City of Longview
2016
Community Development Block Grant
Project Design

Applicant:	City of Longview	**Contact Person:**	Amy Blain
Title:	Engineering Division	**Title:**	Project Engineer
Address:	PO Box 128, Longview WA	**Address:**	PO Box 128, Longview WA
Phone:	360.442.5200	**Phone:**	360.442.5206
Fax:	360.442.5958	**Fax:**	360.442.5958
E-Mail:		**E-Mail:**	amy.blain@ci.longview.wa.us

Non-Profit Status: NO____ YES ✓ IRS Tax Identification Number 916001367

Type of Project: Please check one:

- ☐ **Housing**
- ☐ **Community Facility**
- ✓ **Public Facility/Infrastructure**
- ☐ **Economic Development**
- ☐ **Prevention or Elimination of Slum & Blight**
- ☐ **Match**
- ☐ **Public Service**
- ☐ **Planning**

PROJECT TITLE: DOWNTOWN CORRIDOR IMPROVEMENTS – PHASE 3

CDBG Funding Requested: $ 200,000

Problem/Opportunity Description

1. Give a *brief* overall summary of your project (under 101 words.)

This project improves the 1200 block of Commerce Avenue to complete the final phase of revitalization work in the downtown corridor. It replaces sidewalks and crosswalks to improve mobility, substandard ADA ramps to improve accessibility, and street trees to abate damage to infrastructure. It adds lighting to increase safety, pervious concrete and pavers to reduce impermeable surfaces, raingardens to reduce stormwater impacts, and landscaping and irrigation to enhance overall appearance. This combination of streetscape improvements will improve walkability, promote multi-modal transportation, support

economic commerce, provide connectivity to major activity centers, improve transit integration and help restore downtown as a vibrant destination.

2. Briefly describe the project noting the problem(s) or opportunity(s) that will be addressed (under 101 words.) Quantify it in terms of cause, extent, location, frequency and duration

The activities and events occurring downtown draw vehicular and pedestrian traffic to a historical area that is inadequate and outdated for its current use. The area lacks full ADA accessibility, adequate lighting, smooth sidewalk surfaces, and proper storm drainage for both the roadway and sidewalks. In an effort to keep the Longview/Cowlitz County community spirit alive and encouraging support to the local economy, downtown merchants and local public service and non-profit organizations have sponsored an increasing number of activities downtown, drawing increasing numbers of visitors and shoppers to the downtown.

3. List the specific CDBG objective information from the "5 year Strategic Plan" within the *2014-2018 Longview-Kelso Consolidated Plan*. (See website information under Instructions).

Objective Code and Number: AP-20 Annual Goals & Objects – 91.420,91.220(c) (3) & (e) (a)
Objective Title: Stabilize and Revitalize Neighborhoods

Objective Proposed Accomplishments & Outcomes:
Public Facility or Infrastructure Activities for Low/Moderate Income

Project Readiness

4. Describe what specific steps need to be completed before the project will be ready to proceed. (Projects must be under construction within 12 months of signing your CDBG Contract or funding will be deobligated.)

The Downtown Corridor Improvement project is being constructed in phases as new funding is secured. The first phase was completed in January, 2015 and improved three blocks of Commerce Avenue from Washington Way to Broadway. The second phase of construction to improve the 1300 block of Commerce was completed in 2016. This proposal will complete the final phase of construction to improve the 1200 block of Commerce in 2017 using Community Development Block Grant (CDBG) Program funds allocated in 2015 and 2016.

5. Please list start and completion date by Month, Day and Year:

Complete the "Project Timeline" (included at the end of this application) detailing project tasks and dates. This will be a part of your contract goals should your project be selected.

Project Start Date (mm-dd-yyyy) 06/01/2016

Project Completion Date (mm-dd-yyyy) 07/01/2017

Problem Impact and Severity

6. What is the effect on the community as a whole or upon individuals? Note current and anticipated consequences if the problem continues. Also list the number of low and moderate households affected.

The City of Longview completed a Downtown Plan and city-wide Comprehensive Plan that include numerous recommendations to revitalize the downtown business core. Insufficient lighting and pedestrian/bicycle access are two of the major deficiencies. The lighting improvemetns planned as part of this project improve safety and create ambience. LED upgrades, additional street light poles and fixtures better illuminate the entire corridor including pedestrian crossings. Provisions for holiday lighting in the street trees create a festive atmosphere year-round.

The sidewalk, crosswalk and ramp improvements will replace substandard surfacing to eliminate obstacles and tripping hazards and comply with ADA requirements. Traffic calming features like pedestrian bulb-outs improve visibility at intersections and reduce crossing distances. These improvemetns reduce congestion and allow pedestrian and bicycle traffic to flow safely.

Most of the housing units in the downtown district are rentals above commercial enterprises. The population is relatively young and extremely low income, with poverty rates in excess of 90% and unemployment exceeding 28%. Educational attainment is the lower of all Longview census tracts. Housing vacancy rates are extremely low with average rents around $735.

The downtown faces a "chicken and egg" scenario in which additional housing would create the activity needed to support business but it is difficult to generate interest in market-rate housing without business activity. This project provides the revitalization effect necessary to improve economic vitality to support housing improvements downtown. It is expected to encourage private re-investment in the area and creates the business activity needed to support housing renovations. Additionally, the project provides a connectivity to major community centers and introduces the concept of a theatre district which invites young professionals, older singles and couples seeking a more urban lifestyle.

7. How does this problem create a hardship for residents, a neighborhood, or economic development? How have local or state authorities noted the severity of the problem? Note public health and safety issues.

The downtown corridor often serves as the heart of the community, hosting community parades, car and art shows, and other events sponsored by the Longview Downtowners, local merchants, and the Longview/Kelso Chamber of Commerce. This area currently includes a coexistence of retail/commercial businesses, restaurants, and theatre/art facilities which serve the public throughout the day and evening hours. The area also serves the senior, disabled, and low income populations with upper floor apartments units and community service organizations. The community is drawn to the downtown business core but activities remain limited due to mobility and accessibility barriers. Sidewalk conditions are outdated and lack ADA accessibility, and access to buildings is often inadequate and deters the elderly and handicap from patronizing the businesses in those buildings.

Local and state authorities have recognized the severity of the problem by awarding federal, state and local grants to the Phase 1 and 2 improvements. However, the financial undertaking of retrofitting a

downtown infrastructure designed and constructed in 1924 is massive and can only be accomplished in phases financially and economically.

Past Effort

8. What effort has your organization or other organizations made to resolve the problem?

Like most cities, Longview, has struggled to maintain activity and growth within its historical downtown. Once the center of activity, many downtowns have become obsolete. To prevent that from becoming reality in Longview, the City has endeavored to revitalize the original 1920's downtown business district by funding various studies and vitality reviews and encouraging public and private collaboration to improve this area. The Longview City Council recognizes the need and importance of the downtown business core through its revitalization initiatives.

The project is identified in the 2011-2013 Cowlitz-Lewis Economic Development District's Comprehensive Economic Development Strategy (CEDS), the 2013-2018 Cowlitz-Lewis Economic Development District's Comprehensive Economic Development Strategy (CEDS) Report, the 2011-2016 Six Year Transportation Improvement Program, the 2012-2017 Six Year Transportation Improvement Program, the 2013-2018 Six Year Transportation Improvement Program, the 2014-2019 Six Year Transportation Improvement Program, and the 2015-2020 Six Year Transportation Improvement Program.

The City has completed the first phase of construction and expects to complete the second phase in 2015. The third and final phase proposed in this application will be publically advertised for bids in 2017 after securing the remaining funds needed to complete the project.

Solution

Project Development

9. Did you attempt to collaborate the development of this project with other agencies? Which agencies were contacted and what was the outcome? What role is each agency playing?

In dedication to addressing the needs of our community, the City of Longview has been submitting funding applications to various entities for the design and construction of the Downtown Corridor Improvements since 2009. The corridor improvements touch on various issues including the economics, viability, historical, environmental, accessibility, transportation and growth of our community. The City of Longview has pursued funding in all financial arenas.

In 2010, the City secured a grant from Cowlitz County Rural Public Facility Funds to finance the design phase of the project in the amount of $150,000. The design phase under this grant has been completed. In 2012, the City received state grants from the Public Works Trust Fund (PWTF) and Dept. of Ecology Low Impact Development (LID) programs totaling $555,000. The City has also budgeted matching funds of $215,000 to finance construction. In 2013, the City was awarded $630,000 from the federally funded Transportation Alternatives Program (TAP) grant for construction costs associated with Phases 1 and 2.

With the support of many stakeholders, the City continues to submit funding applications and seek financing for making these necessary community improvements to serve not only Longview citizens, but residents of other cities and Cowlitz County who come to downtown Longview for shopping and to participate in various events.

10. How do you propose to solve the problem? Please be specific, itemizing the various tasks you will undertake to solve the problem.

Phase 3 of the City of Longview's Downtown Corridor Improvements project consists of making enhancements to the City of Longview downtown business core. The project will create a pedestrian and bicycle friendly corridor by improving safety and mobility, upgrading street lighting, improving sidewalks and crosswalks by replacing the sub-standard surfacing, and upgrading substandard accessible pedestrian signals and curb ramps. This project will also improve access to public transit by providing accessible pedestrian routes near the River Cities Transit Center.

11. List all persons who would be involved during the development of this project and describe their project responsibilities. (Include names, titles, phone and e-mail.) (Responsibilities should include grant administration, project manager, developing partnerships, acquisition, overseeing construction, maintaining records, Davis-Bacon compliance, etc.

David Sacamano, LA served as project manager and senior landscape architect responsible for the preparation of design plans for the Dowtown Corridor project. He brings regional experience in planning, designing, permitting and constructing urban landscapes and public open spaces. David's background includes master planning, landscape architecture, urban design, pedestrian facilities and sustainable design. He strives to integrate services across archictecture, planning, and engineering disciplines to create dynamic, visually appealing and ecologically responsible projects. David has experience designing sustainable features such as rainwater harvesting systems, bioretention planters, xeriscape and native planting design. He believes in a collaborative approach to urban project design which integrates art, architecture and landscaping into his design to create efficient, sustainable, long-term solution for urban, natural and community system.

Amy Blain, PE served as the City of Longview project manager for the design efforts. Ms. Blain was responsible for the overall project, providing daily oversight of progress and quality, and coordinating between team members and the landscape architect. Activities included design review, permit applications and follow-up, preparation of bidding documents and general project oversight.

Project Operation

12. Are you partnering with other organizations or businesses in this project? Will you have contracts with them? What roles will each organization or business play after the project is completed? Please submit letters from partnering agencies and/or businesses as supporting documentation.

No, the City of Longview is not partnering with any other organizations or businesses. The project will be designed, inspected and administered by the City of Longview Engineering Division, and all contracts will be made directly with the City of Longview.

13. List all persons involved in the operation of this project when completed and describe their responsibilities. (Include names, titles, phone and e-mail.) (Responsibilities should include case management, day-to-day management, partnerships in serving clients, etc., operations manager, and project owner.)

Craig Bozarth, PE is the City Engineer for the City of Longview, and will provide staff leadership, coordination between departments, and technical and financial oversight for the project, as well as assisting with issue resolution on an as-needed basis. Approximately 5% of his time will be spent on this project.

Amy Blain, PE will serve as the City of Longview project manager for construction efforts. Ms. Blain will be responsible for the overall project, providing daily oversign of progress and quality, and coordinating between team members and the general contractor. Activities will include review of submittals, request for information, request for clarification, responses to unexpected field conditions, maintenance and oversight of project records and oversign of construction management and inspection. The project manager will provide progress reports and ensure compliance with permits, agreements and regulations. Approximately 50% of the project manager's work week will be allocated to the project (20 hours per week).

Tom Gorman will assist with construction management and oversight of inspection efforts, including routine inspections as needed and assisting with resolving issues that arise in the field. He will spend approximately 12 hours per week on the project during constuction, or 30% of his work week (12 hours per week).

Troy Cole will be lead inspector during construction and spend approximately 50% of his time (20 hours per week) on the project during construction. As lead inspector, he will be responsible for inspection, documenting the work is completed in accordance with the approved plans and specifications, and maintaining a continuous daily record of construction activity including progress, issues identified and resolved, quantities, percent completion and testing. Additional activities will include site inspection, surveying support and grade checking.

Sandy Meyers will serve as the office engineer, assisting with the monthly pay estimates, managing certified payroll review and related documentation, and preparing payment vouchers and related paperwork to funding agencies. Ms. Meyers will spend appromimately 30% of her time (12 hours per week) on the project.

14. For Community Facilities: Complete and attach the separate 5-year Operations Budget.

Not applicable.

15. Facility Fees for Residents: If you are requesting funding for a community facility or a public facility the service and/or admission fees must not preclude low and moderate income residents from using the facility. Please itemize all fees for services to low and moderate income residents as compared to charges for moderate-income residents.
(This will be part of your contract should funds be awarded. You will need to document low-moderate user incomes and fee schedules for 5 years.)

The public facility requested herein to be improved is public infrastructure with is used and enjoyed by the public at no charge. The infrastructure improvements made under this project will provide a safer public environment for all residents regardless of income, age or ethnicity to attend public events in the downtown core of their City.

16. How will this project improve the quality of life for low- and moderate-income persons in relation to the stated needs or problem? OR How will this project improve the neighborhood or area? Note short-term and long-term outcomes.

As stated earlier in Question #7, this area currently includes a coexistence of retail/commercial businesses, restaurants, and theatre/art facilities which serve the public throughout the day and evening hours. The area also serves the senior, disabled, and low income populations with upper floor apartment units and community service organizations. Residentially, the overall safety of this area directly affects the quality of life for the low and moderate income persons as they access these buildings, utilize sidewalks and walk under the street lights daily to their upper level homes.

Short term outcome – the downtown core will be retrofitted with ADA compliant sidewalks, smooth walking surfaces, street lights, and necessary storm drainage to provide a safer environment.

Long term outcome – Business owners will be encouraged to re-invest to develop and improve properties, especially the upper floors, and encourage more residents to locate in Downtown.

17. What activities would still need to be undertaken after the project is completed in order for the problem to be fully addressed? Quantify where possible.

None.

Households Benefiting

18. Area Benefit: What is the total number of all households that will benefit from this project? (Area-wide benefit must cite low-income 2010 U.S. Census Tract as noted in the HOME/CDBG Consolidated Plan)

Census Tract 21 = 160 residents
Approximately 160 units plus community population of 35,000

19. Individual Benefit: What is the number of low-income individuals or households by median income that will directly benefit from this project? Use current HUD Income Limits for family size.

Individuals or Households *(circle one)*
At or below 30% Median Income: _____
At or below 50% Median Income: _____
At or below 80% Median Income: _____
Total number Low-Income Served _____

Budget

20. Explain why CDBG funds are appropriate for your project. If this application is for a program currently receiving CDBG funding, discuss what action you have taken and what other funding sources have been investigated in the last 12 months to reduce your organization's dependence on City of Longview CDBG funds.

This project is located within a Low/Moderate Income tract. It will directly benefit the handicap, elderly and low income residents living in the downtown core.

21. What agency funding will you commit to this project? If none, why not?

$742,824 by the City of Longview in 2016-2017.

22. If one or more funding sources listed below is not realized, what impact would this have on your project? Explain what changes would be considered to its scope or design, including the number of families served, structure(s) constructed, delays in construction start date, etc. and whether your project would exist without CDBG funding.

All funding sources are necessary in order to complete the project.

23. Complete and attach the separate CDBG Budget Form.
Complete the budget form showing all sources and uses of funds related to your project.

24. Sources and Uses Fund Statement / Budget Form Narrative

a. Please list all funding source(s), intended uses, and amounts from your budget form. Identify if the source is Federal, State, Local, or Private.

Funding Program	Source	Intended Use	Amount
CDBG (2015)	Federal	Street and sidewalk improvements, lighting	$192,176
CDBG (2016)	Federal	Street and sidewalk improvements, lighting	$200,000
City of Longview	Local	Design, Admin, Construction, CM and inspection	$742,824

b. Identify which sources are proposed and which sources are committed and your timeline to secure funding.

Funding Program	Source	Status	Availability Date	Amount
CDBG (2015)	Federal	Secured	April, 2016	$192,176
CDBG (2016)	Federal	Pending	June, 2016	$200,000
City of Longview	Local	Secured	April, 2016	$742,824

c. Supporting Documentation: List and attach "Sources of Funds" supporting documentation noted under Question #25.

d. Supporting Documentation: List and attach "Uses of Funds" supporting documentation noted under Question #25.

Attachments

25. Required Attachments

☐ **Exhibit A.**	**Project Timeline** *(Note: Funding is available in November following project submittal. Please plan accordingly.)*
☐ **Exhibit B.**	**Project Budget** *(Note: Show all funding sources and note if they are committed or not committed. List date when commitment will be confirmed.)*
☐ **Exhibit C.**	**Project Documentation**
☐ **Exhibit D.**	**Operating Proforma (Rental Housing Projects)**
☐ **Exhibit E.**	**Marketing Plan (Housing Projects)**
☐ **Exhibit F.**	**5-Year Operations Budget (Community Facilities Only)**
☐ **Agency Financial Audit by e-mail**	*Send in most recent independent audit by email*
☐ **Detailed Cost Estimates**	*Provide Specific costs for project itemized to show project cost analysis*

Exhibit A

Project Timeline

Detail Tasks for Project	Start Date Month Day Year	Completion Date Month Day Year
Review Design/Bid Specification/Plans	06/01/2016	12/31/2016
Advertise Project	01/01/2017	01/31/2017
Bid Opening/Bid Award	02/01/2017	02/15/2017
Contract Execution	03/01/2017	03/15/2017
Construction	04/01/2017	07/01/2017

Exhibit B

Project Budget and Funding Sources

CDBG Budget

	Project Duration Months: Source 1	Source 2	Source 3	Source 4	Source 5	Total
	CDBG	**CDBG**	**Local**	**Local**		
Commitment Dates	2015	2016	2016	2017		
Project Management			$20,000	$60,000		$80,000
(Project Manager, Consultant Fees, Subrecipient Fees)						
Architectural Fees						
Engineering Fees			$40,000			$40,000
Acquisition						
Related Costs & Fees						
Demolition						
Relocation						
Architectural Barrier Removal						
Housing Rehabilitation						
Water / Sewer Side Connections						
Sewer Improvements						
Water Improvements						
Street /Sidewalk Improvements	$177,941	$185,185				$363,126
Stormwater Improvements				$470,207		$470,207
Fire Protection						
Public Facility						
Community Facility						
Commercial/Industrial Facility						
Economic Development						
Micro Enterprise						
Special ED Activity (loan/grant)						
Comm Based Development Org						
Revolving Loan Fund Program						
Historic Preservation						
Prevent/Eliminate Slum & Blight						
Public Services						
Planning						
Local Match to State/Fed Grant						
Other: Permits/Fees						
Other: Construction Management						
Other: Special Testing & Inspection				$115,000		$115,000
Other: Sales Tax	$14,235	$14,815		$37,617		$66,667
Contingency						
Total:	$192,176	$200,000	$60,000	$682,824		$1,135,000
Date Completed: 4/18/2016						

Exhibit C

Project Documentation to support your project. (Provide in order listed. Staff may limit the number of documents to the most important for Council to base its decision.)

- **Sources of Funds**
  1. Include commitment letters with all terms and conditions for all mortgages, loans, grants, subordination agreements, private fundraising, bridge (interim) loans and investment tax credits (historical low-income, if applicable);
  2. Provide a formal Certification letter signed by the Agency Director or Owner listing the amounts and type of all governmental assistance (Federal, State, and Local) which will be used in this project.
  3. If you (the applicant) are a partnership, or will enter into a partnership to undertake this project (including services) provide a copy of the partnership agreement, which will indicate the cash contributions by the general partner(s) and/or limited partner(s).
- **Uses of Funds**
  1. Earnest money agreement, option or closing statement for land and/or building(s);
  2. Construction cost estimate
  3. Construction contract or preliminary (bids)
  4. Agreements governing the various reserves which are capitalized at closing (to verify that the reserves cannot be withdrawn later as fees or distributions.)
  5. Appraisal (to substantiate the value of the land and the value of the property after rehabilitation or the structure being built)
  6. If low-income tax credits are utilized, provide documentation on the syndication costs (legal, accounting, tax opinion, etc.) from the organization/individuals who will syndicate and sell the offering to ensure that the project can support the fees necessary to syndicate/fund the project. All assumptions should be verified in the supporting documentation.

- Documentation for Narrative Statements
- Maps
- Private fundraising commitments
- Letters from local, state, or federal agencies directing the repair or creation of a specific project
- Loan Policies
- Documentation of project cost estimates
- Partnering Agency documentation letter
- Low/moderate income documentation for benefit
- Engineering Report
- Surveys and Reports
- Letters attesting to the subject problem
- Letters of Support
- Current News Articles

Exhibit D

Operating Proforma (Rental Projects) – Excel form, attached to package

NOT APPLICABLE

ENGINEER's ESTIMATE OF TOTAL PROJECT COSTS

DOWNTOWN CORRIDOR IMPROVEMENTS - PHASE 3

4/18/2016

TASK#	DESCRIPTION	% OF CONSTR	TOTAL COST
1	ADMIN / PROJECT MANAGEMENT	8%	$80,000.00
2	FINAL DESIGN	4%	$40,000.00
3	CONSTRUCTION MANAGEMENT	12%	$110,000.00
4	CONSTRUCTION	-	$900,000.00
5	SPECIAL INSPECTIONS	0.5%	$5,000.00
TOTAL PROJECT COST			**$1,135,000.00**

ENGINEER's ESTIMATE OF PROBABLE CONSTRUCTION COST

DOWNTOWN CORRIDOR IMPROVEMENTS - PHASE 3 4/18/2016

BI#	DESCRIPTION	QTY	UT	UNIT PRICE	TOTAL COST
1	MOBILIZATION	1	LS	67,500.00	67,500.00
2	TRAFFIC & PED. CONTROL	60	DY	875.00	52,500.00
3	EROSION & SEDIMENT CONTROL	1	LS	8,500.00	8,500.00
4	CLEARING & GRUBBING	1	LS	5,500.00	5,500.00
5	OBSTRUCTIONS	1	LS	80,000.00	80,000.00
6	CRSHED SURFAC'G TOP COURSE	650	TN	34.00	22,100.00
7	WASHED AGGREGATE	250	TN	42.00	10,500.00
8	PVMT, 9" CONCRETE	100	SY	135.00	13,500.00
9	PVMT, 9" COLORED CONC	300	SY	105.00	31,500.00
10	PVMT, 9" PERVIOUS COLORED CONC	200	SY	145.00	29,000.00
11	UNDERDRAIN PIPE, 6" DIA.	200	LF	20.00	4,000.00
12	DRAIN PIPE, 6" DIA.	600	LF	32.50	19,500.00
13	CONC TRAFFIC CURB, 16"	1350	LF	25.00	33,750.00
14	ADA RAMP	10	EA	2,000.00	20,000.00
15	SIDEWALK, CONCRETE	900	SY	55.00	49,500.00
16	SDWK, COLORED CONCRETE	500	SY	75.00	37,500.00
17	RADIUS ADA DOMES	165	SF	30.00	4,950.00
18	REM PAINTED X-WALK LINE	125	LF	20.00	2,500.00
19	PAVEMENT MARKINGS	1	LS	5,500.00	5,500.00
20	PERMANENT SIGNING	1	LS	2,200.00	2,200.00
21	PERMANENT ART BASES	4	EA	1,100.00	4,400.00
22	REM & RELOC PUBLIC ART	4	EA	550.00	2,200.00
23	PERMEABLE PAVERS	310	SY	125.00	38,750.00
24	BIO-RETEN. PLANTER BASIN	1260	SF	45.00	56,700.00
25	BIO-RETEN. PLNTR OVRFLW	5	EA	1,000.00	5,000.00
26	BIO-RETEN PLNTER PLNTS	168	EA	20.00	3,360.00
27	BACKLESS BENCH	4	EA	1,750.00	7,000.00
28	SEATED BENCH	4	EA	1,900.00	7,600.00
29	TRASH RECEPTACLE	4	EA	1,850.00	7,400.00
30	SAFETY BOLLARD	4	EA	2,550.00	10,200.00
31	BIKE RACK	2	EA	1,100.00	2,200.00
32	TREE, CANOPY STYLE (BIO-RETEN.)	10	EA	600.00	6,000.00
33	TREE, COLUMNAR STYLE	18	EA	650.00	11,700.00
34	TREE, 60" GRATE ASSEMBLY	18	EA	2,850.00	51,300.00
35	ROOT BARRIER, CANOPY TREE	10	EA	275.00	2,750.00
36	ROOT BARRIER, COLUMNAR TREE	18	EA	275.00	4,950.00
36	LIGHTING & ELECTRICAL	1	LS	135,190.00	135,190.00
37	IRRIGATION SYSTEM	1	LS	37,500.00	37,500.00
38	HMA CLASS 1/2"	20	TN	210.00	4,200.00
39	RAIN DRAINS	8	EA	200.00	1,600.00
TOTAL CONSTRUCTION					**$900,000.00**

COLUMBIA·THEATRE

ASSOCIATION FOR THE PERFORMING ARTS

Received
DEC 31 2009
Recording Office

December 31, 2009

Bob Gregory
City Manager
City of Longview
PO Box 128
Longview, WA 98632-7080

Dear Bob,

I understand the City of Longview is requesting $1,200,000 for a comprehensive downtown streetscape improvement project. As the director of an organization that has just completed an $11 million restoration of an historic downtown theatre, I am writing in support of this grant request—especially since it will improve the overall attractiveness of our downtown streetscapes.

As you know, the Columbia Theatre was a part of the City of Longview's original 1925 footprint and is listed on the National Register of Historic Places, a testament to its historic significance to the region. But more than its historic significance, the Columbia is an essential part of the economic engine to spur re-development in Downtown Longview. The $11 million investment by this community in the Columbia project is an expression of faith in our downtown's potential.

The addition of federal funds toward design, engineering and construction of street, sidewalk, lighting and other pedestrian friendly improvements, will enhance the attractiveness of this vital area and encourage additional private investment in downtown business.

As we prepare to re-open a state-of –the-art performance facility in February, 2010, I am hopeful that plans for refurbishing the surrounding streetscape can become a reality that will make a visit downtown an attractive and pleasant experience.

Thank you for your time and consideration of this important community request. Your support of this project would be greatly appreciated.

Sincerely,

Gian Paul Morelli
Executive Director

P.O. Box 1026 • Longview, WA 98632 • www.columbiatheatre.com • Phone 360.423.1011 • Fax 360.423.8626

COLUMBIA·THEATRE
ASSOCIATION FOR THE PERFORMING ARTS

December 7, 2011

Mr. Victor M. Mendez
Administrator
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Mendez:

I am writing to support the city of Longview, Washington's Transportation, Community and System Preservation Program (TCSP) grant application. The benefit of the enhancements (as outlined in the application—creation of a multi-model transportation system to provide accessibility), will significantly improve livability in the downtown core. It will also strengthen the connection between the downtown business district which includes the recently renovated Columbia Theatre (an $11.6 million renovation completed in 2010), Lower Columbia College, the Rose Center for the Performing Arts, the Triangle Shopping Center, and the Cowlitz County Exposition Center. All of these need the integrated access the TCSP proposal identifies.

From a strictly arts and cultural perspective, these improvements will go a long way toward sustaining and enriching the cultural lives of the people in our community by providing ease of access for all ages and economic status. This is a fundamental element of the Columbia Theatre Association's Core Values of: *Enrichment, Involvement, Education, Preservation, and Stewardship* for the diverse communities we serve.

I am hopeful that you will strongly consider the numerous benefits the project will deliver to the community, its residents and the downtown businesses that support the vision.

Sincerely,

Gian Paul Morelli
Executive Director

P.O. Box 1026 • Longview, WA 98632 • www.columbiatheatre.com • Phone 360.423.1011 • Fax 360.423.8626

Board of Commissioners

County Administration Building
207 Fourth Avenue North
Kelso, WA 98626
TEL (360) 577-3020
FAX (360) 423-9987
www.co.cowlitz.wa.us

COMMISSIONERS

Michael A. Karnofski
District 1

George Raiter
District 2

James Misner
District 3

ADMINISTRATIVE COORDINATOR
Stephanie Dunn

December 6, 2011

Bob Gregory, City Manager
City of Longview
P. O. Box 128
Longview, WA 98632

Re: FY 2012 Transportation, Community and System Preservation Program (TCSP)
Longview Downtown Corridor Improvements

Dear Mr. Gregory:

We are writing in support of Longview's Downtown Corridor Improvements TCSP grant application. The numerous benefits the project will deliver to the community, its residents and the downtown businesses support the city's vision.

The Downtown Corridor project consists of making enhancements to the downtown business core by creating a multi-model transportation system, which will provide accessibility starting with a gateway entrance to downtown Longview and extending into the heart of the central business district thereby increasing livability.

Overall, the Corridor Improvements will strengthen the downtown business core, improve the transit integration and efficiency, improve the walkability and the pedestrian experience and improve connectivity of the corridor to major activity centers in the area. Finally, the improvements will improve ADA accessibility to an established historical area and improve bicycle facilities while striving to create a sustainable, livable and vibrant community.

We appreciate your consideration and hope you will support this important multi-modal transportation project.

Sincerely,
Board of County Commissioners
of Cowlitz County, Washington

George Raiter, Chair

Absent - Excused
Michael A. Karnofski, Commissioner

James R. Misner, Commissioner

cc: Ivona Kininmonth, City of Longview
Commissioners' Record

ENHANCING 50 CWCOG
OUR REGION COWLITZ-WAHKIAKUM COUNCIL OF GOVERNMENTS

Administration Annex ~ 207 4th Avenue N. ~ Kelso, WA 98626-4195
(360) 577-3041 ~ Fax (360) 425-7760 ~ www.cwcog.org

December 9, 2011

Victor M. Mendez, Administrator
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: FY 2012 Transportation, Community and System Preservation Program (TCSP)
City of Longview, Washington – Downtown Corridor Improvements

Dear Mr. Mendez:

I am writing on behalf of the Cowlitz-Wahkiakum Council of Governments in support of Longview's Downtown Corridor Improvements TCSP grant application and hope you will strongly consider the numerous benefits the project will deliver to the community, its residents and the downtown businesses that support the vision. As the lead agency for the Longview-Kelso-Rainier MPO, this project supports the urban area's policies, goals and objectives lined out the in the Metropolitan Transportation Plan.

The City of Longview's Downtown Corridor project proposal makes enhancements to the downtown business core by creating a multi-modal transportation system, improving access with a gateway entrance to the downtown core, and making other improvements that will increase the quality of place and livability of the Central Business District.

For the past 30 years, the City of Longview has developed public/private partnerships to diversify its downtown core area. These efforts have resulted in a mix of locally-owned retail/commercial businesses, restaurants, theatre/art facilities, and residential apartment units.

Overall, the Corridor Improvements will strengthen the downtown business core, improve transit integration and efficiency, provide an improved pedestrian experience and enhance connectivity to major activity centers surrounding the downtown core area. These centers include Lower Columbia

College, Rose Center for the Performing Arts, Triangle Shopping Center, and the Cowlitz County Exposition Center. Finally, the improvements will improve ADA accessibility to an established historical area and improve bicycle facilities ultimately resulting in a sustainable, livable and vibrant community.

We appreciate the opportunity to support this critical project. As the MPO, we support the redevelopment of our area's commercial districts and the important role that the transit and street components of our transportation network play in a our cities' sustainable and livable future.

Sincerely,

Stephen H. Harvey
Director

SHH/kw

cc: Kurt Anagnostou, Mayor
Bob Gregory, City Manager
CWCOG Board

November 28, 2011

Victor M. Mendez, Administrator
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT of TRANSPORTATION
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: FY 2012 Transportation, Community and System Preservation Program (TCSP)
City of Longview, Washington
Downtown Corridor Improvements

Dear Mr. Mendez,

I am writing in support of Longview's Downtown Corridor Improvements TCSP grant application.

The Downtown Corridor project will provide enhancements to the downtown business core, extending the heart of the central business district, which consists of retail, commercial, restaurants, theatre, art, and residential apartment unit. Lower Columbia College is at the outer fringe of the current downtown area, and would welcome the opportunity for better access between the campus and downtown. The College has a wonderful, state-of-the art performing arts center; and we're in the design stages for a renovated fitness center, as well as a Health and Science Center. Improving and integrating access between the college and downtown will help create a sustainable, livable, and vibrant community.

Your consideration and support of this project would be greatly appreciated.

Sincerely,

Christopher C. Bailey, JD
President

LOWER COLUMBIA COLLEGE

1600 Maple Street
P.O. Box 3010
Longview, WA 98632
(360) 442-2311
lowercolumbia.edu

The City of Longview Washington

P.O. Box 128
Longview, WA 98632-7080
www.mylongview.com

December 6, 2011

Victor M. Mendez, Administrator
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT of TRANSPORTATION
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Fiscal Year 2012 Transportation, Community and System Preservation Program (TCSP)
City of Longview, Washington - Downtown Corridor Improvements

Dear Mr. Mendez,

The Longview Downtown Advisory Committee (DAC) would like to express full support for the 2012 TCSP request by the City of Longview, Washington for the Longview Downtown Corridor Improvement Project.

The City of Longview has actively partnered with the downtown businesses, property owners and residents to revitalize our aging downtown with some notable success. In 2000, the City engaged in a public process which resulted in a Downtown Plan adopted in November of 2001. The DAC was created by the Longview City Council in 2002 for the purpose of guiding, assisting, and making recommendation for implementation of the Downtown Plan. In the years following the 2001 adoption, the DAC and City successfully implemented key portions of the Downtown Plan relative to zoning, comprehensive sign regulations and some streetlight improvements to name a few.

Early in 2011 the City took the next step and commissioned an update to the Downtown Plan now referred to as the HyettPalma America Downtown Action Agenda. The DAC endorsed the updated plan and the City is now using the Action Agenda to build on the success of the past. Several of the Action Agenda recommendations designed to kick-start our revitalization efforts have been implemented in the past few months. However, we believe more is needed to successfully revitalize our downtown core. We strongly believe the proposed comprehensive Downtown Corridor Improvement Project is consistent with the recently adopted Action Agenda and will play a key role in creating a vibrant downtown with improved safety for vehicles, cyclists and pedestrians alike. In addition, downtown corridor improvements will attract visitors and shoppers to our community. It will also encourage reinvestment by property owners who will benefit from the investment to update aging and deteriorating infrastructure that serves the downtown. The DAC believes that favorable consideration of Longview's 2012 TCSP request will compliment and escalate the revitalization efforts that are currently under way in downtown Longview.

Thank you for your consideration and support of this project.

Sincerely,

Dan Ouellette, Acting Chairman
Longview Downtown Advisory Committee

jhb
Com-dev/COMMON/Correspondence/Brickey/2011/Memos

LONGVIEW DOWNTOWNERS

Longview Downtowners

1563 Olympia Way, Longview, WA 98632 (360) 423-8401

December 5, 2011

Victor M. Mendez, Administrator
Federal Highway Administration
U.S. Dept. of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Subject: **FY 2012 Transportation, Community and System Preservation Program (TCSP)**
City of Longview, WA
Downtown Corridor Improvements

Dear Mr. Mendez:

The Downtowners Association of Longview would like to express our enthusiastic support for the 2012 TCSP request to fund a comprehensive downtown corridor improvement project.

Many of the business owners we represent are actively engaged in efforts to encourage revitalization of the downtown area in partnership with the City. We are very appreciative of the ongoing efforts of the City to this end, and we are extremely excited about the revitalization potential that could be achieved by the successful implementation of a downtown corridor improvement project. The recent improvements to some of the lighting downtown has had a positive impact, but more replacement and refurbishment of deteriorating infrastructure is needed to encourage additional visitors and shoppers. Aesthetic pedestrian-friendly enhancements to the streetscape would be attractive not only to visitors and shoppers, but also to new businesses seeking to locate in an economically vital downtown Longview.

We believe that improved corridor infrastructure would not only encourage economic revitalization within our downtown, but would also encourage increased utilization of the upper floor residential opportunities that exist in the commercial core of our community. The preservation of our historic downtown is vital to a revitalized sustainable future for the citizens of Longview and a comprehensive downtown corridor improvement project would serve to accomplish that goal. We are hopeful for your support and positive response to Longview's TCSP request.

Sincerely,

Doug Harvey, President
Longview Downtowners

Kelso Longview
CHAMBER OF COMMERCE
The Voice of Business

Rick Winsman, ACE
President and Chief Executive Officer

December 6, 2011

Victor M. Mendez
Administrator
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: FY 2012 Transportation, Community and System Preservation Program (TCSP)
City of Longview, Washington
Downtown Corridor Improvements

Dear Mr. Mendez:

I am writing in support of Longview's Downtown Corridor Improvements TCSP grant application and hope you will strongly consider the numerous benefits the project will deliver to the community, its residents and the downtown businesses that support the vision.

The Downtown Corridor project consists of making enhancements to the downtown business core by creating a multi-model transportation system, which will provide accessibility starting with a gateway entrance to downtown Longview and extending into the heart of the central business district thereby increasing livability. This area currently includes a coexistence of retail/commercial businesses, restaurants, theatre/art facilities, and residential apartment units.

Overall, the Corridor Improvements will strengthen the downtown business core, improve the transit integration and efficiency, improve the walkability and the pedestrian experience and improve connectivity of the corridor to major activity centers in the area including Lower Columbia College, the Rose Center for the Performing Arts, the Triangle Shopping Center, and the Cowlitz County Exposition Center. Finally, the improvements will improve ADA accessibility to an established historical area and improve bicycle facilities while striving to create a sustainable, livable and vibrant community.

The Kelso Longview Chamber of Commerce has long supported the City of Longview in its efforts to revitalize and regenerate the downtown core business district. At a time when cities are seeing a return to downtown cores, it is important to combine that renaissance with the economic recovery that seems to be becoming more sustainable. The Chamber wholeheartedly supports this project and regards the timing as very appropriate.

I appreciate your consideration and hope you will support this important multi-modal transportation project.

Sincerely,

Kelso Longview Chamber of Commerce
Advocacy Economic Development Community Promotion Member Services

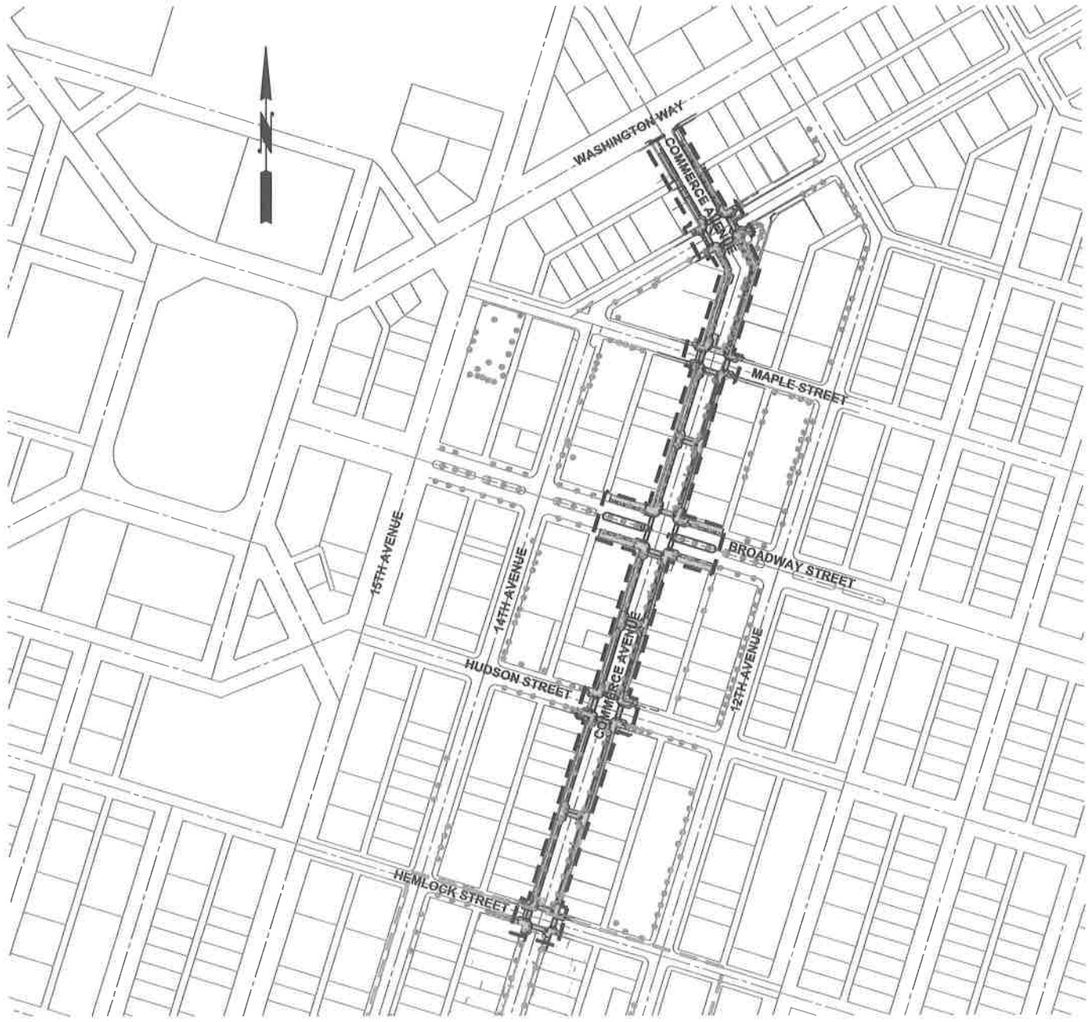
T 360.423.8400
F 360.423.0432
1563 Olympia Way
Longview, WA 98632
www.KelsoLongviewChamber.org

Copyright © BergerABAM. All Rights Reserved.

CITY OF LONGVIEW
COMMERCE AVENUE
STREETSCAPE DESIGN

LONGVIEW, WASHINGTON

COMMERCE AVENUE STREET IMPROVEMENTS
BETWEEN HEMLOCK STREET AND WASHINGTON WAY



PROJECT AREA MAP - NOT TO SCALE

PROJECT TEAM:

LANDSCAPE ARCHITECTS
BergerABAM
DAVID SACAMANO, RLA
1111 MAIN STREET, SUITE 300
VANCOUVER, WA 98660
(360) 823-6100

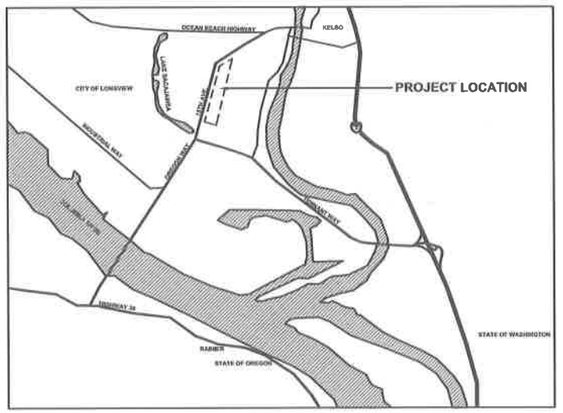
CIVIL ENGINEERS
BergerABAM
SAM ADAMS, PE
1111 MAIN STREET, SUITE 300
VANCOUVER, WA 98660
(360) 823-6100

ELECTRICAL ENGINEERS
TRANSPO GROUP
KEVIN COLLINS, PE
11730 118TH AVENUE NE STE 600
KIRKLAND WASHINGTON 98034
(425) 821-3665

CITY OF LONGVIEW:

PROJECT MANAGER
CITY OF LONGVIEW
AMY N. BLAIN
1525 BROADWAY STREET
LONGVIEW WASHINGTON 98632
(360) 442-5206

CITY OF LONGVIEW
MAYOR: DON JENSEN
CITY COUNCIL MEMBERS:
MIKE WALLIN
TOM HUTCHINSON
KEN BOTERO
STEVE MOON
MARY JANE MELINK
CHET MAKINSTER
CITY MANAGER: ROBERT J. GREGORY
PUBLIC WORKS DIRECTOR: JEFF D. CAMERON
CITY ENGINEER: CRAIG M. BOZARTH



VICINITY MAP - NOT TO SCALE

ONE-CALL NOTE:
1-800-424-5555
BURIED UTILITIES ARE SHOWN AS INDICATED ON RECORD MAPS FURNISHED BY OTHERS AND VERIFIED WHERE POSSIBLE BY FEATURES LOCATED IN THE FIELD. BERGER ABAM ENGINEERING ASSUMES NO LIABILITY FOR THE ACCURACY OF THOSE RECORDS, OR FOR THE FINAL LOCATION OF EXISTING UTILITIES IN AREAS CRITICAL TO THE DESIGN.

100% SUBMITTAL

MARK	REVISION DESCRIPTION	BY	APP.	DATE

BergerABAM
1111 Main Street, Suite 300
Vancouver, Washington 98660-2958
(360) 823-6100 Fax: (360) 823-6101

SAM ADAMS STATE OF WASHINGTON 23138 REGISTERED PROFESSIONAL ENGINEER

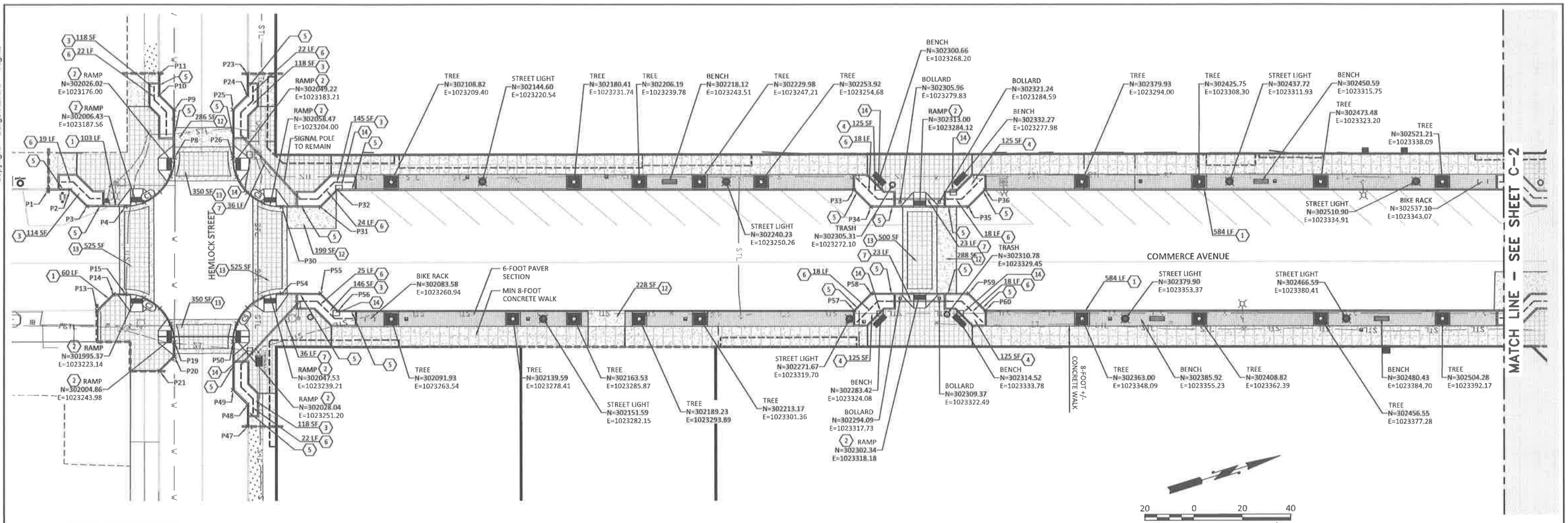
DRAWN BY	DRW
DESIGN BY	DES
CHECK BY	CHK
PROJ MGR	DS

CITY OF LONGVIEW
DOWNTOWN STREETSCAPE DESIGN
GENERAL
COVER

DRAWING NO.	G-1
PROJECT NO.	VAVAN-12-108
DATE:	10/25/13
SHEET NO.	1 OF 49

Last Saved by: David.sacamano on: Oct 28, 2013 2:25 PM File: Q:\Vancouver\2012\VAVAN-12-108\CADD\Dwgs\01_G01.dwg

Copyright © BergerABAM, All Rights Reserved.



CIVIL KEYNOTES:

1. CEMENT CONCRETE TRAFFIC CURB (2/C-7)
2. CEMENT CONCRETE CURB RAMP, PER CITY OF LONGVIEW STANDARD DETAIL ST-140 AND LOCATE AS INDICATED ON DETAILS (1/C-6) (2/C-6)
3. INTERSECTION RAIN GARDEN (1/C-6)
4. MID-BLOCK RAIN GARDEN (2/C-6)
5. RAIN GARDEN INLET (4/C-7)
6. UNDERDRAIN PIPE 6 IN. DIAM.
7. DRAIN PIPE 6 IN. DIAM.
12. CEMENT CONCRETE PAVEMENT (6/C-7)
13. COLOR CONCRETE CROSSWALK (1/1A-8)
14. EXISTING CATCH BASIN TO BE REMOVED, SEE DEMO PLANS

GENERAL NOTES:

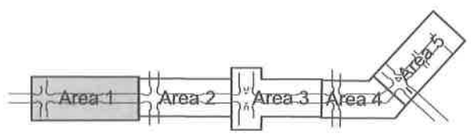
1. REFERENCE CITY OF LONGVIEW STD PLAN ST-060 AND WSDOT STD PLAN A-40.10-02 FOR CONCRETE PAVEMENT CONSTRUCTION JOINTS. JOINTS SHALL ALIGN WITH EXISTING STREET JOINTS TO THE EXTENT POSSIBLE.
2. REFERENCE CITY OF LONGVIEW STD PLAN ST-090 FOR CURB CONSTRUCTION. JOINTS SHALL ALIGN WITH EXISTING STREET JOINTS TO THE EXTENT POSSIBLE.
3. REFERENCE CITY OF LONGVIEW STD PLAN ST-140 FOR CURB RAMP DETAIL AND MAXIMUM RAMP SLOPES.
4. REFERENCE CITY OF LONGVIEW STD PLAN ST-150 FOR SIDEWALK DETAILS.
5. TOP OF CURB ELEVATION SHALL BE 6-INCHES ABOVE GUTTER ELEVATION.
6. SEE DRAWING NO. C-6 FOR RAIN GARDEN INLET TYPICAL LOCATIONS.
7. REFER TO IRRIGATION PLANS FOR UNDER PAVEMENT SLEEVE LOCATIONS

CURVE TABLE						
CURVE #	RADIUS	DELTA	LENGTH	TANGENT	BEGIN COORDINATE	END COORDINATE
C1	20'	090°00'00"	31.42'	20.00'	N 302001.95 E 1023186.71	N 302026.97 E 1023173.53
C2	20'	090°00'00"	31.42'	20.00'	N 302004.30 E 1023246.27	N 301991.11 E 1023221.25
C3	20'	090°00'00"	31.42'	20.00'	N 302049.78 E 1023180.95	N 302062.91 E 1023206.00
C5	20'	090°00'00"	31.42'	20.00'	N 302052.33 E 1023240.09	N 302027.29 E 1023253.22

CURB POINT TABLE				
POINT #	POINT DESCRIPTION	GUTTER ELEVATION	NORTHING	EASTING
P1	BEGIN CURB	18.60'	301973.68	1023170.76
P2	-	18.70'	301982.31	1023173.44
P3	-	19.04'	301986.84	1023182.03
P4	C1 PC	19.02'	302001.95	1023186.71
P5	C1 1/4	19.00'	302009.71	1023187.52
P6	C1 1/2	18.95'	302017.19	1023185.30
P7	C1 3/4	18.92'	302023.25	1023180.39
P8	C1 PT	18.89'	302026.97	1023173.53
P9	-	18.71'	302032.83	1023154.62
P10	-	18.63'	302028.90	1023147.15
P11	END CURB	18.65'	302031.52	1023138.68
P13	BEGIN CURB	18.65'	301978.09	1023224.26
P14	-	19.06'	301986.50	1023219.83
P15	C2 PC	19.10'	301991.11	1023221.25
P16	C2 1/4	19.04'	301997.97	1023224.97
P17	C2 1/2	19.02'	302002.88	1023231.03
P18	C2 3/4	18.97'	302005.11	1023238.51
P19	C2 PT	18.90'	302004.30	1023246.27
P20	-	18.82'	302002.55	1023251.90
P21	END CURB	18.65'	301995.02	1023255.87

CURB POINT TABLE				
POINT #	POINT DESCRIPTION	GUTTER ELEVATION	NORTHING	EASTING
P23	BEGIN CURB	18.60'	302065.81	1023149.47
P24	-	18.63'	302063.19	1023157.84
P25	-	18.70'	302055.78	1023161.73
P26	C3 PC	18.86'	302049.78	1023180.95
P27	C3 1/4	18.90'	302048.95	1023188.71
P28	C3 1/2	18.98'	302051.16	1023196.20
P29	C3 3/4	19.03'	302056.06	1023202.27
P30	C3 PT	19.06'	302062.91	1023206.00
P31	-	19.29'	302078.17	1023210.77
P32	-	18.95'	302086.86	1023206.21
P33	-	19.68'	302289.28	1023269.38
P34	-	19.99'	302293.88	1023278.15
P35	-	20.09'	302332.06	1023290.07
P36	-	19.90'	302340.83	1023285.47
P47	BEGIN CURB	18.66'	302022.59	1023288.32
P48	-	18.67'	302025.27	1023279.73
P49	-	18.65'	302021.35	1023272.26
P50	C5 PC	18.91'	302027.29	1023253.22
P51	C5 1/4	18.93'	302031.02	1023246.37
P52	C5 1/2	18.94'	302037.09	1023241.47

CURB POINT TABLE				
POINT #	POINT DESCRIPTION	GUTTER ELEVATION	NORTHING	EASTING
P53	C5 3/4	18.99'	302044.57	1023239.26
P54	C5 PT	19.01'	302052.33	1023240.09
P55	-	19.13'	302067.54	1023244.83
P56	-	18.80'	302072.21	1023253.72
P57	-	19.64'	302274.48	1023316.82
P58	-	19.87'	302283.24	1023312.22
P59	-	20.04'	302321.43	1023324.13
P60	-	19.83'	302326.03	1023332.90



100% SUBMITTAL

MARK	REVISION DESCRIPTION	BY	APP.	DATE

BergerABAM
1111 Main Street, Suite 300
Vancouver, Washington 98660-2958
(360) 823-6100 Fax: (360) 823-6101

The City of Longview Washington

SAM ADAMS STATE OF WASHINGTON 21510 REGISTERED PROFESSIONAL ENGINEER

DRAWN BY JRB
DESIGN BY SEE
CHECK BY SA
PROJ MGR DS

CITY OF LONGVIEW
DOWNTOWN STREETSCAPE DESIGN
CIVIL PLAN
AREA 1

DRAWING NO. C-1
PROJECT NO. VAVAN-12-108
DATE: 10/25/13
SHEET NO. 9 OF 49

Last Saved by: Juanita.rogers on: Oct 24, 2013 11:51 AM File: C:\Vancouver\2012\VAVAN-12-108\CADD\Dwgs\03_C01.dwg