

## CONSTRUCTION SEQUENCE PREFERENCE

13 Respondents prefer doing the entire project at once instead of a phased approach; emphasis was placed on having the project take the least amount of time.

No comments on other construction sequence options were provided.

## TALLY OF CONCEPT VOTES

Option 1: 18

Option 2: 40

Option 3: 1

Write-In: 4

## FREQUENTLY ASKED QUESTIONS (FAQ)

The following FAQ's were developed in response to questions and comments that were submitted at the February 3, 2021 informational meeting by those who attended in-person and virtually.

### SNOW CLEARING + SIDEWALK MAINTENANCE

**Have winter practices (snow clearing, holiday lighting, etc.) been considered in the design? What will the corridor look like in the winter?**

Winter practices are being considered in the design and a 3d winter scene rendering will be created for the preferred concept.

The 9-foot sidewalk is intended to be a clear path free of benches, trash receptacles, etc. that will be the high priority snow removal zone.

**In downtown Owatonna the snow is moved to the middle of the street and then plowed, are the bump outs going to cause an issue with this practice?**

Snow removal practices are being reviewed with the City and there will be a plan in place prior to construction to ensure snow removal methods and processes are clearly defined.

**Who is responsible for maintaining and clearing snow in the alleys?**

The City is responsible for maintaining and clearing snow in the alleys.

### CIRCULATION + PARKING

**Are the bump outs going to create any issues for emergency services/has the fire chief approved the curb locations?**

Truck turning movements of delivery trucks, emergency vehicles, and semis have been modelled using turning movement software as part of the development of concepts. The proposed curb realignment sufficiently accommodates emergency vehicle access. Semi traffic will continue to be allowed through the corridor; however access to and from Cedar Avenue may be restricted to Broadway Street and Rose Street only.

**How many parking stalls are lost?**

Due to the reconfiguration of the parking stalls from angled to parallel parking, Cedar Avenue will have 30 fewer stalls. Converting the alleyways to pedestrian only and making that connection to the public parking lots is intended to help promote use of the currently underutilized parking areas.

**If rear access isn't an option, how do employees/customers access the building during construction?**

Temporary sidewalks will be provided for locations where a rear access is not available to intended users.

## SIDEWALKS (USAGE AND DESIGN)

### **Are businesses able to use some of the sidewalk space? How much will be plantings vs. sidewalk?**

The amount of landscaping vs. hardscape areas is still in flux while underground utilities are field located. Portions of the sidewalk and amenity zones are available and intended to be utilized by businesses, while maintaining a minimum of 5' clear width within the sidewalk zone. The City will need to clarify allowable uses within the sidewalk.

### **Could the sidewalk be big enough to accommodate a 10'x10' tent?**

There would be space to accommodate this size tent at the street intersections, mid-block crossing areas, and alleyways. Closing a parking stall for special events to accommodate tents may also be an option.

### **Will the sidewalks be doweled at the seams to minimize frost heaving? Will tree roots cause sidewalk cracking issues?**

The geotechnical data will be used to help design the sidewalk section to ensure an adequate design. The trees will have significantly more planting bed space surrounding them than what is provided today, thus reducing the chances of heaving/cracking of the adjacent pavement.

### **Are pavers or stamped concrete proposed for the accent areas? Are pavers easy to maintain/will they shift?**

Accent pavement is still being considered at this time and will be determined based on ability to maintain and provide adequate stability for the intended use. Geotechnical data will be utilized to help ensure proper design to minimize the chance of settlement of any pavement selected.

## COMMUNITY INPUT

### **How can the community and businesses provide input (potential artists/grants for murals, parking)?**

Input is welcomed through the project website and/or through Morgan Hill.

### **Can building owners work with the project for upgrades such as heated sidewalks?**

We are happy to investigate upgrades to incorporate into the project at the owner's expense. Further review will be necessary to ensure any improvements do not complicate City maintenance or neighboring properties.

### **How has the general public been notified of this project?**

Similar to other major projects within the City, the project has been discussed during City Council meetings and approvals have been made during public hearings to allow the project to progress into design. City Facebook page announcements have also been made. The project website and City webpage are great ways to stay up to date on all project happenings.

In addition, public input was gathered during 2019 during the Downtown Streetscape Study. The design of this corridor was based on the vision outlined in that study.

### **How is diversity/inclusion (elements) addressed throughout some of what is proposed? I realize it may not fit everywhere but can it be considered?**

The design will conform to Americans with Disabilities Act (ADA) requirements to ensure an inclusive corridor that can be used by all.

## LANDSCAPING

### **Where would trees/landscaping be and how much will be present?**

Trees would be within planting beds with ground cover (perennials or shrubs) below. Preliminary designs anticipate incorporating ~ 8 trees per block on each side of the street.

## SCHEDULE

### **How long will the street in front of the buildings be inaccessible for cars?**

The full project is estimated to take approximately 145-185 working days (if fully reconstructed without phasing), however the number of days disrupted for vehicle traffic in front of buildings will depend on how the contractor constructs the corridor, in addition to weather, soils, etc. As the project progresses and once a general contractor has been awarded the project additional scheduling information will be shared, including updates throughout the project, will be provided on the website.

## FUNDING + ASSESSMENTS

### **How is this project being funded? What would the assessment be and are there any additional costs in addition to the assessment?**

The project is a capital improvement project and will be using capital improvement bonding for a majority of the costs. There is a proposed assessment of \$52 per foot of frontage, which will need to be approved by the City Council during the public hearing process. In addition, the City continues to look into grants that could help pay for the project as well. For more information and the full City Assessment Policy, please see the City's website using the following link:

[bit.ly/SpecialAssessmentImprovementPolicy](http://bit.ly/SpecialAssessmentImprovementPolicy) ↗

Fire service lines are an additional cost to owners and are estimated around \$5,000-\$7,500 for a 6-inch service line if installed at the time of the project. This would provide the necessary connection for buildings to provide sprinkler systems/ fire suppression which would likely be required by building code with any substantial improvements to the building. If done separately from the project the same service line is estimated to cost approximately \$26,000-\$30,000 due to the need to replace sidewalk and roadway pavement, work around utilities, and provide traffic control.

Phasing would impact the overall project cost and therefore if desired to phase the project rather than allow construction along all three blocks, it is likely that some of the amenities and aspects of the project would be scaled back to account for the additional cost.

### **If vaults/surprises are found during construction, who would need to cover the cost?**

Vaults are typically the building owner's responsibility. During design we are working to coordinate with building owners to gather as much information as possible to design around these obstruction and limit surprises during construction. Generally, if unexpected items are connected to or integral to the building, the building owner would be responsible for the costs. If the unexpected project components are within the street, the City would typically cover.

### **Will there be forgivable taxes on buildings during construction due to not being open or loss of income during this time?**

The project intends to allow businesses to remain open throughout the entirety of this project and therefore forgivable taxes are not anticipated.

## LIGHTING

### **Can lights (catenary lighting) be incorporated into the other options?**

Catenary lighting will be integrated into the alleyways and the design team is looking into lower cost options for including it within the preferred concept.

### **Will the light poles accommodate flags, banners, planters, speakers, and holiday lighting?**

The light poles would accommodate flags, banners, planters, and holiday lighting. Speakers are not planned to be included with this project.

### **Do all public parking lots have adequate lighting to accommodate evening use?**

All public parking lots have lighting and the City will look further at the parking lot lighting to ensure it is adequate. In addition, a significant improvement in lighted connectivity will come from the improvements within the alleyways planned as part of this project.

## ALLEY IMPROVEMENTS

### **Are the alleys proposed to be improved in all options? Which alleys are included in the project/any improvements occurring on the east side of Cedar? Will vehicle traffic be allowed through alleys?**

Block 200 and 300 west alleys are included in the base project. Block 100 west alley will be a bid alternate. The east alleys are not included within this project and will remain as existing. Improvements to the alleys will vary block to block, but for the most part the focus will be on adding in pedestrian level lighting, pavement upgrades, creating seating and flexible social spaces, introducing some landscaping, and integrating art. Alleys are intended to be pedestrian only and utilized as plaza spaces moving forward.

## STORMWATER

### **Is stormwater a concern with the raised pedestrian crossings in Option #2?**

A few additional stormwater catch basins will likely be necessary to collect runoff at the raised crossings, however this is planned for and the stormwater system will be designed accordingly. In any concept option, stormwater and street grading will consider stormwater runoff and will ensure overflow routes are maintained to ensure runoff will not back into the buildings.