

Council Agenda Report

Date: May 9, 2016

Prepared by: LaSara Kinser, Planning and Zoning Assistant

Submitted by: *fn* Odie Wheeler, Public Works Director *OW*

SUBJECT: FY 2017 Community Development Grant Application in the amount of \$685,000 for the purpose of streetscape and infrastructure improvement to the 300 block of High Street

Recommendation: That Council:

- A. Hold public hearing on subject application;
- B. Approve subject application; and
- C. Authorize the Acting Mayor to sign a resolution of support for the project.

Discussion:

The State of Maryland, Department of Housing and Community Development (DHCD) makes available grants for the purpose of funding housing, public facilities, and economic development projects. The application will specifically address the 300 block of High Street and be for:

- The repair/replacement of aged underground utilities
- The replacement of deteriorated concrete sidewalk, curbs, and gutters
- Street reconstruction
- Installation of street lighting

The 300 block of High Street shows signs of major deterioration of the street surface and of the underlying infrastructure as well as some of the concrete sidewalks, curbs and gutters. These repairs will vastly improve pedestrian and vehicular safety and access as well as address the ongoing deterioration of necessary public facilities.

As a part of the application it is also necessary for City Council to adopt a resolution indicating political support for the project.

Fiscal Impact:

The total project cost is estimated at \$ 936,000. The ongoing deterioration of the existing underground utilities is significant and if allowed to continue could result in a catastrophic failure of utility systems which would require significantly more resources from the City to fix.

The attached application Part F lays out the Sources and Uses of Funds for the project, which has an overall cost of \$936,000. The City's General Fund share is \$141,000 of which \$66,000 is provided in-kind. Most of that has already been provided to get the project to the point of being "shovel-ready." The remaining \$75,000 in cash has been reserved from reallocations within DPW's 2016 budget. This reserve was identified as the required cash match for an MHAA grant application of another \$100,000 for this project.

This CDBG application for \$685,000 is fully reimbursable.

Attach.

APG Media of Chesapeake, LLC
 29088 Airpark Drive
 Easton, MD 21601

04/29/16

Phone: Fax:
 http://www.chespub.com

Cust. AcctID: 1079884	Creation Date: 04/29/16
Name:	Ad Date: 05/03/16
Company: CITY OF CAMBRIDGE-L	Class: 10
Address: PO BOX 255	Ad ID: 2629934
CAMBRIDGE, MD 21613	Ad Taker: RBROOKS
Telephone: (410) 228-1955	Sales Person: 503
Email:	Words: 292
Description: May 9 Public Hearing	Lines: 44
	Agate Lines: 120
	Depth: 5.0
	Inserts: 2
	Blind Box:

Other Charges:	\$0.00	Total:	\$166.70
Discount:	\$0.00		
Surcharge:	\$0.00	Paid Amount:	- \$0.00
Credits:	\$0.00		
Bill Depth:	5.0	Amount Due:	\$166.70

CREDIT CARD DETAILS

PT	CT	CN	Number	Exp.	Amnt.

Publication	Start	Stop	Inserts	Cost
The Star Democrat	05/03/16	05/03/16	1	\$166.70
stardem.com Online	05/03/16	05/03/16	1	

NOTICE OF PUBLIC HEARING

The City of Cambridge will conduct a Public Hearing to obtain the views of citizens on community, economic development, and housing needs to be considered for submission of an application for infrastructure, and streetscape improvements on High Street, Cambridge, MD to the Maryland Community Development Block Grant Program (CDBG). Citizens will have the opportunity to discuss proposed project and to provide input on other needs to be considered. The hearing will be held at the 305 Gay Street at 6:00 pm, Monday, May 9, 2016.

Citizens will be furnished with information including but not limited to:
 * the amount of CDBG funds available for State Fiscal Year 2017,
 * the range of activities that may be undertaken with CDBG funds, and
 * the proposed project under consideration by the City of Cambridge.

The Maryland Community Development Block Grant (CDBG) Program is a federally sponsored program designed to assist governments with activities directed toward neighborhood and housing revitalization, economic development, and improved community facilities and services. It is administered by the Department of Housing and Community Development.

The Maryland CDBG Program reflects the State's economic and community development priorities and provides public funds for activities which meet one of the following national objectives, in accordance with the federal Housing Community Development Act of 1974, as amended:

1. benefit low and moderate income persons and households,
2. aid in the prevention or elimination of slums or blight,
3. meet other community development needs of an urgent nature, or that are an immediate threat to community health and welfare.

Efforts will be made to accommodate the disabled and non-English speaking residents with five days' advance notice to Olen C. Wheeler at (410) 228-1955.

Donald J. Sydnor, Acting Mayor
 80 S-3 2629934

Ad Note:

Customer Note:

We Appreciate Your Business!
 Thank You !

RESOLUTION NO. 16-006

WHEREAS, State of Maryland through the Department of Housing and Community Development has solicited applications from eligible jurisdictions to apply for funding under the Maryland Community Development Block Grant (CDBG) Program; and

WHEREAS, the City of Cambridge is eligible to apply for funds from the Maryland CDBG program through the Maryland Department of Housing and Community Development; and

WHEREAS, the Commissioners of Cambridge have held the required public hearing related to the formulation of the City of Cambridge's Block Grant Application; and

WHEREAS, the Commissioners of Cambridge understand and acknowledge that they would be responsible for completion of grant activities and any corrective actions including the repayment of funds if necessary;

NOW, THEREFORE, BE IT RESOLVED, that the Commissioners of Cambridge authorize the submittal of an application for Community Development Block Grant funds in the amount of \$685,000 this 9th day of May 2016 for the following project:

Infrastructure and Streetscape Improvements on High Street

BE IT FURTHER RESOLVED, that Mayor Victoria Jackson-Stanley is authorized and empowered to execute any and all documents required for the submission of the application.

ATTEST:

The Commissioners of Cambridge

Sandra Tripp-Jones
City Manager

By: _____
Donald J. Sydnor
Acting Mayor

STATE OF MARYLAND CDBG PROGRAM

APPLICATION SFY 17

**Lawrence J. Hogan, Governor
Boyd K. Rutherford, Lt. Governor**



*Kenneth C. Holt, Secretary
Ellington Churchill, Jr, Deputy Secretary*

*Maryland Department of Housing and Community Development
Division of Neighborhood Revitalization
7800 Harkins Road
Lanham, MD 20706
301/429-7525
TTY/RELAY 711 or 1/800-735-2258*



**MARYLAND
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
APPLICATION SFY 17**

<p>1. Name of Jurisdiction:</p> <p>City of Cambridge</p>	<p>2. County (Municipal applicants only):</p> <p>Dorchester</p>								
<p>3. Address:</p> <p>410 Academy St. Cambridge, MD, 21613</p>	<p>4. Subrecipient, Developer or Business, if applicable and their DUNS Number:</p> <p>N/A</p>								
<p>5. FID Number: 52-6000780</p> <p>DUNS Number: 07.828.3132</p>	<p>6. Name & phone number of jurisdiction's contact person for this application (include email address and Fax #):</p> <p>Brent Jett: bjett@choosecambridge.com George Hyde: ghyde@choosecambridge.com Office: (410) 228-1955</p>								
<p>7. Project title, brief description & location (Full street address(es) and zip code of Project is required):</p> <p>300 block of High Street, Cambridge, MD 21613: This Reconstruction Project proposes to replace the aged water and sewer systems beneath the street, reconstruct and replace the street surface, replace sidewalk, curb and gutter, and add antique lighting.</p>									
<p>8. Project type:</p> <table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Housing</td> <td><input type="checkbox"/> Public Facilities</td> </tr> <tr> <td><input checked="" type="checkbox"/> Infrastructure</td> <td><input type="checkbox"/> Economic Development</td> </tr> <tr> <td><input type="checkbox"/> Other</td> <td><input type="checkbox"/> Public Services</td> </tr> </table>	<input type="checkbox"/> Housing	<input type="checkbox"/> Public Facilities	<input checked="" type="checkbox"/> Infrastructure	<input type="checkbox"/> Economic Development	<input type="checkbox"/> Other	<input type="checkbox"/> Public Services	<p>9. National objective(s):</p> <table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Low and moderate income benefit</td> </tr> <tr> <td><input type="checkbox"/> Elimination of slum/blight</td> </tr> </table>	<input checked="" type="checkbox"/> Low and moderate income benefit	<input type="checkbox"/> Elimination of slum/blight
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12. Date Public Hearing held: 5/9/2016 <i>(Attach minutes and hearing notice to application)</i>	13. Required Resolution attached? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
14. Is Citizens Participation Plan current? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Dated: If not, did you attach new plan? <input type="checkbox"/> Yes <input type="checkbox"/> No	
15. Is Anti-Displacement Plan current? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Dated: If not, did you attach new plan? <input type="checkbox"/> Yes <input type="checkbox"/> No	
16. If applicable, did you complete Debarment Check on application subrecipient, developer or business? <input type="checkbox"/> Yes <input type="checkbox"/> No	
17. Digital Photos and CD included? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>(each must be labeled)</i>	18. Date:

CDBG application revised 4/2016

PART A

PROJECT DESCRIPTION: Describe the proposed project. Include location and specific activities to be undertaken.

Historic High Street Improvements- Phase I

This project involves the complete renovation of the 300 block of High Street. Cambridge was established in 1684 with High Street being laid out and named on July 16, 1706. It was then, as it is now, the main thoroughfare connecting Cambridge's downtown commercial and civic core area to the waterfront, for pedestrians, motorists and cyclists. The existing brick street was constructed in 1911 and the underlying utilities were installed prior to that. Therefore, we are well beyond the expected service life of this infrastructure. The 300 block is part of the downtown area and the location of the U.S. Post Office, Dorchester Center for the Arts and many other businesses serving the public.

Historic High Street is lined with many of Cambridge's architectural treasures. It is a major thoroughfare for not only the historic district and downtown but also to the City's waterfront, including Long Wharf Park, Choptank River Lighthouse and City municipal marina. Cruise ships are continuing to add Cambridge as a desired stop on their respective route along the Chesapeake Bay, docking at Long Wharf - the north terminus of High Street. The increased tourist influx combined with the expansion of the marina has enhanced the perspective of High Street as the main pedestrian and bicycling connection for tourists to the downtown for shopping, dining, and tours.

Like the other portions of Historic High Street, the 300 block shows major deterioration. The concrete base below the brick surface is failing due to concrete degradation and deterioration of the underlying utilities. This in turn has caused many areas of the brick surface to settle and separate, thereby creating an unsafe condition for motorists, pedestrians and cyclists. Likewise, some of the concrete sidewalks and curb/gutter have deteriorated and are in need of replacement.

The scope of work for this project will include the rehabilitation of the underground water, sanitary sewer (Cured In Place Piping for the main with new laterals for all services on High St.,) and storm drain systems, replacement of concrete sidewalks and curb/gutter as necessary, reconstruction of the existing brick street and installation of period street light fixtures and poles to replace existing fixtures as previously completed in other portions of the downtown area. This will match what has been previously accomplished in other sections of the City and act as a starting point for consistent signage, lighting, and streetscape in the historic areas of downtown.

PART B

PROJECT NEED/IMPACT: Describe the need for the proposed project. Include statistics and other documentation supporting the described need. How will the project make an impact on the described need?

Much of the infrastructure for the 300 block of High Street is over 100 years old and is well beyond its expected service life. Due to problems with the underground utilities and the concrete road base, the street surface has deteriorated to the point that it is unsafe for motorists, pedestrians and cyclists. Left unimproved, High Street will further deteriorate which threatens the community that is served by the sewer and water facilities, and access to the various businesses and public buildings along the street could be severely impacted. The City could also lose its direct connection from the downtown area to the waterfront area which would be detrimental to a growing tourism industry.

The proposed project will make traveling along High Street much safer for pedestrians, motorists and cyclists. Irregularities in the surface of the street and sidewalks will be removed and replaced with a smooth surface. Grade changes at intersections and driveways will be designed to be ADA compliant where they are currently deficient or nonexistent. Aged water and sewer lines will be replaced and/or repaired to provide more reliable service to customers. Antique style street lights matching the 45+ already installed throughout Cambridge will be installed which will provide better and more efficient lighting at night and also improve the aesthetics of the streetscape.

-Brick Street Surface: Installed originally in 1911, approximately 20% of the street remains as originally laid. With various services like gas, sanitary sewer, and water needing access to the mains located within the road bed, the road is a patchwork quilt of various bricks from the many times it has been cut over the past century. Above the sanitary sewer main the bricks have cracked in half along nearly the entire street. Above the gas main, the bricks have been removed and replaced above every service tap. The majority of the travel lanes have settled or "popped" over the years from the cuts and patches making a rough surface to drive on and walk on when events are held along High St. This can be seen in the photos attached. Further, the bricks are laid on a bed of concrete. Over time the concrete has degraded and does not have a life expectancy of a century, especially with traffic loads. With delivery trucks for the restaurants and shops as well as the armored trucks for the bank located along the 300 block of High St, there are heavy traffic loads traveling on top of a 100 year old road surface. Every time the surface is cut to access the service mains below, a new concrete bed must be installed with the old bricks or replacement bricks re-laid over top. In trying to keep the road open as much as possible, the 28 day curing time for the concrete is never met. The surface getting beat up from traffic adds to the uneven level for travel.

-Sanitary Sewer renovations: The existing sanitary sewer line located in High St is over 100 years old. While vitrified clay pipe (VCP) can last for many decades without issues under certain circumstances that is not the case for this section of piping. The sanitary sewer taps were made utilizing the hammer tap technique. While this allows the service to function fine for years, over time the tap becomes weak and a typical failure point. It is at these point where the pipe and service ultimately leaks or even fails, requiring access to the main to perform repairs. Each time this is done, the overall pipe is patched and becomes weaker as it is not a complete system but is rather a piecemeal system of differing types of pipe. Again, VCP can last for decades, but newer materials do not have as long of a life expectancy. Combined, it is even less. A century old main with patches all along (there are 21 laterals alone in the approximately 425' of the 300 block of High St) the sanitary sewer is primed for failure in this section. With aging mains and cracks, inflow and infiltration are major concerns. There is additional groundwater inflow into the main that requires treatment at the wastewater treatment plant. This block is the heart of the downtown district and a shutdown due to lack of sanitary sewer would cripple the flow of traffic as well as the thriving business on this block. Further, there are several

residences that would be affected since they are serviced for sanitary sewer by connecting to this main.

-Gas line taps: Since the gas main was not present a century ago, it is newer than the other services in the high St roadbed. However this does not mean that the roadbed is in acceptable condition above the gas line. With each new tap, or even shut off of service, the road is cut and the main uncovered to access the tap. With each one of these occurrences, the bedding is altered, the brick base is cut and poured, and the bricks reinstalled or replaced. As with the sanitary sewer, there is settling at different rates and a patchwork of bricks above the gas main. As with the sanitary sewer, if there were to be a failure in the gas line, it would cripple this block and even more surrounding residence as this is one of the main gas lines servicing the west end. Approximately 20% of Cambridge citizens could be affected with no gas service if the 300 block of High St were to fail.

-Water line: The water main is in the same category as the sanitary sewer: old. It is over a century old cast iron pipe. As is the case with the sewer, each service requires access to the main, which means cutting through the road surface. With differential settlement, varying loads, and cutting of the main for services and repairs, the pipe is weaker now than when originally installed. While the size of the main installed over a century ago was adequate for water demands for decades, the effective flow in older pipes is diminished over time. This is the case with this main. The water line needs replacing to ensure continued service to the businesses and surrounding residents.

-Sidewalk surface: While not as in dire condition as the roadway, the sidewalk is need of replacement. Along with the replacement, the width of the sidewalk from back of curb to the front of the building lends to the introduction of green space and additional street trees along this block of High St. In addition, the intersection corners are deficient when it comes to ADA ramps and access. With the heart of the downtown business district in this block, ADA access needs to be a priority.

In preparation of this project, the City made received funding of \$25,000 for Transportation Alternatives Program (TAP) grant funding from the Maryland Department of Transportation. The City contracted with Lane Engineering to perform preliminary planning and engineering services for High Street which has been completed. The design they have completed will be utilized in this phase of renovations to High St, allowing the City to move forward with construction immediately if awarded requested CDBG funding for this project. (Plan attached)

PART C

COMMUNITY SUPPORT AND INVOLVEMENT: Describe community involvement with developing this project and application. Attach current letters of support for this project and the CDBG funding. *NOTE: This is activity that is separate from the public hearing(s).*

In May 2006, Cambridge hosted a Regional/Urban Design Assistance Team (R/UDAT) Charrette, sponsored by the American Institute of Architects (AIA). R/UDAT is a "... results-driven community design program..." The first Guiding Principle (pg. 10) speaks directly of Conserving Community Character. High Street, as a secondary connector which links the waterfront with the downtown, is an important part of this historic seaport community. Lined with 17th and 18th century homes, large shade trees along this brick paved street, it is iconic and in desperate need of maintenance to its infrastructure. (see attachment)

The Comprehensive Plan, adopted by the Mayor and City Council in March 2011, further support the R/UDAT recommendations. In Chapter 5, the plan notes that "Sixty percent of households in the downtown area do not own a car; pedestrian and bicycle access in the downtown district must be the priority." It also states that the City "...should upgrade and modernize its street infrastructure with special emphasis on pedestrian and cycling routes and improvements." (see attachment)

High Street is located within the Downtown Waterfront Development District as designated in the 2011 Comprehensive Plan. It is the City's commitment to encourage concentrating development and redevelopment in this district, where there is existing infrastructure. The environmentally sensitive renovation of this important street will provide sidewalks, HC ramps and crosswalks, and bike lanes where possible, promoting multi-modal access to all users. This project will help preserve an existing transportation infrastructure while also increasing its capacity. Currently the poor conditions of the sidewalk and brick street provide safety challenges to all users. These hazards will be eliminated with the proposed renovations. The restoration of High Street, while not specifically identified, the Comprehensive Plan, does state "....main focus should be on creating a highly walk-able community throughout the district."

Restoring this section of High Street has been resoundingly supported by the citizens of Cambridge over the years, from the numerous public meetings regarding the Comprehensive Plan, to the community engagement component of the Long Wharf Park Master Plan Charrette (October 2012). The City, responding to citizen concerns, adopted a policy in Spring 2012 that there would be no more asphalt repairs on the bricked street, expressing the City's commitment to restoring the brick.

The 2010 Cambridge Economic Development Strategic Plan was crafted, after at least 50 individuals from a cross section of the community were interviewed. The effort was guided by a City Economic Steering Committee made up of representatives of the community. The result of this input and involvement outlined the plan's 9 distinct recommendations, one of which focuses specifically on the significance of enhancing the city's main gateways and thoroughfares. (see attachment)

This proposed project is an excellent opportunity to implement these plans.

PART F

SOURCES AND USES OF FUNDS: List each specific project activity separately (please break down the costs as far as possible). Type in the actual sources of other funding. Indicate whether funds are "L" for loan or "G" for grant. INDICATE STATUS OF FUNDS using "p" for pending, "C" for committed, "R" for received, "N" for no action. Attach commitment letters and cost estimates directly behind this page of the application. For administrative costs, indicate what portion of local contribution is cash and what portion is in-kind. ALL PROJECTS MUST INCLUDE ADMINISTRATIVE COSTS FOR THE APPLICANT.

ACTIVITY	SOURCES OF FUNDS					TOTALS BY ACTIVITY	STATUS
	CDBG:	APPLICANT	MDOT (G)	MHAA (G)	OTHER:		
Topo Survey/Prelim. Engineering		\$4,000	\$4,000			\$8,000	C
Environmental Review		\$2,000				\$2,000	C
Final Design & Permits		\$19,500	\$6,000			\$25,500	C
Construction	\$685,000	\$75,000		\$100,000		\$860,000	C/P
Construction Inspection		\$25,000				\$25,000	C
Project Admin. (Cash)							
Project Admin. (In-Kind)		\$12,000				\$12,000	C
General Admin. (Cash)							
General Admin. (In-Kind)		\$3,500				\$3,500	C
TOTALS BY SOURCES OF FUNDS	\$685,000	\$141,000	\$10,000	\$100,000	\$	\$936,000	

PART H

PROJECT SCHEDULE: Using the anticipated month of grant award as the start of the activities, list all project activities and the anticipated dates for the start and end of specific activities. A CDBG grant agreement provides a 24-month implementation period so all activities to be paid for with CDBG funds must occur within this timeframe. If an activity is completed prior to application or award, indicate the actual dates.

EXAMPLE: CDBG funds are being requested for site acquisition and construction; local government is paying for engineering. The applicant provided the following schedule:

<u>Activity</u>	<u>Begin</u>	<u>Completion</u>
Grant Award	July 2016	
Environmental Review	July 2016	September 2016
Preliminary Engineering	Completed	
Site Acquisition	September 2016	October 2016
Engineering	September 2016	October 2016
Bidding/Contractor Selection	November 2016	December 2016
Meeting 180 Day Expenditure Requirement	January 2017	January 2017
Construction	January 2016	October 2017

NOTE: *An Environmental Review is the first step for every funded grant after award date*

<u>ACTIVITY</u>	<u>BEGIN</u>	<u>COMPLETION</u>	<u>RESPONSIBLE PERSON</u>
Grant Award	July 2016		Applicant
Environmental Review	July 2016	Aug. 2016	Applicant
Topo Survey & Prelim. Engineering	Completed	Completed	Applicant
Design & Permits	Completed	Completed	Applicant
Bidding & Award	Aug. 2016	Sept. 2016	Applicant
Construction	Oct. 2016	July 2017	Applicant