CRESWELL URBAN RENEWAL AGENCY BUDGET COMMITTEE

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Michelle Amberg, City Manager
James Piper, Finance Director
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Honorable Chairperson, Budget Committee members, and citizens of Creswell, the budget presented herein is the proposed budget for the fiscal year beginning July 1, 2020 and ending June 30, 2021.

The Creswell Urban Renewal Agency is the only urban renewal district in place in the city of Creswell. It is overseen by the members of the city council. The Creswell Urban Renewal Agency was enacted through ordinance of the city council in August of 2018 with the objectives of eliminating blight and its influences, revitalizing Creswell through attracting new private investment, and enhancing the exiting private and public investments in the area.

Urban Renewal Districts are one of the most utilized economic development tools in Oregon. As a tax increment finance tool, urban renewal can be hard to understand; however, the core concept of urban renewal is simple. Urban renewal takes a small portion of the appreciated value of property in a given area and invests it in projects that are expected to increase the overall value of the district over time, eliminate blight, and stimulate investment. Oregon’s experience with urban renewal suggests that this strategy has been generally successful around the state.

Strategic investment in key public infrastructure projects is a traditional role for urban renewal funds. The investment in these projects is meant to remove barriers for development or spur the economy so that blight is removed, and private investment will follow. The Proposed Budget for FY 2020-2021 reflects the beginning of collecting tax increment and funding preliminary engineering of future projects.

We look to the new fiscal year to carefully consider future projects, how to best leverage funding, borrowing capacity, and creative ways to partner with other community organizations in the advancement of Creswell’s industrial and commercial lands.

Respectfully submitted by,

James D. Piper, CPA
Finance Director and Budget Officer

Michelle Amberg
City Manager
URBAN RENEWAL PROJECT CATEGORIES

- Transportation Infrastructure
- Sewer Infrastructure
- Water Infrastructure

Project priorities are:

1. Alleviate infrastructure constraints that prevent undeveloped commercial and industrial sites from being “shovel ready.”
2. Improve the safety and efficiency of Creswell’s transportation system for all modes within the district boundary.
3. Use public improvements to increase the viability of redevelopment opportunities in Creswell’s Downtown Commercial zone.
4. Provide a competitive development environment that leverages Creswell’s advantageous location along Interstate 5 to draw investment.
URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Creswell Urban Renewal Plan are described below.

A. Transportation Infrastructure

1. OR 99 (N Mill Street) Modernization-Urban – Upgrade to arterial standards from Oregon Avenue to North Urban Growth Boundary (UGB). Project to include transition from urban to rural cross-section.

2. OR 99 (S Front Street) Modernization – Upgrade to arterial standards Oregon Avenue to South UGB. Proposed cross-section would provide sidewalk on west side and shoulder on east side. Project to include transition from urban to rural cross-section.

3. New Roadway 1 – Construct new roadway as minor collector from the existing commercial driveway at the I-5 South Bound Ramps terminus to proposed Extension of F Street. (Project R6).

4. Oregon Avenue/OR 99 "Jog" Intersection Improvements – Intersection/segment improvements at Oregon Avenue intersections at OR 99 (Mill Street) and OR 99 (Front Street) and rail crossing. Improvements to include redesign for bicycle/pedestrian crossings and truck turn movements.

5. S Mill Street Modernization – Upgrade to minor collector standards OR 99 (S Front Street) to Oregon Avenue.

6. C St./1st Street Intersection Pedestrian Improvements – Pedestrian crossing improvements near transit stops including marked crosswalks, warning signage, and Americans with Disabilities (ADA) compliance. Integrate with proposed sidewalks on C Street.

B. Sewer Infrastructure

To address the capacity problems in the Area, it is recommended that several sewer segments be replaced with larger diameter lines. In conjunction with the replacement of all sewer lines, it is also recommended that the manholes and service laterals either be replaced or rehabilitated.

1. Alley Trunk Sewer Between 1st Street and Front Street - A Street MH #55 to D St MH 38 – The recommended improvements include replacing the existing pipes with approximately 1,250 feet of new larger diameter pipe.

2. S. Front Street Trunk Sewer - D Street MH #38 to S. Front Street MH #31 – The recommended improvements include replacing the existing pipes with approximately 800 feet of new larger diameter pipe.

3. Mill Street Trunk Sewer (South) - Front Street Manhole 163 east to MH #164 and Mill Street Manhole #166 south to Manhole 168 – The first segment of this project is approximately 100 feet of pipe that crosses the railroad right of way. It is envisioned that this section will be installed by pipe bursting the existing line if allowed by the railroad company. If pipe bursting is not allowed a new railroad bore may be required. The second segment of this project is approximately 600 feet of piping along Mill Street between manholes 165 and 168. Both segments will be upsized with larger diameter pipe.
4. Mill Street Trunk Sewer (North) - Mill Street Manhole #166 north to Manhole 277 – This project is needed to increase the capacity of these sewer segments. The recommended improvements include upsizing these lines. The total length of mainline included in this project is approximately 600 feet.

5. Sewer Basin C2 Trunk Sewers (3) – The recommended improvements include the extension of a line east from manhole #239 to the eastern boundary of the sewer basin. The project also includes lines running north and south along Highway 99 (aka Mill Street) to the northern and southern boundaries of the sewer basin. This project includes approximately 2,200 feet of sewer of varying sizes, including sewer installed across Highway 99.

6. Sewer Basin C3 Pump Station and Trunk Sewer (4) – The recommended improvements include the construction of a pump station near the eastern end of Martin Avenue. The pump station will discharge into a forcemain that will convey water to the intersection of Martin Avenue and Highway 99 where it will flow by gravity north in the trunk sewer included in the previous project. This project includes approximately 1,500 feet of 8-inch gravity sewer, a new wastewater pump station, and 1,100 feet of forcemain.

7. Bald Knob Sewer (5) – The recommended improvements include replacing the existing sewer in Mill Street south of Manhole 169 with a new line and extending a line at minimum grades west to the Bald Knob area. The existing lines in this area are relatively shallow. Therefore, it is necessary to relay the existing pipeline segment south of Manhole 169 in order to maintain pipeline depths needed to maximize the area that can be served by gravity. Even by relaying the segment of existing line, it is unlikely that the area between Bald Knob and Interstate 5 can be served by gravity. Development in this area may require a small private pump station unless the developer chooses to import fill to raise the grade.

8. South Front Street Sewer Extension – The recommended improvements include the construction of a trunk sewer from manhole 31 at the intersection of South Front Street and F Street south to the boundary of the UGB. This includes approximately 3,000 feet of new piping.

C. Water Infrastructure

1. Water Infrastructure Improvements – Several improvement projects have been identified based on the hydraulic analyses presented in the Creswell Water Master Plan. Distribution projects have been identified to improve a combination of capacity and age deficiencies. Other improvement projects have been identified to strengthen fire flows, and system redundancy. Upsizing and improving quality of pipes to correct existing and projected deficiencies in the Area is the general strategy. Specific locations targeted for upsizing in this plan include, but are not limited to:

- C Street (N 3rd Street to N 2nd Street)
- S Front Street (W Oregon Avenue to Exist 12” Main)
- N Mill Street (UGB to Martin Road)
- N Mill Street (Martin Road to Art Lott Lane)
- S Mill Street (E Oregon Avenue to Exist 12” in E Park Drive)
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