

# CHAPTER SIX

## CAPITAL FACILITIES

### 6. CAPITAL FACILITIES

Old Town has a number of key capital facilities already in place including Maritime Heritage Park, trails, water, sewer, storm and streets. It is anticipated that little in the way of very large capital improvements are needed.

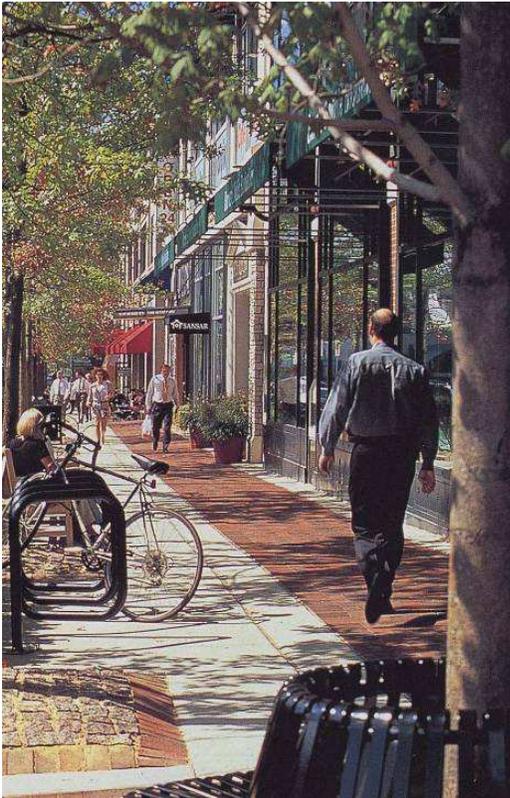
While the water, sewer and storm systems are in place and service is more than adequate to serve the projected growth, the streets, particularly the non-arterial local streets are in need of upgrades. The streets lack sidewalks in much of the area and will need to incorporate design elements as outlined in Chapter 4.

#### 6.1. CAPITAL IMPROVEMENT PROGRAM

##### 6.1.1 Initial Phase

The City should participate in funding infrastructure improvements that will kick start early redevelopment opportunities. These investments should be made where publicly owned assets will also benefit. Candidates include improvements to C Street, Astor Street and Maritime Heritage Park. A portion of this Sub-area falls within the Local Infrastructure Financing Tool boundary, which could be one potential source of funding.

The City should work with utility



## Capital Improvement Costs and Revenues

The costs and sources of revenues below are estimates only and reflect costs and fees in 2007 dollars.

### Non-Arterial (Local Streets)

Estimated Cost	\$5,000,000
Sources of Revenue	
City (LIFT, REET, Other)	\$2,000,000
Private	<u>\$3,000,000</u>
Total Revenue	\$5,000,000

### Arterial Upgrades (F and Holly Streets)

Estimated Cost	\$4,500,000
Sources of Revenue	
City (TIF, REET, Other)	\$2,600,000
Traffic Impact Fees	<u>\$1,900,000*</u>
Total Revenue	\$4,500,000

### Parks, New Plazas & Trails

Total Cost	\$2,500,000
Source of Revenue	
City (PIF, REET, Grants, Other)	<u>\$2,500,000</u>
Total Revenue	\$2,500,000

\* Traffic Impact Fees generated from potential build-out in Old Town through 2022.

Note: The cost of under grounding power lines and utilities is not included.

companies and property owners to determine costs, feasibility, and potential sources of undergrounding utilities.

Passenger Depot.

### 6.1.2 Future Phases

Costs of sidewalks, undergrounding utilities such as power lines and improving non-arterial street should be undertaken primarily by the developer on a case by case basis or through a Local Improvement District (LID). The estimated costs of these improvements, minus undergrounding utilities, were incorporated into the economic analysis of the proposed Floor Area Ratio.

Costs of roadway and intersection improvements to major arterials such as Holly and F streets should be shared by other development through Transportation Impact Fees and other City sources as these streets are impacted by growth in the downtown, waterfront and growth in general.

Park impact fees from development in this area are one potential source of funding for Maritime Heritage Park amenities, acquisition and development of new plazas and trail improvements in the area. These fees, along with other REET, grants and other City sources should be considered as an option for securing the land as well as construction needed for creation of the public plaza areas adjacent to the Territorial Historical Courthouse and the Great Northern