicles given a total supply of 361 stalls and a ten-hour operating day. At this level, the on-street system is accommodating an average of about 50 cars an hour.

⁴ It is important to note that this does not represent all vehicles in the downtown on August 15, 2012, as license plate numbers were not recorded in off-street facilities. The unique vehicle total allows us to calculate turnover.

Turnover: Efficiency of the Parking System

Given the average stay of 2.43 hours, over the course of a typical day, an on-street stall in downtown Sherwood will turn 4.12 times (10 hour day/2.43 hours duration = 4.12 turns).

In most cities striving to attract street level retail and entertainment based land uses, a turnover rate of 5.0 is considered a minimum standard for an attractive and ground level business supportive on-street parking system. Again, current occupancies are low enough in Sherwood that turnover may not yet be a factor for (a) attracting new retail businesses and (b) managing parking conflicts between short and long-term users.

As occupancies become more constrained over time, it will be important that the City of Sherwood develop agreement on the question of the intended turnover rate deemed appropriate and most supportive of downtown land uses.

Exceeding time stays

Approximately 19% of unique vehicles parked in 2-hour and 15-minute stalls downtown exceed the posted time stay.⁵ On the survey day, 57 vehicles exceeded 2 hours of parking while parked in a 2-hour stall. The industry “best practice” standard for time stay violations is between 4% and 9%. Sherwood’s total is well above the high side of the standard, but should not be viewed as troublesome at this time as occupancies are so low. Enhanced enforcement would only be recommended in situations where the rate of violation exceeds the industry standard in a constrained parking environment, where high rates of violation result in less access for patrons. This is not the case at this time in Sherwood.

C. Off-street: Hourly and Peak Occupancy

The peak hour for the off -street public inventory is between 11:00 AM - 12:00 PM and 2:00 – 3:00 PM. At these hours, 31.2% of the 154 parking stalls in the four lots within the study area are occupied. **Figure C**, below, illustrates occupancies for each hour of the ten-hour survey day. **Table 5** summarizes occupancies by hour of day in each of the four surveyed lots and tallies total vehicles parked versus empty parking stalls, by hour of the day for the combined supply.

Key findings include:

- The combined supply is much underutilized at 31.2%. This leaves 106 empty stalls at the peak hour.

⁵ It is important to note that time stay violations can only occur in time limited stalls. The majority of stalls in Sherwood are “no-limit.” The 19.3% rate of violation established here is only for parking in the 124 of 361 stalls designated either 2-hours or 15-minutes.

- Individual lots maintain higher peak occupancies. For instance the 20 stall Lot 27 (1st and Pine) is 90% occupied during the afternoon peak (2:00 – 3:00 PM) and runs between 70% and 80% full for nearly the remainder of the day. Similarly, the 43 stall Lot 34 (Library/City Hall) reaches 77% occupancy during its afternoon peak, between 1:00 – 2:00 PM.
- Conversely, the off-street system’s largest lot, Lot 33 – Community Center Lot, was unused over the entire course of the survey day.

Figure C
Off-street: Summary of Hourly Utilization



Table 5
Off-street: Use by Lot and Combined Supply

	Stalls	8 – 9 AM	9 -10 AM	10 – 11 AM	11 – 12 PM	12 – 1 PM	1 – 2 PM	2 – 3 PM	3 – 4 PM	4 – 5 PM	5 – 6 PM
Lot 27 (1 st and Pine)	20	11 55%	15 75%	15 75%	16 80%	14 70%	11 55%	18 90%	14 70%	15 75%	16 80%
Lot 32 (Railroad Lot)	41	3 7%	3 7%	3 7%	3 7%	2 5%	1 2%	2 5%	2 5%	3 7%	3 7%
Lot 33 (Community Center Lot)	50	0 0%									
Lot 34 (Library/City Hall)	43	6 14%	15 35%	20 47%	29 67%	23 53%	33 77%	28 65%	17 40%	16 37%	17 40%
Combined Lots Cars Parked	154	20	33	38	48	39	45	48	33	34	36
Combined Lots % Occupied		13.0%	21.4%	24.7%	31.2%	25.3%	29.2%	31.2%	21.4%	22.1%	23.4%
Combined Lots Empty Stalls		134	121	116	106	115	109	106	121	120	118

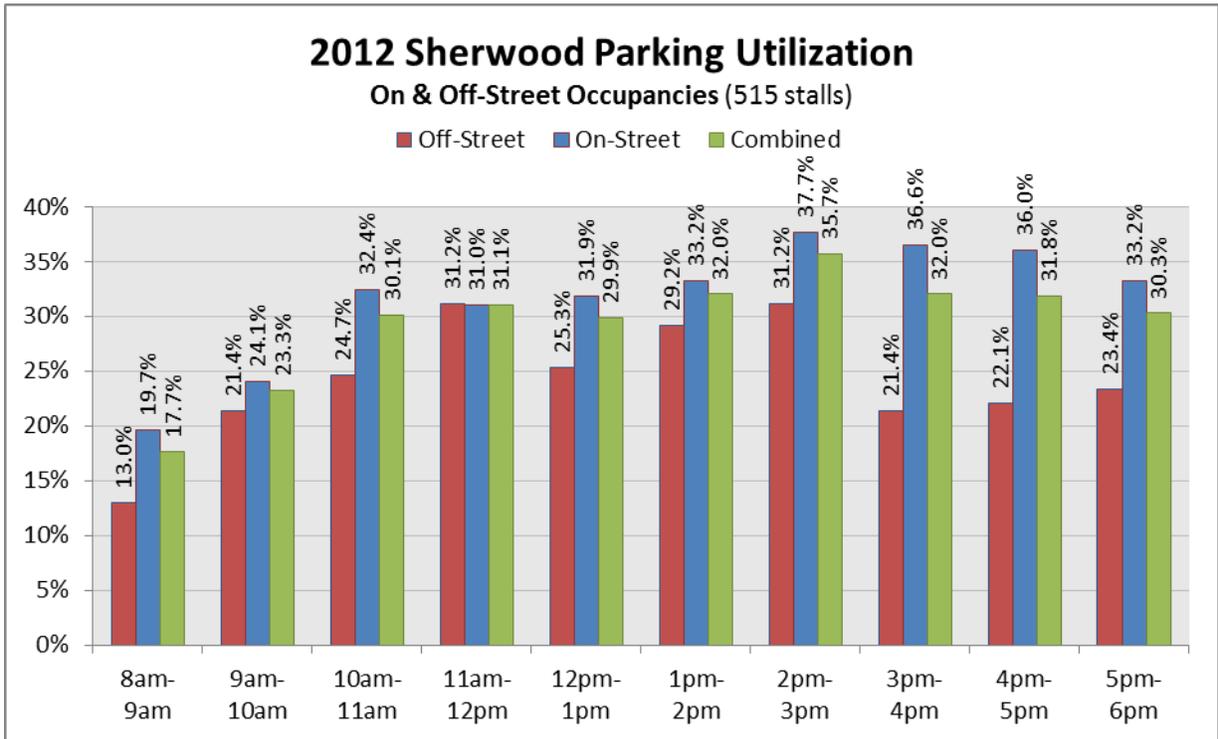
D. Combined Supply: Hourly and Peak Occupancy

The underutilization of parking supply is even more pronounced when both the on and off-street systems are combined. As **Table 6** illustrates, peak hour occupancy for the combined supply is reached between 2:00 PM and 3:00 PM. At this time, 35.7% of all parking is utilized, with 184 vehicles parked and 331 spaces unoccupied. **Figure D** illustrates occupancies for each hour of the ten-hour survey day for on-street, off-street and the combined system.

Table 6
Combined Parking Supply: Occupancy by Hour of Day – Vehicles Parked versus Empty Stalls

Combined Supply	8 – 9 AM	9 -10 AM	10 – 11 AM	11 – 12 PM	12 – 1 PM	1 – 2 PM	2 – 3 PM	3 – 4 PM	4 – 5 PM	5 – 6 PM
Vehicles Parked	91	120	155	160	154	165	184	165	164	156
Percentage Occupied	17.7%	23.3%	30.1%	31.1%	29.9%	32.0%	35.7%	32.0%	31.8%	30.3%
Empty Stalls	424	395	360	355	361	350	331	350	351	359

Figure D
Combined Parking Supply: Summary of Hourly Utilization



VII. SUMMARY & RECOMMENDATIONS

On-street

Sherwood’s downtown on-street supply totals 361 stalls. At the peak hour (2:00 PM – 3:00 PM) 37.7% of these stalls are occupied, leaving the majority of stalls (225) empty and available for new use or future demand growth. Currently, the supply is formatted to allow most users to park “no-limit,” though data indicates that the average duration of stay on street is about 2 hours and 26 minutes. Violations of the 2-hour time limited stalls average about 19.3%, which is well above the industry best practices standard of 4% - 9%. However, the low occupancies on-street suggests that access to parking is not constrained and current time designations are more than adequate to existing user demand and convenience. In the future, time stay designations may need to be adjusted (e.g., increase the number of time limited stalls) to assure an on-street parking environment that is conducive to turnover and support for ground level business access.

Off-street

Like the on-street supply, the four off-street lots surveyed are (as a system) underutilized. Peak hour occupancy for the off-street supply reaches just 31.2% between 11:00 AM – 12:00 PM and 2:00 – 3:00 PM. At this time, there are only 48 vehicles parked in the 154 space supply. This leaves 106 stalls empty and available.

Within the off-street supply, there are two lots that significantly exceed the average and could be considered constrained. This includes the 20 stall Lot 27 (which reaches 90%) and the 43 stall Lot 34 (which reaches 77%).

Combined Supply (on and off-street parking)

The overall supply of parking (515 on and off-street stalls) in downtown Sherwood is significantly underutilized. Peak hour occupancies for the on-street and off-street systems total 37.7% and 31.2%, respectively. The combined system (on and off-street) reaches 36% at the peak hour. This leaves approximately 330 stalls of the total supply unoccupied. This type of utilization suggests both room for growth (absorption of new land uses/parking demand) and opportunities for shared use of supply or consolidation of parking to facilitate new development of underutilized parcels.



Home of the Tualatin River National Wildlife Refuge

Old Town Facade Program Grant Application

Date of Application: 9-30-12 SURPAC Review Date: _____

Business Information

Railroad Street Antique Mall

Name of Business

16167 S.W. Railroad Street Sherwood Or. 97140

Physical Business Address

Mailing Address (if different from physical address)

503-625-2246

Business Phone

Business Fax

Web site

Charles Haubick

Business Owner(s) Name(s)

22495 Ash Street Sherwood Or.

Address of Property to be Improved

503-625-2246 W

Phone

Charles Haubick

503-625-2342 H

Application being submitted by

Phone

charbick@frontier.com

E-mail

Project Information

Please describe scope of project. Attach quote, photos or other information as appropriate. (Please attach additional sheets as required).

Improve rear facade of Railroad Street Antiques storage building at 22495 Ash St. Improvements will consist of new siding & installation of 5 new vinyl windows to match existing improvements.

Est. Project Start Date: 11-1-12

Est. Project Completion Date: 12-1-12

Budget

Total Project Cost:

Dollar Amount Requested:

(Please see attached Guidelines)

#1 Proposal #1821 / #2 Proposal #1820

\$ 5,675.00 / \$ 6300.00

\$ 2,837.50 / \$ 3150.00

Requesting approval of one of the two proposals

Authorization

UR District Manager

District Board President

Date Awarded

A-1 Remodeling

21546 SW Wallace Place

Sherwood, OR. 97140

Office Phone 503-625-2441

Mobile Phone – Joe 503-481-1128

Home Repair

General Contractor

Licensed - Bonded - Insured

CCB# 125524

A1Remodeling@aol.com

Proposal / Contract No. 1820 Date 10/1/12

Submitted to:

Charles Harbick

16057 SW 2nd St.

Sherwood, OR 97140

Scope of work

Storage Barn – Back side of building - Siding

#1 - Remove existing siding and felt paper.

- Haul-off and dump debris

#1 Total = \$375.00

#2 - Remove ten existing windows and trim.

- Remove and reset one downspout.
- Frame-in ten window openings for five new windows and to remove five windows.
- Apply sheeting over five window openings.
- Install five new windows.
- Apply trim around five new windows.
- Enclose eaves, same as front of building.
- Apply flashing as required.
- Apply 15# felt paper.
- Apply HardiePlank siding. (Approx. 732 sq. ft.) ✖
- Apply trim as required.
- Haul-off and dump debris.

#2 Total = \$5,175.00

#3 - Apply masking as required.

- Apply caulking as required.
- Prime/paint new siding and trim.

#3 Total = \$750.00

The customer shall pay A-1 Remodeling for materials and labor for work performed under this contract. Agreement Price (\$6,300.00)

Total due upon completion of agreement.

Customer is responsible for any or all construction/building permits, special licenses, assessments, inspection fees and underground locating unless otherwise stated above.

A-1 Remodeling authorized signature _____ Date: _____

Agreement accepted:

Customer signature _____ Date: _____

A-1 Remodeling

21546 SW Wallace Place

Sherwood, OR. 97140

Office Phone 503-625-2441

Mobile Phone – Joe 503-481-1128

Home Repair

General Contractor

Licensed - Bonded - Insured

CCB# 125524

A1Remodeling@aol.com

Proposal / Contract No. 1821 Date 10/1/12

Submitted to:

Charles Harbick

16057 SW 2nd St.

Sherwood, OR 97140

Scope of work

Storage Barn – Back side of building - Siding

#1 - Remove existing siding and felt paper.

- Haul-off and dump debris

#1 Total = \$375.00

#2 - Remove ten existing windows and trim.

- Remove and reset one downspout.
- Frame-in ten window openings for five new windows and to remove five windows.
- Apply sheeting over five window openings.
- Install five new windows.
- Apply trim around five new windows.
- Enclose eaves, same as front of building.
- Apply flashing as required.
- Apply 15# felt paper.
- Apply T1-11 siding. (Approx. 732 sq. ft.) *
- Apply trim as required.
- Haul-off and dump debris.

#2 Total = \$4,550.00

#3 - Apply masking as required.

- Apply caulking as required.
- Prime/paint new siding and trim.

#3 Total = \$750.00

The customer shall pay A-1 Remodeling for materials and labor for work performed under this contract. Agreement Price (\$5,675.00)

Total due upon completion of agreement.

Customer is responsible for any or all construction/building permits, special licenses, assessments, inspection fees and underground locating unless otherwise stated above.

A-1 Remodeling authorized signature _____ Date: _____

Agreement accepted:

Customer signature _____ Date: _____



Sherwood Urban Renewal Agency Monthly Maximum Indebtedness Monitoring Report
Through October 31, 2012

Chart 1

Total Maximum Indebtedness Expended	
MI Expended through January 2012*	\$ 33,195,402
MI Expended Feb through June 2012	1,007,679
MI Expended YTD FY13	<u>365,304</u>
Total MI Expended	\$ 34,203,081
Note: Maximum Indebtedness	\$ 45,133,469
*see Ord 2012-005, E. Howard Report p. 2	

Chart 2

Calculation of Uncommitted Maximum Indebtedness	
Maximum Indebtedness (Ord 2012-005)	\$ 45,133,469
Project Expenditures as of Jan 31, 2012*	(33,195,402)
Adjust E. Howard Report for Comm Ctr Bldg Expenses**	207,201
Add Program Revenue (Net proceeds from Nov 2012 sale of two lots)	528,820
Committed Future Costs:	
Downtown Streetscapes Phase 2	3,031,028
Cannery Site Development (completed)	58,044
Community Center	6,221,612
Plaza (completed)	324,946
Columbia Street Property	107,292
Cedar Creek Trail Design	103,431
Century Drive Extension	500,000
Administration	<u>1,200,000</u>
Total Committed Project Budgets	<u>(11,546,353)</u>
Uncommitted MI	\$ 1,127,735
* see Ord 2012-005, E. Howard Report p. 2	
** removes CC Bldg expenses through Jan 2012	

Chart 3

Future Project List: Uncommitted Projects Prioritized by SURPAC on 6-14-12			
	Project Budget	Remaining MI	
Uncommitted MI		\$ 1,127,735	
Planned but Uncommitted Projects:			
Façade Grants	\$ 200,000	\$ 927,735	
Cedar Creek Trail Construction	\$ 400,000	\$ 527,735	
Sidewalk Improvements in Old Town	\$ 100,000	\$ 427,735	
Property Acquisition	\$ 260,000	\$ 167,735	
Old Town Branding/Signage	\$ 100,000	\$ 67,735	
Old Town Alley conversion to walk ways	\$ 400,000	\$ (332,265)	
Traffic Re-routing Study/Plans for Old Town	\$ 100,000	\$ (432,265)	
Main Street Program	\$ 100,000	\$ (532,265)	
Oregon Street Improvements	\$ 3,290,000	\$ (3,822,265)	
Lincoln Street	\$ 734,000	\$ (4,556,265)	
Parking Study	\$ 50,000	\$ (4,606,265)	
Redevelopment of Public Land into Parking Lots	\$ 221,000	\$ (4,827,265)	

Chart 4

Committed Open Projects: Expenditures To Date			10/31/2012	
Project	Budget	Paid to Date	Budget Remaining	
			Amount	%
Downtown Streetscapes Phase 2	\$ 3,031,028	\$ 228,860	\$ 2,802,168	92%
Community Center	6,221,612	677,031	5,544,581	89%
Columbia Street Property	350,000	268,644	81,356	23%
Cedar Creek Trail Design	103,431	-	103,431	100%
Century Drive Extension	500,000	-	500,000	100%
Administration	<u>1,200,000</u>	<u>294,417</u>	<u>905,583</u>	75%
Total Committed Project Budgets	\$ 11,406,071	\$ 1,468,952	\$ 9,937,119	