



# JONES STREET 11th-13th

## FREQUENTLY ASKED QUESTIONS

### 1. Will the existing brick be salvaged?

Yes, to the maximum extent practical. Many of the bricks are in poor condition and will not be usable. New bricks of similar color will be used to supplement the salvaged bricks. The salvaged bricks will be used strategically so that it will not be necessary to mix new bricks with salvaged bricks in the same area.

### 2. How does the design reflect the Historic Rail and Commerce District?

In addition to using salvaged brick and similar new bricks, a brick pattern to symbolize the historic rail will be used where the existing tracks are removed. A decorative rail optional amenity could be provided if there is private funding for these additions.

### 3. What utility improvements will be done during this project?

The storm drainage system will be improved. Other utilities will be given the opportunity to evaluate their existing systems, and have the ability to upgrade facilities prior to or during construction.

### 4. Will new street lights be installed, and if so, what type?

Yes. A specific design has not been selected, but we are anticipating a decorative light.

### 5. Will parking change on Jones Street between 11th to 13th Streets?

Total metered parking stalls will be increased from 8 stalls to 50 stalls for the Angled Parking Alternative, or 44 stalls for the Parallel Parking Alternative.

### 6. Will the sidewalk look the same in front of the Bemis Bag Building?

There are two alternatives being considered for this area:

- Angled Parking: The overall sidewalk space will be narrowed a couple feet, and tiered from the east end to mid-block. Seating in front of the Boiler Room would be narrowed.
- Parallel Parking: The sidewalk in front of the Bemis Bag Building will appear similar, with additional sidewalk provided between the street and the dock area. The seating area in front of the Boiler Room could function similar to the existing.



The existing brick will be salvaged to the maximum extent practical to maintain the historic character of the area.



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### Frequently Asked Questions (Continued)

#### 7. Will any of the new granite sidewalk at Kaneko be affected?

The Kaneko granite sidewalk will remain as it is today, and it will be a priority to protect the sidewalk during construction.

#### 8. Will the sidewalks be improved to meet ADA requirements?

Yes. All intersections will have curb ramps, and an ADA-compliant sidewalk will be added near the east corner of the Bemis Bag building. Ramps would be constructed at the east and west corners of the Fairmont Creamery building docks, in conjunction with future building use improvements.



The angled stairs at 11th & Jones will be reconstructed.



With permission of building management, the conceptual design shows the Fairmont Creamery building without this loading dock.

#### 9. Will the angled stairs at the east end of the Bemis Bag building remain?

Yes, although they will be reconstructed.

#### 10. What will happen to the existing trees?

The volunteer trees growing along the curb line between 11th and 12th streets will need to be removed. Those in planter beds at the northwest corner of the 11th intersection will be removed and replaced, and those in the planter beds at the 12th St. intersection will try to be saved. However, some damage to the root systems, which could affect the viability of the trees, may be unavoidable during construction.

#### 11. Why is there parallel parking shown in front of the Fairmont Creamery building? How will the trucks access the docks?

With permission from Glenn Valley Foods, which currently operates from this building, the preliminary design concept shows a streetscape that will no longer have the existing loading dock and precludes further use of heavy delivery trucks.

#### 12. When will the project be constructed?

An exact date has not been determined, but construction is anticipated to begin in 2020, dependent on funding. Utility relocation would happen in advance of the brick roadway restoration.