



Main Street Improvements

*Launching Design
City Council Regular Meeting
May 19, 2026*

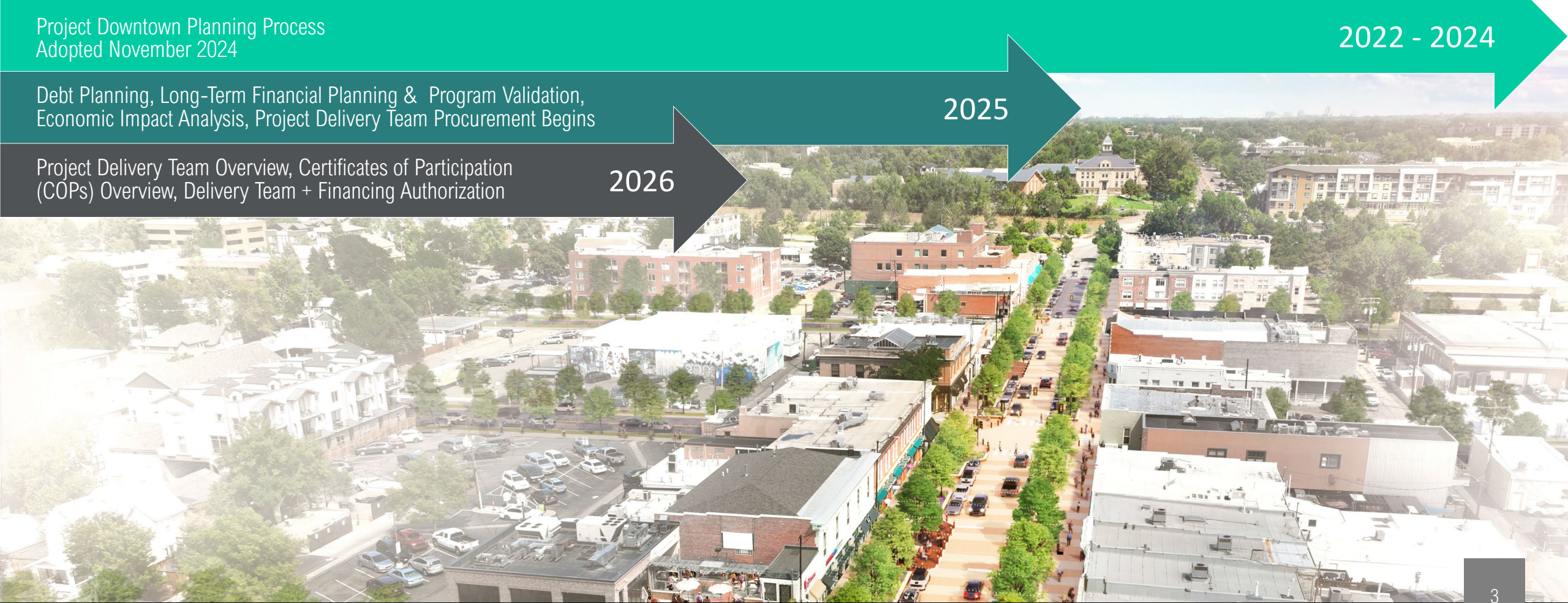
Agenda

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- 01 – Context
 - 02 – Launching Design
 - 03 – Design + Preconstruction Team
 - 04 – What this Phase Delivers
 - 05 – Next Steps
 - 06 – Contracts & Authorization
 - 07 – Q&A
 - 08 – Proposed Motion

From Vision to Delivery



A multi-year process of planning, validation, and alignment—now advancing into design.



Project Downtown Planning Process
Adopted November 2024

2022 - 2024

Debt Planning, Long-Term Financial Planning & Program Validation,
Economic Impact Analysis, Project Delivery Team Procurement Begins

2025

Project Delivery Team Overview, Certificates of Participation
(COPs) Overview, Delivery Team + Financing Authorization

2026

Launching Main Street Design

Tonight marks the transition from planning to delivery. We move from planning assumptions to real-world validation. This phase defines what the project actually is—before any commitment to construction.

This action authorizes preliminary design, parking & curbside management strategy, project management, and preconstruction services so the City can begin translating the adopted vision into buildable solutions.

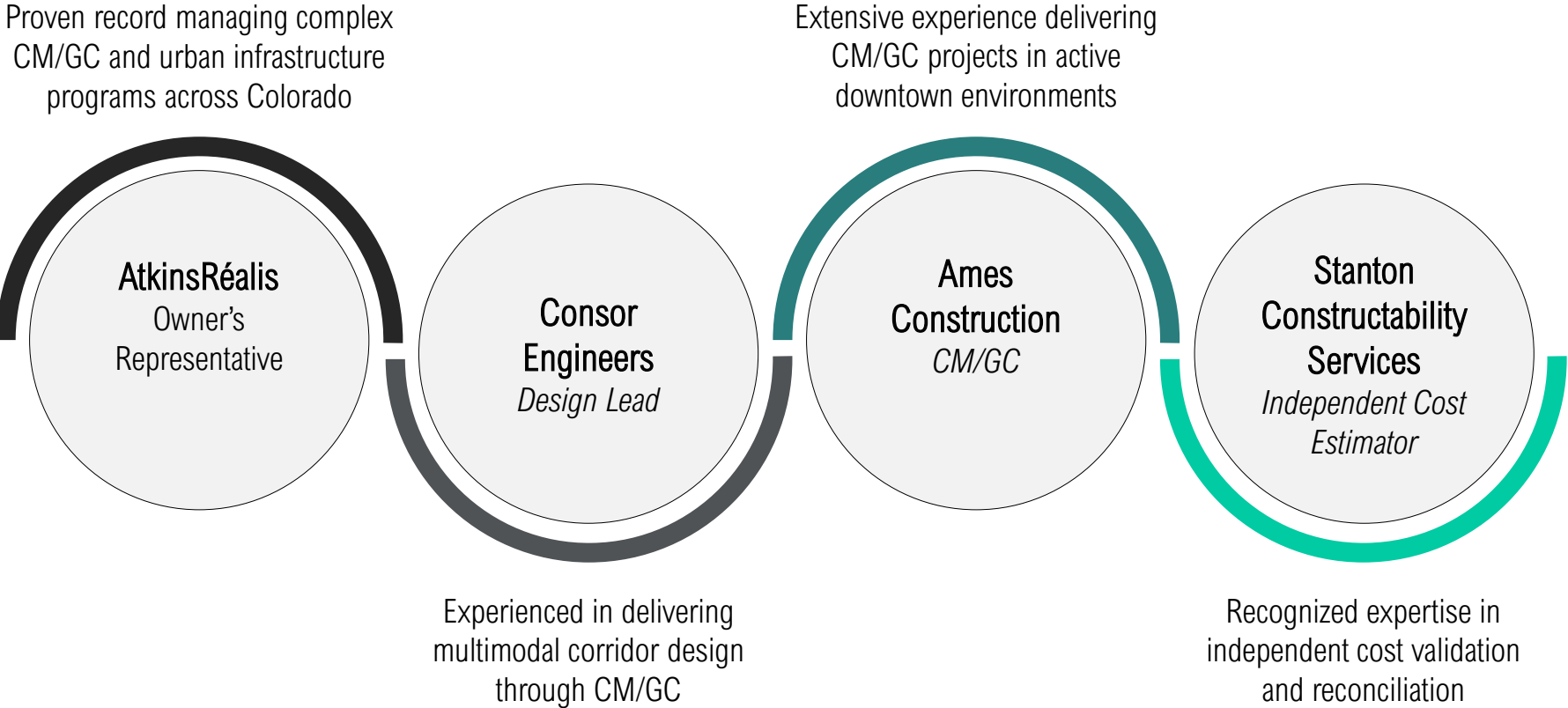
This is Part A—Preliminary Design, where feasibility, cost, business-focused planning, phasing, and access are tested before any commitment to construction. This matters because the decisions made in this phase will define how this project performs for decades—how it functions, how it's built, and how it supports downtown.



Project Delivery Team



The City has assembled a highly experienced, integrated team to deliver Main Street. Each partner brings proven expertise in complex, high-visibility urban projects and CM/GC delivery, with a shared focus on coordinating design, cost, schedule, and constructability from the outset. This collective experience is critical to managing risk, minimizing impacts to downtown, and ensuring the project is practical, buildable, and aligned with Council's expectations.



What this Phase Delivers



Preliminary Design

This phase refines the corridor layout and cross-sections, advances a single preferred concept, establishes scope, feasibility, and cost range, and develops the phasing and constructability approach.



Parking & Curbside

This effort evaluates parking supply, demand, and operations district-wide, defines strategies for loading and access, tests real-world scenarios with stakeholders, and identifies key tradeoffs and a long-term management approach.



Community Outreach & Engagement

Targeted engagement during preliminary design will inform and refine the preferred concept, with clear communication of project goals, design evolution, and key tradeoffs, complemented by a robust parking and curbside engagement process.

Outcome: A preferred design concept, advanced to schematic design, for Council decision on final design.



Designing with Delivery in Mind

Integrated Design +
Construction Team

Continuous collaboration between the designer and CM/GC creates real-time feedback as design evolves.

Real-Time
Constructability &
Risk Input

Utility conflicts, subsurface risks, and access constraints are identified early and resolved before they become cost or schedule impacts.

Continuous
Cost & Schedule
Alignment

Iterative cost modeling and independent validation ensure decisions are aligned with budget before moving forward.

Decisions
Grounded in
Operations

Business access, traffic flow, and peak activity periods shape both design and construction approach from the beginning.

Risk Management



Early Identification of Key Risks
Cost, utilities, subsurface, and operational risks identified early—while there's still flexibility to respond



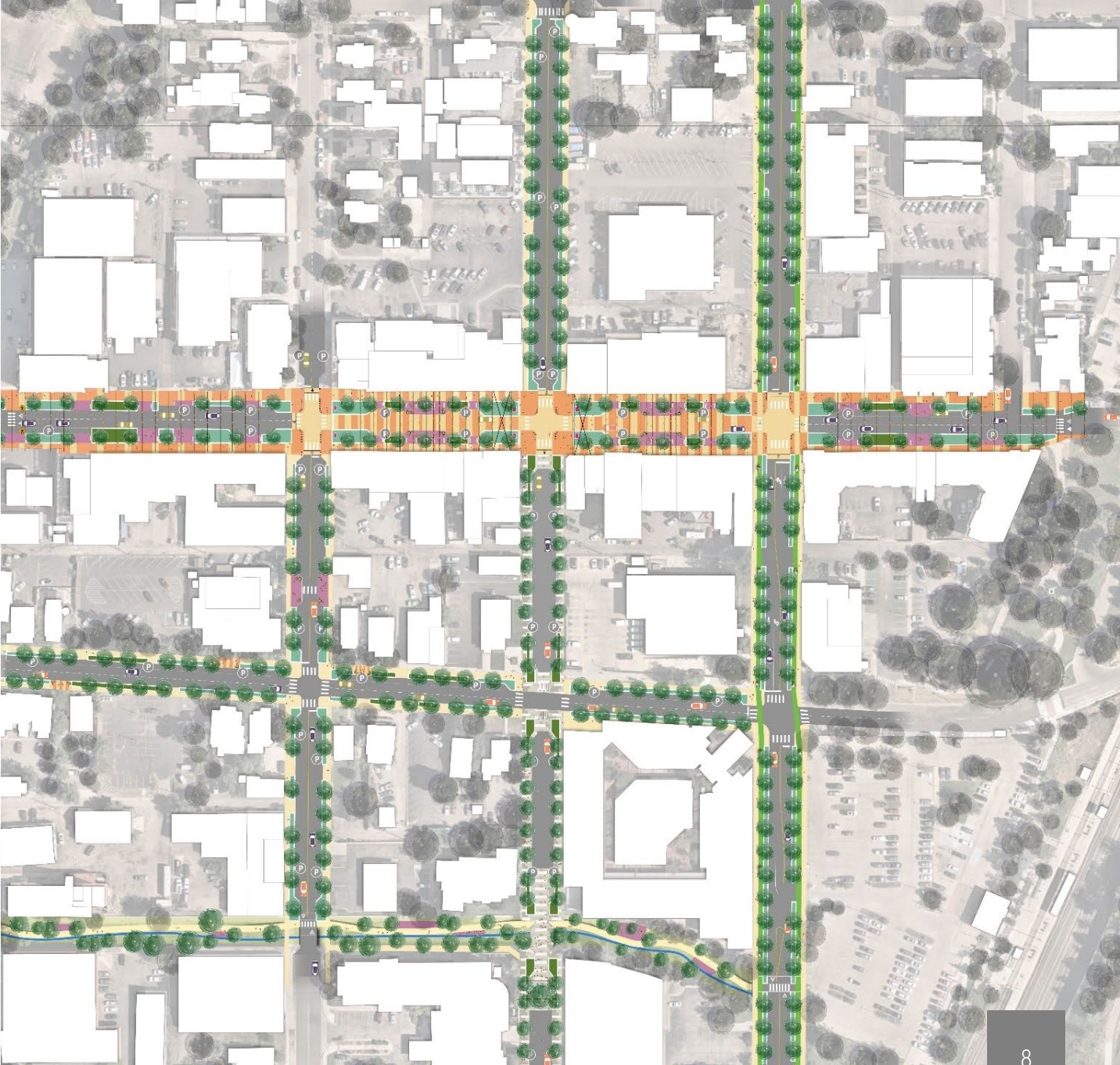
Structured Approach
Managed through a rigorous, layered process utilizing coordination and risk management tools to maintain structure and alignment



Proactive Mitigation Strategies
Reduced through cost validation, early investigations, contractor input, and scope alignment



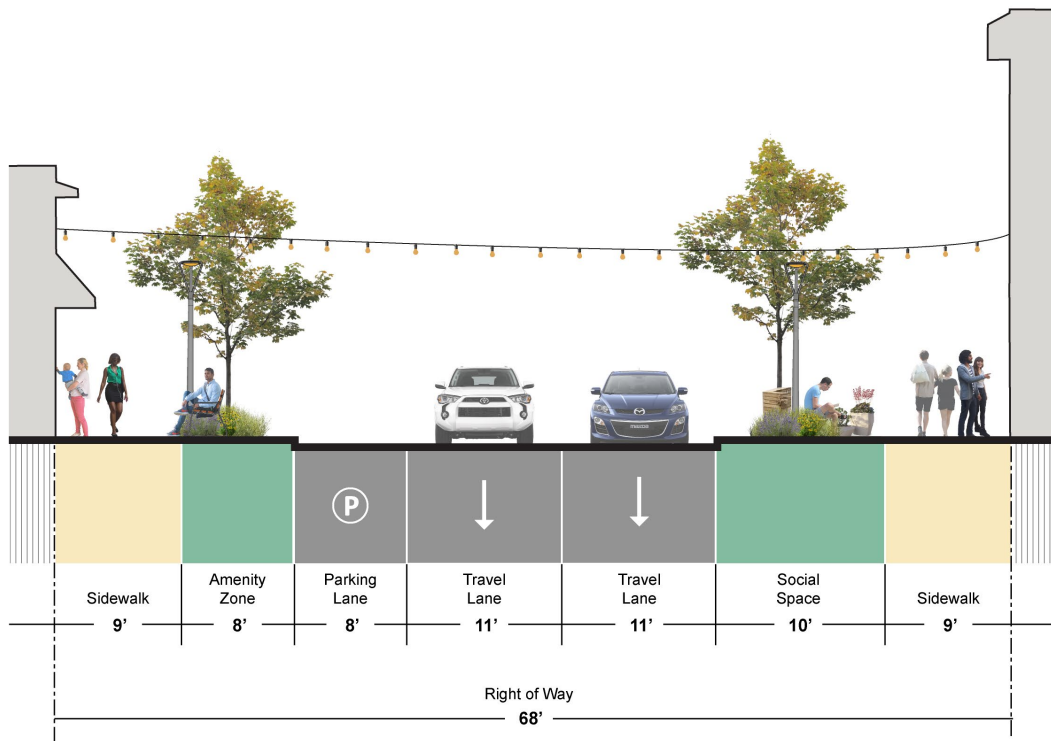
Decision-Based Risk Reduction
Decisions made with cost, schedule, and risk visible—before moving forward



Integrated Parking and Curbside

Parking and curbside policy decisions and design testing advance together so impacts are understood before final decisions are made. Integrating policy and design reduces risk by ensuring parking and curbside decisions are not made in isolation.

Timing is critical—any policy decisions that affect the curb line on Main Street must be made before schematic design is complete so they can be fully incorporated into final design.





Business First Phasing & Access Strategy

Phasing Strategy Built Around Downtown Operations

Construction is phased to maintain business access and minimize disruption throughout the project.

Informed by Real-World Construction Planning

Early contractor input ensures phasing is practical, buildable, and minimizes impacts.

Coordinated with Key Stakeholders

Ongoing coordination with the LDDA and businesses ensures real operational needs shape decisions.

Integrated with Design & Access Planning

Phasing is developed alongside design and access planning to create a coordinated, business-focused approach.

What Happens Next



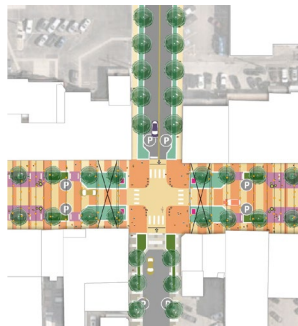
Mobilization, Project Governance, & Due Diligence

Initiate governance, onboard the team, and complete targeted due diligence to inform design



Launch Preliminary Design + Parking & Curbside

Advance preliminary design, refine alternatives, and define cost, schedule, phasing, and parking & curbside strategy



Public Engagement & Stakeholder Coordination

Engage City Council, LDDA, businesses, and stakeholders; gather input and communicate design progress and key decisions



Return to Council for Key Decisions

Present preliminary design outcomes and seek Council direction on preferred design and next steps

Contract Structure



Contract	Total Not to Exceed	What Council Approves Tonight	Contract Amount Council Approves Tonight	Initial Notice to Proceed
Design Consultant (Conсор)	\$3.7M	Part A authorization; Total NTE authorization	\$1,555,924.00	NTP #1 – Preliminary Design
Owner’s Representative (AtkinsRéalis)	\$1.4M	Part A.1 authorization; Total NTE authorization	\$117,390.00	NTP #1 – Early Design Oversight
Construction Manager (Ames Construction)	\$750K <i>(Preconstruction Services Only)</i>	Part A authorization; Total NTE authorization	\$501,600.00	NTP #1 – Preconstruction Services

Budget + Contract Summary *design*



Advancement to final design occurs only after schematic design is reviewed and accepted by the City. Final design services are then authorized through a separate negotiation, with costs capped at a predefined not-to-exceed amount that aligns with the approved project budget.



Total Not to Exceed Amount = \$3.7M for Part A and Part B Design Services

Part A: Preliminary Design

- Notice to Proceed #1 Amount = \$1,555,924.00

Budget + Contract Summary *owner's representative*



Although the initial Notice to Proceed amount is below the Council approval threshold, staff is bringing the full contract forward to ensure transparency and consistent governance for this high-visibility project.



Total Not to Exceed Amount = \$1.4M for Design + Construction Owner's Representative Services

Part A: Early Design

- Notice to Proceed #1 Amount = \$117,390.00

Budget + Contract Summary *preconstruction services*



Preconstruction Services are contracted to extend through the full duration of the design phase. Construction will only proceed if the City accepts an agreed-upon price and separately authorizes construction within the approved project budget.



Total Not to Exceed Amount = \$750K for Construction
Manager Preconstruction Services

Preconstruction:

- Notice to Proceed #1 Amount = \$501,600.00

Proposed Motion



I move to approve Resolution 29-2026 authorizing a Professional Services Contract with Ames Construction, Inc. for Preconstruction Services for the Main Street Improvements Project.

AND

I move to approve Resolution 30-2026 authorizing a Professional Services Contract with Consor North America, Inc. for Design Services for the Main Street Improvements Project.

AND

I move to approve Resolution 31-2026 authorizing a Professional Services Contract with AtkinsRéalis for Owner's Representative Services for the Main Street Improvements Project.