

100 Block Construction Project
Public Meeting Notes
October 1, 2008 – 6:00 pm
Emporium Building

The purpose of the meeting was to discuss construction staging options, loading zone needs, and other issues relating to the upcoming construction project on the 100 Block of Gay Street.

The City's engineering contractor, Vaughn & Melton, started the meeting with a [slide show of existing conditions, proposed improvements, and challenges](#).

- The existing conditions include compromised support beams and decks, exposed rebar, offset support columns, and misaligned utility infrastructure.
- Proposed improvements include rebuilding all support structures, relocating utilities, and enhancing streetscape features.
- Highlighted challenges include relocating utilities while maintaining services, balancing pedestrian and vehicular access needs with the need to complete the work quickly and efficiently, uncertainty about existing conditions in inaccessible areas, phasing and scheduling construction to minimize disruption to residents and businesses while getting the job done as quickly as possible.

Comments:

- Need to accommodate one existing and one new restaurant, open for lunch and dinner. Several deliveries per day.
- Pedestrian bridges will be necessary to accommodate businesses and residents
- Residents will have noise concerns – jackhammering, eg.
- City needs to set parameters in the contract that reflect the identity of the block as a densely populated residential neighborhood and commercial district.
- Minimizing traffic flow will make the project go faster.
- Suggestion: turn 200 block into a loading zone for deliveries, valet service. Station downtown courtesy officer to help with coordination.
- Suggestion: phase construction section by section and limit time between demolition and construction so that the frontage of any one building will only be demolished for a limited period.
- There is finished space underneath street and sidewalk associated with private properties.
- Good signage will be very important to the viability of businesses during construction.
- May be a need to temporarily substitute additional loading zones for parking spaces on the viaduct.
- Need to balance desire to shorten construction timeline with sanity of the residents. Suggestion: 8 am start time during the week, 9 am on weekends.
- Look at city ordinances to determine allowable construction working hours.

- Get job done as quickly as possible. Do 100 Block South to North. 8 am – 8 pm = reasonable working hours. Close block to through traffic but maintain pedestrian access. Get job done as quickly as possible.
- South end, 200 Block, will be quick because sidewalk is on-grade.
- KUB work is an unknown. How will they work within project to accomplish utility needs.

Conclusions:

- The group reached consensus that closing the block to vehicles during construction was a reasonable trade-off to make for speeding up the construction timeline and getting the job done as quickly as possible.
- Working hours need to balance residents' needs with the need to get the job done fast.
- The 200 block should be set up to accommodate loading/unloading needs (both commercial and residential) while 100 block is closed to traffic.
- Signage on the 200 Block will help businesses communicate with customers.
- Post-construction streetscape design should include commercial loading zones on the 200 Block.