

MINUTES

OPEN PUBLIC HEARING

MARCH 22, 1978

7:00 P.M.

RECONSTRUCT EAST CHARLESTON

PRESENT: Commissioner Lurie
Commissioner Christensen
Commissioner Leavitt
Commissioner Woolfer

STAFF PRESENT: Russell Dorn, City Manager
Wm. Purvis, Acting Director
Public Services
Chas. Brechler, Managing Engineer
Regional Street & Highway Commission
Carl Malone, Supervisor of Engineering Design
Public Services
James Gist, Special Improvements Officer
Public Services
Linda McIntosh, Senior Secretary
Supportive Services

Commissioner Lurie: This is the time set for the public hearing to discuss the reconstruction of East Charleston Boulevard. This is a public hearing. At this time, I will turn the meeting over to Mr. Purvis, the acting director of the Public Works Department, who will make the presentation and we have Mr. Brechler with us from Regional Streets & Highways and when they are finished with their presentation we would appreciate any comments you might have concerning the project. If you would come up to the microphone and state your name and address with the clerk who will take your name down for the minutes. At this time, I will turn the meeting over to Mr. Purvis.

Mr. Purvis: Thank you Mayor Pro Tem Lurie. Good evening ladies and gentlemen. Happy to see that you could be here tonight. I sometimes wonder whether we are happy to see such a good crowd, but public participation is part of government and I think it is very very necessary. The hearing tonight, is of course, on the perennial problem of East Charleston reconstruction and when we can get on with it or what we can do with it. As you know Charleston Boulevard is one of the primary East/West arterials linking the western portion of the Las Vegas Valley with the Central Business District and the Boulder Highway. The segment between Main Street and Eastern Avenue is in need of major reconstruction to meet current standards and traffic demands. The street was originally not built, really it grew and the subgrade conditions are now not adequate to handle traffic. Poor subgrade soil conditions combined with worn, poorly graded, and shifting asphalt warrant the removal of existing pavement and replacement with deep strength asphalt. Modernizing of the signal system will also be accomplished to reduce maintenance, to coordinate into the central system, and to cope with the increased traffic flow. Also, we hope to meet our air quality standards, which are being established in the near future for Las Vegas Valley. The proposed improvements will consist of the reconstruction of Charleston Boulevard with six travel lanes between Main Street and Las Vegas Boulevard. Between Las Vegas Boulevard and Eastern Avenue, there will be four travel lanes with two parking lanes. A continuous left turn lane, which would improve business accessibility, traffic flow and safety, will be provided except where prohibited at intersections. At these there will be left turn pockets to protect the left turn traffic. Lighting will be upgraded and more evenly distributed with 250 watt high pressure sodium fixtures, better spacing, and all underground wiring. High pressure sodium are a much more energy conserving than the present 400 watt mercury that are now on the street. Total project length is approximately two miles. The project is proposed to be constructed in two phases. We have had an experience in Las Vegas which seems that contractors can do somewhere in the vicinity of \$100,000 to \$150,000 worth of work a month, and as a result, we have to schedule our work somewhat to fit the contractor's ability. This will allow construction, starting from Main to 10th Street, starting in January, 1979 and to be complete in approximately October, 1979. Phase II, from 10th Street to Eastern Avenue, is projected to start in January, 1980, and to be completed in October, 1980. This will allow the Christmas season to be open. This is a very important time for the merchant and would help their business. The following chart, there is a chart on the second page, and I hope all of you have the handouts that are available, is a summary of the existing on-street and affected off-street parking and the future parking conditions within the proposed project.

Between Main Street and Las Vegas Boulevard, on-street parking will be prohibited. In that area we will have to have six lanes operating to handle the traffic. The proposed parking will be provided by parking lots located at Main Street and Charleston Boulevard, Boulder Avenue and Charleston Boulevard and 3rd and Charleston Boulevard. Incidentally, we have a problem on that one at Third and Charleston. I think it is being occupied by a building, starting probably next week. So we may be looking for other property to substitute for that as a parking lot. These were chosen strictly on the basis that they were vacant. We have not contacted any of the property owners yet, the reason being we wanted to get the hearing over, and when it is more firm that we are going to start construction, we will contact the property owners and see what their response is to acquisition of these properties. From Las Vegas Boulevard to Eastern Avenue there will be an increase in on-street parking provided. Distinction has been made between legal and illegal existing off-street parking. Illegal parking spaces are on public right-of-way and sidewalks. They include parking spaces, which when utilized, permit cars to project into public right-of-way.

We have a chart here of parking conditions that now exist. Between Main and Las Vegas Boulevard, we have 14 of these parking spots that are actually on and projecting into public right-of-way and so forth. We have 11 legal parking lots. When finished we will have 16 metered. That's on off-street parking. We have 16 metered and 3 unlimited now. When we finish we would have 43 metered, all on parking lots. Between Las Vegas Boulevard and 10th Street, we now have 14 legal parking slots on the street, or off-street, excuse me. On-street we would have 30 unlimited and when we finish, we should have 65 unlimited parking spaces. Between 10th Street and Maryland Parkway, presently we have on-street parking, 6 unlimited and we should wind up with 19 unlimited. Between Maryland Parkway and Bruce, we now have off-street, 6 legal parking stalls with 72 unlimited on-street and 104 unlimited in the proposed plan. Between Bruce and Eastern Avenue, we presently have 17 illegal and 18 legal spaces of off-street parking, 13 metered and 41 unlimited existing parking on-street. When we wind up, we will have 57 unlimited proposed parking spaces.

The construction costs on the next page following, I will run down to the bottom line figure. Three and one-half million dollars or \$3,537,000 for both phases of the project of which Regional Streets and Highways will finance over \$3 million dollars. The City will be in for \$464,000 and an SID for \$63,000 which will include some sidewalks, some curb, no curb, some sidewalk and some street lighting. As you will note, Regional Streets and Highways is carrying approximately 90% of the total project. At the hearing held December 21st, there were some questions asked if construction could be done at night to interfere as little as possible with the business on the street. We sent a questionnaire to six major street construction firms in the area. We received answers back from four of them and their summary was something like this: material were estimated to increase cost by about 40%; reduction in efficiency was estimated at about 50%, and total construction bid price was estimated to increase by about 40%. So if we do it all after hours, 10 PM to 6 AM, we can contemplate an increase in costs of approximately 40%. They were also asked how about on a 24-hour basis so we can shorten the time. These again run about 60% higher than if we were to do it on a regular daytime basis. Just talking to Mr. Brechler, this summer there is going to be some contracts opened, in the Spring Mountain area, which will include some sewer relocation, water main relocation. These will be taken on alternative bids with comparison between night construction, off beat construction, and so forth. At that point in time we will have a much better idea what these will be. We certainly will keep them in consideration. We have not cut them out of consideration merely because of the questionnaire we have had answers to.

The next page of your brochure is the estimated construction date. As I said before, begin January '79. The design speed for the facility will be 35 miles an hour and the traffic volumes are as listed. The '75, '76, '77 are actual counts taken on the street. After 10 years of construction, we look at 40,000 cars from Main to Las Vegas Boulevard. On Las Vegas Boulevard to 10th, we are looking at somewhere between 30 and 35,000 cars a day. Phase II, 10th to Maryland, we are looking at 30 to 35. From Maryland to Bruce, 30 to 35,000. Bruce to Eastern 30 to 35,000. To give you some idea of what the carrying capacity of a street is, a 2-lane street will carry about 11,000 vehicles a day; 4-lanes, 30,000; 6-lanes 46,000 vehicles a day efficiently. So you can see why we must prepare for 10 years hence and the 35,000 vehicles that we could possibly have on the street.

The next sheet is merely typical sections. I will not go into those. If there are any questions on them we will be available after the hearing over there at the aerial that shows what we intend to do. This is my point of presentation and I would ask now for Mr. Brechler to make his presentation.

Commissioner Lurie: Also Bill, the public should know that these comments that are given tonight, the Commission will not take any action on tonight, on the widening of East Charleston. This is just a public hearing and it will be placed on our agenda on April 19th for final consideration by the Board.

Mr. Brechler: In 1960, when I came to Las Vegas, Charleston Boulevard was very definitely the most traveled, the highest traveled street in Las Vegas. As soon as Sahara Boulevard was built and was able to handle more traffic, that seemed to take some of the traffic away from Charleston and reduce it from what it was at that point. I think if we look back we can see that when Charleston has not improved, the improved other streets in the area, have taken some of the traffic and some of the business away from it. If you drive down Charleston today, you are going to be lucky if you hit two green lights in a row. While this is nothing to be proud of, I am kind of ashamed of it, that we haven't done something before on this, you are going to agree that traffic is going to move better once these signals are interconnected will allow people an even flow through of traffic, without having to be continually worried about whether they're living at the next stop light or a car stopped in front of them. By improving the street, we will be able to provide this even type of flow with the ability of people to get in and out of it. The Regional Street and Highway Commission, in 1966, felt that this was probably one of the most important segments of street to be improved within the Las Vegas Valley and felt so ever since. It was first placed on the priority list in 1966. As a second priority West Charleston was placed on, third was East Charleston, and since that time we have gone out and even built a more westerly portion of West Charleston from Upland or Westwind west out to Antelope. The Regional Street and Highway Commission has included this into their four year program for improvement during 1979 and 1980 and we feel that this is a very important part. We feel that because of the traffic congestion, it is actually moving people away from the commercial interests that are there and we would hope that we will be allowed to improve it up to the level it needs, and to prove to the people that these improvements do help the adjacent property owners. Thank you.

Commission Lurie: Thank you Chuck. At this time now, anyone that would like to make some comments and direct their questions to Mr. Purvis and Mr. Brechler, who will answer any questions you have concerning the present statement that was just made, will you come forward and state your name and address for the record.

Bill Urga: I guess I'll start. I have been here before. My name is Bill Urga and the business address would be 300 East Charleston. Unfortunately Mr. Fong will not be here tonight. He did drop by some petitions. There are five sets, one for each Commissioner and I would like to briefly read. It's a very short petition and has been signed by 175 people who represent over 1000 employees. "The undersigned owners and tenants of real property fronting on East Charleston Boulevard, Las Vegas, Nevada, hereby conform that we have no objection to the resurfacing of East Charleston Boulevard, provided that the work is done with dispatch and without delays in completion so evident throughout the County of Clark in other street projects, and provided that Charleston Boulevard is not widened. We respectfully submit that the necessary of repair or improvement of the surface of East Charleston Boulevard does not dictate require, or justify the widening of East Charleston Boulevard, and, further that such widening will be disastrous to our business and tax values, will create hazards of personal injury and death to patrons and users of the premises along East Charleston Boulevard, and will also create great risk of physical damage to improvements fronting along East Charleston Boulevard. We respectfully but emphatically object to the widening, and, we respectfully request that this Honorable Commission in all events does not prematurely act and will first await the special now pending and yet not provided report regarding stop sign control to determine if meaningful alternatives to widening may be considered without doing damage to the economics and tax structure of East Charleston Boulevard. The owners of property on East Charleston. The tenants of premises along East Charleston Boulevard and their respective families. The last paragraph indicates there is an alternative solution to the problem, to you problem. We would suggest consideration to eliminating the on-street parking lanes between Las Vegas Boulevard and Eastern Avenue which would create an increase of 19 feet instead of the 12 you propose." And then it goes on with all of the signatures.

I think what everybody here is concerned about, and I think it is probably the positive side, is that they do agree that the street needs resurfacing. There is a tremendous problem with resurfacing and I think that everybody here agrees that the street needs certain repairs and I think that everybody agrees that if there is going to be repairs made, they should be done at the same time so that we don't face the same problem that has happened in other places where the street is torn up for sewer and then six months later it is torn up for water and then maybe for the electrical work on the traffic controls. It must be done at the same time and obviously as fast as possible. What I think most people object to come down to three or four things. First, obviously the time delay. We are talking about a nine month period in which to improve the property from Main to 10th Street. Approximately ten months from 10th on down to Eastern. Now, they have made that break in their for the Christmas vacation, but in effect, it's going to be tied up two full years. And that is a long time. If somebody is traveling down Charleston Boulevard and know they are going to run into traffic problems, either on 10th going down to Eastern or before that, between Main and Eastern, they will probably, in all likelihood, avoid it. So, if in fact something has to be done, I think serious consideration must be given to trying to shorten those time periods. There was some discussion earlier that it may cost 40% more if we work at night or whatever other alternatives can be made. It would seem to me that since the City's portion of this cost, is small in comparison to the total cost, I think at this point, it is roughly four or five hundred thousand dollars, another 40%, if it

can really shorten the time period, would not be out of line. If we can cut down the time the street is torn up by 30/40/50%, I think it wouldn't be an unusual cost to spend on the part of the City. I think probably the second most critical objection is the widening of the street. This which I am concerned about is located between Main and Las Vegas Boulevard and they are asking to take 18' off that particular street. And the way I read this drawing, that means there is going to be approximately 6' between the front of the building, where people walk in and the street. There is going to be six moving lanes going 35 miles an hour, with people trying to get into the front of our building, approximately 6' away. There is a building up at the corner of Casino Center and it looks like those people will be trying to get in in less than 4' or 5'. Now, that frightens me. I don't think anybody's going to be using that street or using that entrance if they know that there could be a car less than your body length away going 35 miles an hour down the street. I cannot believe that the cars themselves are not going to cause problems, with rocks and everything else, spitting up into the glass and into the windows and into the buildings. I know it is not your fault that people built out there twenty and twenty-five years ago and everybody didn't think Charleston was going to be as wide or as busy as it was, but I think at this point if we widen that street to the full maximum that they are asking for, you are going to create a situation where businesses will not be able to survive at all.

We have used examples in other meetings and we were here in December. And I know, because I have represented some of the people that were involved when the repairs were being made down on Eastern and Charleston area. They have literally either gone into bankruptcy or had to close their doors. I think we are going to have the construction. We are going to have enough problems without then after we have permanently made improvement, create a situation where nobody can stop and nobody can make turns when you are going 35 miles an hour. And that brings up one other point. When I look at the chart that has been prepared, maybe I don't add well and maybe because there has been a freeway leg added. But in the last three years, according to their own studies, the traffic has not increased between Main and Las Vegas Boulevard South. It is apparently, almost constant. There is somewhat of an increase in what would be called the Phase II project, but it doesn't look like there is that much increase in the traffic flow in three years. Then we look at the bottom part of that chart and it indicates that a six lane street can handle 46,000 cars a day. Well, they don't even estimate there will be 40,000 or 45,000 cars a day are going to be used in 10 years. It would seem to me if they need six lanes, we may be entirely premature. Why widen a street that has been handling for the last three years approximately 25,000 cars and plan for something that may apparently travel at 46,000 peak vehicles a day when there has been absolutely no indication that traffic pattern will ever come to be or at least it won't come to be in the near future. And I think that's probably what I know I am concerned about.

Commissioner Woofter: May I interrupt you council. To me it would indicate that Charleston at this present time can't handle any more traffic. If we increased it it would allow the increase.

Mr. Urga: No, I don't think so. I think what it really indicates is that fact that businesses have been moving away anyway and second, there is a freeway here now. People don't come down Charleston to get to the downtown area. They take that freeway. There may be other alternatives. Bonanza is a lot better. I know that Stewart and other streets, at one point carried a lot of traffic, now bring people into the City because there have been other improvements. What I am saying is I don't think you are going to get to a position if you get to the point where you are going to have 46,000 cars a day traveling there, I don't think you are going to have any business.

Commissioner Lurie: May I say one thing. I hope you never go into the retail business because some of the statements that you are making - when you have traffic like that - 46,000 cars a day - those people along Charleston that have businesses and are in the retail business, would just love to have that many cars up and down that street in front of their businesses. So don't make some statements because even this petition here, I want to ask you a question on the petition about what's going to be disastrous to the business and the tax values. Can you tell me what's going to be the situation as far as tax values.

Mr. Urga: Alright, I would like to address myself to that. Now let's take for example East Sahara. That's the one that's been thrown up to us before. They've said, look at Sahara. And I travel Sahara. And, you go down Sahara and there isn't a business that is within 6' of Sahara Avenue where there traveling. And I would like to have Charleston to be as wide as Sahara too, so we could get 46,000 cars on there, if I knew my business was going to set back 25' to 30' and I had plenty of parking. We don't have that situation.

Commissioner Lurie: Paul's located on Sahara.

Mr. Urga: I would take as much setback as he's got.

Commissioner Christensen: Well, in all fairness, our setback is figured from the end of the canopy, which is close to the street. We took that out of our building to set the front of the building back. The Metropolitan Life Building that is next door to us, I can almost lay down on that street and rest my head against their front step and my toes on the curb. Go down and measure it.

Mr. Urga: But you had the foresight to setback further, which obviously, I think, is the better way to do it.

Commissioner Christensen: I did it because of the architecture of the building.

Mr. Urga: Well, the architect then. Somebody had the foresight. What I am concerned about is the fact that you are going to be having people 5' away trying to walk in the front of the door when there is going to be that kind of traffic pattern with that kind of speed. And I still don't think that I am incorrect.

Commissioner Christensen: You might always point out that the sidewalks are always that close to the curb and that's where the people walk. If you are building back 20', your sidewalk still extends to the curb back 6'.

Mr. Urga: Most people, if you will look, have parking spaces that they can get to, either in front of that so they can continue in to park or there's a lot of areas that you can park, in the back or the side or what have you. We have got an existing situation here that doesn't have that.

Commissioner Lurie: Sometimes it can be dangerous to walk from the parking lot, from your car, into any major store that you shop in, than it is to walk from your car where you park it, to a business where the sidewalk is only 5'. That's why we always have to put speed bumps into our parking lots, to prevent cars from going over 10, 15, 20 miles an hour in the parking lots.

Mr. Urga: I can't sit and debate and argue with that. I mean I can get mugged walking down the street. I can get mugged walking out to my car. That could happen. But again, I will point out one more thing than I'll sit down. I know other people want to say something. At one point I know, you were talking about speed bumps, they had to make a jog around the corner of Main Street and Charleston because there was so many cars coming down there at such a rate of speed, that that first building was a death trap. So what they did is put a jog or a cement island out to stop the cars from being that close to the building. Between Main Street and Fourth Street, the buildings are all that close. I think it is going to be a tremendous problem.

Commissioner Christensen: I have heard that comment about that corner there. That's why the KPC Office Equipment - is that what you are referring to.

Mr. Urga: Yup. In front of that.

Commissioner Christensen: What was the reason for that. Was that part of the West Charleston widening, coming through the underpass. Was it partly Main Street or was it in fact constructed at the request of the owner of that property. I would like to get that straight.

Mr. Purvis: I have not been involved with it before Paul. I will find out for you.

Commissioner Christensen: Will you research that and find out because we have heard that before. I kind of think that's a little colored. But I would like to get the facts on it.

Mr. Urga: I am repeating what Charley Miles indicated several other times when he has been before you.

Commissioner Christensen: Last time he was before us I don't think he was to coherent anyway. I think that should be checked out.

Commissioner Lurie: One other thing, one of the comments you made about the utilities. It doesn't do any good to resurface East Charleston without putting in new underground utilities that have to go in, because they are all deteriorating now. I serve on Regional Streets and Highways. One of the things that we do now, and we make sure that the contractors follow this, is to make sure that all of the utility companies coordinate their work with whoever has the contract, so the street are only torn up one time. Nobody has to go back and put in sewer line and then water line. The telephone lines and the power lines and whatever else, will be put in. Before they can do any cutting through, they have to get approved by the Regional Streets and Highways Technical Committee before he cuts into the streets that we spend money on to provide access to the public.

Mr. Urga: Well, I hope that's the case.

Commissioner Lurie: There have been times when the coordination wasn't there, but it is there now.

Commissioner Christensen: Before Mr. Urga leaves, I would like to ask one question about something else he brought up that I think bears maybe looking into. He mentioned that the signers of this petition are not against resurfacing Charleston Boulevard, but they are against widening it. Roughly, how much difference in time are we talking about between rebuilding the street and rebuilding the street and widening it.

Mr. Purvis: If we resurface the street, it is going to be totally at City expense. The Regional Streets and Highways will not participate in that.

Commissioner Christensen: Well, I know, but the point I am making is how much difference is there in time. If we have got to go in in order to resurface that street and put the proper sub-base in there, are we really talking about that much difference in time between rebuilding the street as it is and rebuilding the street wider.

Mr. Purvis: No, not if you put down the sub-base and everything else. You are facing just about exactly the same thing. Incidentally, the utility problem....

Commissioner Christensen: Well, as far as the time is concerned, it wouldn't make any difference. If we rebuilt the street it would be torn up the same amount of time as if we rebuilt the street and widened it

Mr. Purvis: That is very very close to true. Also, on the utilities, the Water District is now holding themselves in abeyance waiting for us to get started so they can lay that line from end to end on that. They have a real problem with the water main in Charleston now. If we don't start, they are going to go ahead and do it, tear up Charleston anyway.

Commissioner Lurie: Bill, did you have anything else.

Mr. Urga: Maybe I didn't understand that. As I understand it there is very little difference in time if all you have to do is resurface versus resurface and widening.

Commissioner Christensen: You misunderstood. There is no way the City will resurface the street unless there is a properly prepared base, so the asphalt won't ripple. That's just not the fault of this much asphalt, to cause it to ripple. That's the problem. We don't have the proper base for that street we built many years ago, and not as well as they build them now. We are talking about high-strength paving which goes deeper and so forth. Now, if you rebuild the street, we wouldn't rebuild it sub-standard. We would build it to standard. And what I am saying is that rebuilding the street to standard, the same width, there is very little difference in time as rebuilding the street to standard or to a new width and also to the proper codes. In other words, we can't under the code, put the street down against the same way it is now.

Mr. Urga: I am not arguing about that. I don't know that if I understand that to say that all of a sudden you are also adding 18' to the width of it.

Commissioner Christensen: You are not talking about that much difference in time. Because by the time you rip that out, rip out the paving and so forth, and put it in properly, and you do it a little wider - there's 18' some places and less some places - and so forth, you are not talking about that much difference. If you were talking about a 20% difference in time, it isn't much. It isn't enough to go to substandard form. That's what I was pointing out, because I didn't know if there was that much difference in time. I know that normally when you do things like that, there really isn't that much difference in time, once you are torn up.

George King: Gentlemen, my name is George King and I am here representing H&R Block. First off, I personally think Charleston needs the improvements you are proposing here. I am personally against redoing the street. I think we need it very much, so I'm not here for that. What I am here to ask is that I am getting ready to build a new building at 720 East Charleston. It is the old Entratter estate. This was zoned for residential and has now been rezoned for commercial, P-R. In order to get this done, I have been requested to put street lighting, redo the curbs, the asphalt, shrubbery, lawns, which I am getting ready to break ground the first of April. I'll do all this at my expense and then you'll come through here three months later and tear it all out. I don't quite understand this.

Commissioner Christensen: We won't do that.

Mr. Purvis: It wouldn't be done that way. We have a set of plans and if you are going to go in there and put in and put in these improvements, they would be put in according to our plan. They will not be torn out, or we would ask you to hold off, if we make the decision, we would ask you to hold off and participate in a Special Improvement District. Either way. One way or the other. We would not have you put them in and tear them out. That's for sure.

Commissioner Christensen: You wouldn't have to pay twice and you wouldn't have to build twice.

Mr. King: Well, I didn't plan on building twice.

Commissioner Christensen: I am talking about gutters and so forth.

Mr. King: The only problem is, I am going to go on a fast-track basis here. Now where or who do I see here to get this thing curtailed.

Mr. Purvis: When you come down to get a building permit, they will advise you that it is to be rebuilt and will probably advise you at that time that we would rather you wait and participate in a Special Improvement District. You can go ahead and build your building and make temporary connections and one thing and another, but we would want you to avoid getting into street construction.

Mr. King: Also, on the sprinkler system and the whole bit. In other words I am going to have to stop construction at one point.

Mr. Purvis: You would stop construction, yes, where your setback is, where it wouldn't interfere with anything.

Mr. King: Why would I even be required to put in City lighting if this is something that is coming up.

Mr. Purvis: If you do not put in City lighting now, at this one time, you would be required by the S.I.D. when it came through to pay for City lighting. City lighting is not paid for by that. It is paid for by the S.I.D. except where there has been City lighting installed before. We are making arrangements to take care of redoing the lighting and update - underground lighting.

Mr. King: Thank you gentlemen.

Gary Adler: I'm Gary Adler, owner of Gary's Discount Liquors, 1006 East Charleston. Back on the 25th of December at the hearing if they would check into - if there is not such a thing as a bond to give the construction company, requiring them to complete the street within a prescribed amount of time. Nothing was mentioned about that or was there an incentive that they do in fact get done within the prescribed time, they would get a benefit on it. Or if they don't complete it, then they have to pay a certain amount per day. There was nothing said about this whatsoever.

Commissioner Christensen: Isn't that normally in all of our bidding proposals.

Mr. Purvis: Yes, that's liquidated damages, we call it, and the contractor is penalized for running over time.

Mr. Adler: Well, my question is, who decides at what point and how long it should take. Now, the contractor, obviously if I was in business and I am, would take the longest time to get the best benefit. Are we talking about 6 months or are we talking about 9 months, 3 months or what.

Mr. Purvis: We look at it from the most economical point that we can get people to bid it. If we say 6 months, we probably won't have anybody that will bid it because none of the local contractors, as I have said before, are equipped to do that much construction in that short of time. We look at somewhere in the vicinity of \$100,000 to \$150,000 a month for our local contractors. This seems to be about their capacity and where we are looking at a million, million and a half dollars, we are looking at somewhere in the vicinity of close to ten months.

Mr. Adler: Okay, my store's located on 10th and Charleston. I'm going to be torn up not for nine or ten months, but for eighteen or twenty months, because I am on the joint between Phase I and Phase II.

Mr. Purvis: I am not saying you will be torn up that long, because I don't think anybody will be torn up more than 60 days in front of their own business. I would hope that either you are on the tag-end of the first or maybe the tag-end of the second. I would say 60 to 90 days.

Commissioner Christensen: Mr. Purvis, can you clarify this. Is this planned to go on kind of a rolling basis.

Mr. Purvis: Yes, we hope that we can get one block open - one block excavating - one block graveling - one block paving.

Mr. Adler: Okay, so what you are saying is that construction in front of any one business would only be a short time; however to continue traffic from point A to point B, which would be Main Street to Eastern, would be curtailed during the complete 24-month period, except for maybe three or four months between the two, for continual traffic. You will have some construction torn up during that time.

Mr. Purvis: There will be some curtailment of traffic. We do not deny that.

Mr. Adler: And that will mean people, as an obvious result, will take alternative routes to avoid the traffic congestion caused by some of the construction along the way. Do we agree there.

Mr. Purvis: Possibly some of them. I think you will find that people - there are alternate routes - like you are going east on Charleston to 10th - you will probably be coming down Gass Avenue and down Bonneville and hitting Charleston at that point possibly.

Mr. Adler: Okay. I have some statistics to prove a point. Back on the 31st of January and the 1st of February, the Water District came down between 11th and 7th, for some reason or other, to do something to the piping. During that time, they had one lane of traffic closed on both sides, from the period of 8 AM until 5 PM, somewhere in that vicinity.

Mr. Purvis: Nine to three.

Mr. Adler: Nine to three. My statistics show that about that time. In my own business, I showed a decrease in volume of one-third. I took last year, the prior months before and after on those two dates and on those two days of the week, and I showed a decrease in volume of 33%. Now that is because of the fact that people would not make a left hand turn or a right hand turn into my place of business, only due to the fact that they were concerned about getting back out. Now, the traffic had backed up all the way to Main Street going east and almost down to Bruce going the other way. Now this was a short span of time and these people worked hard and they worked fast and they tried to get the traffic through. But it did show a 33% in volume decrease. Now, there is no other statistic I could come up with. The sun was shining. There was no rain. There was nothing else. So it had to be because of this construction. Now, that's not taking into consideration, if the people knew, they would probably be bigger delay because of the fact that they would avoid that area. So here comes people, driving their cars down Charleston and they hit this thing, never been advertised, and it affected my business by a third. Now if they had known about it, it would probably have affected it another 10% because they would have avoided the complete area. I think this is something that the City Council and the Commissioners should be aware of, that they have a responsibility to young businessmen. I talked to you gentlemen maybe 14 months ago to get my license to serve to the public the liquor and now you are asking me to do this problem. I even made statistics to show that if this continued, I would have to cut my overhead at least \$1500 a month or \$18,000 a year, just to cover breakeven point. So after that if you have a debt responsibility, your cash flow would be another \$20,000 so you are asking me for one year to lose approximately \$38,000. Over 18 months, you would almost talk about \$75,000 lost revenue and profit because of the construction of the street.

Commissioner Christensen: You are missing a lot of points and you are making a lot of suppositions. Number one, you are assuming you are going to be closed 18 months. We have already covered that. Number two, you are assuming if we don't rebuild this street, the street will never be torn up. We've already covered that. The Water District was down to repair pipe. The Water District is going to replace that pipe from end to end. So the Water District is going to tear that street up if we don't. We can't stop the Water District from tearing that street up. What are we going to do on that street if the water mains breaking. It's going to be torn up. Now discount number one. There is no way that street is going to remain absolutely untouched. It's got to have repairs on it. The Water District's got to have repairs, we've got to have street repairs. So that's a foregone conclusion. The street will be torn up. Number two, we have already pointed out, very clear, that you're not going to be torn up for eighteen months. I know where your place of business is. That's the break point. Number three, you have assumed that every bit of traffic comes into your store comes on to Charleston Boulevard at Main Street and exits off Eastern or else comes on Eastern and exits off Main. I think that's an invalid assumption. Any fool who would drive Charleston Boulevard, from Main to Eastern, that didn't have too, is out of their mind. I don't.

Mr. Adler: Okay. You are one step ahead of me. My first alternative is that I should think that the City Council might, by some way, give all the businesses in that area, some type of tax break, such as a rebate.

Commissioner Christensen: How much business license tax do you pay in the City.

Mr. Adler: I pay \$900 for the liquor license. I pay a miscellaneous sales tax license of \$50.

Commissioner Christensen: The sales tax is paid to the State.

Mr. Adler: Well, I mean miscellaneous sales tax. I sent the check to the City.

Commissioner Christensen: You have a privileged license. You have a little different situation. You are in the minority on that street. Most of the businesses on that street pays gross business license tax, which amounts to not much, and that is the only tax that the City has any control over. All the other taxes are collected by the County. We have no say.

Mr. Adler: What I am getting at is there must be some way that someone can get some relief, even if its a rebate not from license sales tax but from other sources, to help these small businesses. It was brought out the last time that 772 businesses have been closed in this area.

Commissioner Christensen: You obviously can't do that. You would have to do that with everyone in town because you can't pay special privileges. You would have to pay off everybody wherever you fixed the streets. Let me put it this way. Would you be willing to pay an increased tax on the excess profits, after the street is built.

Mr. Adler: Assuming I am in business, no. And I'm not going to assume I'm in business.

Commissioner Lurie: I think our concern is to make that street travelable, to put in new signals and synchronize the system and move people and bring in more customers, after that street is improved.

Mr. Adler: Aren't you concerned that I may not be there. We have this street that's going to have 46,000 cars coming by and we are not going to have a business to stop to.

Commissioner Lurie: I have been through with our business three street improvements and we are still there. We know it has an effect on business during the construction, and I'm the first to admit that, but I am sure that you are going to be there and I am sure you are going to be pleased that the Commission sees fit to improve this when it's completed. We had that same argument at Eastern and Boulder Highway. Everyone complained and it was an inconvenience and cars did avoid that intersection, but now it is complete, it is beautiful. It is moving people through the intersection and moving cars. It's on a computer system, our signals. All I can say is that this project is going to be one that is going to improve the area between Main Street and Eastern. And I guess the only way we will ever prove it is if the Board ever decided to go ahead and approve it so we can get ahead with it and start the project. My position hasn't changed in 5 years, the way I stand. I have seen the project go from \$1.8 million to \$3 million. The longer we wait, we are going to be looking at \$5 million and if the Commission doesn't approve it, the City could have the responsibility of paying back to Regional Streets & Highways around half a million dollars of money we have already spent on the project, preparing for it.

Mr. Adler: It sounds very apparent to me that the decision to approve has already been made.

Commissioner Lurie: This decision has not been made because if it was made, it would have been made 5 years ago. At this public hearing, we are getting more input, we are getting the same arguments, at each public hearing that I have heard for 5 years. I have supported the project and my position hasn't changed for the last 5 years, because I believe that it has to be done. It is just a matter of the Mayor and other Commissioners, they have to weight all the comments here and decide whether or not the time is right.

Mr. Adler: Okay. Let's change the wording to assume that it's going to be done for a second. If that's the case, why not do it at night. The question I had when I looked at your material and I thank you for your research. First the 40% increase in materials. I don't know how that would work because I would think that lumber and tar and whatever else is needed would cost the same in the daytime as it does at night.

Commissioner Christensen: Let me explain to you how it works. You have to understand the construction business. If I have a paving outfit and I need gravel, I use a subcontractor for the gravel. That means that subcontractor has to put all his union people on overtime. He's got to fire his gravel plant at night. He has got to furnish environmental impact statements to run his gravel plant. He has got to hire truck drivers to run at night. He has got to buy increased insurance to run at night. All those costs add up. So that man doesn't want to deliver gravel except during normal business hours. The oil company that sells you the oil, doesn't want to deliver oil except during normal business hours because he has got all the same problems.

Mr. Adler: I was trying to avoid the basic problem of having no traffic during the daytime when we are at our maximum business. I am trying to provide, is what I am trying to do.

Commissioner Christensen: Like I said, you have got to understand one thing and you have got to understand it well and everybody loses sight of it. The street is not going to remain as it is. It can't. We can't let it. The public can't let it. Public safety insists it be changed someday. Also the Water District is not going to let it. They are going to tear it up to put a water main in. Whether you like it or not, whether you preach to this Commission all night or not, the street is going to be torn up. Accept that. That's going to happen. And that's what all your complaints are about. Tearing up the street. And that's what will happen regardless, whether we kill the street or not.

Mr. Adler: So what can we as businessmen do. You tell me.

Commissioner Christensen: Truck water down that street. It's like a washboard. Because if they don't rebuild the water main, you are not going to get any through your faucets.

Mr. Adler: That doesn't answer my question. I'm going to be in a tight squeeze for six months, maybe to eighteen months. Now where, do you go out, do you borrow the money, or what do you do to exist. You have got to exist if you want the benefit of these 46,000 coming down that

Commissioner Christensen: I am well aware of it. I went out on a limb for \$160,000 to build a building on Sahara Avenue 15 years ago and had them tear the street up the next year. And it was torn up all year.

Mr. Adler: So you don't do anything, you just sit.

Commissioner Christensen: Right. You get your customers in and out. There's a little inconvenience. Sometimes there are two or three hours when you can't even get through your driveway. But the rest of the time you can and I don't think you are going to lose that much business off that street. You are going to lose some. But the people that avoid that street avoid it right now. The only people who are using your street, and I question Mr. Urga's analysis and his figures, and I did so when he was here. One of the reasons that those figures don't change on that street is because that street is carrying all it is going to carry. I personally avoid that street and I didn't use to. I lived on that street and I had a business on that street and I avoid that street, even though I made a lot of friends on that street. And the reason I avoid that street is because almost any street is a better street to travel. If I go to the movie theatre down there, I go down a back street. I go down St. Louis and in off Bruce, it's easier.

Commissioner Lurie: One thing that this Commission would do, Regional Streets and Highways, don't think we aren't looking out for your best interests. We are going to take all these things into consideration when the contract is let to see that accesses are open during your business hours and traffic can get through. We are not going to shut you off. We know it is going to be an inconvenience. We know on the other hand the work has to be done and again, the one thing we can say is that after it is finished and the street is open, you are going to get back the business you might have lost during the construction time. I have seen it happen at our business, because we have lost, we have had to cut back. Some of us had to work extra hours to fill in because we couldn't afford to have all the help we have now. But then, when the street opened up again, it was back and increased 10, 15, 25%.

Commissioner Christensen: We will do our best to keep that street open and to keep the businesses in business because it is to our benefit to do just exactly that. I have been there and I know what a horrendous inconvenience it is and it does hurt business. There's no question about it.

Mr. Adler: Okay, Paul. Thank you for your time.

Mr. Purvis: I should like to say one thing at this point, we will have on the job a man on the street from the City at all times to take objections and hear complaints and they will be answered as soon as we possibly can. I believe we will have the contractor with this same public relations persons on hand to do what has to be done, to keep traffic moving, to keep access, ingress and egress, to all the businesses we possibly can and keep that cutoff to ingress/egress to just as short of time as possible. I am sure through good planning and with the construction expertise we have done, I am sure this can be done. I hate to say it, but I see a minimum of inconvenience. It may not seem like a minimum, but we will sure try and keep it that way.

Dr. Leavitt: I'm Dr. Leavitt at 1611 East Charleston and I also own a piece of property at 700 East Charleston. The only thing that I want to bring out is this. Why is the Commission constantly spot zoning down that street. On one side I am setting across the street up until six months ago with R-1 and the next door neighbors' R-1 and the next door and everybody else is C-2. I came before this Commission back in 1947 and asked them - and this young gentleman here lived across the street from me - and I said listen gentlemen, you are going to have to get off your seats or the City is going to lose revenue, we are going to drive all these things outside of the City and that's a matter of record in 1947. They said well, it's not ready. I have heard that ever since 1947, at least 17 times that I have been before the Commission. Is it ready now. That's what I want to know. Is it ready now. If it's ready now, I am ready to go, but if it isn't ready, I'm not ready to go. Another thing, if you are going to change the street, you've got to change the zoning. We're not going to have any residences. They are going to be C-1 or C-2 or whatever you want. But they're going to change the zoning. You are not going to have a residential area there. We are not going to have Dr. Leavitt R-1 and this other gentleman who just bought his property, his is R-1. We not longer have the political pleasure that we had at one time upon the corner. Three corners up they would tell you, well I'm for you son, you go see them, and you do what you have to go in for. I called them said the gentleman said it was okay, but they said you're not ready yet. All I am asking is the Commission to make up their mind that they're ready to do it. If they are not ready, I'll fight it for another 27 years. So that's the way I feel. I am willing to give up my part of the property. But don't tell me the streets perfect, they have torn up that intersection on East Charleston three times. Now, somebody is asleep at the switch. I don't know if it's the contractor, I don't know who. I do know that if we are going to build a street, build a good street. Charleston/Fremont, 5 Points, has been torn up three times.

Commissioner Woofter: If we vote to widen it, East Charleston, and they have to go back the second and third time, I agree with you.

Commissioner Lurie: We appreciate your comments and we're maybe willing to go.

Commissioner Christensen: I am familiar with the your property at 7th Street and I agree with you and I think that if you brought a plan to the City for the development of that property, that if it was compatible with the rest of the street, and I am talking about the proper depth for commercial, a buffer and all these kind of things, that would probably be looked upon favorably because I can't think of any we have denied lately. And when you talk about coming before this Commission in 1947, it wasn't this one

Dr. Leavitt: That's right. You're too young, aren't you. What I am trying to say is this. Why can't we, as a City try to - I'm not saying anything against the planner - if a planner can't reach out 50 years and see what's going to happen or 30 years or at least 30 minutes and see what's going to happen, where we are going to go, what are we going to do, so we can provide for those things. Now we are putting in a water line - this is an illustration. They want me to put in a 14" water line so I can get one foot of water out.

Commissioner Christensen: Well, they did that to me when I built my home. I think you are right. I think it is time to do some planning and I really shouldn't be tooting my own horn, because it isn't really mind, but I think that this Commission does better than it did in 1947.

Dr. Leavitt: I think you do to.

Frank Kinsey: My name is Frank Kinnsey and I live at 6726 West Carrera Drive, Las Vegas. I guess that the only reason I am down here is probably I came down here to speak. I don't own any businesses on Charleston. I just drive a lot in the City and all. One reason I am down here is I remember a couple of years back and I assume you do to. This question came up before and I don't mean to be disrespectful to any one of you, but I think you, Commissioner Lurie, made the comment, you are here to decide if you are to build this project. I don't mean to be disrespectful, but you have no choice. The only question you have is when. Whether the Commission is going to build it this year or next year or the following year. This question came up about 5, how many years ago -

Commissioner Lurie: I have been on the Commission 5 years and we have addressed it a couple of time. My feelings have never changed I have always supported it, because I know that it has to be done and it's just a matter of when.

Mr. Kinsey: I know it's not my money directly. I do support. I do hope that you will help these merchants as you were discussing. The Doctor stated a good job and I think when you spend good money in the beginning, you should get a good job. I would like to go on that a little bit and on the other two gentlemen on planning. I made a similar comment once when you were discussing the Sahara project. I know your brochure here has defined it, but I believe this is an open hearing for opinions.

Commissioner Lurie: Yes.

Mr. Kinsey: On a good job, let's rewrite it, please. You discuss good pavement. Let's go back to Commerce Street and take that block in there too. That is a very bad street, especially on the south side. You have a drain, two drains in the middle of the street, depressed, and everything else. So this is not too good. You might consider this. Please do it.

Commissioner Lurie: You are talking about closest to the underpass, west of Main Street.

Mr. Kinsey: Right. I don't think you are going to find the pavement there is much better. Let's get a good job done.

Commissioner Lurie: Chuck, do you have any comments on that. Would it take us back through the underpass. If you will address this gentleman's question of the drain down about 4".

Commissioner Christensen: I was just asking about that. That belongs to the State because of the approach to the underpass. I think the only thing we can do is put whatever pressure or anything we can on the State and I am sure the State would look favorably upon that, if that was the last piece of crumby road. I agree, it's bad. You are talking about just coming out of the underpass, coming east, where you almost drop into a hole, where you make that turn on Main Street.

Mr. Kinsey: Right, and the water doesn't drain too good and everything else.

Commissioner Christensen: I know what you mean because I drive that all the time, but it is State and we really don't have the jurisdiction, but we would certainly ask them and put whatever pressure we could on them.

Mr. Kinsey: Please do.

Commissioner Christensen: I can understand that and it's a very good point.

Mr. Kinsey: You, Commissioner, made the comment there, that only people use the street. This hasn't been brought out. I would like to correct you that people avoid that street. I travel 50 miles a day around town so I am very much interested. We have no choice. Remember this is the last through street from the west to the east in the City going north. Bonanza only runs a short distance, although it is being extended. Washington is a very poor street. Owens is not too good.

Commissioner Christensen: What I am saying is that you only use that street because you have to. I would like to correct one statement you made thought. You said that it isn't your money.

Mr. Kinsey: Well, it isn't my money directly.

Commissioner Christensen: That's exactly your money. That's where Regional Streets gets a lot of their money, the gas tax. You are paying for it.

Mr. Kinsey: I am paying for it in time too, and discomfort. In the past you have heard comments on the planning, you heard one gentleman here talking planning. Some of those buildings there, many of those buildings, are old and economically past the prime and the City is being built up all the time. The street is being improved. You have improvements right now. I would like to make another suggestion. This may set some people back, but going on the idea of good planning again and whether you want to or not, think of the future. You are planning on improving this street for 30,000 cars 10 years from now and 30,000 cars 10 years from now, which isn't too long, is only 4 lanes. It doesn't make sense to me, why the same hill, you go from 6 lanes all the way from Rainbow to Nellis except for one strip in the center, where you are going to make it four lanes. And the traffic count here doesn't justify going a short distance. I know there are businesses there. If we have to, I would even recommend buying those businesses and tear them down because some of those businesses are old. I hope nobody here is from SPD, the stationery store there, and the other one across the street, but those are old buildings and planning for the future, so maybe if a man wants to go in there and develop those properties, he knows he isn't going to be cut into five years from now when you have got to widen that to three lanes. I had another comment, but you already told me the underpass is State.

Commissioner Lurie: We can work on that though. We have joint projects with the State.

Mr. Kinsey: In closing, I just returned from three months in Albuquerque and the roads there seem to travel pretty fast. One of my big complaints when I got back here - I have lived here since '65, was against the Streets Regional. I said there isn't one project in this City now under construction, except the Freeway, from Rainbow, the right-of-way trying to be purchased, but there hasn't been one darn road improvement and the traffic in this town is terrible. And I would like to say I am very pleased to see the Streets Regionals adopted their street improvements. On planning, I just happened to think another thought. One of the two worst sections of the City, when you speak about planning in the future, is Tropicana and the Strip and I just recently heard they are going to develop that and that is two lanes there and that's just unforgivable. It's worse traffic now.

Commissioner Lurie: Regional Streets is getting ready to take care of Tropicana from the Strip west all the way to Rainbow. We are working on Flamingo west. We are working on Spring Mountain.

Commissioner Christensen: Some of those are the worst streets in the Valley - not the City. Because they are not in the City yet.

Mr. Kinsey: You get my point and I get your point too. Everybody comes here from out of state and its the City of Las Vegas. Please gentlemen, plan for the future and I regret to say the liquor store man, you have to have past planning, when people buy a piece of property they have to plan for the future, and this should have gone through. One reason I thought of coming down here, I remember a while back, several years ago, when this question came up then and according to the newspaper, which I know isn't the best source of information, this was voted down then because people were against it, it would hurt their business. I thought maybe if I came down here tonight and holler and whooped for the other thing, maybe the 30,000 people that use that street, that would have an interest and vote to. Thank you.

Commissioner Lurie: We appreciate your coming down and making these comments.

Mr. Purvis: One comment I would like to make. This will be 6 lanes all the way through. If is planned now for four lanes with two lane parking on the side which will eventually be opened up to traffic which will make it six lanes, Charleston, from end to end.

Dr. Leonard Carpi: I am Dr. Leonard Carpi and I own Huntridge Plaza at 11th and Charleston. If I understand you right, I think this outside money is available now, if we widen the street and make the improvements. I think it is time that this be done. I think that if all the coordinated utilities can be put in at the same time, I think this thing should be done right away.

Commissioner Lurie: Thank you Dr. Carpi. We appreciate that.

Harriette Pahor: In here in your parking things, from Bruce to Eastern - I have got to get my eyes out first - you have 13 metered and 41 unlimited existing. And when the street is going to be completed, we are only going to get three extra parking spaces. Because 13 and 41, there is 54 and you have give us 57. Do you think that it is worth it.

Commissioner Christensen: I was under the impression that one of the big problems was removing the parking. If we do nothing, then you are three spaces short. What would happen if we rebuilt it. The purpose of rebuilding is not to increase parking, it's to increase traffic, and if you can increase traffic without decreasing parking, then I think that profitable. And in this case, we are going to increase parking as well as increase traffic. Yes, I think that's good.

Mrs. Pahor: Why would they increase parking if they are going to take parking off in a year or so. Bruce and Eastern I am talking about.

Commissioner Christensen: Between Bruce and Eastern isn't the section the parking is going to be taken off from. The section of parking will be taken off of, in time, is between Las Vegas Boulevard and Eastern.

Mrs. Pahor: That's right.

Mr. Purvis: There will be no parking there now. The rest will be removed in some five years. In this period, we hope the people will make preparation for this off-street parking to take care of their own business.

Mrs. Pahor: How can they. It's all congested. We are looking. We have some space in the back for parking. But what do the others do. Somebody else will be parking and I'll have to stand there and wait and see who's supposed to be here.

Mr. Purvis: At the time the parking is removed, it may wind up that we have to acquire some property down in there to give off street parking, like we have in the other areas.

Mrs. Pahor: Why don't they plan it right away.

Mr. Purvis: It is not needed at this point.

Commissioner Christensen: Costs and the travel lanes are needed yet.

Mrs. Pahor: Then why don't you leave everything just the way it is. Four lanes and one parking lane. That's what we have right now.

Commissioner Christensen: That is exactly what we are going to do.

Mrs. Pahor: What's the difference. Because they are not going to get anything extra.

Commissioner Christensen: In that particular area, no.

Mr. Brechler: This property is the Pahor Trust property, the same parcel as Fong's Garden is on. There are presently a number of illegal parking spaces - 17 illegal parking spots, who are using City right-of-way. They do have additional area behind their building that never has been developed. This is probably going to be one of the hardest hit parking areas on the whole street. However, at this point if we were to post those illegal 17 parking spots, it would be in much much worse shape than if we did nothing more.

Commissioner Lurie: So actually, the way it figures, they would be losing 12.

Mr. Brechler: That is correct.

Commissioner Lurie: Between Bruce and Eastern.

Mr. Brechler: That is correct.

Leo Pahor: I am Leo Pahor and I am losing, according to this, about 7 parking spaces. Now, when we applied from the City for parking 22½ years ago, they said you are allowed, you are allowed to park there, we give you permission to park there. Now, you make it illegal. You are parking on State right-of-way. Don't we have a grandfather clause. If it was good enough

twenty-two years ago, it should be good enough now.

Mr. Brechler: You paid 10% federal income tax ten years ago or twenty-two years ago...

Mr. Pahor: Well, never mind about paying taxes.

Commissioner Christensen: Well, if we all could go back to 22 years ago, we wouldn't need to widen the street and I would still be living there.

Mrs. Pahor: You know, we were the first one to build down there and the City is the one that told us where we should have it and how far from the street. They told us to go 90' from the center of the street.

Commissioner Christensen: What I am saying is that times change. That is a problem and we work the best we can around it. But times do change. If they didn't change it wouldn't make any difference because you wouldn't need to have the parking space because nobody would be parking there. That's what I am getting at.

Mr. Pahor: Do you think it changed in about 2 years, where a neighbor built 90' from the center of the street, and about two years later the Blue Heaven...

Commissioner Christensen: You are referring to the Great Wall of China, which I had nothing to do with, and I think that was wrong.

Mr. Pahor: That was done after we had gone in there, and Mr. Sauer said when you taken them to court, it was issued in error, and the one that issued is no longer with the City. About six months later, they build on the other end of us.

Commissioner Christensen: Neither is Mr. Sauer with the City anymore either. We have had a lot of changes in 22 years. I agree that that wasn't the proper thing to do at that time and it was poor planning and poorly executed and I have no fight with that. But to continue that forever more because it was poorly done at one time is really folly.

Mr. Brechler: I think the City has really gone a long way in working out problems with you people and that they are allowing credit for parking spots in front of Fong's Garden for the daytime businesses that are there on the west half and allowing parking credit for Fong's Garden during the evenings on the east half. You are using double parking spaces.

Mrs. Pahor: The other parking spaces are my sister-in-laws. She owns - and I take care of her building for her because she lives in California and that's why we have the noon hour traffic and parking over there.

Commissioner Lurie: Your main concern is the loss of the 12 parking spaces.

Mrs. Pahor: That's right.

Commissioner Lurie: We will look into that with staff and see if there is anything that can be done to increase that some way. I don't know. I can't give you an answer now. We will have to look at the engineering plans and see if anything can be done. I noticed that when we were reading through this, that between Bruce and Eastern, that is a problem, an area that is hurt as far as parking goes. We will try and do something there to help you out in that situation.

Mrs. Pahor: Thank you.

Commissioner Christensen: And we will do that on a continuing basis too. That's to say if the time comes when we have to remove all the parking off the street, we will make an effort to replace it and find somewhere else. We are not out to do part of the places in because obviously that's going to hurt the businesses and when it hurts the businesses, it hurts the City.

Mrs. Pahor: Okay, Paul. Put it in writing.

Commissioner Woofter: Mr. Mayor and Commissioners. I have to apologize to anybody else in the audience that is going to speak. As you know, I have a job as an attorney and one fortunate jobs that I do have is representing certain of the boxing promotions that goes on. I get to combine pleasure with business, but I still have to be there to review the ring contracts.

Commissioner Lurie: We will keep you informed of what the comments are from here on.

Otto Westlake: My name is Otto Westlake and I own the southeast corner of Main and Charleston and that's the lot that protrudes out into Charleston. They have got it set up over there for parking. Now, on that lot, I have owned it for about 40 years, and we haven't been able to do very much with it because you can't get in or out, because of the traffic. Now, they are

talking about taking this lot and set it up for parking to offset the parking that is going to come off of the street. I object to that. I don't object to anything, widening the street or anything like that, but I object to taking my lot to make some parking.

Commissioner Lurie: Perhaps staff can tell you how they would route traffic through that lot so that it wouldn't be a danger to the oncoming cars. Bill, do you have a plan that shows how the traffic is supposed to go through the alley onto Casino Center or back out onto Main Street.

Mr. Purvis: It will be exited off and on Main Street.

Mr. Westlake: They never would give me an opening onto Main. I got an opening onto Charleston, but not onto Main and I haven't been able to use the lot.

Mr. Purvis: I know it. It hasn't been used efficiently.

Commissioner Christensen: That lot, it's got the swimming pool stuff on it now.

Mr. Westlake: Ozzie Kraft. Yes.

Mr. Purvis: I haven't really looked at it, but I think it was planned to come off Main Street and would exit onto Charleston, right turn in, right turn out.

Mr. Westlake: I don't think they can use it.

Mr. Purvis: They have looked at it and believe they can. We'll review it again.

Commissioner Lurie: Maybe you can stop up and talk to the Traffic Engineer and they can explain it a little better to you with charts.

Mr. Westlake: Of course, I object to them taking the lot. That's the main thing.

Commissioner Lurie: They're going to pay for it.

Mr. Westlake: Oh yes.

Commissioner Christensen: There is one question I have wanted to ask you for a number of years. How big of a thrill is it to catch that big fish that's on the wall up in Panguitch Lake.

Mr. Westlake: That was about 1954.

Commissioner Christensen: That's a whopper.

Mr. Westlake: I have never lived it down.

Commissioner Lurie: Is this a fish story between you two.

Commissioner Christensen: No, they've got that fish in the Panguitch Lake Resort with his name under it and I have always wanted to ask him how much of a thrill it was to catch it. It's a huge fish.

Mr. Westlake: I came to Las Vegas in 1905 with my family and we have lived here ever since. We have invested everything that we have had in the City and we have done very well and the City has treated us fine and I have no objection.

Commissioner Christensen: And sold a lot of Dodges.

Commissioner Lurie: Thank you. We appreciate you coming down tonight. Is there anyone else that would like to come up and make a comment for the record on this project. Then I would like to thank everyone for attending.

Mr. Purvis: For the record, I have two letters that they ask me to read. This letter is from Stanley S. Steiner, 801 Wilkins Avenue, Los Angeles, California, written to myself. The subject is reconstruction of East Charleston Boulevard. "My group own the building at 12 East Charleston Boulevard. I was shocked to read, that in a time like this, the country is in a turmoil, high unemployment figure, inflation, dollar crisis etc. you find it necessary to widening Charleston Boulevard. Do you believe the enormous cost will justify the traffic of four block only. Charleston Boulevard is dead. My building is 13 months vacant not a single prospect for rent or lease or buy. The price I reduced in one year 1/3 and no buyer. The last couple of years I had to pay biggest amount for construction. You worry about the traffic but not the business people located in this area. Today is very limited parking. What will be afterwards. Are you only here to make expenses for the landowner? I am 100% against this project as four blocks mean nothing. If this project will not be postponed I shall take my objection to higher authorities. Please keep me informed. Thank you. Very truly yours, Stanley S. Steiner. P.S. Please arrange that my letter is read at the hearing."

Commissioner Lurie: Is that the store next....

Mr. Purvis: It must be...

Commissioner Lurie: The one at the adult bookstore.

Mr. Urga: No, I think it is on the other side of the street. On the south side. Nevada Beauty Supply.

Commissioner Lurie: The adult bookstore....

Mr. Urga: No, the one next to that, Nevada Beauty Supply.

Commissioner Christensen: Between the office equipment and the adult bookstore.

Mr. Puvis: I didn't realize it was vacant.

Commissioner Christensen: If the price has cheapened up, maybe that's where we can put parking.

Mr. Purvis: Could be. Letter to myself, reconstruction of East Charleston Boulevard. I am writing this letter as a protest once again the widening of East Charleston Boulevard. It appears that every six month, the City of Las Vegas has to bring up their widening operation of this Boulevard and every six months we all have to appear to place our protest to this widening as it is taking away the parking of our tenants. When we built the building, the City of Las Vegas made it a mandate that we provide on parking place for each tenant and penalize the size building that we could erect. They have already widened this street and minimized our parking some years back and now they want more property to widen the street once again. The time that it takes to widen this street and have it torn up can place the present tenant in jeopardy and put him out of business. I own the property located at 1805 East Charleston and have been able to attend each and every meeting that you people have had on this widening along with many other very busy business people that "have" to attend these meetings so that you people will not "stuff" this widening down our throats and make us eat it, however, as I will be out of town the week of March 22, I wish to register my protest in writing of this widening as it is not needed. We "do not" need Charleston Boulevard made into another freeway. Signed John P. McFadden.

Mr. Urga: A couple of questions and one comment. The Commissioner doesn't like to go down Charleston. I deplore going down Sahara. I think that is the worst street. I'd rather go down Charleston. The four lanes that are set from the area, Las Vegas Boulevard to Tenth Street is going to be four lanes with two parking and then there is going to be four on further for a portion of it. According to these traffic figures, there is no difference in the traffic pattern on the four lane and the six lane. I still am having trouble on why there is a need to widen the distance between Main and Las Vegas Boulevard. I keep harping about this, but I am concerned about it. If we widen that, we are going to have traffic right up to the doors. If the cars aren't going through there now, why can't it still stay four lanes.

Mr. Brechler: If you are westbound on Charleston Boulevard right now, and try and make a turn north onto Casino Center, we have no area in the center for the left turn.

Mr. Urga: Wait a minute, if I'm westbound - going eastbound.

Mr. Brechler: I'm sorry. Eastbound.

Commissioner Lurie: When you are turning north to go into Casino Center there is no turn lane.

Mr. Brechler: And right now it's backing up into the Main intersection.

Commissioner Christensen: In other words, if you are going downtown, you have got to use Fourth Street because that's the only place there is a left turn lane. If anybody tries to turn left at Second or Third Street, they back traffic up. If I come down Charleston, I have learned a long time ago that I have got to hug the right lane until after Third Street then I have got one block to get clear across both lanes of traffic to get into a left turn lane and sometimes I can't do that because of the traffic backed up. So consequently, you are forced all the way to Sixth Street before you can start your turn and then you can't there because of an island.

Mr. Urga: Maybe I am just not naive enough to not believe it - that all these cars make that turn because there is no difference in the traffic.

Commissioner Christensen: It is one of the main routes to downtown. If you will recall several years ago....

Mr. Urga: I drive it everyday, I know, but I see just as many cars coming the other way so if that's what the traffic count is...

Commissioner Christensen: You are going to the right because that's where your building is. If you will recall many years ago downtown they designed Second and Fourth street to be main north/south thoroughfares. A tremendous amount of traffic is taken down Second Street which is Casino Center - a tremendous amount of that traffic goes down Casino Center and if you want to continue on down Charleston, you are effectively reduced to one lane of traffic eastbound and that's the right hand lane. Because if you try and stay in the lane closest to the middle of the street, you are backed up clear back into Main Street waiting for the cars to turn to go down Second.

Mr. Urga: That's my point though. That's where I disagree with you. There are two lanes there because I take that everyday. There are two additional lanes. They're there now. They are all the way down until you get past Casino Center because I can do that every day of the week if I want to go down there.

Commissioner Christensen: You will have to draw those for me, but at Main Street and Charleston you have two lanes.

Mr. Brechler: There are three westbound and there are only two eastbound lanes.

Commissioner Christensen: There are two eastbound lanes.

Mr. Urga: I know I can get by there if I stay on the far right and there is another lane in-between right there.

Commissioner Christensen: No there isn't. There is another lane inbetween but there is no left turn lane, consequently, they use the center lane for the left turn lane. We have one lane that you can go through on Charleston and that's the extreme right hand lane right next to the curb because the other one has the traffic backed up - people waiting to make a turn on to Casino Center.

Mr. Brechler: The right lane is signed right turn only - no trucks. So if you are traveling through in that.....

Commissioner Christensen: Well, that's when you get down to Fourth Street.

Mr. Brechler: That's when you get down there.

Commissioner Lurie: I know where you are talking about there and I know that you can get by. I know there is two lanes and cars stacked up to make a left turn and there is another travel lane.

Commissioner Christensen: Well, you can't get by because of that piece of property that sticks out into Charleston on Main Street that we were talking about.

Commissioner Lurie: Maybe look on the map.

Commissioner Christensen: I am sure the engineers know what streets are there and how many lanes there are. If you are using the third lane, perhaps you are using the parking lane when there are no cars parked there or something. I don't know.

Mr. Urga: I am on the left hand side of the curb, because I know where the curb is.

Mr. Brechler: He is correct, but what we want to do is build the center left turn in there. We will remain with the three/six lanes. But we are going to get those cars out of that left turn lane and into a protected left turn.

Mr. Urga: I know what you want, but I am saying is that there are four lanes all the rest of the way from that portion with the same amount of traffic traveling the street. Again, my concern is where you are going to get that extra lane, is to build between Second and Third and a part going down to Fourth Street, you are widening that street right up to the doorstep when the traffic pattern is still the same three years ago as it is today. And that's my concern. And if there is some way that you can readjust or change it so you don't take 18' right from there.

Mr. Brechler: We aren't taking 18' from there.

Mr. Urga: You are taking 18' if it is charted right, unless my map is wrong. It is 68' wide right now and you are proposing 86'.

Mr. Brechler: Right now we have the right lane is 12' to 2. This is starting from the left of your chart. The next two are 11' travel lanes - the next four are 11' travel lanes. Now if you will look at the one on the right, what we are doing is widening those lanes out to the standard 12' width plus providing the 13' painted median. The 12' lane is the standard lane. In fact as you are riding Interstate highways right now, you are riding 14 and 16' lanes, but

12' is pretty well standard in urban travel.

Mr. Urga: My point is I don't think the traffic flow has changed in the last 3 years to say that we are now going to take the 18' more we need in that stretch.

Commissioner Christensen: Traffic flow can't increase with that street. That's the point I keep trying to make and you keep talking the traffic flow hasn't changed. That's true. You can only shove so much water into a pipe unless you make the pipe bigger.

Mr. Urga: I am not necessary complaining about the traffic flow as it is now. That's the problem. I can make a suggestion that would take care of all of this problem. Let's wall it up and we'll put them right to the 100' limit like we could and I'll bet you I can move 50,000 cars through there. Now I don't mean to be facetious, that's not the point.

Commissioner Christensen: Well, you have a business on that street so you are worried about that street.

Mr. Urga: But the businesses in that area have been surviving. There is one letter from that one store that's got the problem. The rest of the businesses that I know of have been surviving there and doing well. What I am trying to do is maintain that and preserve it.

Commissioner Christensen: Do you feel everybody should have that exact same opportunity?

Mr. Urga: Well I am saying possibly the same opportunity that they have on down where they are not going to have six full lanes and have the street right up to their doorstep.

Mr. Brechler: I would like to dispute that they have been surviving. In the 100 block, from 7/30/73 through 1/1/77 there have been 38 changes in business licenses in the 100 block.

Mr. Purvis: The 200 block was 20 and the 300 block was 48.

Mr. Urga: But that doesn't surprise me. In our building alone, it is not the traffic pattern that does anything. When you have got a small office where you are renting office space of 200 sq. ft. to somebody, a lot of them use it as a mailing address, so those statistics to me are meaningless. I am going by the businesses that you can look at and that are in there and have been there and have still been there for years and years. In those buildings, I can have maybe 50 different tenants, but most of them are there because they want a mailing address or for whatever reason and they don't want three or four or five or six or eight hundred square feet. They want a hundred square foot building. What I am asking is there some way we can avoid having to have the street widened 18.6' or whatever it is and have it within 5' of the front door because then I guarantee you are going to have more failures.

Commissioner Christensen: If you are an attorney, what is going to happen if somebody has an accident and they point out in a lawsuit that it's a substandard size lane.

Mr. Urga: Well, what's going to happen when that car comes right in through that front door and it hits one of the employees or it hits a customer standing there.

Commissioner Christensen: Well, if it's a standard lane, you are going to have a harder time blaming it on the City than you are on the driver of the car.

Mr. Urga: The City let us build where we built years ago. Now again, it may have been bad planning 25 years ago, but if the City is going to take the blame, they would take it today for what happened 25 years ago. I didn't even look into the inverse condemnation problem if it comes up.

Commissioner Christensen: You want no change and that's not going to happen. You just as well understand that.

Commissioner Lurie: We will take all these points and we are going to have staff evaluate all of them and then we are going to have to make a decision at our meeting on the 19th. All of your points are well taken and we understand the concerns. Again, we have to look toward what we feel is best to move traffic and synchronize all of our signals and coordinate all the utilities to be put in. All these comments, again, tonight will be evaluated by staff and they will make us a recommendation for our meeting on the 19th.

Keith Grant, 700 Kenney Way: May I ask one question. My name is Keith Grant, 700 Kenney Way, Nevada Power Company. As you know we have approval now to rebuild that line - transmission line - between Gass and 15th. Of course, if we are going to put in steel poles, we want to put them in the right location and when you look at the map, there is still quite a bit of property there that has yet to be acquired. What is going to be your schedule for acquiring that property in that area we are concerned about.

Mr. Purvis: We will be under construction, we hope, in January of 1979, so we are going to have to have the property acquired by then. We hope to start acquiring in June or July. We'll have to go back and redo the appraisals. I am sure of that because they are outdated now. But we hope to start acquiring in June or July.

Mr. Grant: But some of that area we are talking about isn't going to start construction until 1980. Will you still go after that property in June and July.

Mr. Purvis: We will go after all the right-of-way at the present time, yes.

Mr. Grant: So you should have most of it by the first part of 1979.

Mr. Purvis: Yes.

Mr. Brechler: We have got all of Nevada Power needs now between 25th and Maryland, that's the south side.

Mr. Grant: There is some over here further between Gass and 17th that doesn't show.

Mr. Brechler: I think most of what we don't have that you would need would be between Maryland Parkway and 5th. I think we have got the rest of it.

Mr. Grant: Okay, thank you very much.

Ken Sellers: My name is Ken Sellers and I own property 1013 East Charleston and I am in favor of the project, but I have one question, I maybe in the wrong place for it. But in front of my business is a light pole. Am I in the right place.

Mr. Purvis: You are in the right place.

Mr. Sellers: The question is, could they move that pole to the other side of my driveway when this project is done.

Mr. Purvis: Undoubtedly they will. There will be adjustment of all the street lights and one thing and another all the way down through there.

Mr. Sellers: They didn't do it the last time and maybe it's in the right place. At my business they have to back around, so what the City has done is went in there and put two poles on either side of the light poles to protect their poles. It's all a mess.

Mr. Purvis: Could you see the design engineers after the meeting, they will be here afterward, and look at it on the map so they know where it is.

Mr. Sellers: Okay, thank you very much. I want to agree with Doc at this point. Let's get this thing done and done right the first time.

Commissioner Lurie: I wish you would have said that before the two Commissioners left.

Mr. Sellers: I just want to see it done right.

Dr. Leavitt: Could I make one more comment. We are talking about six lanes. We have six lanes, we go down to the underpass we go to four. Now what are we going to do. You just as well have four lanes as a bottleneck. You go ahead and work with the State on that.

Commissioner Christensen: There are six lanes through the underpass, but they are darn skinny ones.

Meeting adjourned at 8:55 P.M.

Charleston Boulevard. From Las Vegas Boulevard to Eastern Avenue there will be an increase in on-street parking provided. Distinction has been made between legal and illegal existing off-street parking. Illegal parking spaces are on public right-of-way and sidewalks. They include parking spaces, which when utilized, permit cars to project into public right-of-way.

PARKING CONDITIONS

	<u>OFF-STREET</u>	<u>ON-STREET</u>	
	<u>Existing To Be Lost</u>	<u>Existing</u>	<u>Proposed</u>
Between Main Street and Las Vegas Blvd.	14 Illegal 11 Legal	16 Metered 3 Unlimited	43 Metered (Parking Lots)
Between Las Vegas Blvd. and 10th Street	14 Legal	30 Unlimited	65 Unlimited
Between 10th St. and Maryland Parkway	--	6 Unlimited	19 Unlimited
Between Maryland Parkway and Bruce	6 Legal	72 Unlimited	104 Unlimited
Between Bruce and Eastern Avenue	17 Illegal 18 Legal	13 Metered 41 Unlimited	57 Unlimited --
	<u>80 Spaces</u>	<u>181 Spaces</u>	<u>288 Spaces</u>

ENGINEER: City of Las Vegas Public Services Department

RIGHT-OF-WAY: City of Las Vegas Public Services Department

ESTIMATED RIGHT-OF-WAY ACQUISITION DATE: June 1978