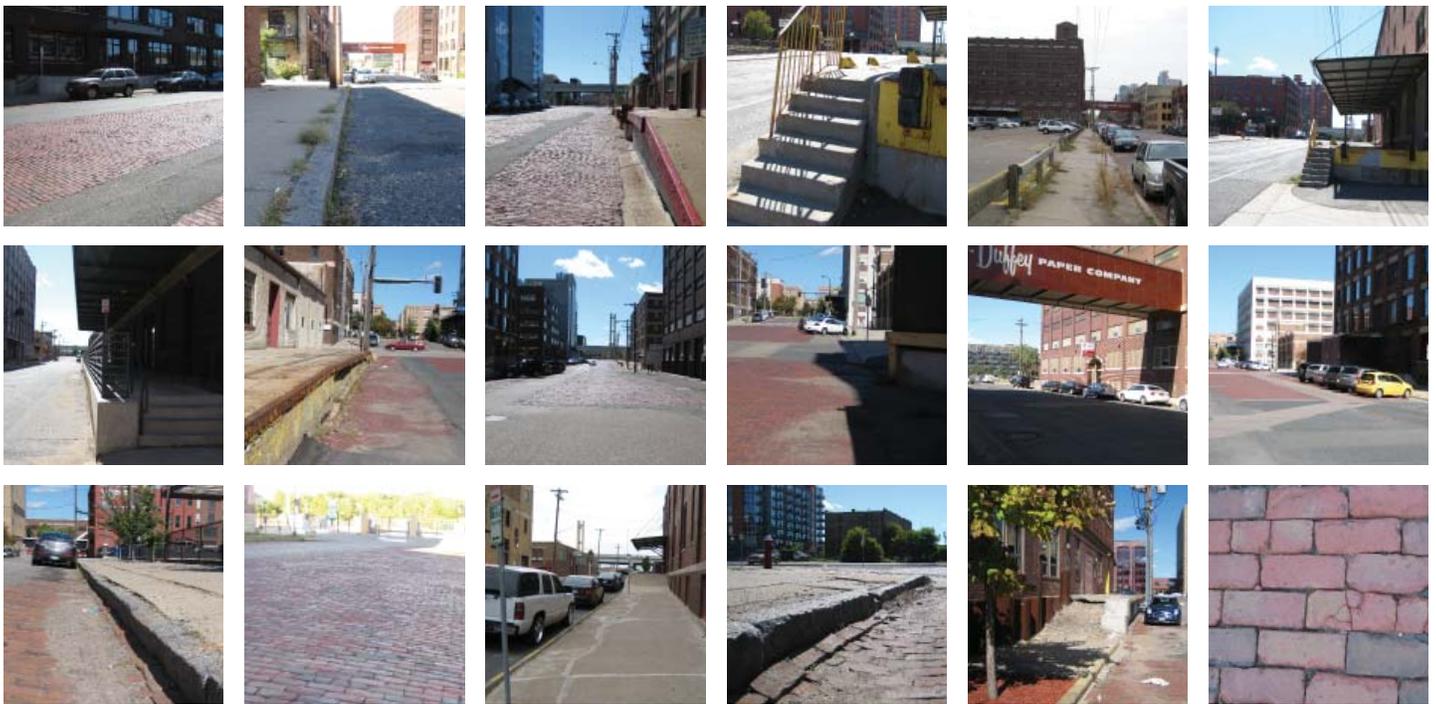


CITY OF MINNEAPOLIS

# Warehouse District Heritage Street Plan



Prepared for City of Minneapolis Community Planning  
& Economic Development (CPED)  
September 13, 2011

## APPENDIX 1 Planning Process





# Meeting Agenda

## Warehouse District Heritage Street Plan

Public Works Meeting  
City of Minneapolis CPED  
11.2.2010

1. Introductions and Roles
  - a. Design Team, CPED Staff and Selection Committee
  - b. Summary of Steering Committee Members
2. Review of study goal and objectives
  - a. Description of the primary goal of the end product of the project
3. Verify Scope of work, roles and responsibilities
4. Background Data
  - a. Timing and status of the City GIS data
  - b. Annual reports - understand timing/ significance of historic street reconstruction projects using annual reports from the past
  - c. Other data or resources?
5. Heritage Street Survey
  - a. Project Extents
    - i. Verify streets (as identified in the RFP) to be surveyed
    - ii. Verify survey of other streets (including streets that have been paved over)
  - b. Confirm features to include in survey
6. Review and Approve Precedent Case Studies
  - a. Types of studies to be considered (historic districts, historic paving specific, infrastructure, others?)
  - b. Specific examples we want to consider
    - i. Paving projects
      1. Provost Street – Jersey City, NJ
      2. Regent Street, Pittsburgh
      3. Main Street, Annapolis
      4. 4<sup>th</sup> Ward – Houston
      5. Twin Cities Examples
      6. Others?
    - ii. Districts
      1. Dumbo District, NYC
      2. O and P Streets – District of Columbia
      3. Pearl District – Portland
      4. Mill Working Warehouse District
      5. Others?
    - iii. Infrastructure
    - iv. Generate a list of standard questions for the precedent studies. Questions should focus on answering:
      1. Process for documentation and proposed improvements
      2. Maintenance practices/ strategies

3. Implementation and Funding sources
  4. Freeze thaw cycles
  5. Physical performance vs. economic performance
  6. What has worked/ what would you do differently
- v. National Trust for Historic Preservation FORUM

7. Paver Testing

- a. Process/ Method
  - i. Project team to recommend a process: outlines exactly how we will document and "test" pavers
  - ii. Archeological issues/ implications?
  - iii. Attendees at testing?
- b. Schedule: November 15<sup>th</sup> – 19<sup>th</sup>

8. Project Schedule

- a. Heritage Street Survey
  - i. Week of November 8<sup>th</sup> – 12<sup>th</sup>
- b. Precedent Studies
- c. Paver Inspection/ Testing Week of 15<sup>th</sup> – 19<sup>th</sup>
- d. Meetings with Steering Committee

# Meeting Minutes

## Warehouse District Heritage Street Plan

Kick Off Meeting #1

City of Minneapolis CPED

Public Service Center, 250 South 4th Street – Room 525

11.2.2010

### 1. Attendees

- a. Beth Elliot - *CPED*
- b. Brian Schaffer - *CPED*
- c. Anna Flintoft - *Public Works*
- d. John D. Slack - *Bonestroo*
- e. Phil Gravel - *Bonestroo*
- f. Tammy Lindberg
- g. Robert Mack - *MacDonald & Mack Architects, LTD*
- h. Carole Zellie - *Landscape Research LLC*

### 2. General Comments/ Discussion

- a. Contract is in process. Work related to survey can begin at discretion of consultants
- b. To invoice the kick-off meeting the consultants must date the invoice after contract approval
- c. Steering committee members: Formal requests for the steering committee members is in process. Defined composition of steering committee will be CPED staff, Public Works staff, SHPPO representative, NL neighborhood representatives, a representative from the Mayor's Council of People with Disabilities and possibly a representative from MNDOT.
- d. National vs. local designation boundaries. Boundaries are the same for both.
- e. Warehouse District Design Guidelines define the appropriateness and location of street trees in the neighborhood and no grass boulevards.
- f. **ACTION ITEM:** Beth will provide the list of steering committee members for discussion at a later date.

### 3. Review of study goal and objectives

- a. Description of the primary goal of the end product of the project
  - i. Balance interests related to sustainability, accessibility, and preservation to get to a product that will make final recommendations.
  - ii. Develop a matrix to help make decisions regarding the preservation, accessibility and balance all modes of transportation. The matrix will include financial implications/ considerations to aid in the decision making process.
  - iii. Final product is more similar to engineering schematics for the design of all of the heritage streets and infrastructure which will serve as an implementation tool for the NL Small Area Plan and Warehouse District Guidelines. The final document does not have to be fancy because the policy and decision making framework is already in place. This document and project are about what are we going to do, how are we going to do it and a design that all stakeholders can agree upon.

### 4. Background Data

- a. Timing and status of the City GIS data.
  - i. **ACTION ITEM:** Brian will make a call and see if he can speed up the process.
  - ii. Streets in the project area that we know have been reconstructed include; 1st Avenue, 2nd Avenue, Washington Avenue, part of 1st Street.

- b. Annual reports - There is a staff person in Public Works who has information on road construction. The staff person is Joe Casey. Phone number is 612.673.2425
5. Heritage Street Survey
- a. Survey to focus on streets that have pavers and loading docks that have been identified in the RFP. Survey to supplement existing available topographic information with more accurate detail on right-of-way obstructions such as loading docks.
  - b. **ACTION ITEM:** Bonestroo will define schedule of survey.
  - c. **ACTION ITEM:** Brian will try to locate any information available for areaway locations within the project area.
6. Review and Approve Precedent Case Studies
- a. Define a matrix for precedent studies and "fill in the blanks" for each precedent study defined
  - b. Need to define precedent studies that integrate all modes of transportation. Considerations include who are the users and what are the traffic volumes on these streets.
  - c. Consider the hierarchy of streets when selecting the precedent studies. The streets within the study area have different uses, characteristics and functions within the broader context of the neighborhood and City.
  - d. Consider areas that have transitioned from a specific landuse/ character to another landuse/character much like the NL neighborhood. Consider original design of streets for industry (trucking) that have transitioned to the current uses (mixed use/ residential)
  - e. **ACTION ITEM:** Consultant team will define matrix and determine a preliminary list of precedent studies for consideration.
  - f. **ACTION ITEM:** Consultant team will define a series of questions to post on the National Trust for Historic Preservation FORUM
  - g. **Specific questions to ask about the projects**
    - i. What were the goals of the project
    - ii. How did the project deal with ADA accessibility
    - iii. How did the project incorporate Trees and Greening elements
    - iv. What worked/ did not work with the project
    - v. How did the project accommodate all modes of transit....

Develop a matrix to help make decisions regarding the preservation, accessibility and balance all modes of transportation
  - h. Specific examples we want to consider (historic districts, historic paving specific, infrastructure, **narrow streets/ narrow ROW's**)
    - i. Paving projects
      - 1. Provost Street – Jersey City, NJ
      - 2. Regent Street, Pittsburgh
      - 3. Main Street, Annapolis
      - 4. 4<sup>th</sup> Ward – Houston
      - 5. Twin Cities Examples
      - 6. Others?
    - ii. Districts
      - 1. Dumbo District, NYC
      - 2. O and P Streets – District of Columbia
      - 3. Pearl District – Portland
      - 4. Mill Working Warehouse District - Dubuque
      - 5. Example projects in the rest belt
      - 6. Others?
7. Paver Testing
- a. Process/ Method
    - i. Need to define the purpose for the "testing" of the pavers. Selection of the testing areas is critical and should provide a clue to what is going on in the subgrade.
    - ii. Need to document the process to understand feasibility for reuse, extraction process, survivability rate of pavers once removed (and adjacent pavers), and subsurface conditions
    - iii. Staff would like to see pavers remain in all areas where they currently exist but we need to determine what can be removed and reinstalled

- iv. Testing should not occur at intersection of 3rd and 6th (trucker site)
- v. One testing area should focus on 3rd Avenue where bituminous has been used to patch the street
- vi. Testing areas should not be near active loading docks/ delivery areas
- vii. Testing (removal and replacement) should be done inn one day
- viii. Testing of the pavements should provide a disclaimer for future projects that states "based on our observations this is the condition (pavers, sub-base, drainage) you are likely to encounter"
- ix. **ACTION ITEM:** Consultant team to recommend a process: outlines exactly how we will document and "test" the pavers in the project area. This process should consider the 106 process and determine if we are testing the pavements correctly and what would be required to submit as part of that process.
- x. **ACTION ITEM:** Consultant team to assist the CPED staff in determination of who should be involved in testing
- xi. **ACTION ITEM:** Beth to define staff within Public Works who have knowledge and experience with the paver removals within the project area and coordinate a meeting.

b. Schedule: TBD

## 8. Project Schedule

- a. Heritage Street Topographic Survey
  - i. Tentative schedule is week of November 8<sup>th</sup> – 12<sup>th</sup>
- b. Precedent Studies
- c. Paver Inspection/ Testing - TBD



# Meeting Agenda

## Warehouse District Heritage Street Plan

Steering Committee #1  
City of Minneapolis CPED  
City Hall - Room 103  
12.16.2010

1. Introductions and Roles
  - a. Design Team and City staff
  - b. Task Force Members
2. Task Force Roles and Responsibilities
3. Project Schedule
  - a. Meetings with Task Force
4. Review Scope of Work and planning process
  - a. Questions and Comments
5. Review of study goal and objectives
  - a. Description of the primary goal of the end product of the project.
6. Summary of Analysis
  - a. Project area Survey
  - b. Development of project issues, concerns, opportunities and constraints
  - c. Photo Documentation
7. Precedent Case Studies
  - a. Process/ Method for determination of Precedent Studies
  - b. Types of studies that were considered (historic districts, historic paving specific, infrastructure)
  - c. Review Precedent Studies
  - d. Questions and Comments
  - e. Next Steps
8. Paver Testing
  - a. Process/ Method
  - b. Preliminary Findings
  - c. Additional Information and Data to be collected
  - d. Questions and Comments
9. Questions and Comments
10. Next Steps
  - a. Next Meeting February 3rd, 2011

# Warehouse District Heritage Streets Project



Task Force Meeting #1

*December 16, 2010*



## Meeting Agenda

- **Introductions and Roles**
  - *Design Team and City staff*
  - *Task Force Members*
- **Task Force Roles and Responsibilities**
- **Project Schedule**
  - *Meetings with Task Force*
- **Review Scope of Work and planning process**
  - *Questions and Comments*
- **Review of study goal and objectives**
  - *Description of the primary goal of the end product of the project.*
- **Summary of Analysis**
  - *Project area Survey*
  - *Development of project issues, concerns, opportunities and constraints*
  - *Photo Documentation*



- **Precedent Case Studies**

- *Process/ Method for determination of Precedent Studies.*
- *Types of studies that were considered (historic districts, historic paving specific, infrastructure).*
- *Review Precedent Studies.*
- *Questions and Comments.*
- *Next Steps.*



- **Paver Testing**

- *Feasibility and Analysis of Paving Materials*
- *Define the Process/ Method.*
- *Preliminary Findings.*
- *Additional Information and Data to be collected.*
- *Questions and Comments.*



- **Questions and Comments**

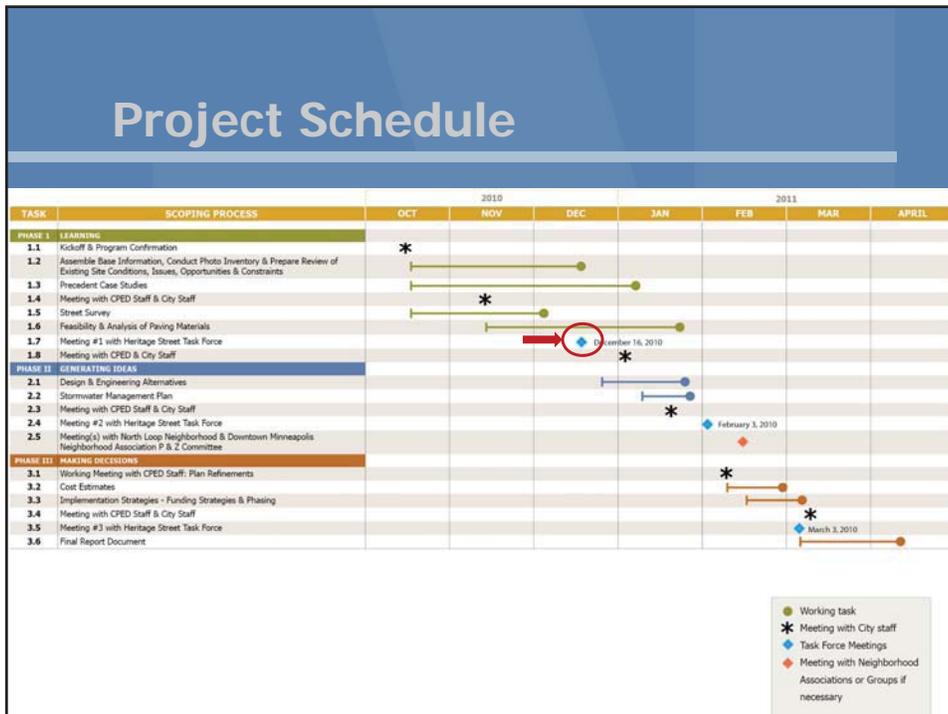
- **Next Steps**

## Introductions

- **Project Team**

- **John D. Slack** *Bonestroo*
- **Phil Gravel** *Bonestroo*
- **Tammy Lindberg** *Lindberg Consulting*
- **Beth Elliot**, *Project Manager*, *CPED*
- **Brian Schaffer** *CPED*

# Task Force Roles and Responsibilities



# Planning Process

- Seven month planning process focused on collaboration with City staff and Task Force, Neighborhood, and Community input
  - Three Phase Planning Process
    - *Phase 1: Learning*
    - *Phase 2: Generating Ideas*
    - *Phase 3: Making Decisions*
  - Three Meetings with this Task Force
    - *Today*
    - *February 3<sup>d</sup>, 2010*
    - *March 3<sup>d</sup>, 2010*
  - Five scheduled Meetings with City Staff



## ■ PHASE 1: LEARNING

The purpose of Phase 1 is to immerse the project team into the project. We will gather the necessary data to understand the parameters that define the project and the specific issues to be addressed. Phase 1 will:

- *Assess and document existing conditions of the project area*
- *Identify concerns, issues, opportunities and constraints*
- *Research precedent case studies*
- *Prepare a preliminary survey of defined streets*
- *Complete a feasibility report for reuse of existing pavers*



## ■ PHASE 2: GENERATING IDEAS

Phase 2 will include preparation of design layouts for the heritage streets. Phase 2 will include:

- *Design layouts for each of the heritage streets that will address accessibility for each mode of transportation.*
- *Will provide recommendations for preservation of the historic resources*
- *Will make recommendations for neighborhood livability....bike and pedestrian facilities, traffic control, street trees, etc.*
- *Integrate creative solutions for stormwater management*



## ■ PHASE 3: MAKING DECISIONS

Phase 3 will focus on preparation of cost estimates for the preferred street design layouts. Phase 3 tasks include:

- *Implementation Plan/ Strategy*
- *Review and Define Possible Funding Sources*
- *Define maintenance strategies and funding opportunities*
- *Project Phasing Strategies*
- *Develop a matrix to help make decisions regarding the preservation, accessibility and balance all modes of transportation. The matrix will include financial implications/ considerations to aid in the decision making process.*



## Study Goals and Objectives

- The primary goal of the study is to develop a street by street strategy for:
  - *Preserving the character of the Warehouse District by retaining (and possibly rehabilitating) the remaining historic materials and industrial infrastructure*
  - *Meeting ADA accessibility requirements*
  - *Meeting Minneapolis Public Works' need for street and sewer repairs and enhanced stormwater management*



- Primary Project Objectives:
  - *Balance interests related to sustainability, accessibility, and preservation to get to a product that will make final recommendations.*
  - *Develop a matrix to provide guidance and help make decisions regarding the preservation, accessibility and balance all modes of transportation. The matrix will include financial implications/ considerations to aid in the decision making process.*
  - *Develop a final product that is similar to engineering schematics for the design of all of the heritage streets and infrastructure which will serve as an implementation tool for the NL Small Area Plan and Warehouse District Guidelines.*



## Project Issues

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- **ACCESSIBILITY** - balance accessibility issues with preservation of existing historic infrastructure and limited space. The plan will need to accommodate each of the various travel modes, including accessible sidewalks for pedestrians.
- **INFRASTRUCTURE IMPROVEMENTS** - The plan needs to accommodate existing and new infrastructure to support roadway improvements, sewer repairs, and future redevelopment efforts.
- **HISTORIC PRESERVATION** – The plan will need to maintain the character of the project area by preserving the remaining historic paving materials and industrial infrastructure.
- **STORMWATER MANAGEMENT** – The options will benefit from integrating stormwater innovation and management techniques into the design. A key challenge will be maintaining historical levels of impervious coverage while meeting current stormwater management regulations.

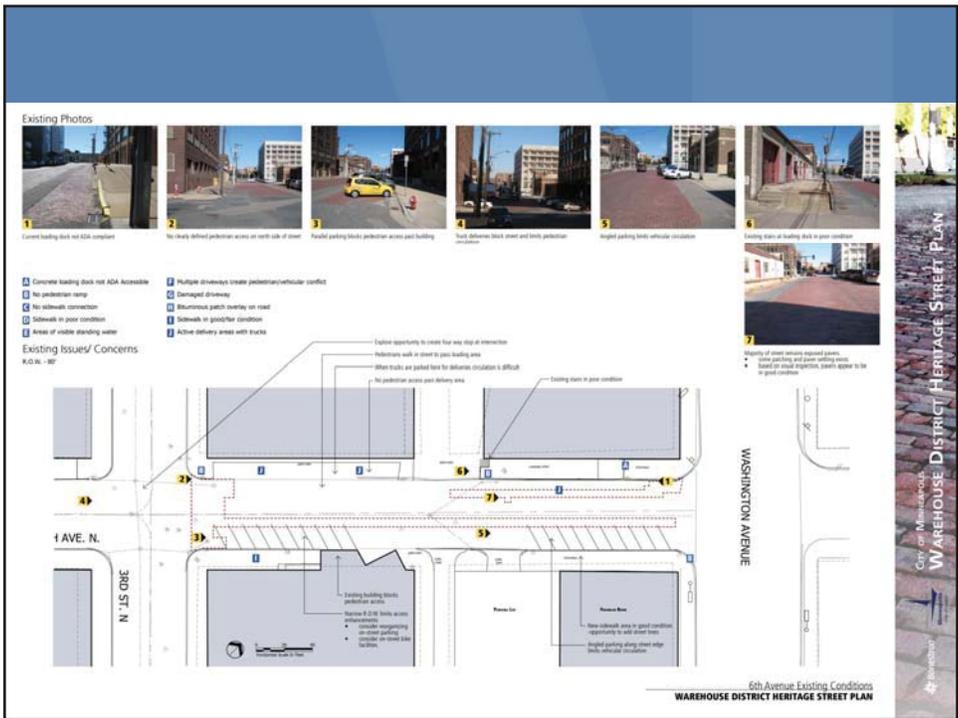
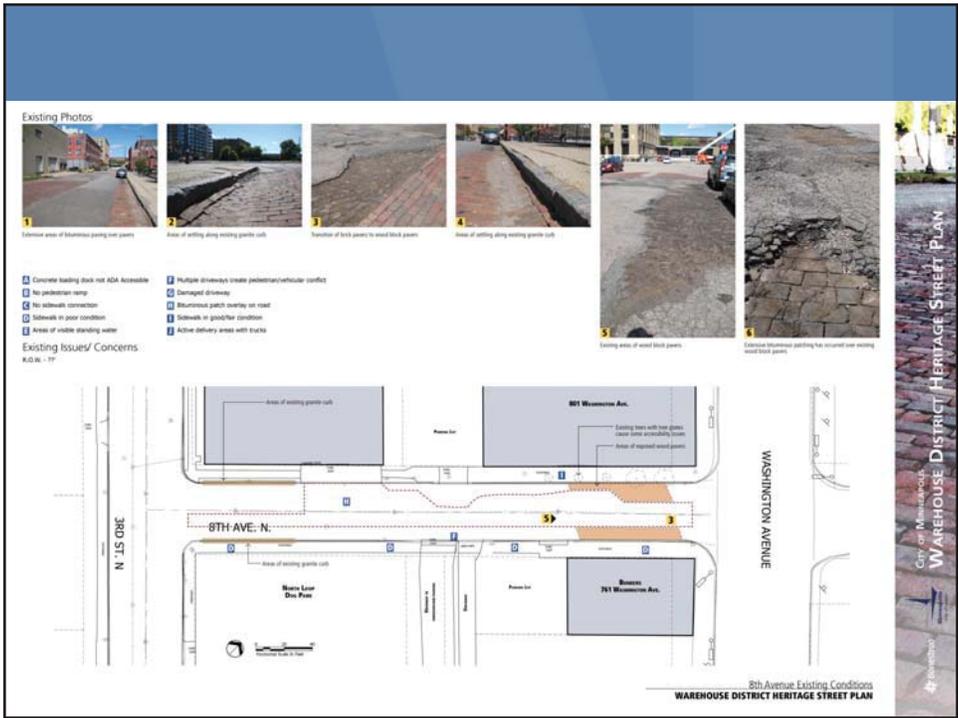
- **PUBLIC INVOLVEMENT** - Stakeholder involvement will nurture a responsive plan and foster a core group of advocates to share in its implementation. It will be important to work with the community to understand what exists, review street options, and provide recommendations that reinforce the City's vision for the Heritage Streets and create a sense of community pride.
- **POTENTIAL FUNDING OPPORTUNITIES** - It will be important to define creative opportunities for future funding of Heritage Street improvements and recommendations. Additional funding from traditional sources must also be defined.



# Summary of Analysis - Process

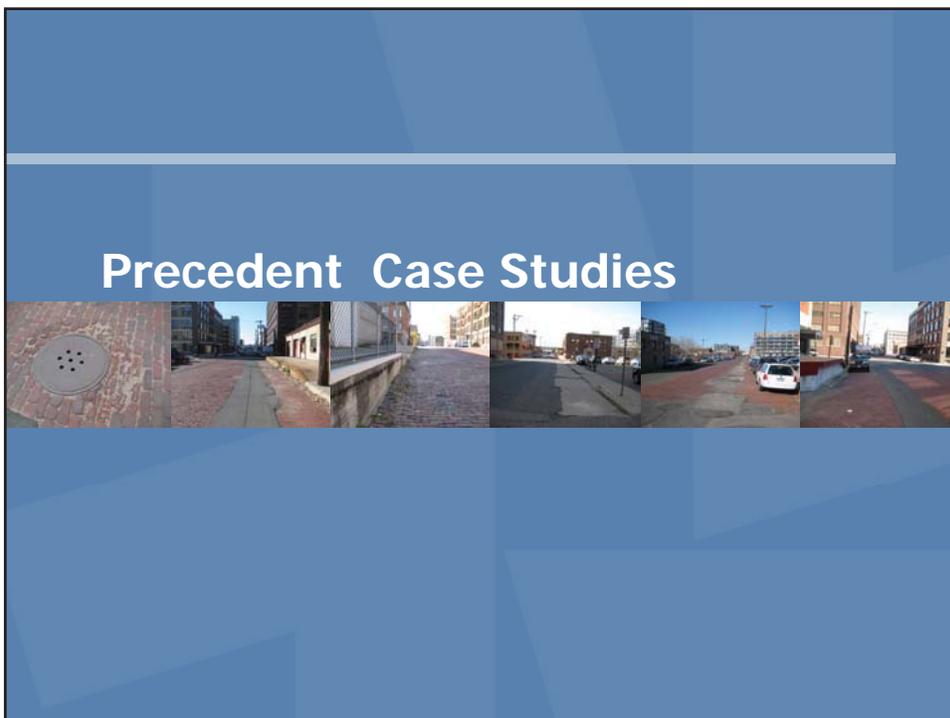
- Create site Survey of Existing Conditions
  - Survey to supplement existing available topographic information with more accurate detail on right-of-way obstructions such as loading docks, building edges, ramps, poles, signs, steps, curbs, etc.
- Field Documentation and photography
- Mapping of issues, constraints, concerns and opportunities
  - Understand and document critical issues that will affect study outcomes such as accessibility, paving condition, stormwater issues, utilities, active loading docks, poor condition of infrastructure, etc.







City of Minneapolis  
**WAREHOUSE DISTRICT HERITAGE STREET PLAN**  
 4/20/2019



## Process

- Development of Outreach Questions
- Primary Research: *Dubuque, IA and Ramsey and Crocus Hill Street Replacement Project in St. Paul.*
- Professional Outreach
  - *National Trust for Historic Preservation*
  - *Director of Preservation Alliance of Minnesota*
  - *Board members of Preserve Minneapolis*
- National Trust for Historic Preservation's Forum List-serve
- Precedent documentation and Matrix

## Outreach Questions

Are there any example historic warehouse districts/ industrial areas that have successfully retained historic brick paved streets, located in northern climates (i.e. localities that deal with snow, snow removal, freeze/thaw cycles)?

Additional advice sought regarding historic street pavers:

- a) Best practices involving the preservation and reparation of historic street materials including clay, wood, and granite pavers
- b) Techniques and associated costs to properly remove, clean, and reset historic paving materials.
- c) Maintenance issues, best care practices, and associated costs related to maintenance.
- d) Projects involving historic street pavers and ADA compliance and accessibility.
- e) Historic street pavers and the integration of stormwater management.
- f) Industrial areas, historic street pavers , street trees, and greening.
- g) How are/were historic street paver preservation projects funded?

## NT Forum Update

On November 23, 2010, Tammy Lindberg posted the two approved precedent case study questions (Appendix A) to the National Trust for Historic Preservation's Forum List-serve. 9 responses were received (Appendix B) resulting in 11 suggested cities.

The suggested cites were:

1. *Seattle, WA, specifically Pioneer Square experiencing degradation of brick alleys*
2. *Village of Wilmette, IL*
3. *Davenport, IA*
4. *St. Louis, MO*
5. *Rock Island, IL*
6. *Omaha, NE*
7. *NYC, NY, specifically the Meat Packing District on the edge of Greenwich Village*
8. *Wichita, KS, specifically Old Town*
9. *Portland, OR, specifically Pearl District*
10. *Granville Island, Vancouver BC*
11. *Duluth, MN*

## Selected Precedent Case Studies

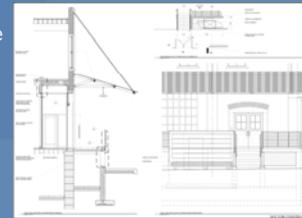
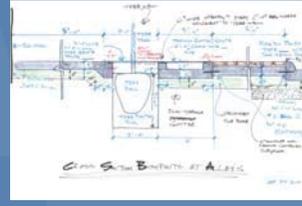
### Dubuque, IA

Reasons for selection:

- a. The Millwork District is a historic warehouse district that is currently being redeveloped into an urban mixed-use development
- b. The Millwork District has street-by-street rehabilitation goals. Many of these goals are similar to goals sought by Mpls:
  - "10th Street: Renovated warehouse buildings will animate and define a key pedestrian connection to Downtown. Tenth Street will be a unique urban space, with reused bricks, portals to courtyards, and adapted loading docks."
  - "Jackson Street: Partial reconstruction will include upgrades to utilities and conditions but will enable Jackson Street to retain its inherent character. Existing rail tracks, brick pavers, and other unique features will remain in place where appropriate."



- c. Dubuque's developmental plan includes uses and objectives that have a good chance of attracting funding from public programs, as well as encouraging private investment in the district.
- d. Professional suggestions
- e. "Complete Streets" focus – Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street.



## Suggested Case Studies

- New York City, NY (Gansevoort Market Historic District, Meat Packing District, Stone Street Dist.)
  - Similar infrastructure to Mpls Warehouse District with existence of metal canopies originally installed for market purposes; Belgian block paving still visible on most streets.
  - light warehouse use still occurs; district must meet needs of warehousing, high-end retail, entertainment (i.e. restaurants, clubs, and bars), and residential housing
  - Stone Street Historic District in lower Manhattan – Stone Street is said to be the first (cobble) paved street in the city of New York. Following decades of neglect, a joint partnership between the Landmarks Commission and other city agencies, the Alliance for Downtown New York and Stone Street owners has transformed Stone Street from a derelict back alley into one of Downtown's liveliest scenes. Restored buildings, granite paving, bluestone sidewalks and period streetlights set the stage for the half dozen restaurants and cafes.
  - Pavers are considered a contributing resource to the neighborhood. City actively maintains the pavers

### ■ Pearl District, Portland, OR

- *Has areas of restricted right of way similar to Mpls*
- *Railroad spurs, river docks, and loading areas are common features seen in Portland industrial settings with high integrity.*
- *The City has adjusted street maintenance standards to allow and encourage preservation of these streets*

### ■ Old Town in Wichita, KS

- *Creative funding sources used to retain brick pavers and other infrastructure*
- *Initial research shows infrastructure similar to Mpls – i.e. retaining of loading docks & metal canopies*
- *Brick streets are identified as character defining features of the Old Town Overlay Zoning District.*
- *Old Town is ADA accessible – will be interesting to learn measures used to do so.*

### ■ Rock Island, IL

- *See Example*

## Paver Testing



■ **Primary Objective:** *Prepare feasibility study to determine the opportunity for salvage and future reuse of existing street pavers.*

■ **Process**

- *Background research into history of street paving in the project area*
- *Review annual reports for timing of street reconstruction*
- *Meet with Public Works staff to document past efforts related to repair, replacement, extraction process, salvage, survivability rate of pavers, reuse, storage and availability of materials.*
- *Photo document of existing pavements and study condition of base materials and subsurface conditions*
- *Durability testing as needed*



## Questions/ Comments

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- Any questions may be directed to Beth Elliot

## Next Steps

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- Draft Precedent Case Studies will be available in January
- Draft Summary of Analysis graphics will be completed in early January
- Next Meeting ***February 3rd, 2011***
  - *Concept plans for each street section*
  - *Stormwater recommendations*
  - *Recommendations to improve neighborhood "Livability"*

# Meeting Agenda

## **Warehouse District Heritage Street Plan**

Steering Committee #2  
City of Minneapolis CPED  
City Hall - Room 103  
2.3.2011

1. Introductions
  - a. Design Team and City staff
  - b. Task Force Members
  
2. Project Schedule
  - a. Meetings with Task Force
  
3. Summary of Analysis
  - a. Review Summary of Analysis
  
4. Precedent Case Studies
  - a. Summary of Precedent Case Studies
  
5. Heritage Streets Concept Plan
  - a. Planning Assumptions
  - b. Heritage Street Concept Plans
  
6. Questions and Comments
  
7. Next Steps
  - a. Next Meeting March 3rd, 2011

# Warehouse District Heritage Streets Project



## Task Force Meeting #2

February 3<sup>rd</sup>, 2011

City of Minneapolis CPED  
City Hall - Room 103  
2:00 - 4:00pm



## Meeting Agenda

- **Introductions and Roles**
  - *Design Team and City staff*
  - *Task Force Members*
- **Project Schedule**
  - *Meetings with Task Force*
- **Review of Precedent Case Studies**
  - *Summary of Precedent Studies.*
- **Summary of Analysis**
  - *Review Design Issues and Planning Assumptions*
- **Heritage Streets Concept Plan**
  - *Heritage Street Concept Plans*
- **Questions and Comments**
- **Next Steps**

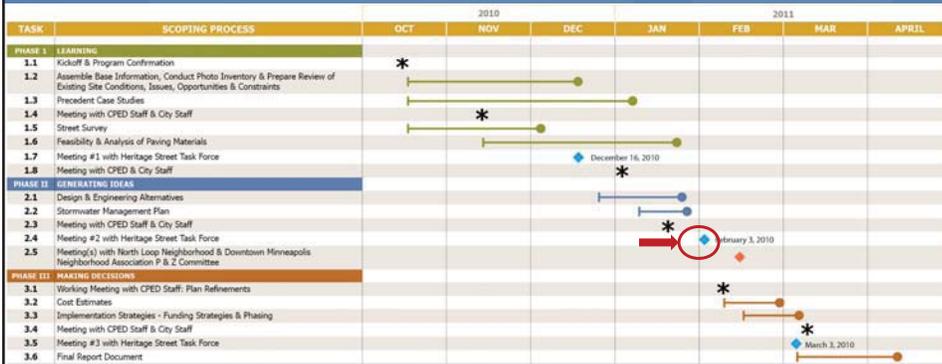


# Introductions

## ■ Project Team

- **John D. Slack** *Bonestroo*
- **Phil Gravel** *Bonestroo*
- **Tammy Lindberg** *Lindberg Consulting*
- **Carol Zellie** *Landscape Research*
- **Beth Elliot, Project Manager**, *CPED*
- **Brian Schaffer** *CPED*

# Project Schedule



Would like to suggest a final meeting the 3<sup>rd</sup>, 4<sup>th</sup> or 5<sup>th</sup> Week of March.

- Working task
- \* Meeting with City staff
- ◆ Task Force Meetings
- ◆ Meeting with Neighborhood Associations or Groups if necessary

# Historic Context



Henn. Avenue – 1<sup>st</sup> Street towards Washington



1st Avenue N – Looking towards 4<sup>th</sup> Avenue



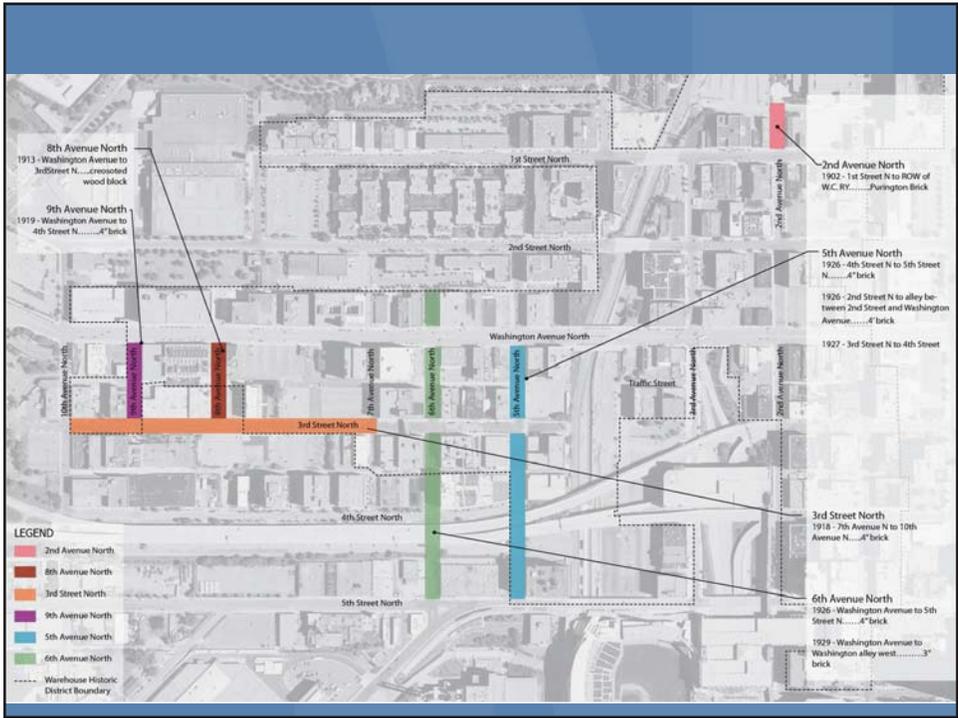
3<sup>rd</sup> Street at 14<sup>th</sup> Avenue –  
Wood block pavers



1st Avenue N – 4<sup>th</sup> Street towards Washington



1st Avenue N and 4<sup>th</sup> Street – Looking towards 6<sup>th</sup>



## Precedent Case Studies

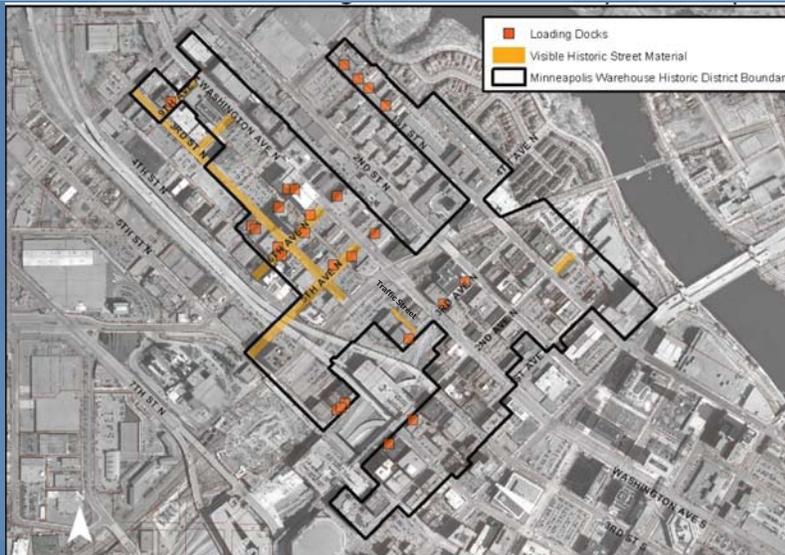


# Summary of Analysis



*Review Design Issues and Planning Assumptions*

## Warehouse District Heritage Streets Project – Study Area



# Planning Assumptions

## Existing ROW's (Rights-of-Way).

- The existing ROW's for the primary streets defined in the study vary in width. It appears that the width of the ROW's will not impact the proposed improvements but need to be considered when making design decisions related to pedestrian accessibility, road widths, on-street parking, loading docks and preservation of view corridors.
- Minneapolis Warehouse Historic District Design Guidelines (February 23, 2010)  
*The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets*
  - 1.9. The location and width of existing street and alley rights-of-way shall be preserved in place and canopies dating from the period of significance shall be preserved and retained.
  - 1.10. Streets and alleys shall not be interrupted by new structures or buildings that cut off views and access through the corridor.

## *Design and Materials for the Public Realm:*

- 1.29. Reconfiguring of public right-of-way to make infrastructure more pedestrian or other transportation modal friendly is appropriate as long as the historic features are not removed, the visual corridor is not interrupted and the spatial relationships of the district are not affected.
- 1.30. Right-of-way designs that narrow vehicular drive lanes to accommodate wider public sidewalks and retain the full size and configuration existing loading docks are encouraged.

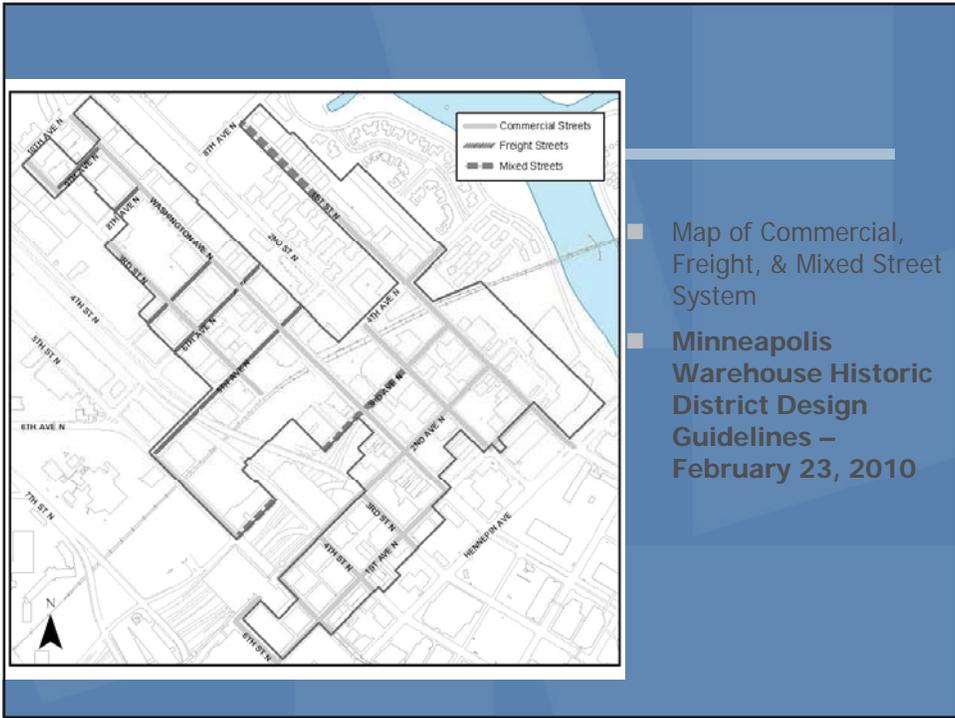
## Street Design

- The design concepts for the streets within the project area will conform to City of Minneapolis and MSA design standards. We will rely on recommendations and policies defined in the following documents.
- MSA Street Design Guidelines. A majority of the streets within the project area are MSA (Municipal State Aid) routes and should be designed in accordance.
  - MSA Streets can be designed with 11' drive lanes, 2' curb reaction distance and 8' parking lanes within the project area.
  - Only 8th Avenue N and 9th Avenue N are not MSA streets.
- Access Minneapolis
  - Ten Year Transportation Plan – Washington Avenue is identified as a Commercial Corridor.
  - The Ten Year Transportation Plan defines 8th Avenue N and 9th Avenue N as Local Streets that can be designed with 9' drive lanes and 7' parking lanes.
- Multi-modal planning considerations
- Parking
  - On-street parking in the project area is primarily non-metered.
  - On-street parking meters occur along Washington Avenue, 2<sup>nd</sup> Avenue and the section of 5<sup>th</sup> Avenue (3<sup>rd</sup> Street N to 5<sup>th</sup> Street N)

- The Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010) identifies two specific street designations that need to be considered as part of the street design. These designations are defined below:
- **Commercial Streets:** *In most cases commercial streets represent the traditional development patterns of downtown Minneapolis where the buildings developed a public facade by locating primary entrances along all the street facing facades and used the alleys for the loading and distribution of goods. These streets include all streets not designated as freight streets. The only designated commercial street in the project area is 3rd Street N.*
- **Freight Streets:** *Freight streets are indicative of the change in building orientation due to the block's adjacency to rail spur lines. These streets possess the non-rail freight distribution infrastructure of loading docks and canopies. Building access along these streets is traditionally less public and more commercial or industrial in nature.*
- Freight Streets in the project area include:
  - 9th Avenue N - Washington to 3rd Street N
  - 8th Avenue N - Washington Avenue to alley between Washington and 3rd Street N
  - 7th Avenue N - Washington Avenue to alley between 3rd Street N and 4th Street N
  - 6th Avenue N - Alley between Washington Avenue and 2nd Street N to alley between 3rd Street N and 4th Street N

- 5th Avenue N - Alley between Washington Avenue and 2nd Street N to 5th Street N

- *The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets*
  - 1.12. On commercial streets, Street Design: The main aspects for consideration when improving a commercial street shall include provisions for amenities that further pedestrian activity and building access.
- *Design and Materials for the Public Realm:*
  - 1.31. All streets systems shall be designed for pedestrian and vehicular safety, and ADA compliance.



Map of Commercial, Freight, & Mixed Street System

**Minneapolis Warehouse Historic District Design Guidelines – February 23, 2010**

**Universal Design and ADA Accessibility**

- Design should incorporate ADA accessibility guidelines and policies. The design for the streets and infrastructure within the project area will define improvements within the public ROW to improve access to all modes of transportation. We will rely on recommendations and policies defined in the following documents:
  - ADA Standards for Accessible Design (Department of Justice)
  - Access Minneapolis
  - Universal Building Code
  - Accessibility guidelines related to MSA Standards
  - Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010)
  - *The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets*
    - 1.18. On all streets, the narrowing of vehicular right-of-way to accommodate sidewalks around loading docks to create more pedestrian friendly activity is encouraged.
    - 1.19. On mixed and freight streets, the addition of railings or the alterations to the slope of the loading docks is appropriate to create an accessible, pedestrian-friendly environment.
  - *Design and Materials for the Public Realm:*
    - 1.31. All streets systems shall be designed for pedestrian and vehicular safety, and ADA compliance.

#### Historic Preservation of Loading Docks and Infrastructure

- The design concepts for the historic infrastructure within the project area will define improvements. The design options will also look at concepts to enhance and preserve historic infrastructure within the public ROW areas. We will rely on recommendations and policies defined in the following documents:
  - North Loop Small Area Plan
  - Minneapolis Warehouse Historic District Design Guidelines
  - HPC Guidelines
- A majority of the loading docks within the project area are functional and are still being utilized for shipping and receiving.
- General structural condition of the loading docks within the project area are considered in fair to good condition based on a visual analysis (from a structural engineer)
- Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010) identifies specific recommendations related to Loading Docks.
  - *The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets*
    - 1.11. Loading docks and canopies dating from the period of significance shall be preserved and retained.
    - 1.14. On freight streets, Street Design: The main aspects to be considered when improving freight streets shall include the preservation of historic loading docks and canopies to reflect their service function and proper management of vehicular and service access to the property.
    - 1.18. On all streets, the narrowing of vehicular right-of-way to accommodate sidewalks around loading docks to create more pedestrian friendly activity is encouraged.
    - 1.19. On mixed and freight streets, the addition of railings or the alterations to the slope of the loading docks is appropriate to create an accessible, pedestrian-friendly environment.

#### Condition of existing pavements.

- The design concepts for the streets within the project area will define areas of pavements to preserve and enhance.
- It is estimated (through a variety of different paving tests and research information) that we can expect up to a minimum of 15% - 20% paver loss due to the removal process.
- Streets within the project area have an average of 30%-52% of patching (variety of different materials including bituminous and concrete) of existing historic pavements.
- Based on visual inspection (by project team members including paving contractor, historic preservationist, civil engineer, landscape architect and notes provided by Public Works Staff) it is estimated that 85% - 90% of visible pavements are in fair to good condition.
- Existing Historic Pavements
  - *Existing quantity of pavers in the project area*
    - A rough estimate is that there are 173,200 sf. of pavers in the project area
    - Of this total we can expect to lose approximately 15%-20% of those pavers during removal for a salvageable quantity somewhere in the range of 147,203 sf. to 138,560 sf.
    - There is an estimated quantity of 18,000 sf. of historic pavers on 6th Avenue N (between 4th Street N and 5th Street N) that is outside of the district and should be removed, cleaned and reused with the district. A usable quantity of these pavers will be in the range of 14,400 sf. to 15,300 sf.
    - There is an estimated 63,115 sf. of historic pavements that has been covered with patching.
    - The proposed concepts presented today estimate about 165,800 sf. of historic pavements. Based on the salvageable pavers that can be reused (including the extra pavers from 6th Avenue) there is an estimated shortfall of roughly 12,800sf. of pavers.



- *The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets*

- 1.20. On commercial and mixed streets, where possible, add street trees, street amenities, pedestrian lighting and other features that further pedestrian activity and building access.

- *Street Landscape, Parks & Open Spaces:*

- 1.35. Street trees shall not be located directly in front of entrances of historic buildings.
- 1.36. The location of street trees shall be centered within or between bays of buildings.
- 1.39. Landscape grass strips, planting beds, and grass boulevards are not recommended in most locations within the district. These features will be considered on a case by case basis.

**Stormwater Management**

- The design concepts for the streets and infrastructure within the project area will incorporate ideas for stormwater management within the public ROW areas. We will rely on recommendations and policies defined in the following documents:

- City of Minneapolis standards
- MWMO (Mississippi Watershed Management Organization) Standards
- Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010) identifies specific recommendations related to stormwater management.

- *Design and Materials for the Public Realm:*

- 1.34. New or replacement paving materials that help with storm water management will be considered.

- City of Minneapolis stormwater management requirements call for:

- Rate control to existing conditions for the 2-year, 10-year, and 100-year, 24-hour storm events.
- Removal of 70% of total suspended solids from the stormwater prior to leaving the site. Best management practices must be designed for the 1.25-inch rain event.

- Mississippi Watershed Management Organization (MWMO) proposed minimum standards call for:

- Rate control to existing conditions for the 2-year, 10-year, and 100-year, 24-hour storm events.
- Removal of 90% of total suspended solids from the stormwater prior to leaving the site.
- On-site retention of the runoff generated from one inch of rainfall over the impervious surfaces of the site, using a runoff coefficient of 0.9.

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**Maintenance.**

- The design concepts for the streets and infrastructure within the project area will consider maintenance implications and the current practices and policies defined by Minneapolis Public Works staff.

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## Prioritization List

The Prioritization List is the handy, short-form of the Warehouse District Heritage Streets Plan. This list includes a majority of all of the remaining brick streets within the Warehouse Historic District, their prioritization for preservation in categories one through three, and some short explanations about the extent of preservation for each category.

**Recommendations to Preserve Heritage Streets**

In forming the plan methodology and recommendations a series of assumption regarding the preservation of Heritage streets.

**Assumption 1:** Streets that meet recommendations of previous planning studies are strong candidates for preservation.

**Assumption 2:** Streets that meet period of significance (1865 -1930) for the Warehouse District are stronger candidates for preservation.

**Assumption 3:** Heritage Streets in good condition (no damaged pavers and no pavement heaving) with few patches are stronger candidates for preservation.

# Prioritization List

**Assumption 4:** Streets with poor structural condition and drainage issues are good candidates for repair and preservation.

**Assumption 5:** Streets that will require utility work in the future to support redevelopment are good candidates for repair and preservation.

Streets with large numbers of new utilities below them are poor candidates for preservation.

**Assumption 6:** Streets with historic loading dock areas and a higher percentages of "contributing" structures with good architectural integrity are good candidates for preservation.

# Prioritization List

## Recommendations to Preserve Warehouse District Heritage Streets Brick Streets

Three categories were created, ranging from restoration recommendations to identifying those which merit further comment from the Minneapolis HPC.

### *Recommended Categories:*

**Category One:** These Warehouse District Heritage Streets are so important to the Warehouse District that they should be restored to their original appearance with modifications to improve accessibility.

These bricks should be replaced and the disturbed areas restored to their former appearance. Additional efforts should be made to actually restore these Heritage streets when funds are available.

- *Traffic Street*
- *6th Avenue N*
- *8th Avenue N*
- *2nd Avenue N*
- *3rd Street N*

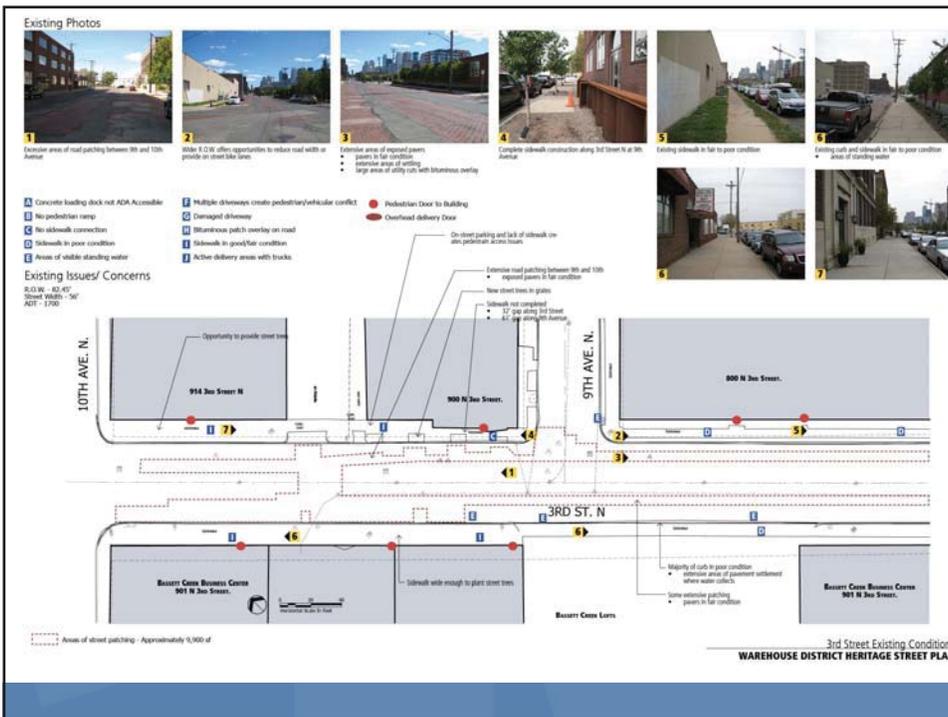
**Category Two:** These streets are important enough to merit preservation, but not so important as to merit restoration. These bricks should be replaced and the disturbed areas restored to their former appearance.

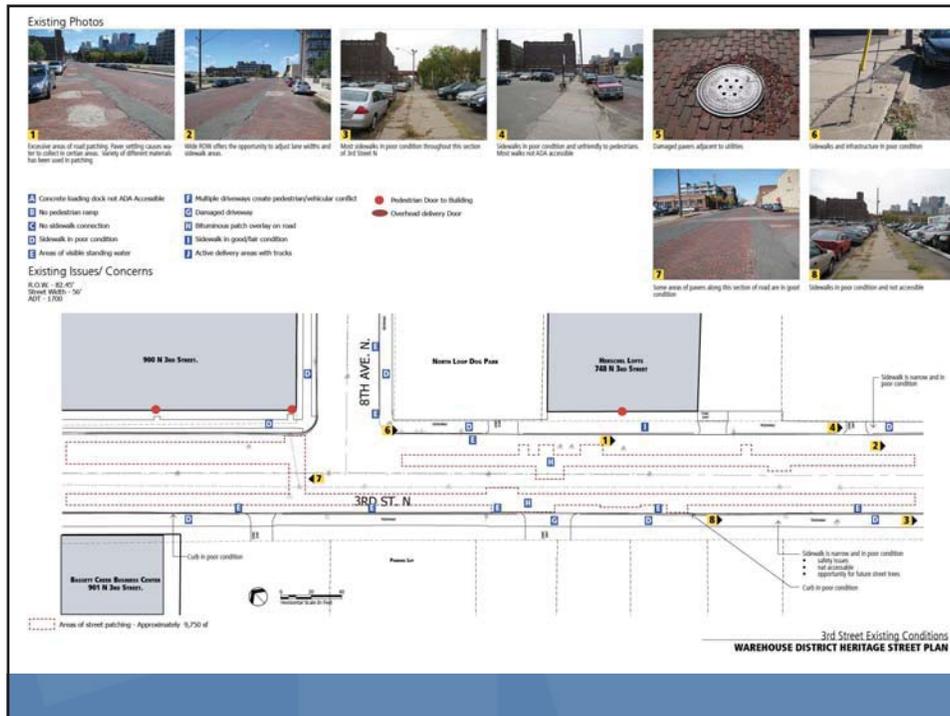
- *9th Avenue N*

**Category Three:** Streets should go to the Minneapolis Heritage Preservation Commission for further comment before resurfacing or repairs commence due to the questionable potential for preservation.

- *5th Avenue N*

# Heritage Street Concepts

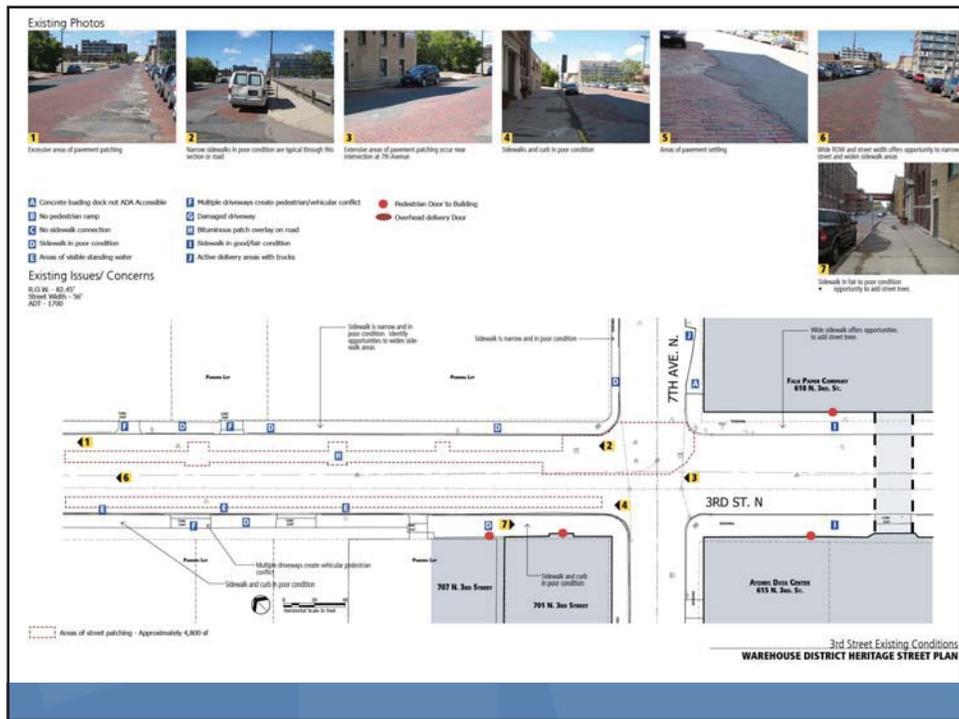
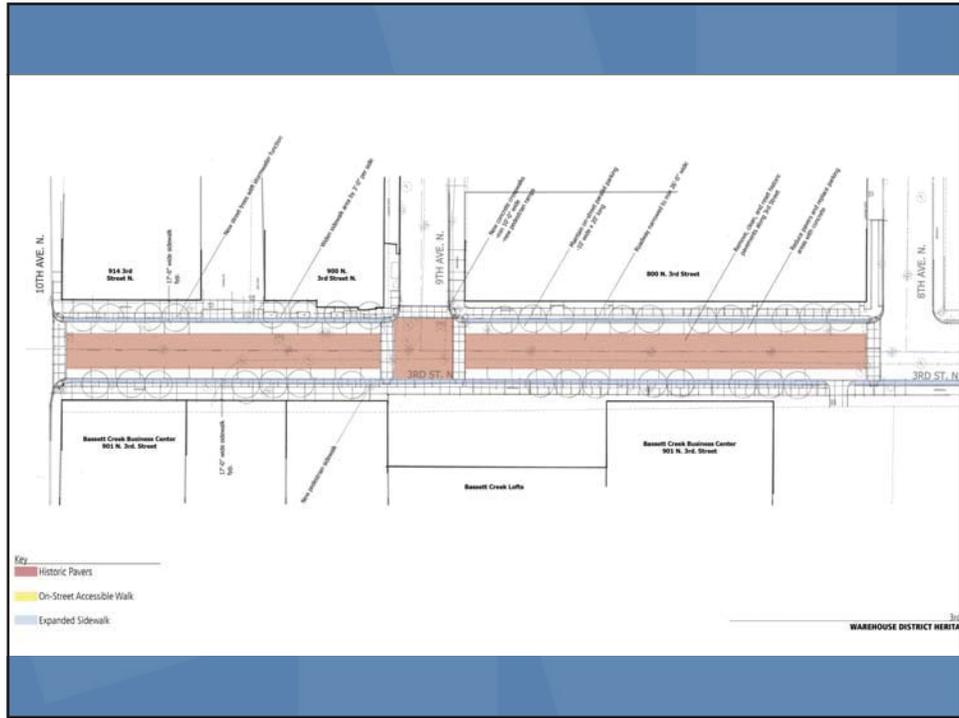




## 3rd Street North (10th Avenue N to 8th Avenue North)

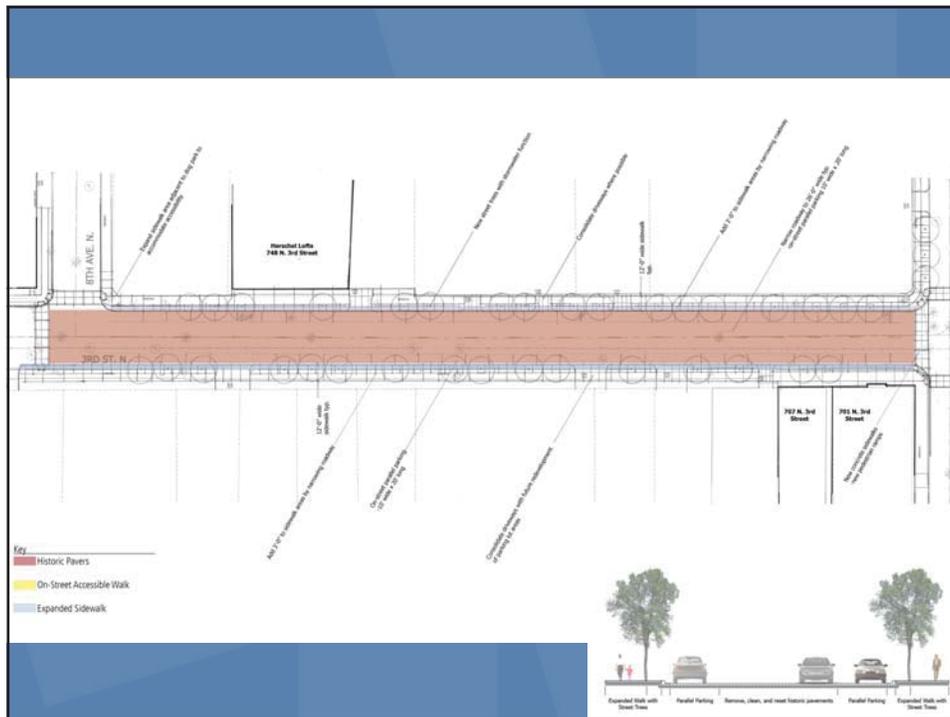
- Existing ROW along 3rd Street N is 82.45' wide
- Current Street width is 56' wide
- ADT's for 3rd Street are 1700
- There is currently on-street parking on portions of both sides of the street
- It is estimated about 65% of the historic street pavement is exposed and roughly about 35% of the pavement is covered with bituminous patching.
  - Many visible areas of pavement settling that collect stormwater
  - Estimated 75% of visible pavement appears to be in good condition
- Sidewalks on both sides on the street between 10th Avenue and 9th Avenue are in fair condition. Sidewalk on the north side of the street is interrupted by numerous driveways leading to parking areas.
  - 900 N 3rd Street building has about 61' lineal feet of sidewalk missing along 9th Avenue. There is roughly 32' of sidewalk missing along 3rd Street N in front of the building.
- Sidewalks on both sides of the street between 9th Avenue and 8th Avenue are in poor condition.
- ADA accessibility
  - Accessibility on both sides of the street between 10th Avenue and 9th Avenue is considered fair. The missing section of sidewalk in front of the 900 N 3rd Street building needs to be completed.
  - Accessibility on both sides of the street between 9th Avenue and 8th Avenue is considered poor.

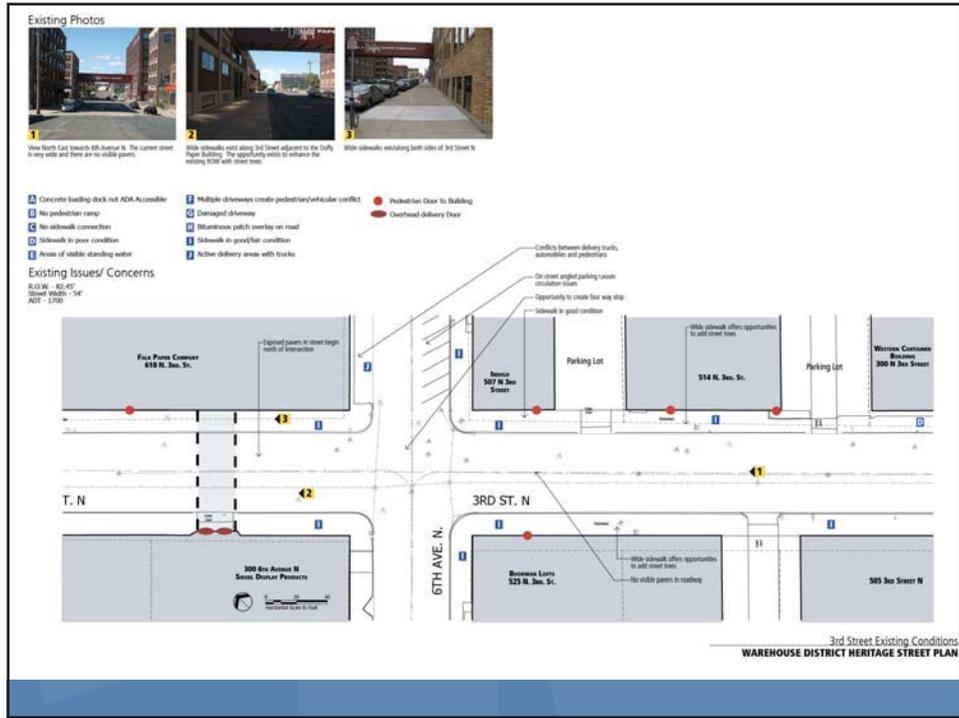
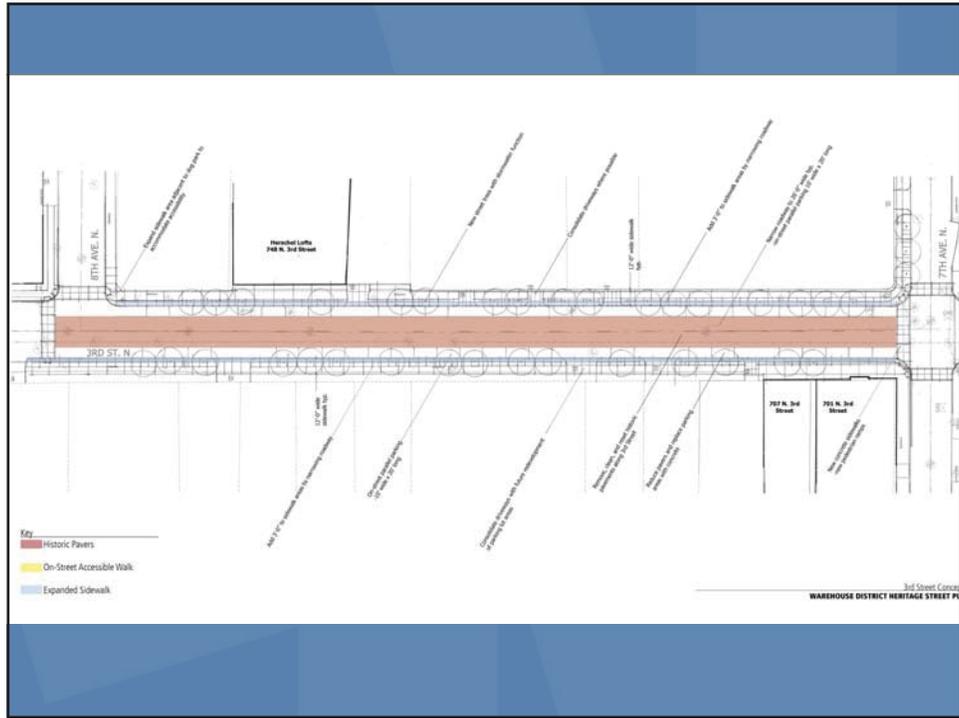


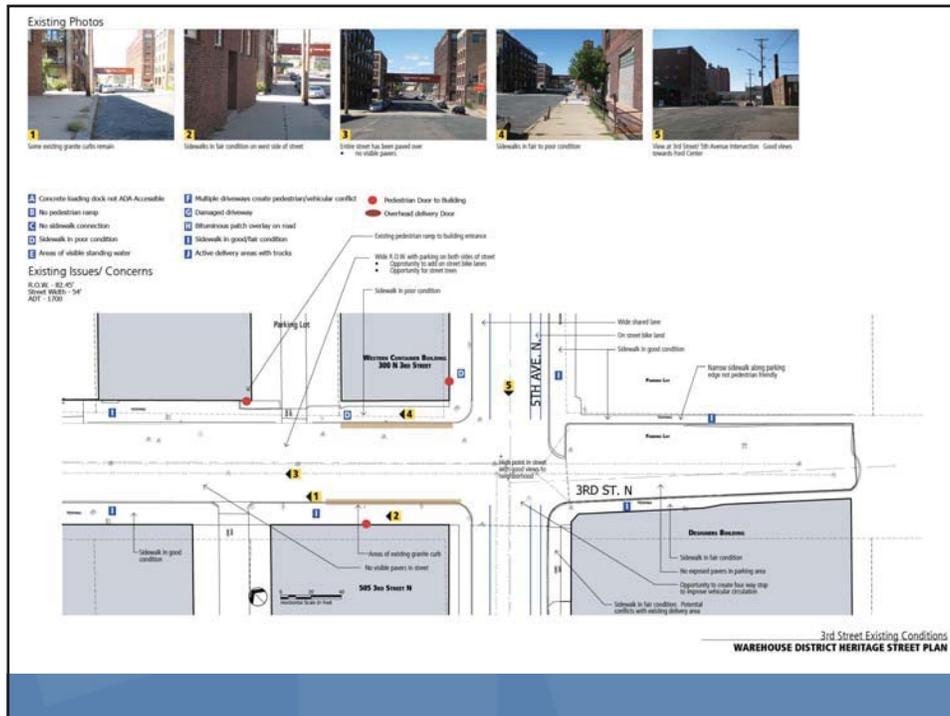


## 3rd Street North (7th Avenue N to 6th Avenue North)

- Existing ROW along 3rd Street N is 82.45' wide
- Current Street width is 56' to 54' wide
- ADT's for 3rd Street are 1700
- There is currently on-street parking on portions of both sides of the street
- There are no historic pavements exposed along 3rd Street N.
- Sidewalks on both sides on the street between 7th Avenue and 6th Avenue are in good condition.
- ADA accessibility
  - Accessibility on both sides of the street between 7th Avenue and 6th Avenue is considered good.



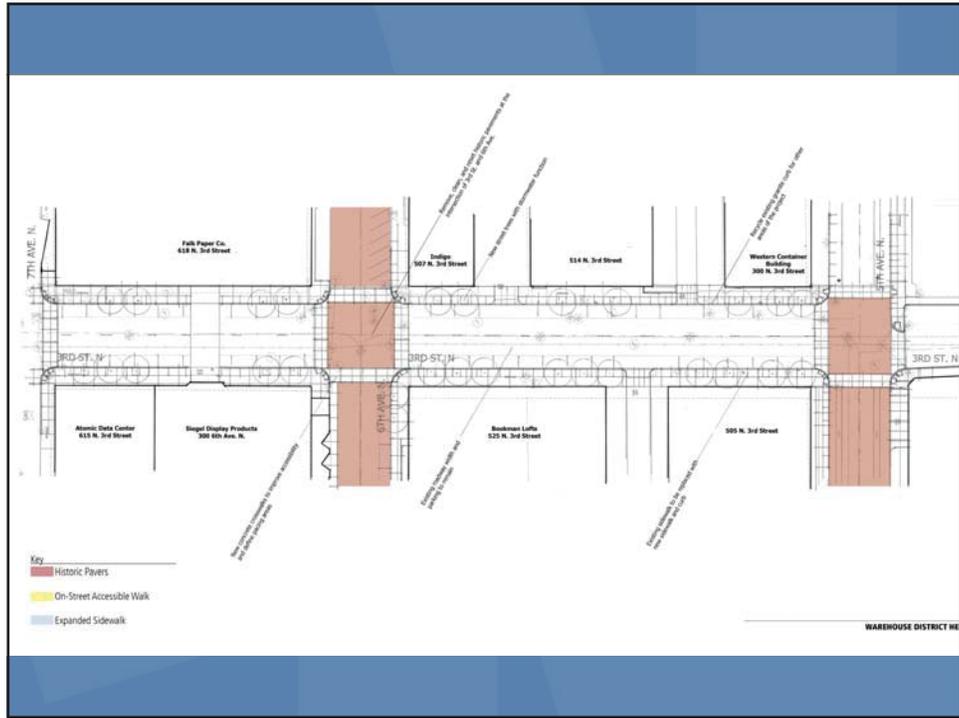




## 3rd Street North (6th Avenue N to 5th Avenue North)

- Existing ROW along 3rd Street N is 82.45' wide
- Current Street width is 54' wide
- ADT's for 3rd Street are 1700
- There is currently on-street parking on portions of both sides of the street
- There are no historic pavements exposed along 3rd Street N.
- Sidewalks on both sides on the street between 6th Avenue and 5th Avenue are in fair condition. Sidewalks and curb on the north side near 5th Avenue are in poor shape.
- Sidewalk along the entire south side of the street is in good shape. Curb on south side near 5th Avenue in poor shape. Historic granite curb remains in short sections at the east end of the street.
- ADA accessibility
  - Accessibility on both sides of the street between 6th Avenue and 5th Avenue is considered fair to good.





**Existing Photos**

1. Significant paved parking areas adjacent to new sidewalk areas.
2. Sidewalk area and loading dock not fully constructed. Paved parking blocks pedestrian circulation.
3. Standing water in areas of poor settlement. Concrete curbing at marquee.
4. Sidewalk areas adjacent to loading docks in poor condition. Non-ADA compliant loading dock ramp. Pavers at edge of ramp in street have buckled.
5. Address unfinished construction of loading dock.
6. Photo of typical poor condition in roadway.
7. Photo of typical poor condition in roadway.

- Concrete loading dock not ADA Accessible
- No-pedestrian ramp
- Multiple driveways create pedestrian/vehicular conflict
- Disregard driveway
- Pedestrian Door to Building
- Overhead delivery Door
- No sidewalk connection
- Illegitimate patch overlay on road
- Overhead delivery Door
- Sidewalk in poor condition
- Sidewalk in good/fair condition
- Active delivery areas with trucks
- Areas of visible standing water

**Existing Issues/Concerns**

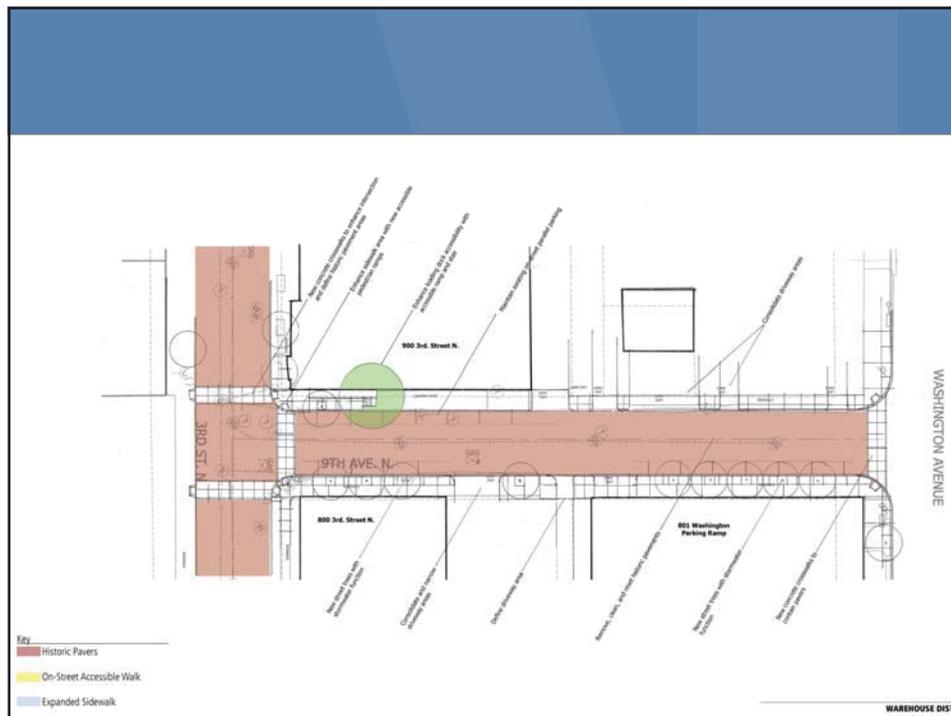
8,000 sq. ft. Street Width: 42' ADT - Modified (Not a Municipal State Aid Street)

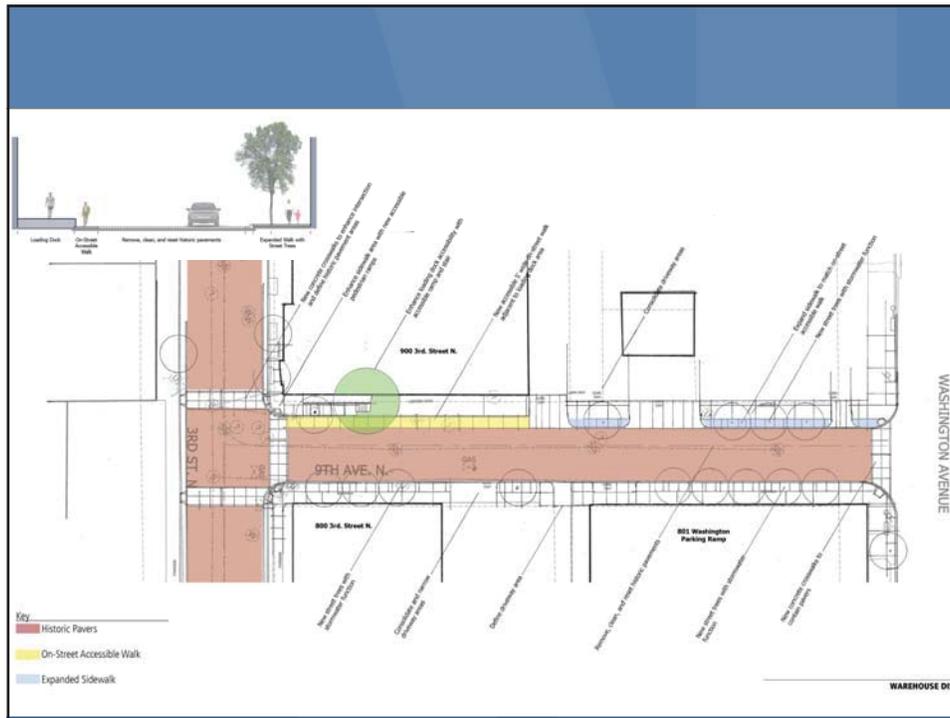
**9th Avenue Existing Conditions**  
**WAREHOUSE DISTRICT HERITAGE STREET PLAN**

Areas of street patching - Approximately 3,375 sq. ft.

## 9th Avenue N. (Washington Avenue to 3rd Street N)

- Existing ROW along 9th Avenue N is 66' wide
- Current Street width is 42' wide
- 9th Avenue N is not a designated MSA (Municipal State Aid) route
- There is currently on-street parking on portions of both sides of the street
- It is estimated about 70% of the historic street pavement is exposed and roughly about 30% of the pavement is covered with bituminous patching.
  - Some visible areas of pavement settling that collect stormwater
  - Estimated 85% of pavement appears to be in good condition
- New continuous sidewalk on the east side of the street. Sidewalk on the west side of the street is interrupted by numerous driveways leading to parking areas.
  - 900 N 3rd Street building has about 61' lineal feet of sidewalk missing along 9th Avenue. There is roughly 32' of sidewalk missing along 3rd Street N in front of the building.
- Existing loading dock has been modified along the 900 N. Third Street Building.
  - Loading dock construction is not completed and not ADA compliant.
- ADA accessibility
  - Accessibility on the east side of the street is considered good and the west side of the street is considered poor.





**Existing Photos**

1 Concrete loading dock not ADA Accessible  
2 No pedestrian ramp  
3 Sidewalk in poor condition  
4 Areas of shabby standing water  
5 Active delivery areas with trucks  
6 Pedestrian Door to Building  
7 Overhead delivery Door

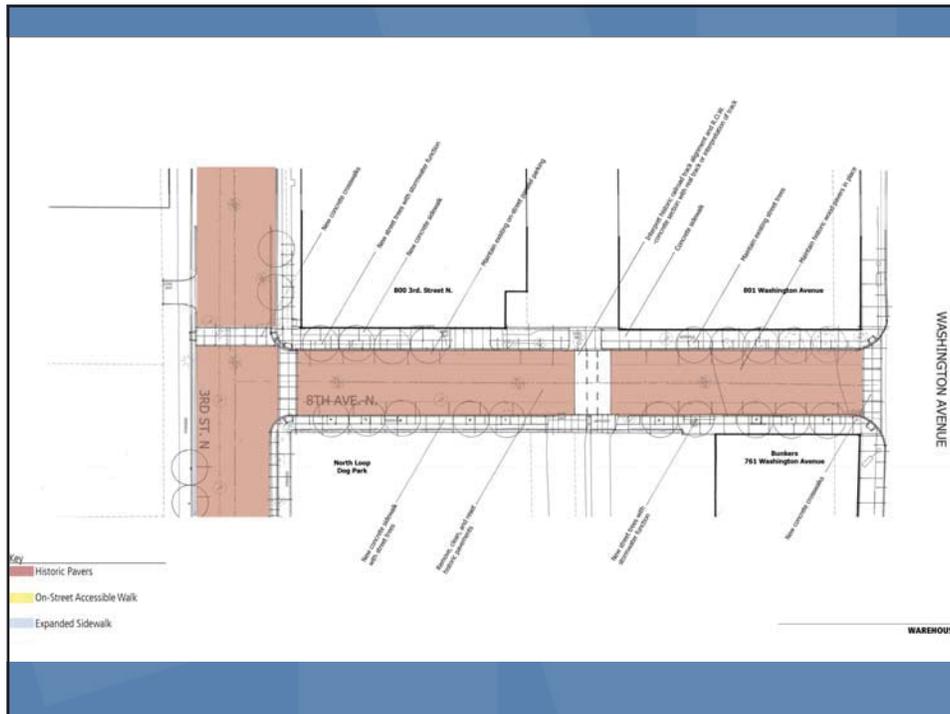
**Existing Issues/ Concerns**

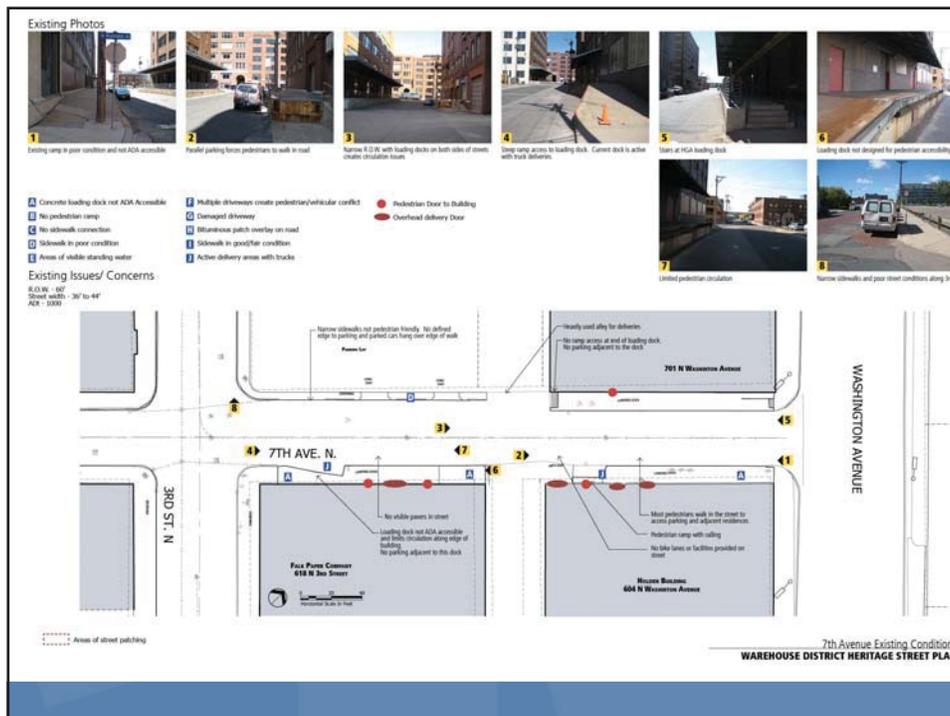
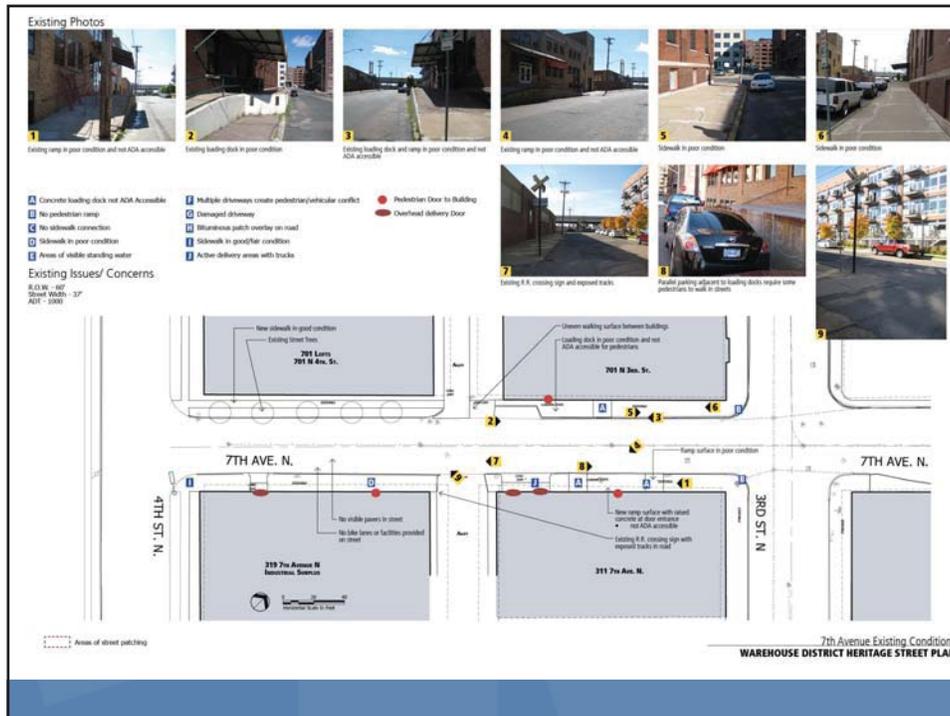
8.03.06 - 66' Street Width - 47' AWT - Unshaded (Not a Municipal State Aid Street)

8th Avenue Existing Conditions  
WAREHOUSE DISTRICT HERITAGE STREET PLAN

## 8th Avenue N. (Washington Avenue to 3rd Street N)

- Existing ROW along 8th Avenue N is 66' wide
- Current Street width is 42' wide
- 8th Avenue N is not a designated MSA (Municipal State Aid) route
- There is currently on-street parking on portions of both sides of the street
- It is estimated about 30% of the historic street pavement is exposed and roughly about 70% of the pavement is covered with bituminous patching.
  - Bituminous patching appears to be in multiple layers in certain spots along the street
  - Some visible areas of pavement settling that collect stormwater
  - Estimated 70% of pavement appears to be in fair to good condition
  - Existing creosote wood block pavers appear to be in good condition
- Sidewalks on both the east and west side of the street is interrupted by numerous driveways leading to parking areas.
  - Sidewalks are in poor condition based on visual analysis.
  - Curbs also appear to be in poor condition. There are existing granite curbs along both sides of the street at the intersection of 3rd Street N
- Some active loading areas exist at the 800 N 3rd Street building
- ADA accessibility
  - Accessibility on the both sides of the street is considered poor.





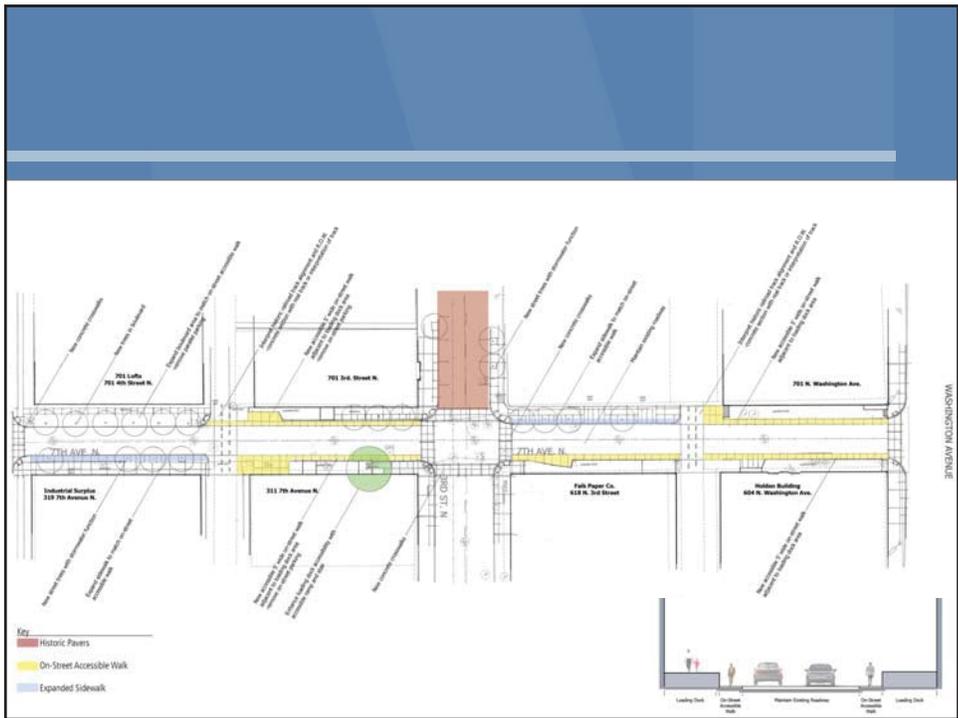
## 7th Avenue N. (3rd Street N to 4th Street N)

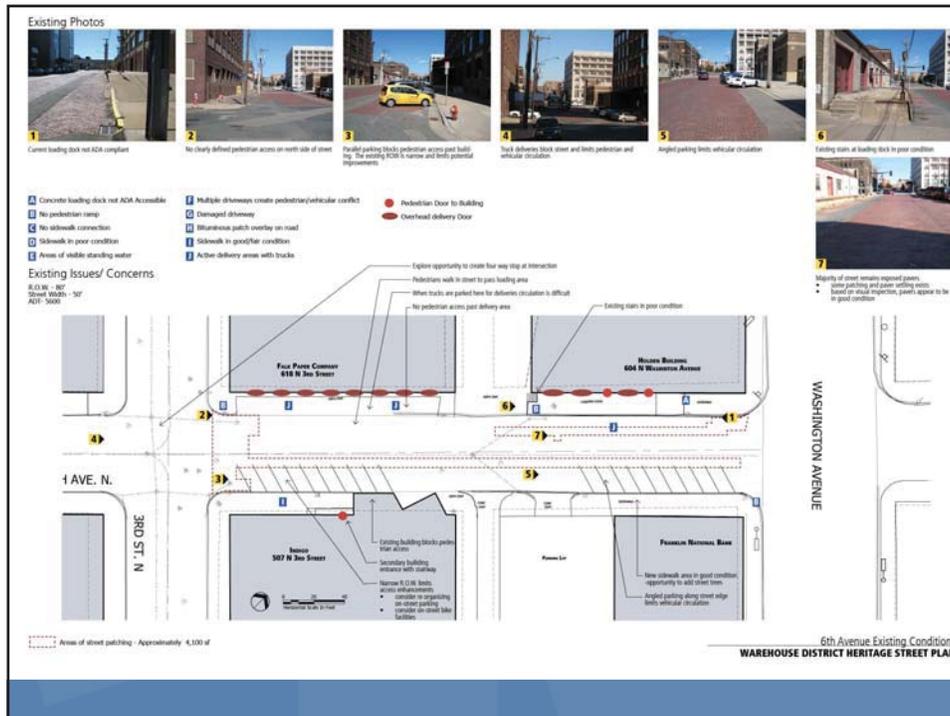
- Existing ROW along 7th Avenue N is 60' wide
- Current Street width is 37' wide
- 7th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 7th Avenue are 1000
- There is currently on-street parking on portions of both sides of the street
- There are no historic pavements exposed along 7th Avenue N.
- Sidewalks on both the east and west sides of the street is interrupted by loading docks and numerous driveways leading to loading areas.
  - Sidewalks are in poor condition based on visual analysis.
  - Curbs also appear to be in poor condition.
- Loading docks occur along both sides of the street.
  - 701 N 3rd Street building has a loading dock that appears to be in fair to poor condition. Loading dock contains a ramp that is not ADA complaint and provides no stair access. Loading dock does not lead to building primary entrance.
  - 311 7th Avenue building has a loading dock that appears to be in fair to poor condition. Loading dock is not ADA complaint and provides no stair access. Loading dock has recently been remodeled and has not been designed to meet ADA accessibility code. Loading dock does lead to a primary building entrance.
- ADA accessibility
  - Accessibility on both sides of the street are poor. Pedestrians currently can be seen walking in street adjacent to on-street parking to bypass the loading dock areas.

## 7th Avenue N. (Washington Avenue to 3rd Street N)

- Existing ROW along 7th Avenue N is 60' wide
- Current Street width varies from 36' to 44' wide
- 7th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 7th Avenue are 1000
- There is currently on-street parking on a short section along the east side of the street.
- There are no historic pavements exposed along 7th Avenue N.
- Sidewalk exist on a short section along the west side and is interrupted by numerous driveways leading to parking areas.
  - The sidewalk is in poor condition based on visual analysis. Sidewalk also very narrow and does not meet ADA standards.
  - Curbs also appear to be in poor condition.
- Loading docks occur along both sides of the street.
  - 701 Washington building has a loading dock that appears to be in fair to good condition. Loading dock has been remodeled and includes pedestrian accessible ramp and stairs along the north side of the dock. The south side of the loading dock includes stairs. Loading dock leads to building secondary accessible entrance.
  - 604 N Washington Avenue building has a loading dock that appears to be in fair to poor condition. Loading dock contains a ramp that is not ADA complaint and provides no stair access. Loading dock does not lead to building primary entrance but is actively used.
- ADA accessibility
  - Accessibility on both sides of the street are poor. Pedestrians currently can be seen







## 6th Avenue N. (Washington Avenue to 3rd Street N)

- Existing ROW along 6th Avenue N is 80' wide
- Current Street width is 55' wide
- 6th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 6th Avenue are 5600
- There is currently on-street parking on the east side of the street
  - The current parking along the east side of the street is angled parking.
- It is estimated about 70% of the historic street pavement is exposed and roughly about 30% of the pavement is covered with bituminous patching.
  - Extensive areas of pavement settlement. Settlement has created numerous areas for stormwater to collect. It can be almost certain that pavement base is in very poor condition
  - Estimated 70% of pavement appears to be in fair to good condition
- New continuous sidewalk on the east side of the street. No sidewalk on west side of street.
  - Sidewalks on east side of street terminates at loading area within the ROW. Sidewalk continues on other side of loading dock area.

## 6th Avenue N. (Washington Avenue to 3rd Street N)

- Loading docks occur along both sides of the street.
  - 507 N 3rd Street Building has a small loading dock area that projects into the public ROA and blocks sidewalk access along 6th Avenue N. Does not appear to be an active loading dock area.
  - 604 N Washington Avenue building has a loading dock that appears to be in poor condition. Loading dock contains a ramp that is not ADA compliant and provides no stair access. Loading dock does not lead to building primary entrance and is not actively used.
  - 618 N 3rd Street Building has a very active loading area with (8) delivery bays. Loading area is very active with semi-trucks. Pedestrians cannot walk along this side of the street when a truck is in a loading bay.
- ADA accessibility
  - Accessibility on the both sides of the street is poor. Pedestrians can not move north or south along this section of street without walking into the street. Active truck delivery areas creates pedestrian/vehicular conflicts.

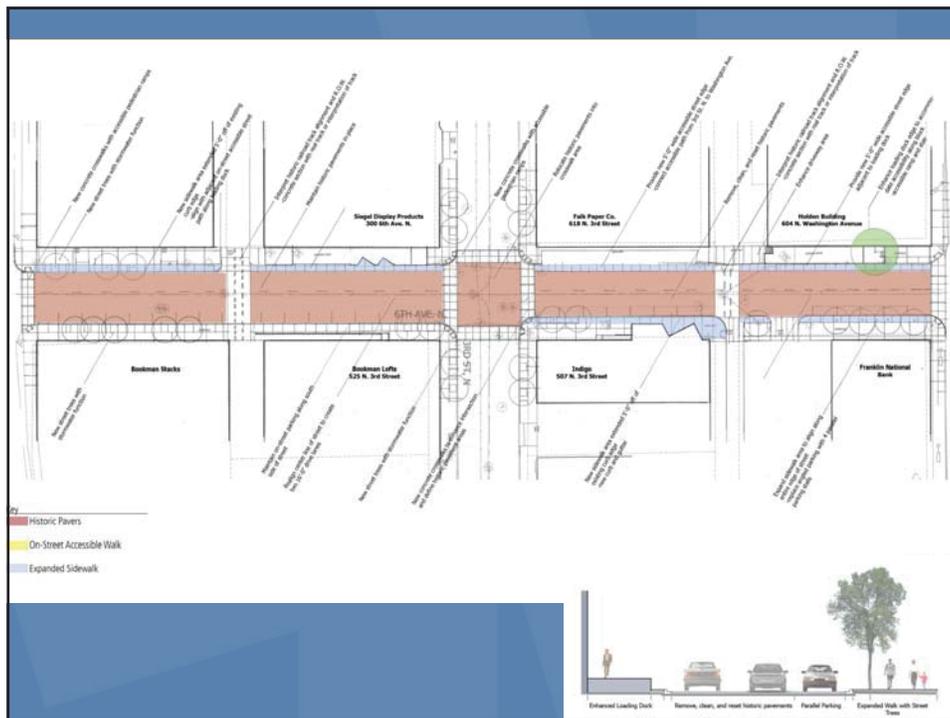
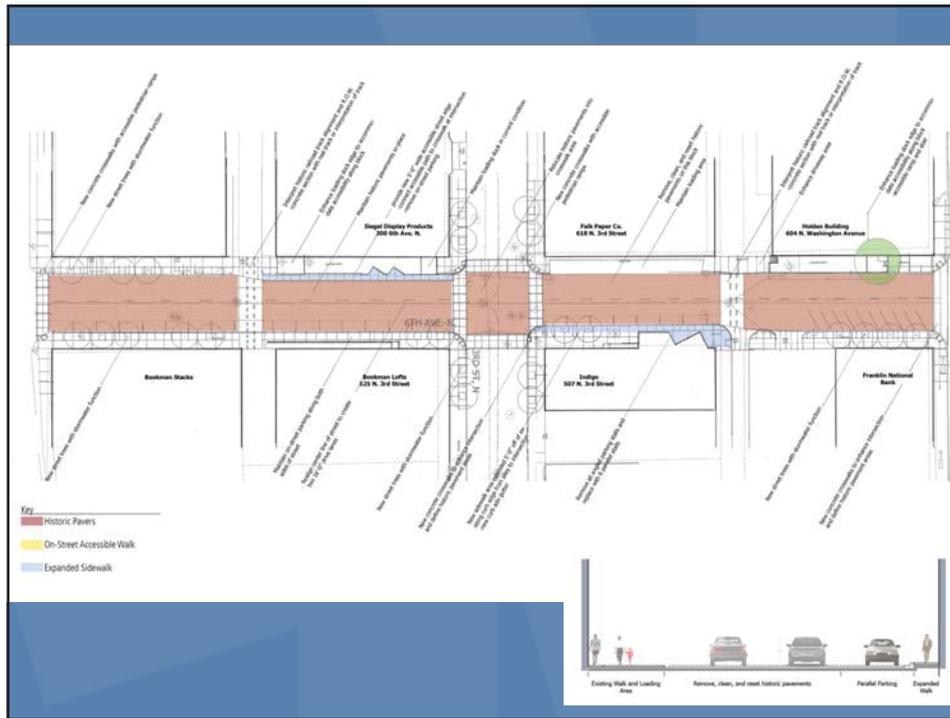
## 6th Avenue N. (3rd Street N to 4th Street N)

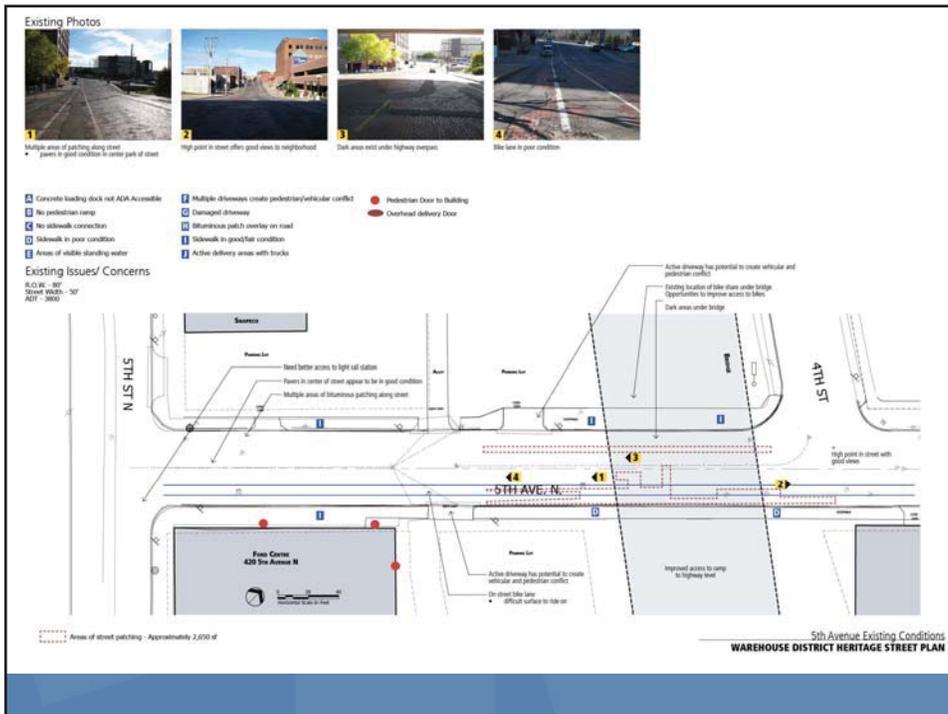
- Existing ROW along 6th Avenue N is 80' wide
- Current Street width is 52' wide
- 6th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 6th Avenue are 5600
- There is currently on-street parking on portions of both sides of the street
- It is estimated about 55% of the historic street pavement is exposed and roughly about 45% of the pavement is covered with bituminous patching.
  - Some visible areas of pavement settling that collect stormwater
  - Estimated 80% of pavement appears to be in fair to good condition
- New continuous sidewalk on the east side of the street. Sidewalk on the west side of the street is interrupted by loading areas and active loading dock.
  - Sidewalks on the SW side of street are in poor condition based on visual analysis.
  - Curbs also appear to be in good condition.
- Loading docks occur along the west side of the street.
  - 300 6th Avenue N building has a loading dock that appears to be in fair to good condition. Loading dock contains a ramp that is not ADA compliant and provides no stair access. Loading dock does not lead to building primary entrance.
  - Loading dock is active with semi-trucks

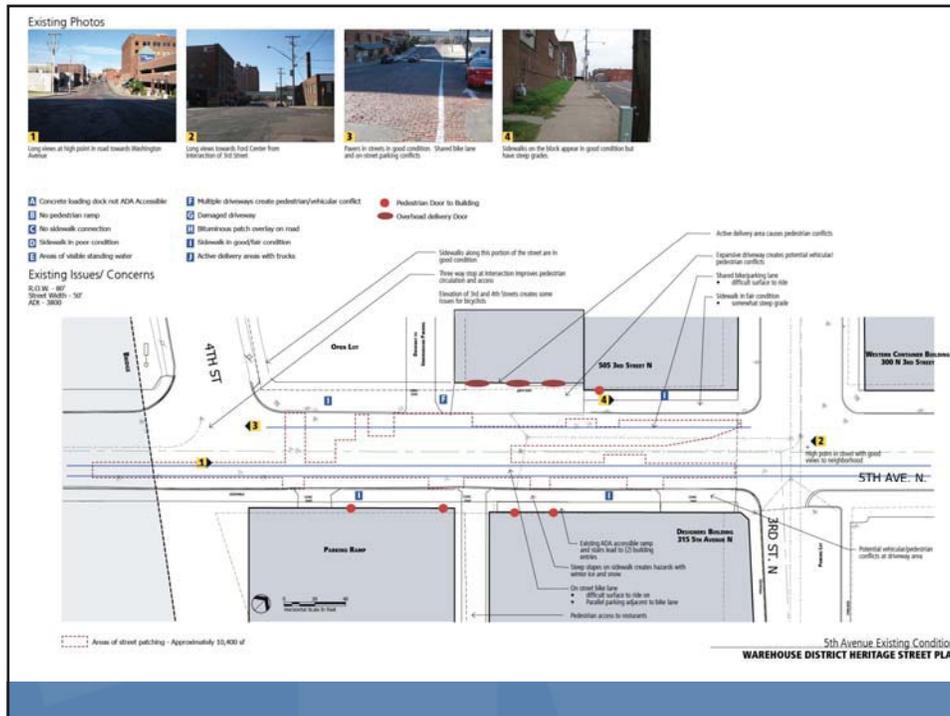
## 6th Avenue N. (3rd Street N to 4th Street N)

- ADA accessibility
  - Accessibility on the west side of the street is poor.
  - Good sidewalks with pedestrian curb ramps exist on the east side of the street.







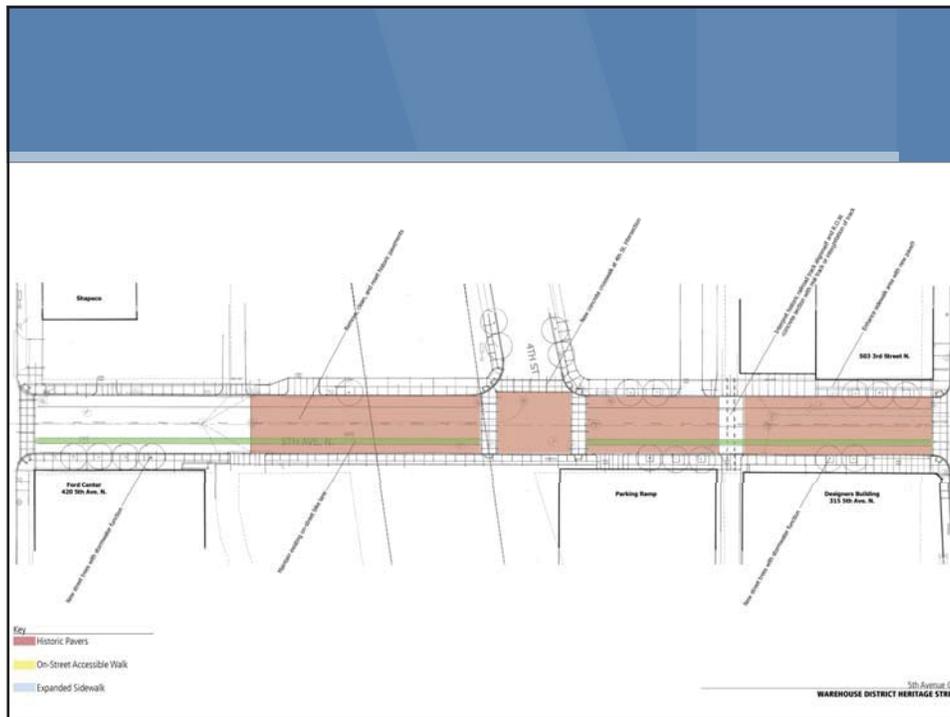


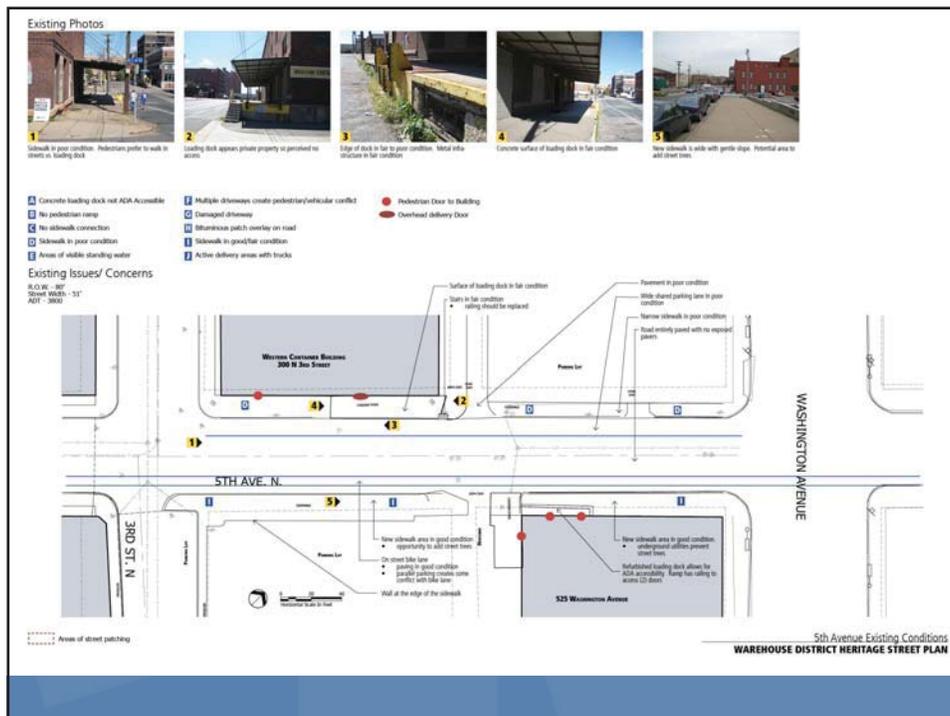
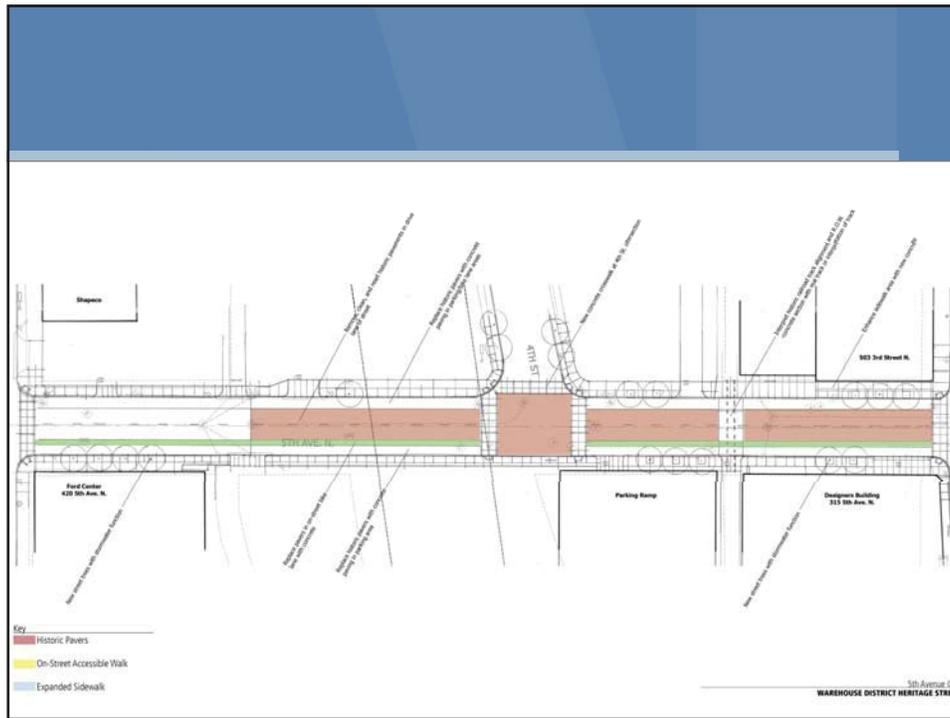
## 5th Avenue N. (4th Street N to 5th Street N)

- Existing ROW along 5th Avenue N is 80' wide
- Current Street width is 50' wide
- 5th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 5th Avenue are 3800
- There is currently on-street parking on portions of both sides of the street. A majority of this parking is metered parking.
- It is estimated about 30% of the historic street pavement is exposed and roughly about 70% of the pavement is covered with bituminous patching.
  - Very little visible areas of pavement settling
  - Estimated 70% of pavement appears to be in fair to good condition
- Sidewalk exists on both sides of the street.
  - Sidewalk on the west side of street is in poor condition based on visual analysis. Sidewalk is interrupted by numerous driveways to parking areas. Curbs also appear to be in fair condition.
  - Sidewalk on the east side of street is in poor condition based on visual analysis. Curbs also appear to be in fair condition.
  - Existing on-street bike lane is defined on the east side of the street and a shared bike lane exists on the west side of the street.
- ADA accessibility
  - Accessibility on both sides of the street is considered fair. Steep sidewalk slopes can cause issues in the winter months.

## 5th Avenue N. (3rd Street N to 4th Street N)

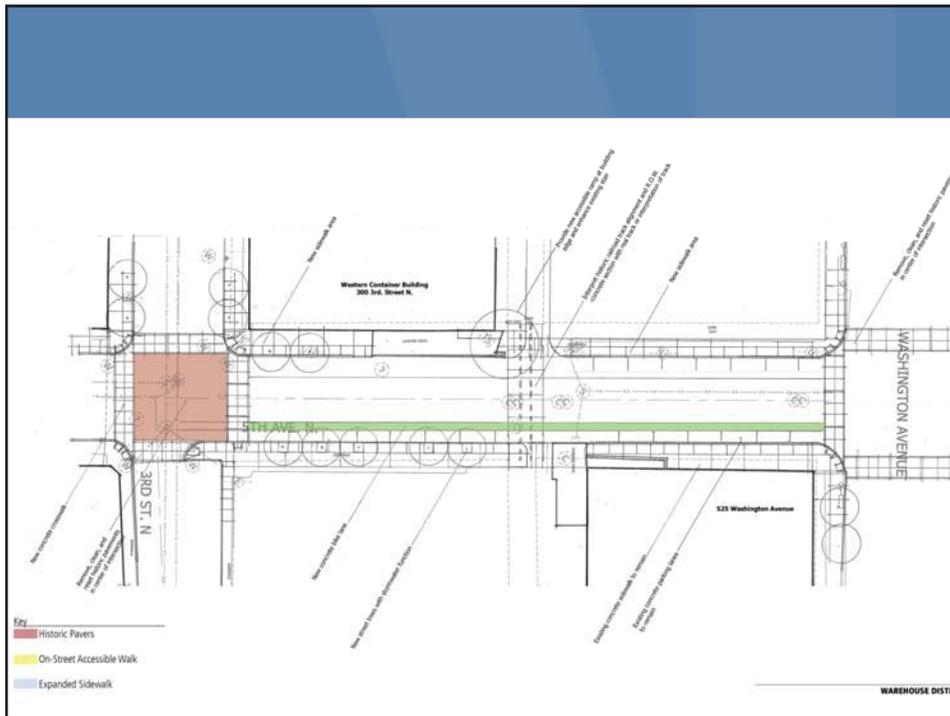
- Existing ROW along 5th Avenue N is 80' wide
- Current Street width is 50' wide
- 5th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 5th Avenue are 3800
- There is currently on-street parking on portions of both sides of the street. All of this parking is metered parking.
- Historic pavements are visible only in half of the street. It is estimated about 55% of the historic street pavement is exposed and roughly about 45% of the pavement is covered with bituminous patching.
  - Very little visible areas of pavement settling
  - Estimated 85% of pavement appears to be in good condition
- Sidewalk exists on both sides of the street.
  - A short section of sidewalk along the west side is new. Remaining areas of sidewalk on the west side of street is in poor condition based on visual analysis. Sidewalk is interrupted by numerous driveways to parking areas and alleys. Curbs also appear to be in fair to poor condition.
  - Sidewalk on the east side of street is in fair condition based on visual analysis. Curbs also appear to be in fair condition.
  - Existing on-street bike lane is defined on the east side of the street and a shared bike lane exists on the west side of the street.
- ADA accessibility
  - Accessibility on both sides of the street is considered fair. Steep sidewalk slopes can cause issues in





## 5th Avenue N. (Washington Avenue to 3rd Street N)

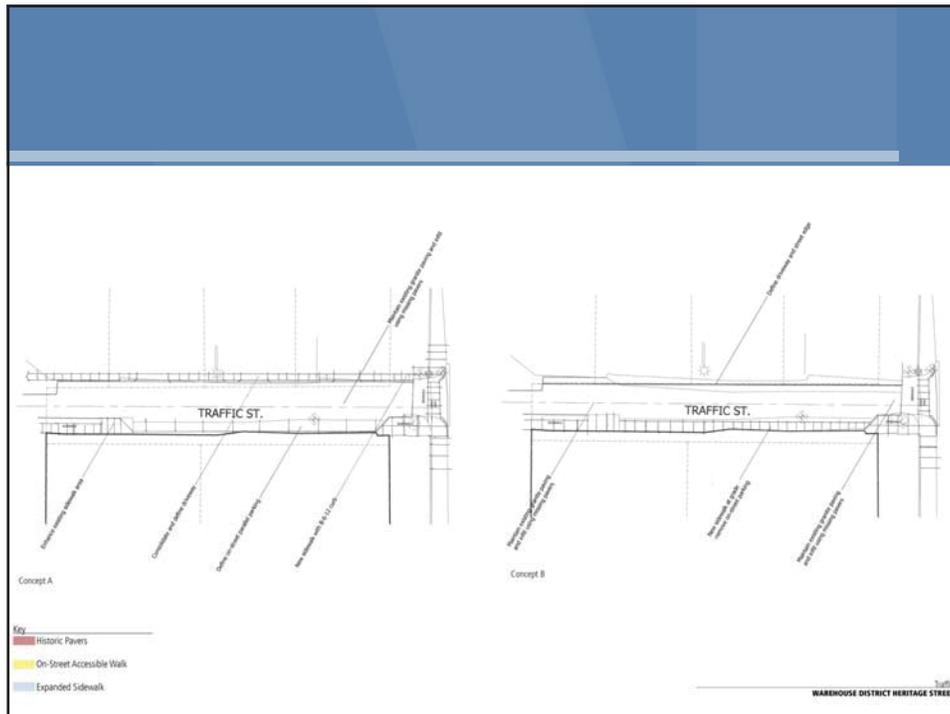
- Existing ROW along 5th Avenue N is 80' wide
- Current Street width is 51' wide
- 5th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 5th Avenue are 3800
- There is currently on-street parking on portions of both sides of the street. All of this parking is metered parking.
- No historic pavements are visible in the street.
- New continuous sidewalk on the east side of the street. No sidewalk on SW side of street.
  - Sidewalk along the east side of the street is new. Sidewalk along the NW side of the street in very poor condition. Sidewalk is interrupted by numerous driveways to parking areas and alleys. Curbs also appear to be in fair to poor condition.
  - Existing on-street bike lane is defined on the east side of the street and a shared bike lane exists on the west side of the street.
- Loading dock occurs along the SW side of the street.
  - 300 N 3rd Street building has a loading dock that appears to be in poor condition. Loading dock contains a small ramp along the south edge that is not ADA compliant and provides a stair access along the north edge. Loading dock leads to building primary entrance. Loading dock is not active.
- ADA accessibility
  - Accessibility on east side of street is good. Accessibility on west side of street is poor with existing sidewalk in poor condition and loading dock. It is common to see pedestrians walking in the street adjacent to the loading dock area.





## Traffic Street

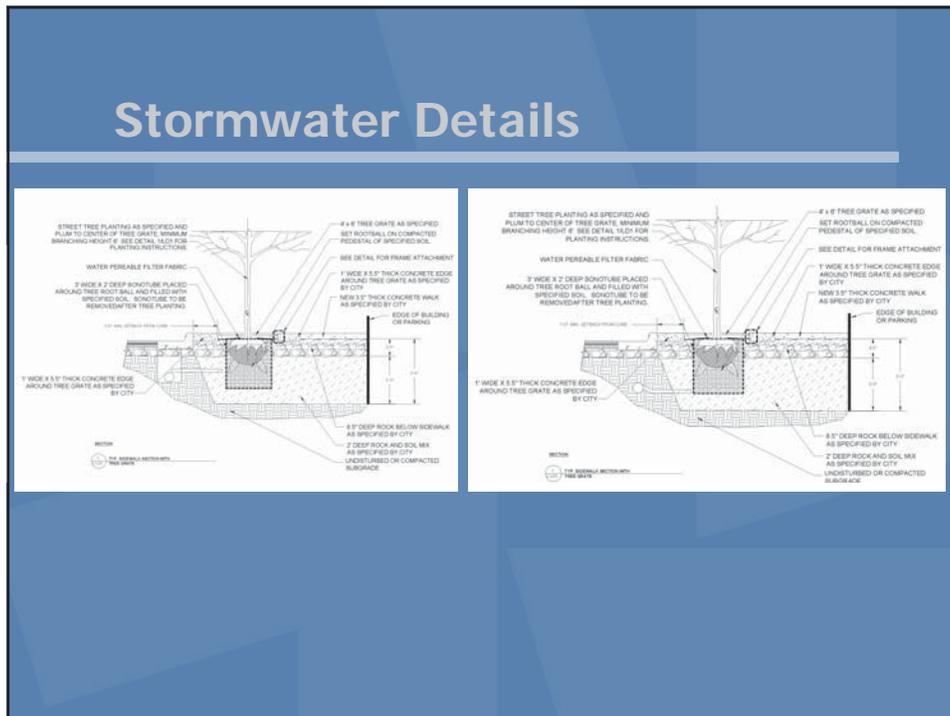
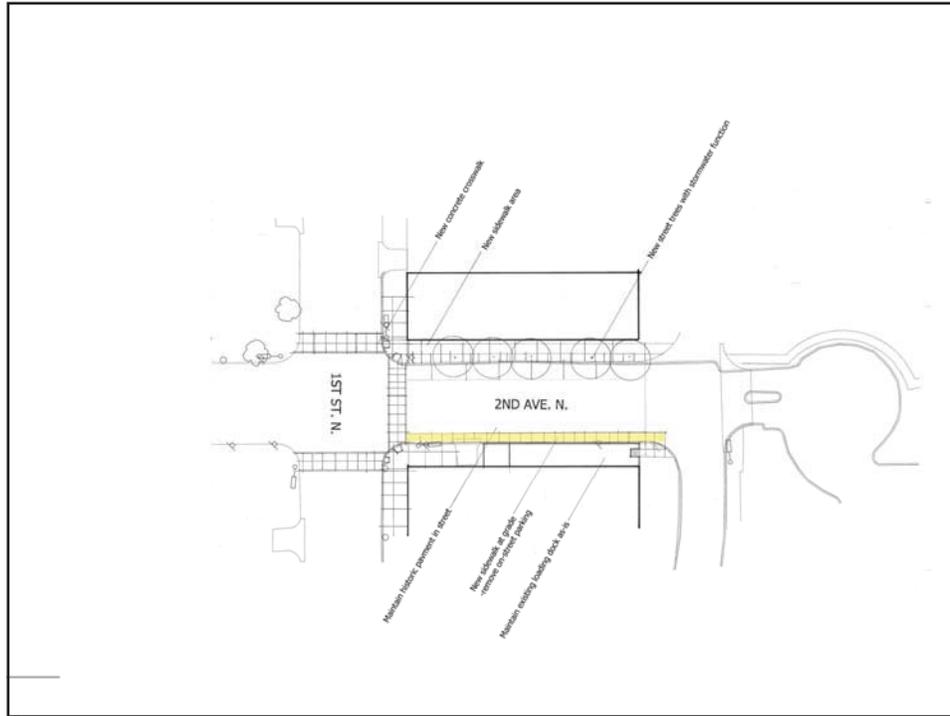
- Existing ROW along Traffic Street is 40' wide
- Current Street width varies between 22' and 25' wide
- Traffic Street is not a designated MSA (Municipal State Aid) route
- There is currently on-street parking on the south side of the street and parking lots along the north side.
- Historic granite pavements are visible in the street. Historic granite paving appears to be in good condition but there are visible areas of missing pavers. Some pavement settling has also occurred.
- No sidewalks exist along either side of the street.
- ADA accessibility
  - The street is not ADA accessible.





## 2nd Avenue N. (1st Street N to Federal Reserve Parking Lot)

- Existing ROW along 2nd Avenue N is 80' wide
- Current Street width is 47' wide
- 1st Avenue N is a designated MSA (Municipal State Aid) route
- There is currently on-street parking on both sides of the street.
- Almost all historic pavements are visible. It is estimated about 97% of the historic street pavement is exposed and roughly about 3% of the pavement is covered with bituminous patching.
- Sidewalk exists on the north side of the street.
  - Sidewalk on the north side of street is in good/ fair condition based on visual analysis. Curbs do appear to be in fair condition.
- Loading dock occurs along the SE side of the street.
  - Loading dock contains a small ramp along the south edge that is not ADA compliant and provides a stair access along the north edge. Loading dock leads to building secondary entrance.
  - Loading dock is not active.
- ADA accessibility
  - Accessibility on the north side of the street is considered good



## Questions/ Comments

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- Any questions may be directed to Beth Elliot

## Next Steps

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- Final Analysis, Planning Assumptions and Concept Plan graphics will be placed on website this week.
- Next Meeting ***March 3rd, 2011***
  - *Discuss and make decisions regarding the Concept plans for each street section*
  - *Cost Estimates for concept plans*
  - *Implementation Strategies*

## Extras

## Study Goals and Objectives

- The primary goal of the study is to develop a street by street strategy for:
  - *Preserving the character of the Warehouse District by retaining (and possibly rehabilitating) the remaining historic materials and industrial infrastructure*
  - *Meeting ADA accessibility requirements*
  - *Meeting Minneapolis Public Works' need for street and sewer repairs and enhanced stormwater management*



- **Primary Project Objectives:**
  - *Balance interests related to sustainability, accessibility, and preservation to get to a product that will make final recommendations.*
  - *Develop a matrix to provide guidance and help make decisions regarding the preservation, accessibility and balance all modes of transportation. The matrix will include financial implications/ considerations to aid in the decision making process.*
  - *Develop a final product that is similar to engineering schematics for the design of all of the heritage streets and infrastructure which will serve as an implementation tool for the NL Small Area Plan and Warehouse District Guidelines.*



## Project Issues

- **ACCESSIBILITY** - balance accessibility issues with preservation of existing historic infrastructure and limited space. The plan will need to accommodate each of the various travel modes, including accessible sidewalks for pedestrians.
- **INFRASTRUCTURE IMPROVEMENTS** - The plan needs to accommodate existing and new infrastructure to support roadway improvements, sewer repairs, and future redevelopment efforts.
- **HISTORIC PRESERVATION** – The plan will need to maintain the character of the project area by preserving the remaining historic paving materials and industrial infrastructure.
- **STORMWATER MANAGEMENT** – The options will benefit from integrating stormwater innovation and management techniques into the design. A key challenge will be maintaining historical levels of impervious coverage while meeting current stormwater management regulations.

- **PUBLIC INVOLVEMENT** - Stakeholder involvement will nurture a responsive plan and foster a core group of advocates to share in its implementation. It will be important to work with the community to understand what exists, review street options, and provide recommendations that reinforce the City's vision for the Heritage Streets and create a sense of community pride.
- **POTENTIAL FUNDING OPPORTUNITIES** - It will be important to define creative opportunities for future funding of Heritage Street improvements and recommendations. Additional funding from traditional sources must also be defined.

# Meeting Notes

## Warehouse District Heritage Street Plan

Public Works Meeting  
City of Minneapolis CPED  
2.11.2011

1. No one was in favor of the on-street accessible route. There were a number of reasons for this, which I think you wrote down.
2. To separate the accessible route from the street, the consensus was to use a 4" to 6" high curb. There was some talk about leaving it as a range (4-6 inches) rather than choosing one as a mandated height. This new sidewalk accessible route needs to be a min. of 5' wide including the area for signage ( typ. 18"). Snow removal is an important consideration when considering these new accessible sidewalk areas.
3. We discussed being able to keep the historic height of the loading docks by playing with the grade and/or crown of the road.
4. Anna wanted to see 11 lane widths and 8 foot parking lanes. Bob did not like this and wanted 12 and 10, respectively. Both were quoting State Aid Rules. For clarification the rules say:
  - a. Min. for 30 mph, under 10,000 ADT = 11 and 8.
    - i. There is a notation in the book which reads: "Wherever possible, lane widths of 12 feet, rather than 11 feet, should be used.
    - ii. There is NO NEED for a 2 foot reaction distance if there is a parking lane.
    - iii. Anna would like to see 3<sup>rd</sup> Street narrowed to 42' wide instead of the 46' shown on the concept plans.
5. There was significant discussion about the fact that there is substantial truck traffic which would favor the wider streets.
6. Bob said that if there were no historic issues, and he was going to reconstruct the roads, they would be done with either concrete or bituminous to 10-12-12-10 width.
7. Bob preferred concrete parking lanes, rather than a ribbon curb and bituminous, where we will have pavers in the drive lanes.
8. Bob preferred not to have concrete crosswalks with pavers in the intersections. If we feel strongly about having pavers in the intersections, he would prefer that they run through the crosswalks.
9. There was a brief discussion of one-way streets. As a note, the state aid manual says that one way MSA streets must have 2 through lanes. Therefore, I'm not sure this idea really gets us anywhere.
10. The group seemed to prefer having accessible routes on both sides. Bob's contention was that the city may be open to liability if there is only one route because people will not cross over to use the actual route and will be out on the street.
11. There was not significant resistance to the loss of parking.
12. Everyone was in favor of changing the diagonal parking into parallel along 6<sup>th</sup> Avenue.
13. We discussed the difficulties of providing "up and over" accessible routes, explaining that the ramps would extend into alleys and driveways.
14. Careful selection of street trees within the district is important to not allow trees to grow over and cover the street

## Warehouse District Heritage Street Plan

Minneapolis Heritage Preservation Commission Meeting  
2.15.2011

An update on the Warehouse Historic District Heritage Street Plan was presented at the Heritage Preservation Commission Meeting on 2/15/11. Brian Schaffer, Tammy Lindberg, and Phil Gravel presented. Refer also to the 2/15/11 Staff Memo from Brian Schaffer to the Commission.

Brian presented the history of the project and reviewed the content of his staff memo. Tammy outlined the information from the precedent study research. Phil presented current concepts for 3<sup>rd</sup> Street, 6<sup>th</sup> Avenue, and 7<sup>th</sup> Avenue. The following summarizes some of the comments received at the meeting:

### OVERARCHING

- You have to allow the life of the City to go on.
- Do not impose uniformity. Quirkiness, visual complexity, and lack of uniformity is what gives the district character
- Context is what is important.
- The district needs to foster growth and preserve itself over time.
- Create an environment where we encourage people to come.

### TREES

- Not in favor of trees on Freight Streets (appropriate on other streets) – Jack Byers referenced the district guidelines regarding trees.
- Generally in favor of tree applications on Freight Streets on a case by case basis.

### LOADING DOCKS

- Okay to put sidewalks around loading docks.
- If a confined right-of-way does not enough width for two functioning sidewalks, a wider more manageable sidewalk on one side of the street is okay.
- Okay to not have sidewalks lined up uniformly (curb-to-curb street width can vary in and out around loading docks without consistent road edge) – discussion mainly pertained to 6<sup>th</sup> and 7<sup>th</sup> Avenues.

### RAIL LINES

- Why just at cross sections? Look at option to continue through rail spur corridors – interpretation.
- Confusing as to meaning if just in small sections.
- Do not start and stop rail lines.
- Reinforce rail corridor.
- May be good as a remembrance.

### CURBS/SIDEWALKS

- HPC does not care about curb height – do what public works recommends.
- Make pedestrian path very clear.
- More pronounced sidewalks.

### PAVERS

- Receptive to the idea of completely resetting the specified streets or resetting with concrete parking lanes.
- Not opposed to removal via mechanical methods.
- Receptive to donor street (i.e. 5<sup>th</sup> Avenue).

###

# Meeting Notes

## **Warehouse District Heritage Street Plan**

North Loop Neighborhood Planning and Zoning Meeting

2.16.2011

An overview of the Warehouse Historic District Heritage Street Plan process to-date was presented at the North Loop Neighborhood Association Planning and Zoning Committee Meeting on 2/16/11. The meeting was held in the community room at the Heritage Landing Building.

Phil Gravel presented the process of the project to this point and concepts for 3<sup>rd</sup> Street, 6<sup>th</sup> Avenue, and 7<sup>th</sup> Avenue. Karen Rosar from the project Task Force was present as a P&Z Commission member and added useful insight to the presentation. Committee members had previously been made aware of the project website.

A summary of the comments received at the 2.16.11 meeting are presented below. Members of the committee may also submit additional comments prior to the 3.4.11 Task Force Meeting.

- The committee supports Option C on the 6<sup>th</sup> Ave plan.
- The committee supports ADA compliant design on both sides of the street – on all streets.
- The committee supports adding trees wherever possible.
- The committee would like to see the street plans as close to historical reality as possible.
- The committee suggests making 5<sup>th</sup> Avenue the first priority to be reconstructed prior to any other streets. Redo with all new materials. Use bricks and pavers from 5<sup>th</sup> Ave to use in reconstructing other streets.
- The committee commented that 8<sup>th</sup> Avenue needs a creative solution to repair wood slat road.

**There is little mention of loading docks in any of these. Are there loading docks in these districts, and if so, how are they treated?**

Dubuque – The Millwork District has loading docks. The Caradco building is the first large warehouse to be rehabilitated in the Warehouse District. Because the Caradco building is a state and federal tax credit project, the City is deferring most historic design decisions to IA SHPO and the NPS. Attached is the Caradco file containing building plans; Site Plan A100 calls out loading dock; A427 details the elevator that will be installed next to the stairs and adjacent to the loading dock.

Dumbo District – Docks have been heavily modified; typically one side of dock has stairs and the opposite end is ramped. One dock appears to stretch the length of the city block; here a mid-point stair is available for consumer access. See document labeled Dumbo District Loading Docks for appropriate pictures.

Philadelphia does NOT have loading docks as the City’s main development occurred before 1840.

Portland, not technically one of our case studies, has dealt with loading docks in many ways; some docks are ramped on one end, a few docks are inaccessible, it appears there are sidewalks or defined walkways built around most of the loading docks. See file folder of pictures for examples.

Rock Island does NOT have loading docks as their historic paver streets are all in the residential area.

Sacramento is still considered light industrial and does have active loading docks. The City is retaining loading docks in the R Street Corridor and is building sidewalks around the loading docks. See design images (project is currently under construction).

Wichita’s Old Town is still considered light industrial and does have active loading docks. Docks are typically used for loading, general access, or for secondary spaces by bars and cafes. Wichita DOES allow modification if it meets the Secretary of the Interior Standards. See attached images.

**There is little description of the presence or absence of sidewalks in these areas. Were there existing sidewalks? Were they added? If so, how are they designed? Dumbo mentioned that some streets didn’t have sidewalks; did they add them?**

Dubuque – emailed Jon

Dumbo District – emailed Paul

Philadelphia has sidewalks, however neither curbs nor sidewalks are not included in the “Historic Streets” district (cart path only).

Rock Island, IL, historic streets are all in residential areas.

Sacramento - Despite the fact that R Street supported major businesses, unlike the balance of the Central City (of Sacramento), the street was never fully improved to include comprehensive sidewalks, gutters and drainage. As a result it remained a relatively unimproved “working street” for truck and rail functions with patches of asphalt as necessary to reduce major pot holes, little or no sidewalks and limited drainage facilities.

Because R Street is still an active warehousing district, special designs considerations are necessary. “A fivefoot pathway along one side of R Street (but at the same level and with the same texture as the rest of the roadway) would be created which will be universally accessible. On-street industrial activities are maintained, such as the loading and unloading of freight trucks. The loading docks of former industrial buildings are delineated with industrial-style wire railings and converted into overflow space for retail and restaurants. Streetscape elements such as a steel trellis/shade structure, "I"-beam bollards, and utilitarian street lighting continue the industrial design language of the corridor.

To make the district ADA accessible, the following was mandated “a minimum 5' wide ADA-accessible pedestrian path will be provided on at least one side of the street throughout the entire corridor (however sidewalks are planned on both sides of the street). The pathway may jog mid-block from one side of the street to the other side. The mid-block crossing will be ADA compliant.”

Wichita – During improvements in the early 1990s, the City eliminated all curbs in Old Town; street and pedestrian lanes are now separated by an 8-inch band of buff colored cast concrete pavers. Pedestrians have the right of way.

Before restoration there were sidewalks on certain streets and they remain.. No additional sidewalks were added to keep the feel of the warehouse district.

**The Dumbo photos are great, but similar detailed photos from other places are needed. A photo of the bike lane special pavers and crosswalk slab granite from Dumbo would be very helpful.**



Above: Photo of pavers in Dumbo District, Brooklyn, NYC, reset at a 90 degree angle to define bike lane.

WAITING FOR PICTURES FROM PAUL KIDDER

Above: Photo of granite slab crosswalks (emailed Paul and asked for photos).

**Has Philadelphia reconstructed any streets, or do they just fund ongoing maintenance?** Emailed Alan and Laura – waiting to hear back

**The curb extensions in Dubuque are interesting. How are they designed to fit into the historic character?** Emailed Jon – waiting to hear back

# Meeting Agenda

## **Warehouse District Heritage Street Plan**

Steering Committee #3 - Date 3.3.2011

City of Minneapolis CPED

City Hall - Room 103

3:00 - 5:00pm

1. Introductions
  - a. Design Team and City staff
  - b. Task Force Members
2. Project Schedule
  - a. Discuss additional meeting with Task Force
3. Heritage Streets Concept Plan
  - a. Finalize Heritage Street Concept Plans for each Street
    1. Street pavement Materials
    2. Street Cross-Sections (Street, sidewalk and ROW widths)
    3. Stormwater Management
    4. Illustrative street Images
  - b. Preliminary Recommendations
  - c. Preliminary Costs Estimates
  - d. Preliminary Phasing
4. Preliminary Implementation
5. Questions and Comments
6. Next Steps
  - a. Next Meeting TBD.

# Warehouse District Heritage Streets Project



## Task Force Meeting #3

*March 3<sup>rd</sup>, 2011*

City of Minneapolis CPED  
City Hall - Room 103  
3:00 - 5:00pm



## Meeting Agenda

- **Introductions**
  - *Design Team and City staff*
  - *Task Force Members*
- **Project Schedule**
  - *Discuss additional meeting with Task Force*
- **Heritage Streets Concept Plan**
  - *Finalize Heritage Street Concept Plans for each Street*
    - *Street pavement Materials*
    - *Street Cross-Sections (Street, sidewalk and ROW widths)*
    - *Stormwater Management*
    - *Illustrative street Images*
  - *Preliminary Recommendations*
  - *Preliminary Costs Estimates*
  - *Preliminary Phasing*
- **Preliminary Implementation**
- **Questions and Comments**
- **Next Steps**

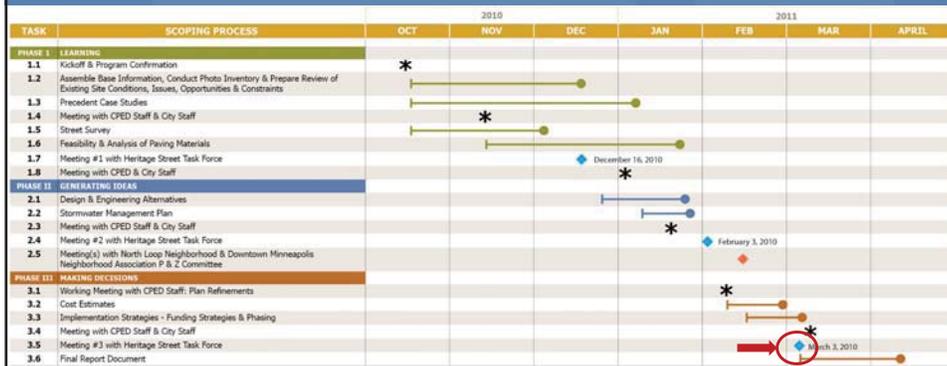


# Introductions

## ■ Project Team

- **John D. Slack** *Bonestroo*
- **Phil Gravel** *Bonestroo*
- **Tammy Lindberg** *Lindberg Consulting*
- **Carol Zellie** *Landscape Research*
- **Beth Elliot**, Project Manager, *CPED*
- **Brian Schaffer** *CPED*

# Project Schedule



Would like to suggest a final meeting the 4<sup>th</sup> or 5<sup>th</sup> Week of March.





# Planning Assumptions

## Existing ROW's (Rights-of-Way).

- The existing ROW's for the primary streets defined in the study vary in width. It appears that the width of the ROW's will not impact the proposed improvements but need to be considered when making design decisions related to pedestrian accessibility, road widths, on-street parking, loading docks and preservation of view corridors.
- Minneapolis Warehouse Historic District Design Guidelines (February 23, 2010)  
*The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets*
  - 1.9. The location and width of existing street and alley rights-of-way shall be preserved in place and canopies dating from the period of significance shall be preserved and retained.
  - 1.10. Streets and alleys shall not be interrupted by new structures or buildings that cut off views and access through the corridor.

## *Design and Materials for the Public Realm:*

- 1.29. Reconfiguring of public right-of-way to make infrastructure more pedestrian or other transportation modal friendly is appropriate as long as the historic features are not removed, the visual corridor is not interrupted and the spatial relationships of the district are not affected.
- 1.30. Right-of-way designs that narrow vehicular drive lanes to accommodate wider public sidewalks and retain the full size and configuration existing loading docks are encouraged.

## Street Design

- The design concepts for the streets within the project area will conform to City of Minneapolis and MSA design standards. We will rely on recommendations and policies defined in the following documents.
- MSA Street Design Guidelines. A majority of the streets within the project area are MSA (Municipal State Aid) routes and should be designed in accordance.
  - MSA Streets can be designed with 11' drive lanes, 2' curb reaction distance and 8' parking lanes within the project area.
  - Only 8th Avenue N and 9th Avenue N are not MSA streets.
- Access Minneapolis
  - Ten Year Transportation Plan – Washington Avenue is identified as a Commercial Corridor.
  - The Ten Year Transportation Plan defines 8th Avenue N and 9th Avenue N as Local Streets that can be designed with 9' drive lanes and 7' parking lanes.
- Multi-modal planning considerations
- Parking
  - On-street parking in the project area is primarily non-metered.
  - On-street parking meters occur along Washington Avenue, 2<sup>nd</sup> Avenue and the section of 5<sup>th</sup> Avenue (3<sup>rd</sup> Street N to 5<sup>th</sup> Street N)

- The Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010) identifies two specific street designations that need to be considered as part of the street design. These designations are defined below:
- **Commercial Streets:** *In most cases commercial streets represent the traditional development patterns of downtown Minneapolis where the buildings developed a public facade by locating primary entrances along all the street facing facades and used the alleys for the loading and distribution of goods. These streets include all streets not designated as freight streets. The only designated commercial street in the project area is 3rd Street N.*
- **Freight Streets:** *Freight streets are indicative of the change in building orientation due to the block's adjacency to rail spur lines. These streets possess the non-rail freight distribution infrastructure of loading docks and canopies. Building access along these streets is traditionally less public and more commercial or industrial in nature.*
- Freight Streets in the project area include:
  - 9th Avenue N - Washington to 3rd Street N
  - 8th Avenue N - Washington Avenue to alley between Washington and 3rd Street N
  - 7th Avenue N - Washington Avenue to alley between 3rd Street N and 4th Street N
  - 6th Avenue N - Alley between Washington Avenue and 2nd Street N to alley between 3rd Street N and 4th Street N

- 5th Avenue N - Alley between Washington Avenue and 2nd Street N to 5th Street N

- *The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets*
  - 1.12. On commercial streets, Street Design: The main aspects for consideration when improving a commercial street shall include provisions for amenities that further pedestrian activity and building access.
- *Design and Materials for the Public Realm:*
  - 1.31. All streets systems shall be designed for pedestrian and vehicular safety, and ADA compliance.

# Prioritization List

## Recommendations to Preserve Warehouse District Heritage Streets Brick Streets

Three categories were created, ranging from restoration recommendations to identifying those which merit further comment from the Minneapolis HPC.

### *Recommended Categories:*

**Category One:** These Warehouse District Heritage Streets are so important to the Warehouse District that they should be restored to their original appearance with modifications to improve accessibility. These bricks should be replaced and the disturbed areas restored to their former appearance. Additional efforts should be made to actually restore these Heritage streets when funds are available.

- *Traffic Street*
- *6th Avenue N*
- *8th Avenue N*
- *2nd Avenue N*
- *3rd Street N*

**Category Two:** These streets are important enough to merit preservation, but not so important as to merit restoration. These bricks should be replaced and the disturbed areas restored to their former appearance.

- *9th Avenue N*
- *7th Avenue N*

**Category Three:** Streets should go to the Minneapolis Heritage Preservation Commission for further comment before resurfacing or repairs commence due to the questionable potential for preservation.

- *5th Avenue N*

- a. Preliminary Project Phasing
- b. 2nd Avenue
- c. 6th Avenue on CIP
- d. 5th Avenue



#### Historic Preservation of Loading Docks and Infrastructure

- The design concepts for the historic infrastructure within the project area will define improvements. The design options will also look at concepts to enhance and preserve historic infrastructure within the public ROW areas. We will rely on recommendations and policies defined in the following documents:
  - North Loop Small Area Plan
  - Minneapolis Warehouse Historic District Design Guidelines
  - HPC Guidelines
- A majority of the loading docks within the project area are functional and are still being utilized for shipping and receiving.
- General structural condition of the loading docks within the project area are considered in fair to good condition based on a visual analysis (from a structural engineer)
- Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010) identifies specific recommendations related to Loading Docks.
  - *The Warehouse District Street System; Commercial Streets, Freight Streets, and Mixed Streets*
    - 1.11. Loading docks and canopies dating from the period of significance shall be preserved and retained.
    - 1.14. On freight streets, Street Design: The main aspects to be considered when improving freight streets shall include the preservation of historic loading docks and canopies to reflect their service function and proper management of vehicular and service access to the property.
    - 1.18. On all streets, the narrowing of vehicular right-of-way to accommodate sidewalks around loading docks to create more pedestrian friendly activity is encouraged.
    - 1.19. On mixed and freight streets, the addition of railings or the alterations to the slope of the loading docks is appropriate to create an accessible, pedestrian-friendly environment.

#### Condition of existing pavements.

- The design concepts for the streets within the project area will define areas of pavements to preserve and enhance.
- It is estimated (through a variety of different paving tests and research information) that we can expect up to a minimum of 15% - 20% paver loss due to the removal process.
- Streets within the project area have an average of 30%-52% of patching (variety of different materials including bituminous and concrete) of existing historic pavements.
- Based on visual inspection (by project team members including paving contractor, historic preservationist, civil engineer, landscape architect and notes provided by Public Works Staff) it is estimated that 85% - 90% of visible pavements are in fair to good condition.
- Existing Historic Pavements
  - *Existing quantity of pavers in the project area*
    - A rough estimate is that there are 173,200 sf. of pavers in the project area
    - Of this total we can expect to lose approximately 15%-20% of those pavers during removal for a salvageable quantity somewhere in the range of 147,203 sf. to 138,560 sf.
    - There is an estimated quantity of 18,000 sf. of historic pavers on 6th Avenue N (between 4th Street N and 5th Street N) that is outside of the district and should be removed, cleaned and reused with the district. A usable quantity of these pavers will be in the range of 14,400 sf. to 15,300 sf.
    - There is an estimated 63,115 sf. of historic pavements that has been covered with patching.
    - The proposed concepts presented today estimate about 165,800 sf. of historic pavements. Based on the salvageable pavers that can be reused (including the extra pavers from 6th Avenue) there is an estimated shortfall of roughly 12,800sf. of pavers.

- Costs to remove the patching materials from historic pavements is estimated at about \$.85 - \$1.10 (prevailing wage scale). The estimated 63,115 sf. of historic pavements that has been covered with patching would cost an estimated \$53,647 to \$69,426 to clean.
- Estimated costs to remove and replace historic pavements is estimated at \$5.50 to \$8.00 not including base materials.
- Sub-base materials (sand and aggregate) for the existing roadways is generally in poor condition (based on visual inspections of the roadways) and would need to be replaced as part of any street reconstruction project.
- Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010) identifies specific recommendations related to Loading Docks.
  - *Design and Materials for the Public Realm:*
    - 1.22. Original historic street paving materials shall be maintained and preserved.
    - 1.33. Replacement of historical paving materials will be considered if evidence is produced that the materials are too deteriorated to repair. A compatible substitute material will be considered if using historical materials is not technically or economically feasible.

**Livability and Neighborhood Greening.**

- The design concepts for the streets and infrastructure within the project area will define areas to enhance neighborhood livability and incorporate street trees within the public ROW areas. We will rely on recommendations and policies defined in the following documents:
  - North Loop Small Area Plan
    - Access Minneapolis
      - City of Minneapolis Bikeways Master Plan (August 2010)
        - 10<sup>th</sup> Avenue N is designated Bikeway (2 stripped lanes) – collector bikeway classification
        - 5<sup>th</sup> Avenue N designated on-street bike lane with Shared use path – neighborhood bikeway classification
      - Access Minneapolis Street Design Guidelines
        - 6<sup>th</sup> Avenue N is defined as a Neighborhood Connector Street – collector street classification
        - 10<sup>th</sup> Avenue N is defined as a Industrial Connector - collector street classification
        - Washington Avenue is defined as a Activity Area Street – A Minor Arterial classification
        - All other streets in project area are designated as City streets
    - North Loop Neighborhood Design Guidelines
    - North Loop Neighborhood Street Tree Master Plan
    - Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010) identifies specific recommendations related to neighborhood livability.



- *The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets*

- 1.20. On commercial and mixed streets, where possible, add street trees, street amenities, pedestrian lighting and other features that further pedestrian activity and building access.

- *Street Landscape, Parks & Open Spaces:*

- 1.35. Street trees shall not be located directly in front of entrances of historic buildings.
- 1.36. The location of street trees shall be centered within or between bays of buildings.
- 1.39. Landscape grass strips, planting beds, and grass boulevards are not recommended in most locations within the district. These features will be considered on a case by case basis.

**Stormwater Management**

- The design concepts for the streets and infrastructure within the project area will incorporate ideas for stormwater management within the public ROW areas. We will rely on recommendations and policies defined in the following documents:

- City of Minneapolis standards
- MWMO (Mississippi Watershed Management Organization) Standards
- Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010) identifies specific recommendations related to stormwater management.

- *Design and Materials for the Public Realm:*

- 1.34. New or replacement paving materials that help with storm water management will be considered.

- City of Minneapolis stormwater management requirements call for:

- Rate control to existing conditions for the 2-year, 10-year, and 100-year, 24-hour storm events.
- Removal of 70% of total suspended solids from the stormwater prior to leaving the site. Best management practices must be designed for the 1.25-inch rain event.

- Mississippi Watershed Management Organization (MWMO) proposed minimum standards call for:

- Rate control to existing conditions for the 2-year, 10-year, and 100-year, 24-hour storm events.
- Removal of 90% of total suspended solids from the stormwater prior to leaving the site.
- On-site retention of the runoff generated from one inch of rainfall over the impervious surfaces of the site, using a runoff coefficient of 0.9.

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**Maintenance.**

- The design concepts for the streets and infrastructure within the project area will consider maintenance implications and the current practices and policies defined by Minneapolis Public Works staff.

## Prioritization List

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The Prioritization List is the handy, short-form of the Warehouse District Heritage Streets Plan. This list includes a majority of all of the remaining brick streets within the Warehouse Historic District, their prioritization for preservation in categories one through three, and some short explanations about the extent of preservation for each category.

**Recommendations to Preserve Heritage Streets**

In forming the plan methodology and recommendations a series of assumption regarding the preservation of Heritage streets.

**Assumption 1:** Streets that meet recommendations of previous planning studies are strong candidates for preservation.

**Assumption 2:** Streets that meet period of significance (1865 -1930) for the Warehouse District are stronger candidates for preservation.

**Assumption 3:** Heritage Streets in good condition (no damaged pavers and no pavement heaving) with few patches are stronger candidates for preservation.

# Prioritization List

**Assumption 4:** Streets with poor structural condition and drainage issues are good candidates for repair and preservation.

**Assumption 5:** Streets that will require utility work in the future to support redevelopment are good candidates for repair and preservation.

Streets with large numbers of new utilities below them are poor candidates for preservation.

**Assumption 6:** Streets with historic loading dock areas and a higher percentages of "contributing" structures with good architectural integrity are good candidates for preservation.

# Prioritization List

## Recommendations to Preserve Warehouse District Heritage Streets Brick Streets

Three categories were created, ranging from restoration recommendations to identifying those which merit further comment from the Minneapolis HPC.

### *Recommended Categories:*

**Category One:** These Warehouse District Heritage Streets are so important to the Warehouse District that they should be restored to their original appearance with modifications to improve accessibility.

These bricks should be replaced and the disturbed areas restored to their former appearance. Additional efforts should be made to actually restore these Heritage streets when funds are available.

- *Traffic Street*
- *6th Avenue N*
- *8th Avenue N*
- *2nd Avenue N*
- *3rd Street N*

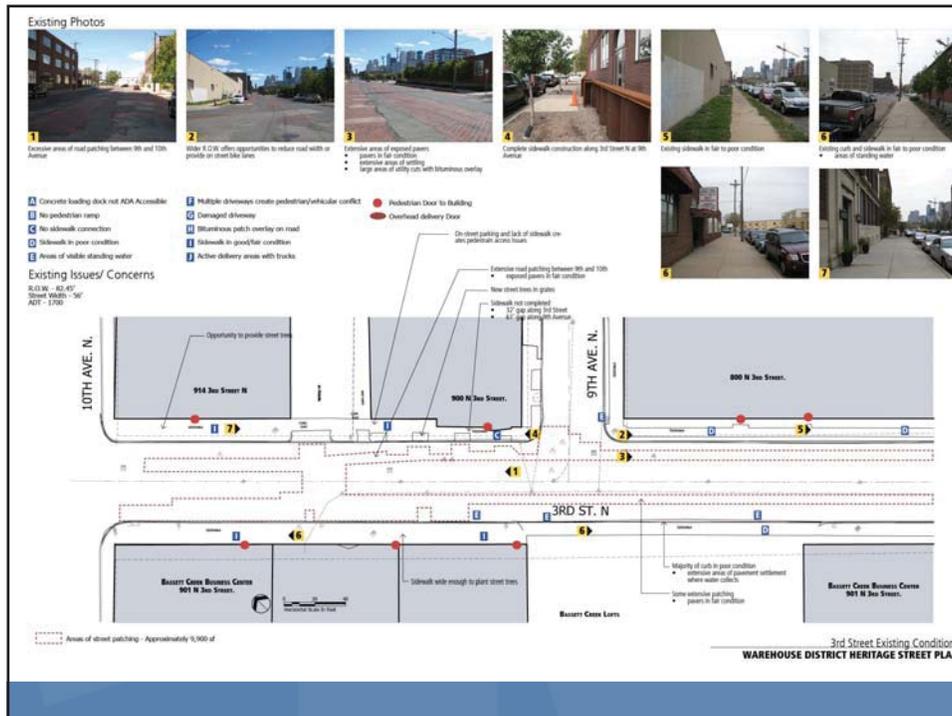
**Category Two:** These streets are important enough to merit preservation, but not so important as to merit restoration. These bricks should be replaced and the disturbed areas restored to their former appearance.

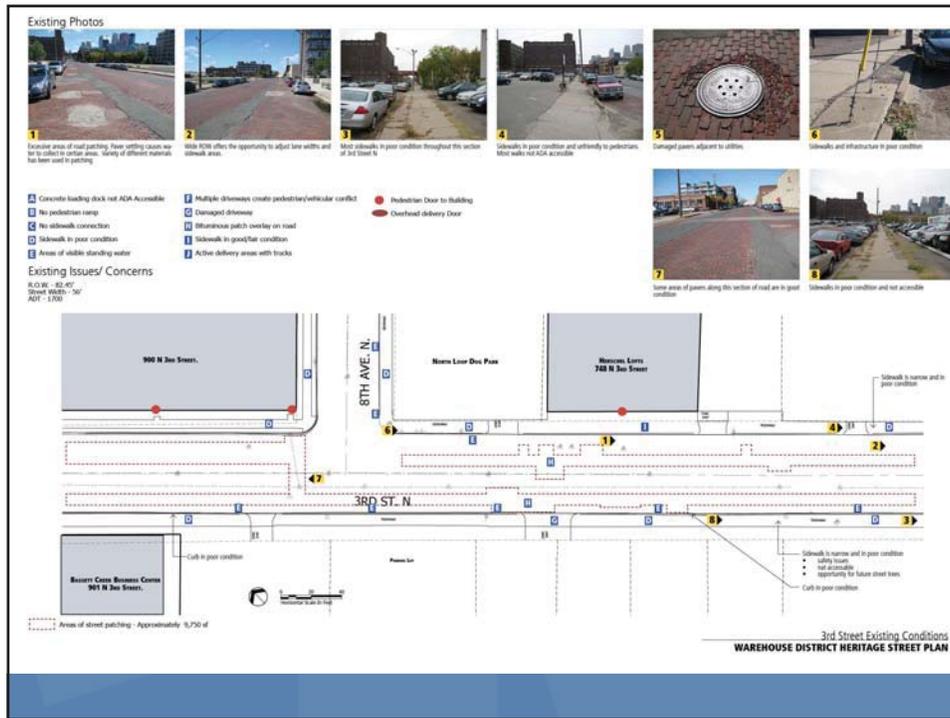
- *9th Avenue N*

**Category Three:** Streets should go to the Minneapolis Heritage Preservation Commission for further comment before resurfacing or repairs commence due to the questionable potential for preservation.

- *5th Avenue N*

# Heritage Street Concepts



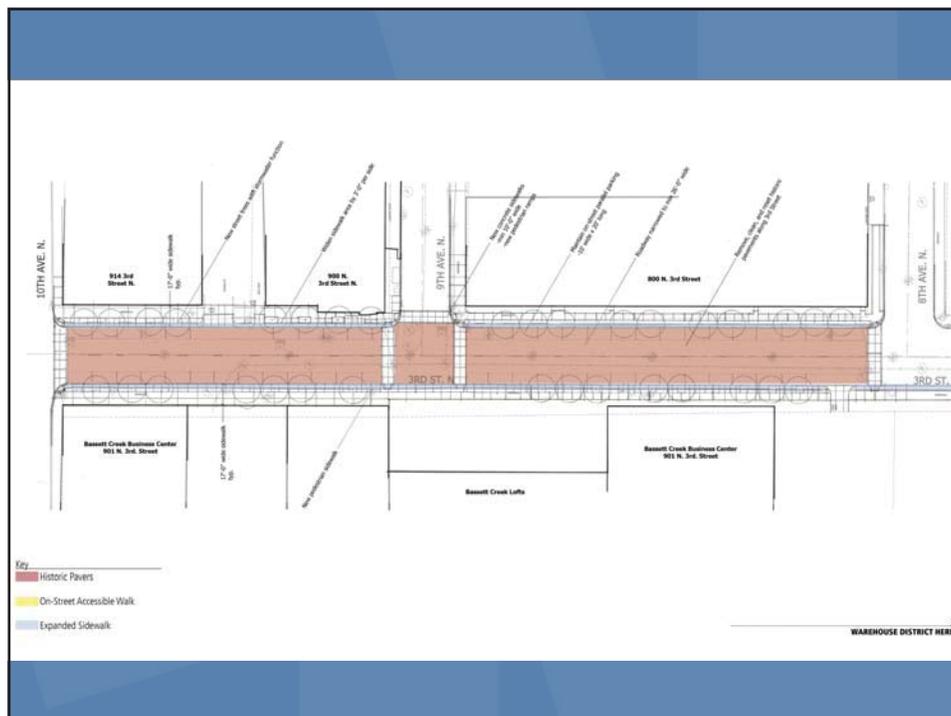


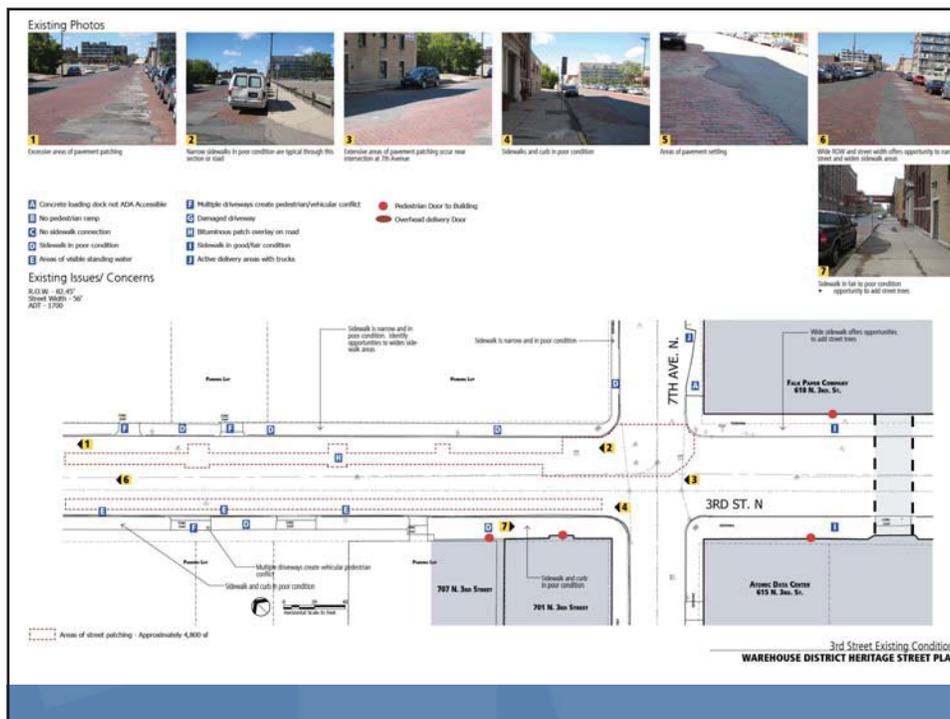
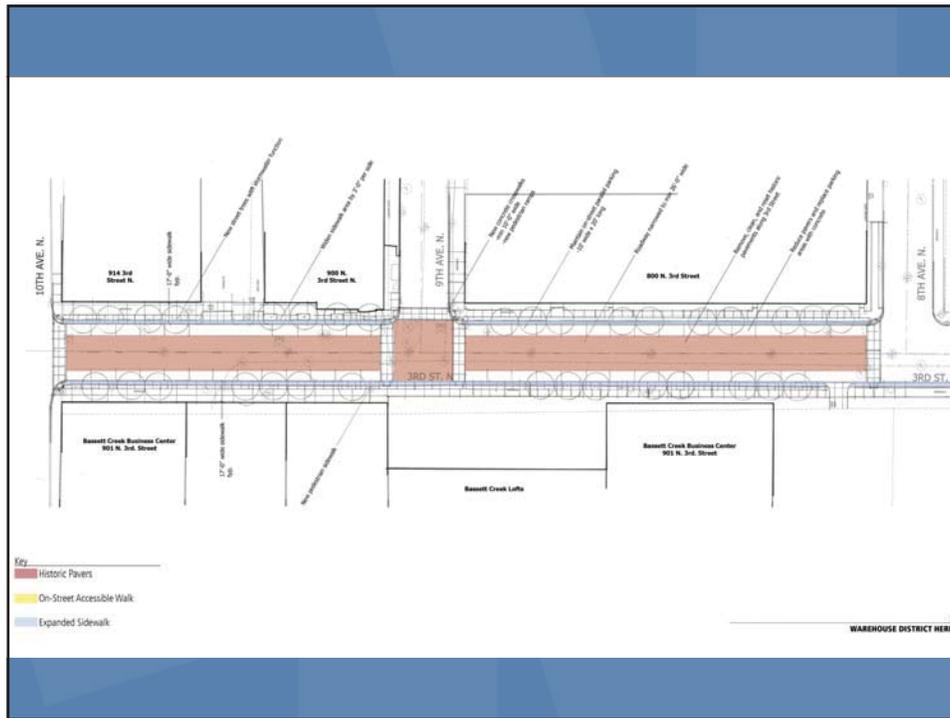
## 3rd Street North (10th Avenue N to 8th Avenue North)

- Existing ROW along 3rd Street N is 82.45' wide
- Current Street width is 56' wide
- ADT's for 3rd Street are 1700
- There is currently on-street parking on portions of both sides of the street
- It is estimated about 65% of the historic street pavement is exposed and roughly about 35% of the pavement is covered with bituminous patching.
  - Many visible areas of pavement settling that collect stormwater
  - Estimated 75% of visible pavement appears to be in good condition
- Sidewalks on both sides on the street between 10th Avenue and 9th Avenue are in fair condition. Sidewalk on the north side of the street is interrupted by numerous driveways leading to parking areas.
  - 900 N 3rd Street building has about 61' lineal feet of sidewalk missing along 9th Avenue. There is roughly 32' of sidewalk missing along 3rd Street N in front of the building.
- Sidewalks on both sides of the street between 9th Avenue and 8th Avenue are in poor condition.
- ADA accessibility
  - Accessibility on both sides of the street between 10th Avenue and 9th Avenue is considered fair. The missing section of sidewalk in front of the 900 N 3rd Street building needs to be completed.
  - Accessibility on both sides of the street between 9th Avenue and 8th Avenue is considered poor.

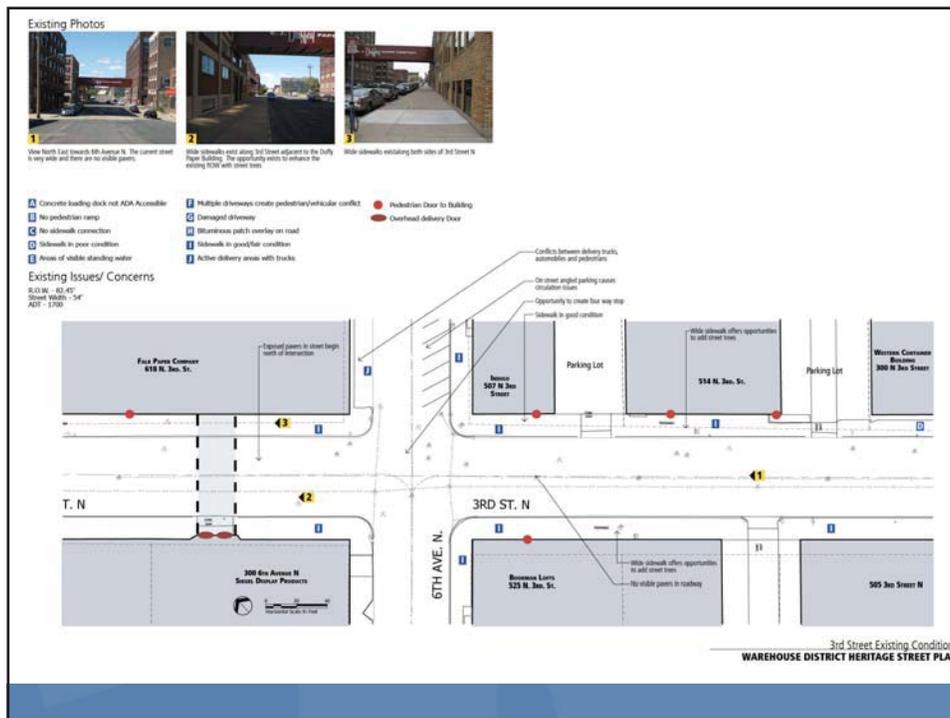
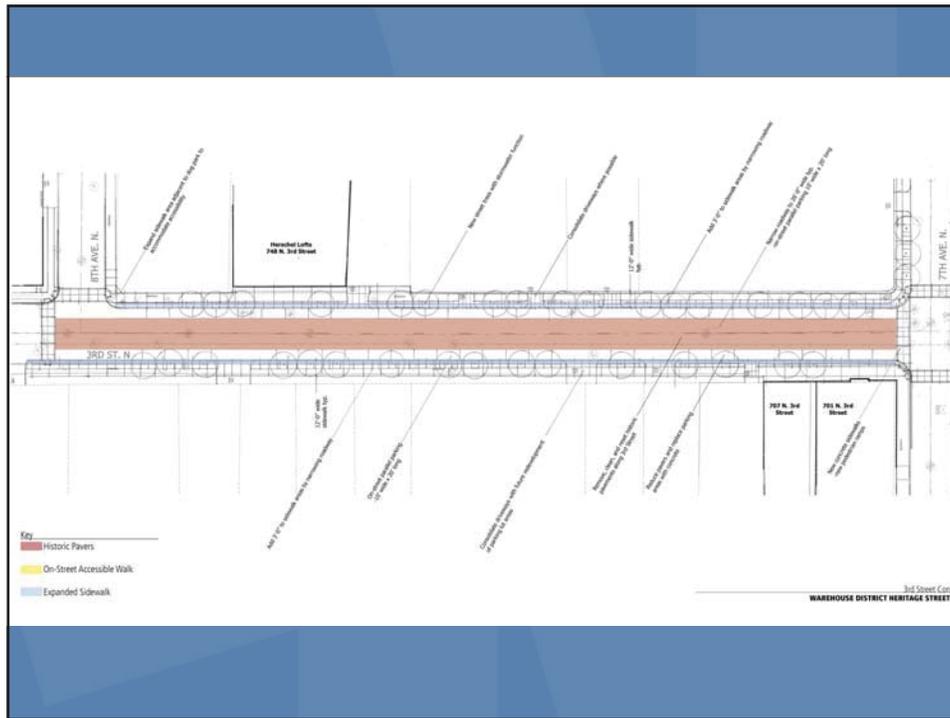
## 3rd Street North (8th Avenue N to 7th Avenue North)

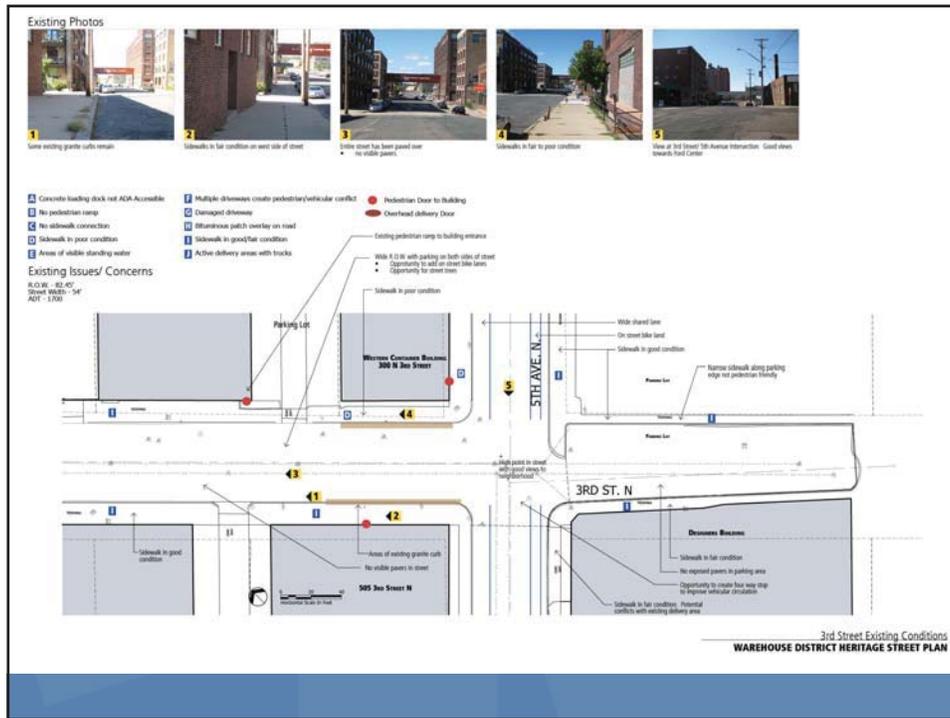
- Existing ROW along 3rd Street N is 82.45' wide
- Current Street width is 56' wide
- ADT's for 3rd Street are 1700
- There is currently on-street parking on portions of both sides of the street
- It is estimated about 70% of the historic street pavement is exposed and roughly about 30% of the pavement is covered with bituminous patching.
  - Many visible areas of pavement settling that collect stormwater
  - Estimated 70% of visible pavement appears to be in good condition
- Sidewalks on both sides on the street between 8th Avenue and 7th Avenue are in poor condition. Sidewalk on both sides of the street is interrupted by numerous driveways leading to parking areas.
- ADA accessibility
  - Accessibility on both sides of the street between 8th Avenue and 7th Avenue is considered poor.





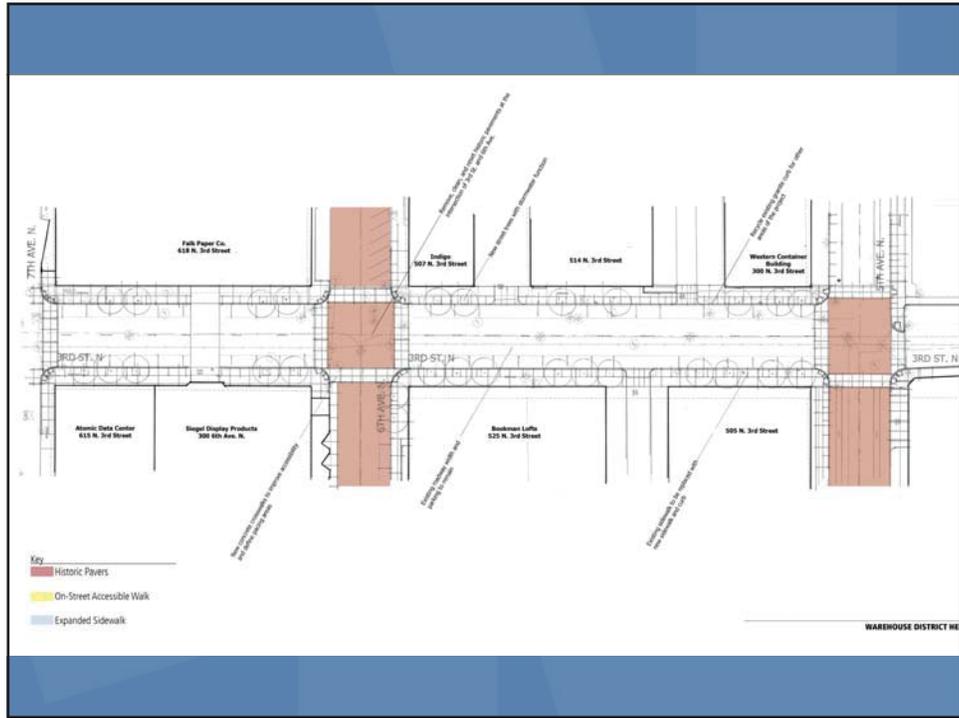






## 3rd Street North (6th Avenue N to 5th Avenue North)

- Existing ROW along 3rd Street N is 82.45' wide
- Current Street width is 54' wide
- ADT's for 3rd Street are 1700
- There is currently on-street parking on portions of both sides of the street
- There are no historic pavements exposed along 3rd Street N.
- Sidewalks on both sides of the street between 6th Avenue and 5th Avenue are in fair condition. Sidewalks and curb on the north side near 5th Avenue are in poor shape.
- Sidewalk along the entire south side of the street is in good shape. Curb on south side near 5th Avenue in poor shape. Historic granite curb remains in short sections at the east end of the street.
- ADA accessibility
  - Accessibility on both sides of the street between 6th Avenue and 5th Avenue is considered fair to good.



**Existing Photos**

- Significant paved parking areas adjacent to new sidewalk areas.
- Sidewalk area and loading dock not fully constructed. Paved parking blocks pedestrian circulation.
- Standing water in areas of poor settlement. Concrete curbing at entrance.
- Sidewalk areas adjacent to loading docks in poor condition. Non-ADA compliant loading dock ramp. Pavers at edge of ramp in street have buckled.
- Address unfinished construction of loading dock.
- Photo of typical poor condition in roadway.

- Concrete loading dock not ADA Accessible
- No pedestrian ramp
- No sidewalk connection
- Sidewalk in poor condition
- Areas of visible standing water
- Multiple driveways create pedestrian/vehicular conflict
- Downspout driveway
- Bituminous patch overlay on road
- Sidewalk in good/fair condition
- Active delivery areas with trucks
- Pedestrian Door to Building
- Overhead delivery Door

**Existing Issues/Concerns**

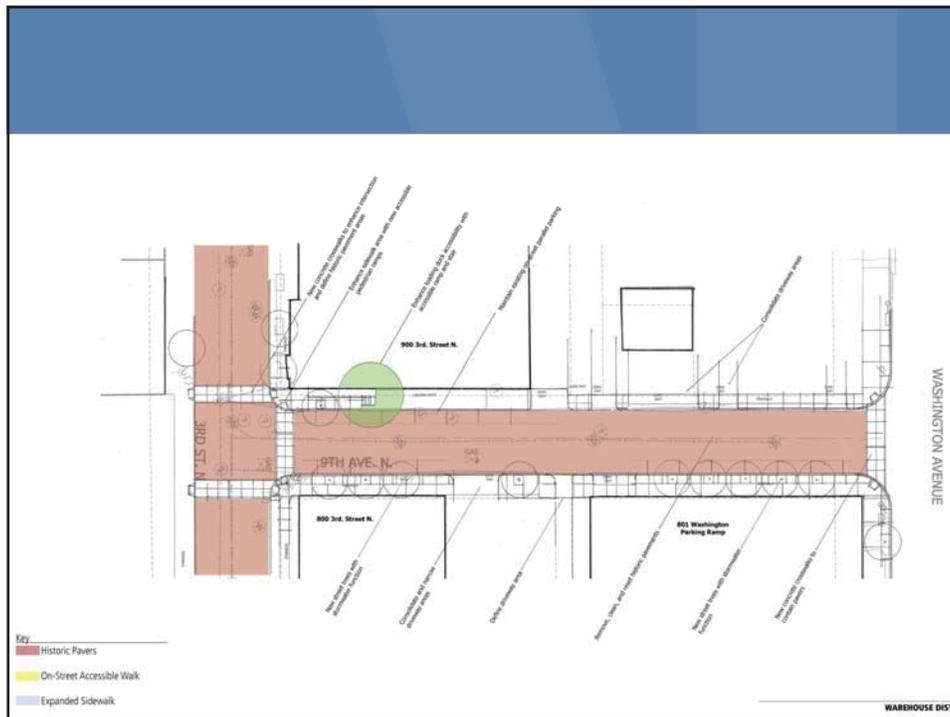
8,0, W. 66' Street Width: 42'  
 ADT - Modified (Not a Municipal State Aid Street)

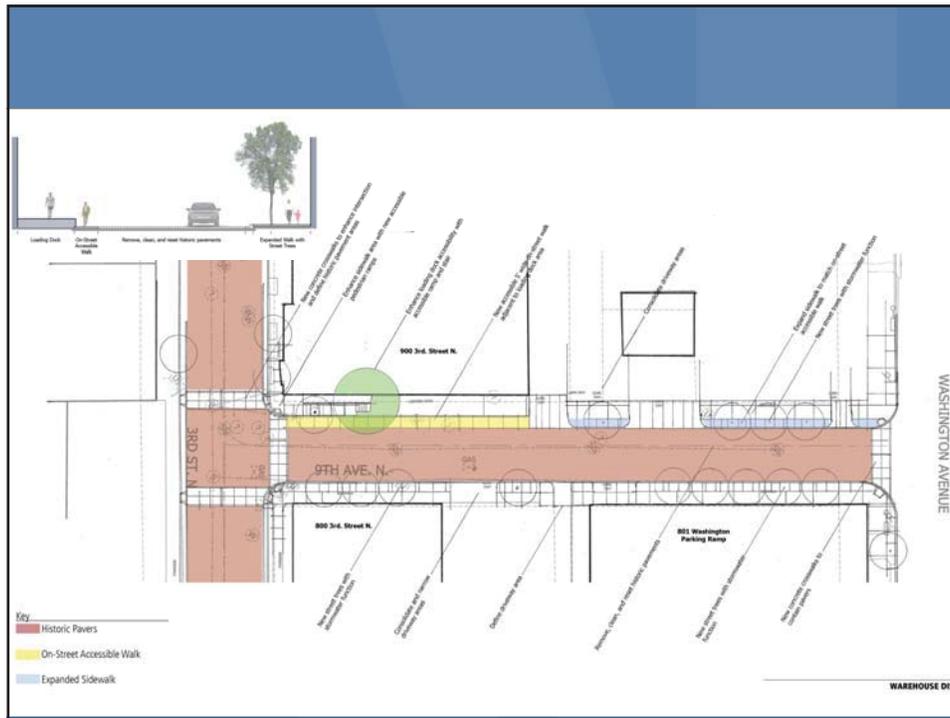
**9th Avenue Existing Conditions**  
**WAREHOUSE DISTRICT HERITAGE STREET PLAN**

Areas of street patching - Approximately 3,375 sf

## 9th Avenue N. (Washington Avenue to 3rd Street N)

- Existing ROW along 9th Avenue N is 66' wide
- Current Street width is 42' wide
- 9th Avenue N is not a designated MSA (Municipal State Aid) route
- There is currently on-street parking on portions of both sides of the street
- It is estimated about 70% of the historic street pavement is exposed and roughly about 30% of the pavement is covered with bituminous patching.
  - Some visible areas of pavement settling that collect stormwater
  - Estimated 85% of pavement appears to be in good condition
- New continuous sidewalk on the east side of the street. Sidewalk on the west side of the street is interrupted by numerous driveways leading to parking areas.
  - 900 N 3rd Street building has about 61' lineal feet of sidewalk missing along 9th Avenue. There is roughly 32' of sidewalk missing along 3rd Street N in front of the building.
- Existing loading dock has been modified along the 900 N. Third Street Building.
  - Loading dock construction is not completed and not ADA compliant.
- ADA accessibility
  - Accessibility on the east side of the street is considered good and the west side of the street is considered poor.





**Existing Photos**

1 Concrete loading dock not ADA accessible  
2 No sidewalk connection  
3 Sidewalk in poor condition  
4 Areas of visible standing water

5 Multiple driveways create pedestrian/vehicular conflict  
6 Damaged driveway

• Pedestrian Door to Building  
• Overhead delivery Door

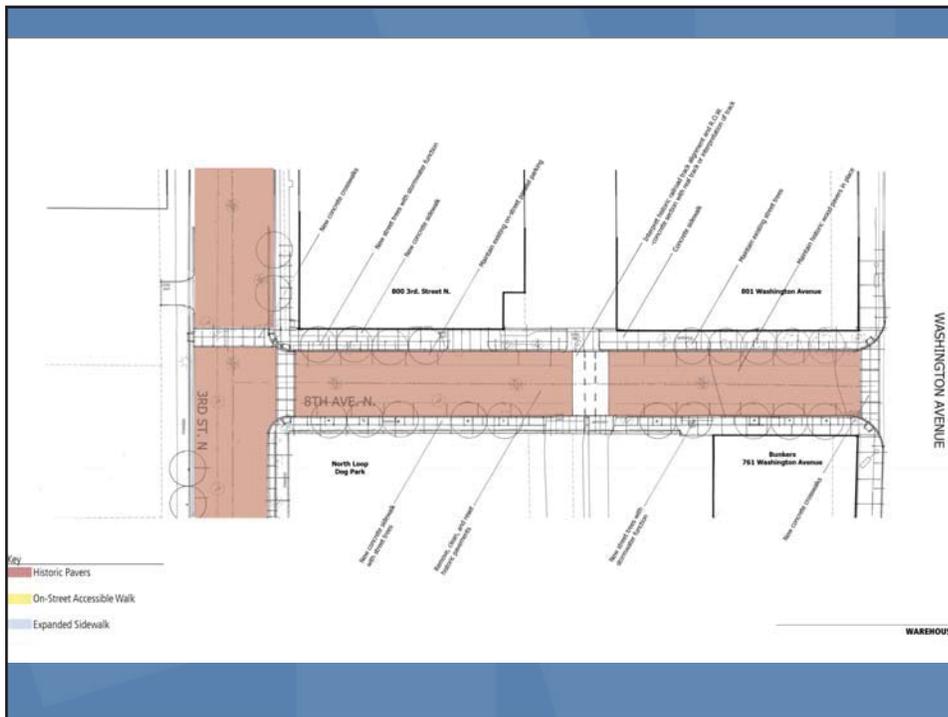
**Existing Issues/ Concerns**

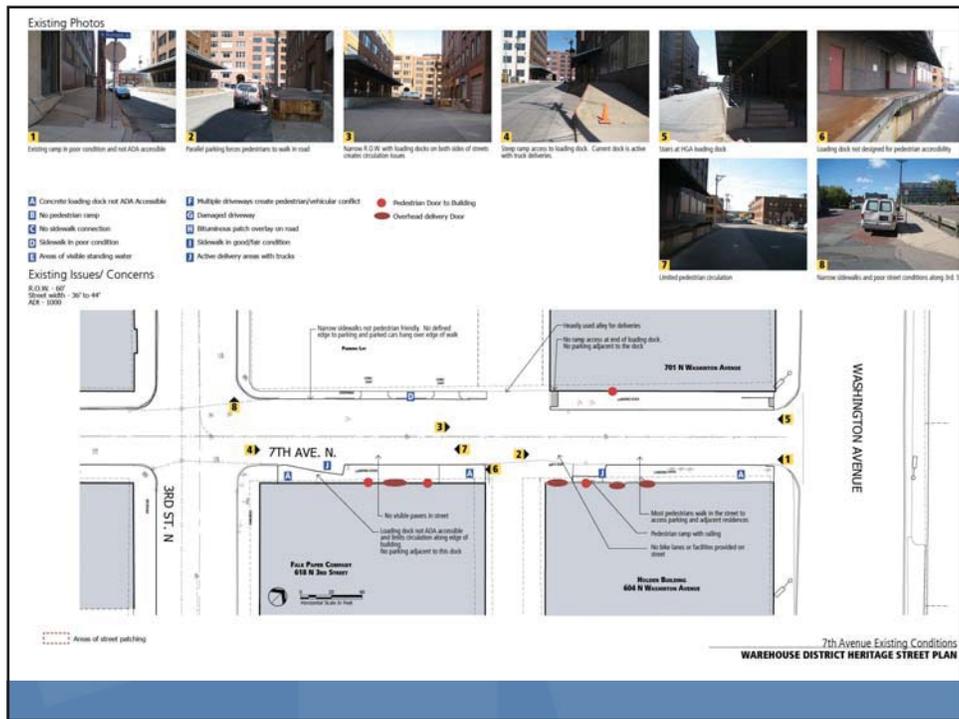
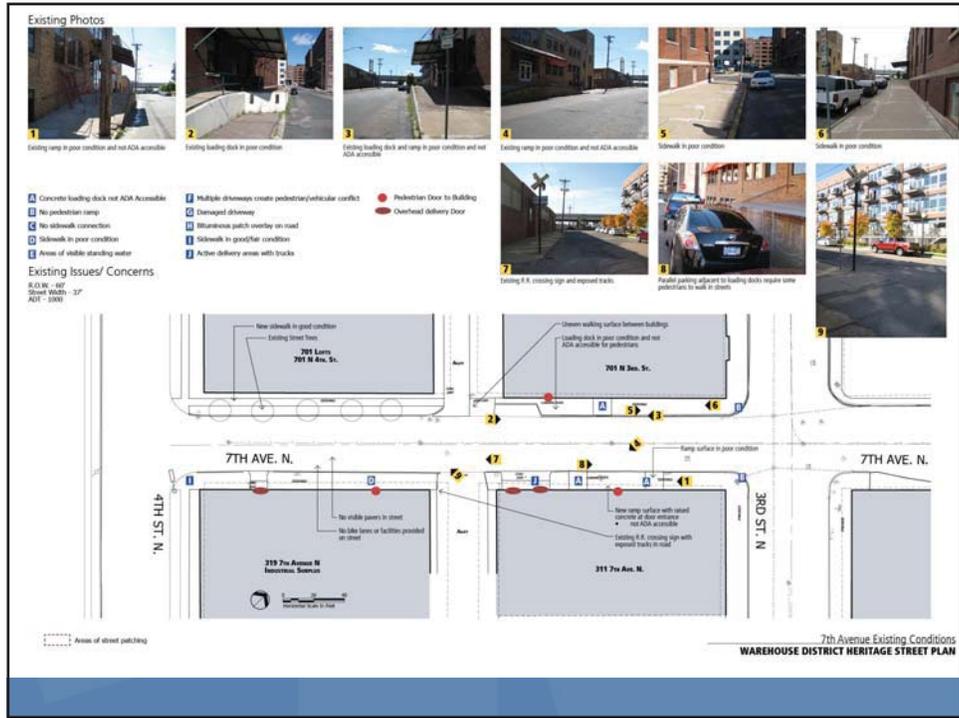
S.O.W. - 60'  
Street Width - 47'  
A.S.T. - Unshaded (Not a Municipal State Aid Street)

**8th Avenue Existing Conditions**  
**WAREHOUSE DISTRICT HERITAGE STREET PLAN**

## 8th Avenue N. (Washington Avenue to 3rd Street N)

- Existing ROW along 8th Avenue N is 66' wide
- Current Street width is 42' wide
- 8th Avenue N is not a designated MSA (Municipal State Aid) route
- There is currently on-street parking on portions of both sides of the street
- It is estimated about 30% of the historic street pavement is exposed and roughly about 70% of the pavement is covered with bituminous patching.
  - Bituminous patching appears to be in multiple layers in certain spots along the street
  - Some visible areas of pavement settling that collect stormwater
  - Estimated 70% of pavement appears to be in fair to good condition
  - Existing creosote wood block pavers appear to be in good condition
- Sidewalks on both the east and west side of the street is interrupted by numerous driveways leading to parking areas.
  - Sidewalks are in poor condition based on visual analysis.
  - Curbs also appear to be in poor condition. There are existing granite curbs along both sides of the street at the intersection of 3rd Street N
- Some active loading areas exist at the 800 N 3rd Street building
- ADA accessibility
  - Accessibility on the both sides of the street is considered poor.





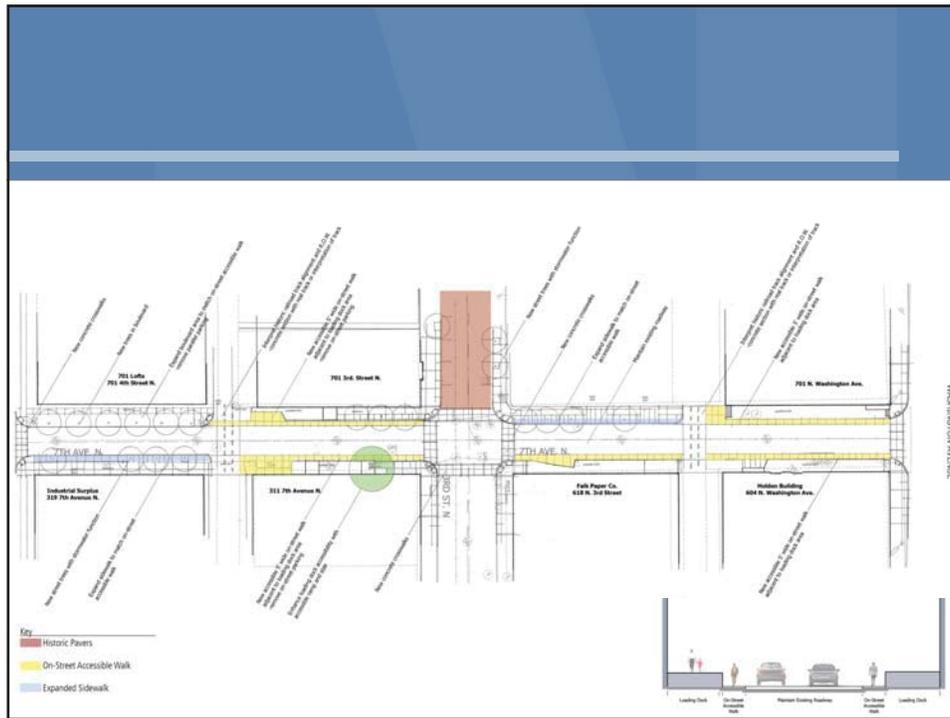
## 7th Avenue N. (3rd Street N to 4th Street N)

- Existing ROW along 7th Avenue N is 60' wide
- Current Street width is 37' wide
- 7th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 7th Avenue are 1000
- There is currently on-street parking on portions of both sides of the street
- There are no historic pavements exposed along 7th Avenue N.
- Sidewalks on both the east and west sides of the street is interrupted by loading docks and numerous driveways leading to loading areas.
  - Sidewalks are in poor condition based on visual analysis.
  - Curbs also appear to be in poor condition.
- Loading docks occur along both sides of the street.
  - 701 N 3rd Street building has a loading dock that appears to be in fair to poor condition. Loading dock contains a ramp that is not ADA compliant and provides no stair access. Loading dock does not lead to building primary entrance.
  - 311 7th Avenue building has a loading dock that appears to be in fair to poor condition. Loading dock is not ADA compliant and provides no stair access. Loading dock has recently been remodeled and has not been designed to meet ADA accessibility code. Loading dock does lead to a primary building entrance.
- ADA accessibility
  - Accessibility on both sides of the street are poor. Pedestrians currently can be seen walking in street adjacent to on-street parking to bypass the loading dock areas.

## 7th Avenue N. (Washington Avenue to 3rd Street N)

- Existing ROW along 7th Avenue N is 60' wide
- Current Street width varies from 36' to 44' wide
- 7th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 7th Avenue are 1000
- There is currently on-street parking on a short section along the east side of the street.
- There are no historic pavements exposed along 7th Avenue N.
- Sidewalk exist on a short section along the west side and is interrupted by numerous driveways leading to parking areas.
  - The sidewalk is in poor condition based on visual analysis. Sidewalk also very narrow and does not meet ADA standards.
  - Curbs also appear to be in poor condition.
- Loading docks occur along both sides of the street.
  - 701 Washington building has a loading dock that appears to be in fair to good condition. Loading dock has been remodeled and includes pedestrian accessible ramp and stairs along the north side of the dock. The south side of the loading dock includes stairs. Loading dock leads to building secondary accessible entrance.
  - 604 N Washington Avenue building has a loading dock that appears to be in fair to poor condition. Loading dock contains a ramp that is not ADA compliant and provides no stair access. Loading dock does not lead to building primary entrance but is actively used.
- ADA accessibility
- Accessibility on both sides of the street are poor. Pedestrians currently can be seen





**Existing Photos**

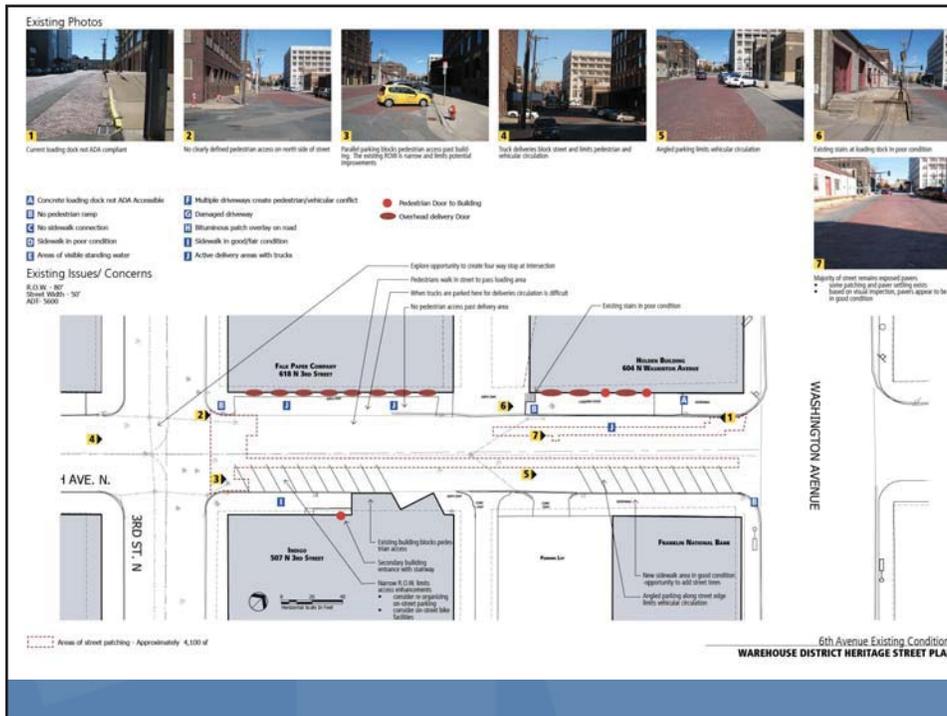
**Existing Issues/Concerns**

- Concrete loading dock not ADA Accessible
- No pedestrian ramp
- No sidewalk connection
- Sidewalk in poor condition
- Areas of visible standing water
- Multiple driveways create pedestrian/vehicular conflict
- Damaged driveway
- Driveway patch number on road
- Sidewalk in great/fair condition
- Active delivery areas with tracks
- Pedestrian Door to Building
- Overhead delivery Door

**Existing Issues/Concerns**

S.D.M. 80' Street width - 52' ADA 2010

6th Avenue Existing Conditions  
WAREHOUSE DISTRICT HERITAGE STREET PLAN



## 6th Avenue N. (Washington Avenue to 3rd Street N)

- Existing ROW along 6th Avenue N is 80' wide
- Current Street width is 55' wide
- 6th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 6th Avenue are 5600
- There is currently on-street parking on the east side of the street
  - The current parking along the east side of the street is angled parking.
- It is estimated about 70% of the historic street pavement is exposed and roughly about 30% of the pavement is covered with bituminous patching.
  - Extensive areas of pavement settlement. Settlement has created numerous areas for stormwater to collect. It can be almost certain that pavement base is in very poor condition
  - Estimated 70% of pavement appears to be in fair to good condition
- New continuous sidewalk on the east side of the street. No sidewalk on west side of street.
  - Sidewalks on east side of street terminates at loading area within the ROW. Sidewalk continues on other side of loading dock area.

## 6th Avenue N. (Washington Avenue to 3rd Street N)

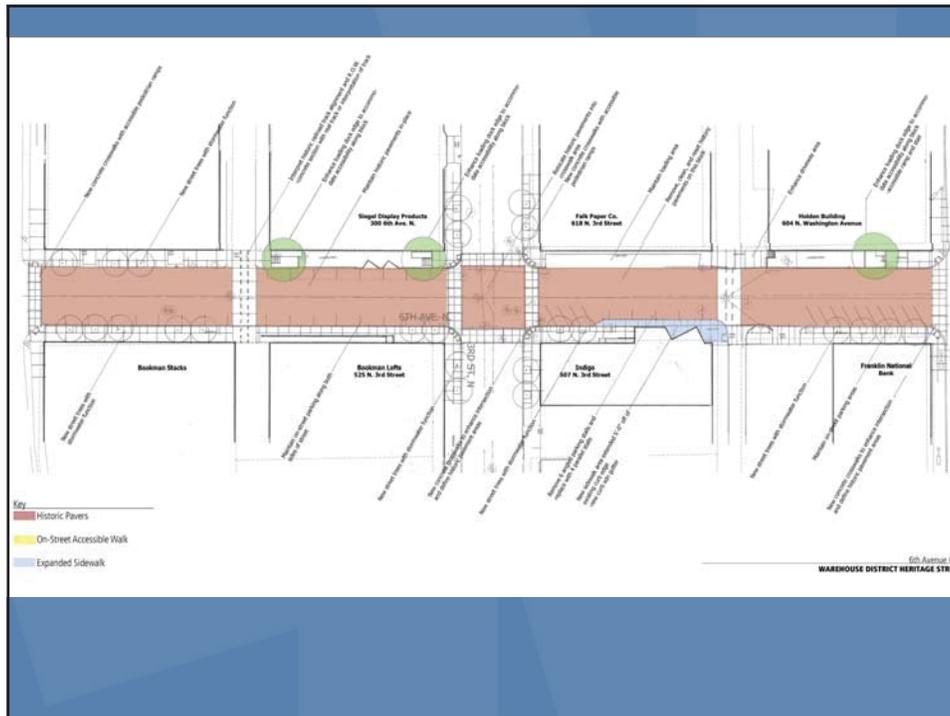
- Loading docks occur along both sides of the street.
  - 507 N 3rd Street Building has a small loading dock area that projects into the public ROA and blocks sidewalk access along 6th Avenue N. Does not appear to be an active loading dock area.
  - 604 N Washington Avenue building has a loading dock that appears to be in poor condition. Loading dock contains a ramp that is not ADA compliant and provides no stair access. Loading dock does not lead to building primary entrance and is not actively used.
  - 618 N 3rd Street Building has a very active loading area with (8) delivery bays. Loading area is very active with semi-trucks. Pedestrians cannot walk along this side of the street when a truck is in a loading bay.
- ADA accessibility
  - Accessibility on the both sides of the street is poor. Pedestrians can not move north or south along this section of street without walking into the street. Active truck delivery areas creates pedestrian/vehicular conflicts.

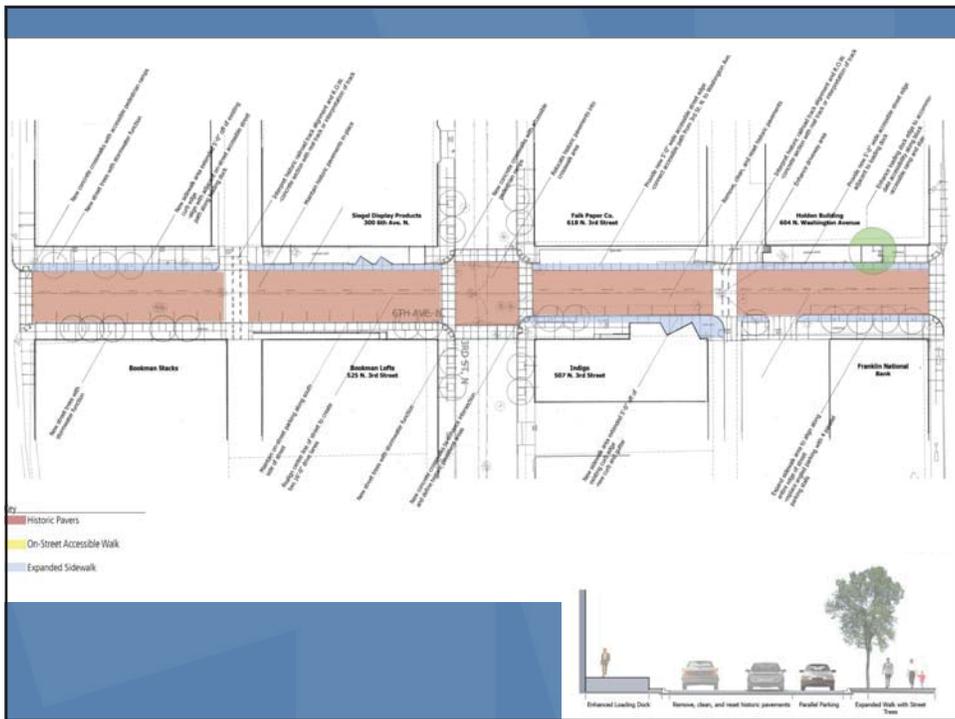
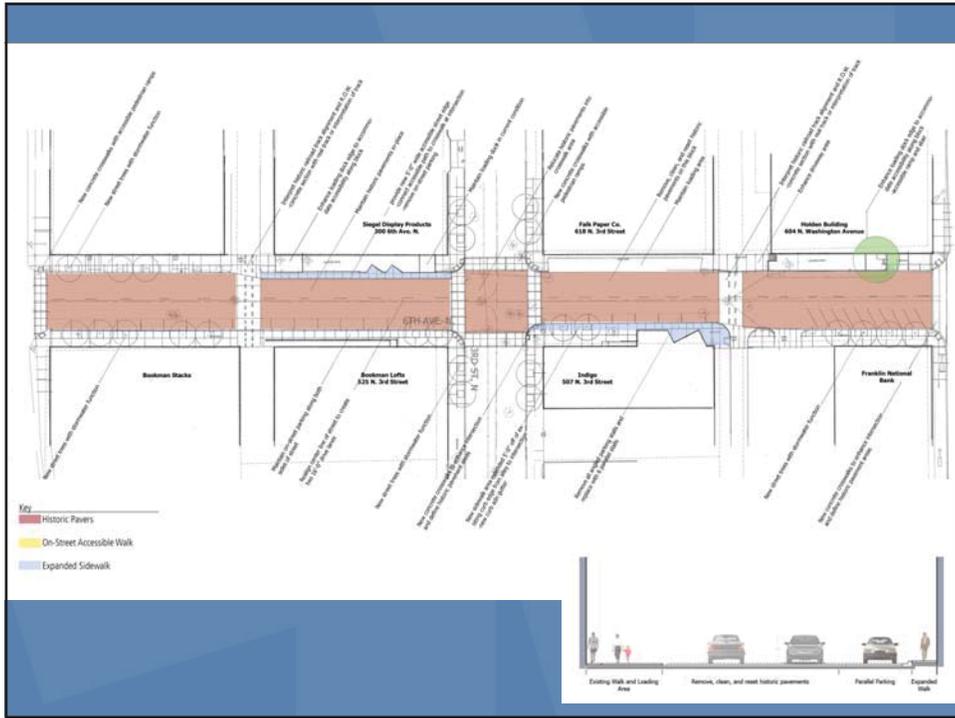
## 6th Avenue N. (3rd Street N to 4th Street N)

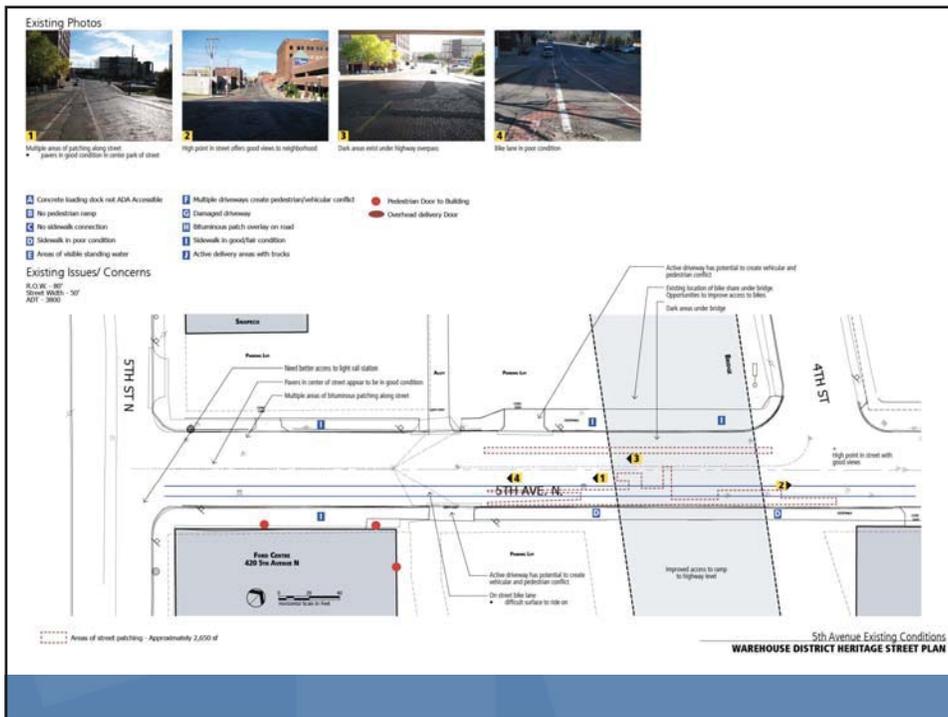
- Existing ROW along 6th Avenue N is 80' wide
- Current Street width is 52' wide
- 6th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 6th Avenue are 5600
- There is currently on-street parking on portions of both sides of the street
- It is estimated about 55% of the historic street pavement is exposed and roughly about 45% of the pavement is covered with bituminous patching.
  - Some visible areas of pavement settling that collect stormwater
  - Estimated 80% of pavement appears to be in fair to good condition
- New continuous sidewalk on the east side of the street. Sidewalk on the west side of the street is interrupted by loading areas and active loading dock.
  - Sidewalks on the SW side of street are in poor condition based on visual analysis.
  - Curbs also appear to be in good condition.
- Loading docks occur along the west side of the street.
  - 300 6th Avenue N building has a loading dock that appears to be in fair to good condition. Loading dock contains a ramp that is not ADA compliant and provides no stair access. Loading dock does not lead to building primary entrance.
  - Loading dock is active with semi-trucks

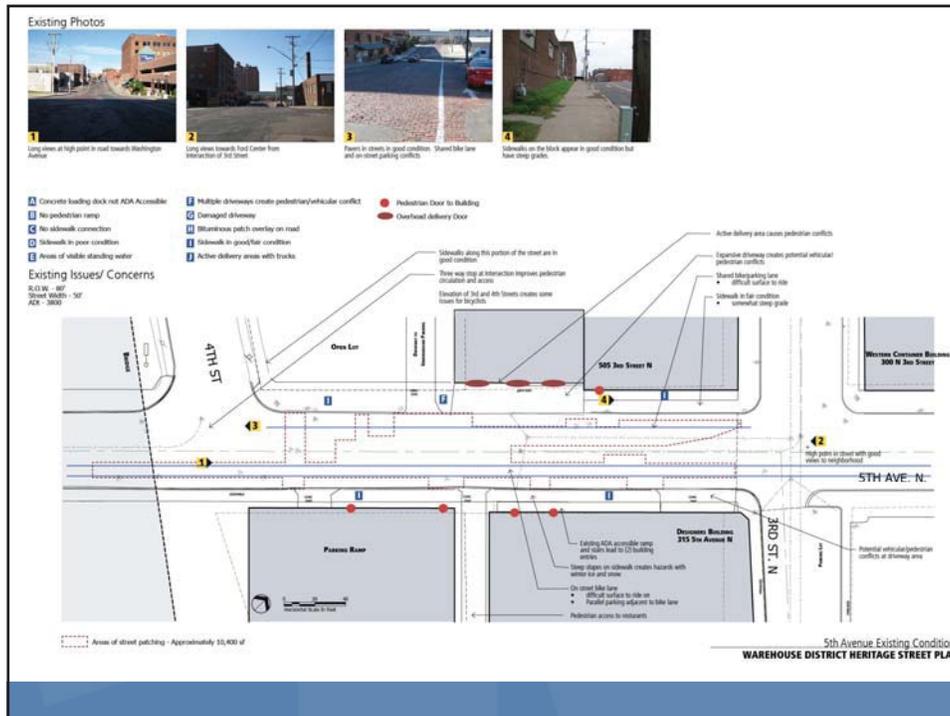
## 6th Avenue N. (3rd Street N to 4th Street N)

- ADA accessibility
  - Accessibility on the west side of the street is poor.
  - Good sidewalks with pedestrian curb ramps exist on the east side of the street.







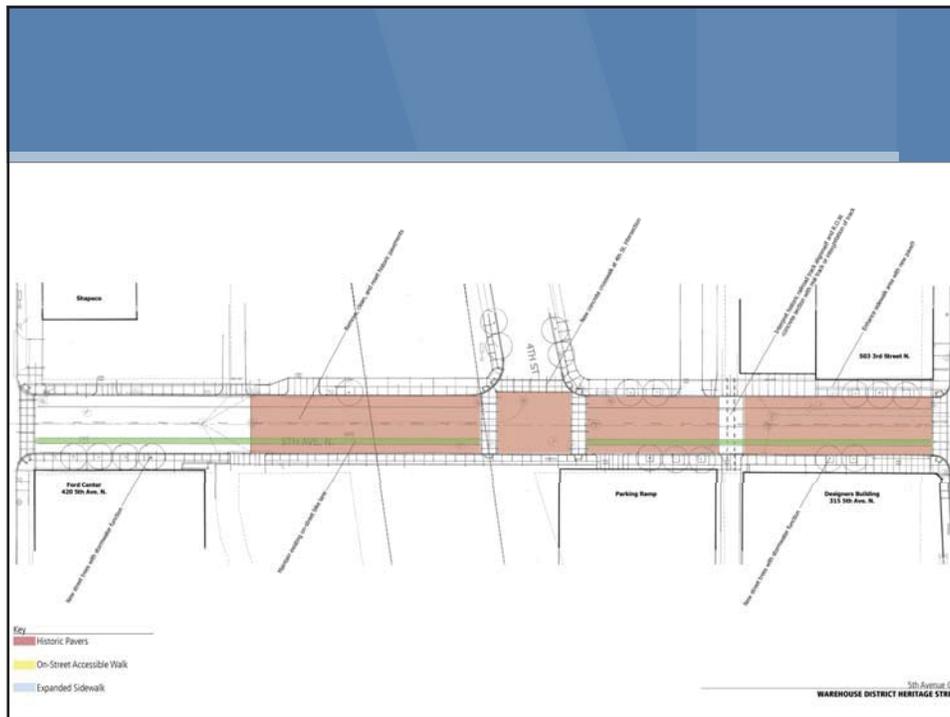


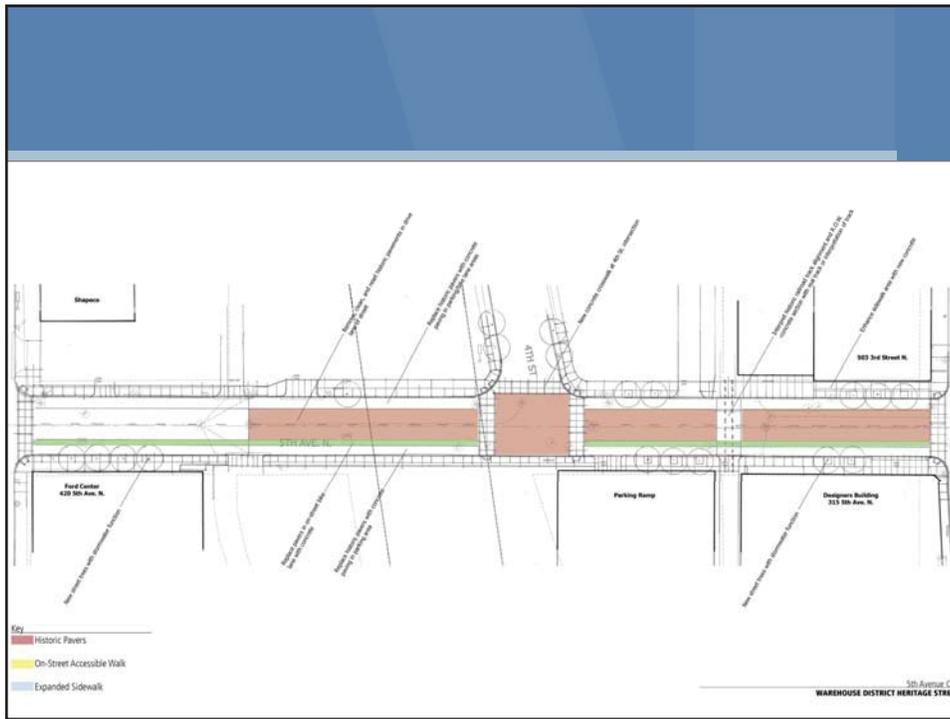
## 5th Avenue N. (4th Street N to 5th Street N)

- Existing ROW along 5th Avenue N is 80' wide
- Current Street width is 50' wide
- 5th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 5th Avenue are 3800
- There is currently on-street parking on portions of both sides of the street. A majority of this parking is metered parking.
- It is estimated about 30% of the historic street pavement is exposed and roughly about 70% of the pavement is covered with bituminous patching.
  - Very little visible areas of pavement settling
  - Estimated 70% of pavement appears to be in fair to good condition
- Sidewalk exists on both sides of the street.
  - Sidewalk on the west side of street is in poor condition based on visual analysis. Sidewalk is interrupted by numerous driveways to parking areas. Curbs also appear to be in fair condition.
  - Sidewalk on the east side of street is in poor condition based on visual analysis. Curbs also appear to be in fair condition.
  - Existing on-street bike lane is defined on the east side of the street and a shared bike lane exists on the west side of the street.
- ADA accessibility
  - Accessibility on both sides of the street is considered fair. Steep sidewalk slopes can cause issues in the winter months.

## 5th Avenue N. (3rd Street N to 4th Street N)

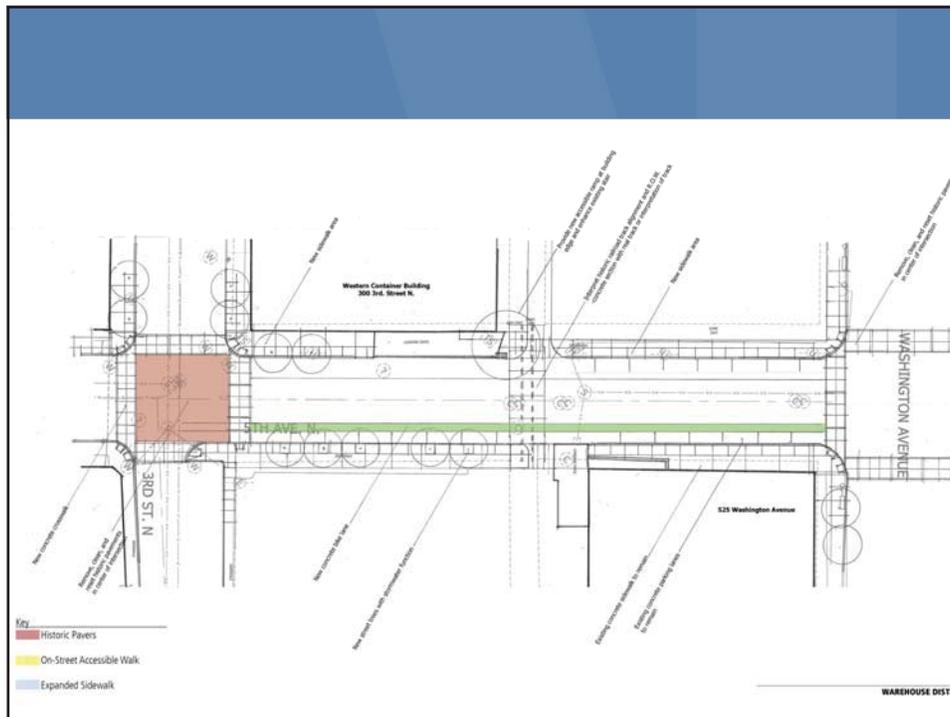
- Existing ROW along 5th Avenue N is 80' wide
- Current Street width is 50' wide
- 5th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 5th Avenue are 3800
- There is currently on-street parking on portions of both sides of the street. All of this parking is metered parking.
- Historic pavements are visible only in half of the street. It is estimated about 55% of the historic street pavement is exposed and roughly about 45% of the pavement is covered with bituminous patching.
  - Very little visible areas of pavement settling
  - Estimated 85% of pavement appears to be in good condition
- Sidewalk exists on both sides of the street.
  - A short section of sidewalk along the west side is new. Remaining areas of sidewalk on the west side of street is in poor condition based on visual analysis. Sidewalk is interrupted by numerous driveways to parking areas and alleys. Curbs also appear to be in fair to poor condition.
  - Sidewalk on the east side of street is in fair condition based on visual analysis. Curbs also appear to be in fair condition.
  - Existing on-street bike lane is defined on the east side of the street and a shared bike lane exists on the west side of the street.
- ADA accessibility
  - Accessibility on both sides of the street is considered fair. Steep sidewalk slopes can cause issues in

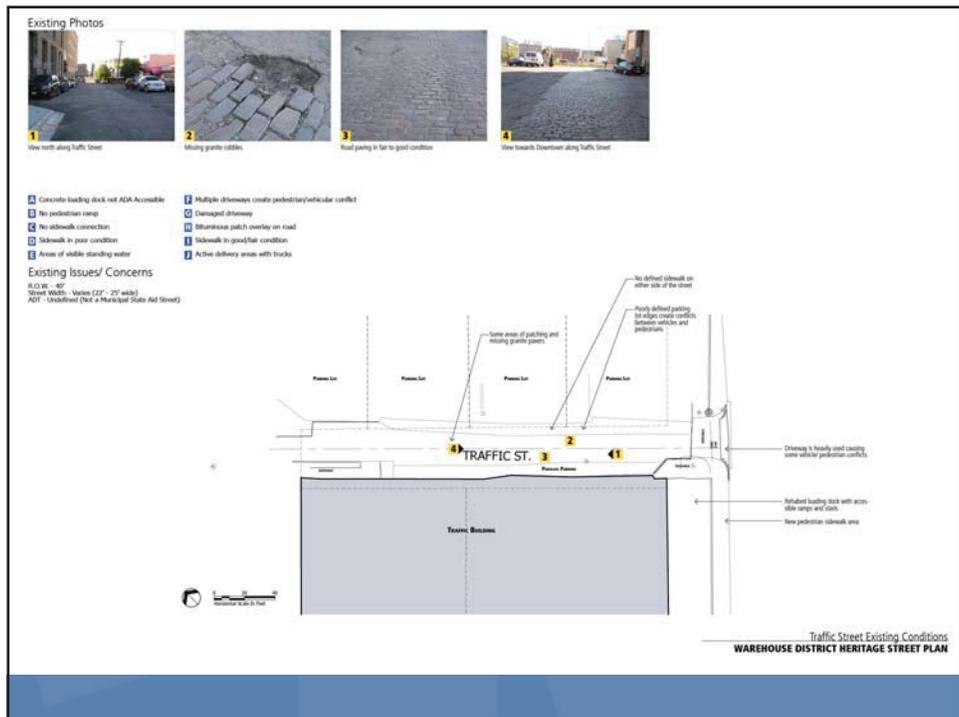
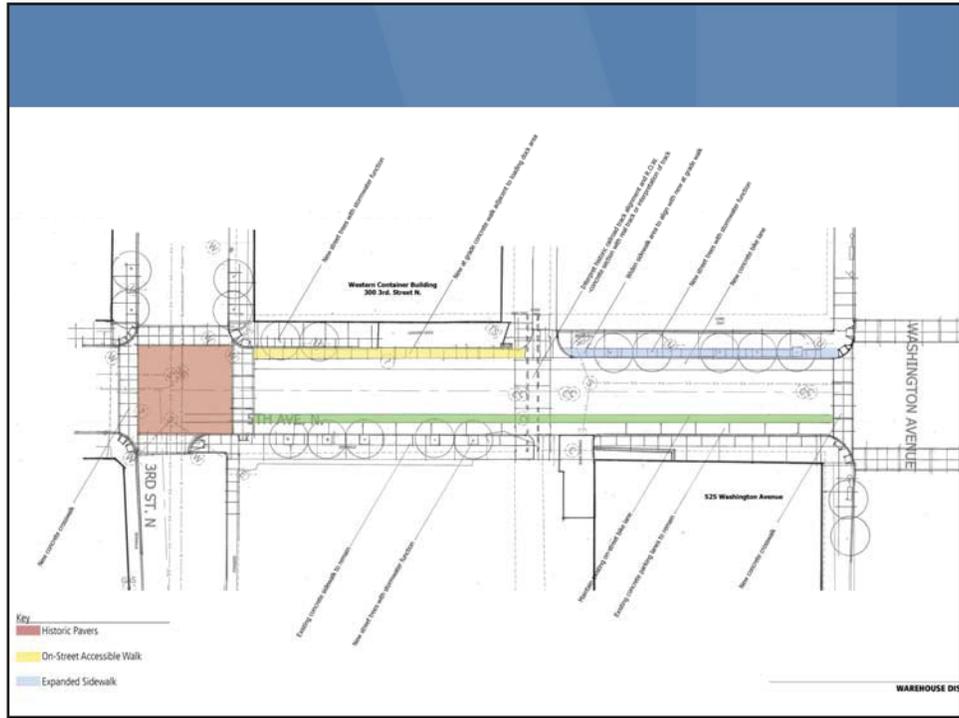




## 5th Avenue N. (Washington Avenue to 3rd Street N)

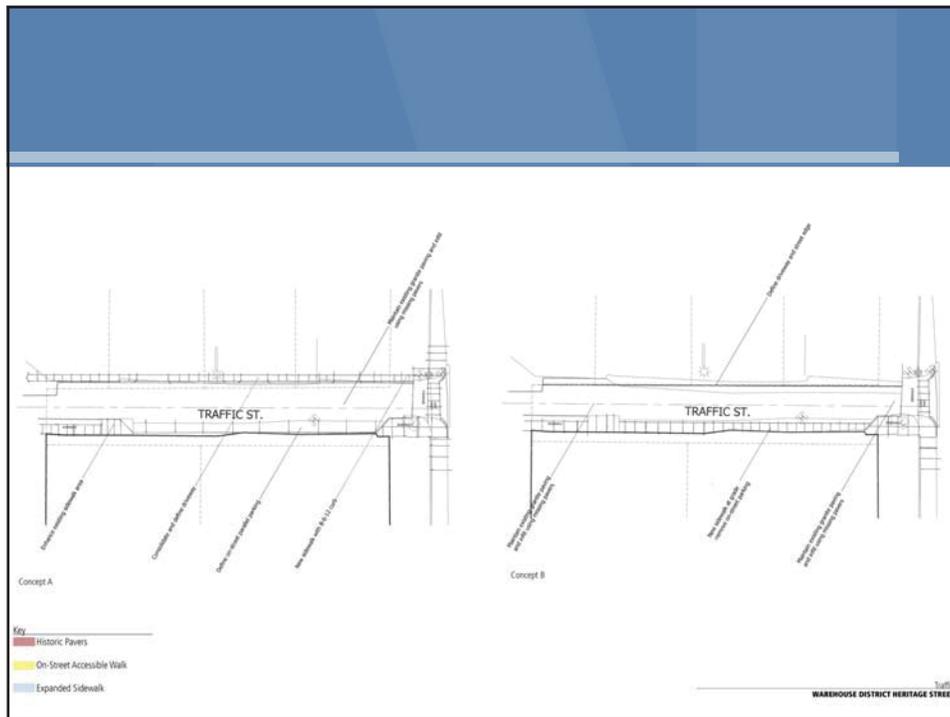
- Existing ROW along 5th Avenue N is 80' wide
- Current Street width is 51' wide
- 5th Avenue N is a designated MSA (Municipal State Aid) route
- ADT's for 5th Avenue are 3800
- There is currently on-street parking on portions of both sides of the street. All of this parking is metered parking.
- No historic pavements are visible in the street.
- New continuous sidewalk on the east side of the street. No sidewalk on SW side of street.
  - Sidewalk along the east side of the street is new. Sidewalk along the NW side of the street in very poor condition. Sidewalk is interrupted by numerous driveways to parking areas and alleys. Curbs also appear to be in fair to poor condition.
  - Existing on-street bike lane is defined on the east side of the street and a shared bike lane exists on the west side of the street.
- Loading dock occurs along the SW side of the street.
  - 300 N 3rd Street building has a loading dock that appears to be in poor condition. Loading dock contains a small ramp along the south edge that is not ADA compliant and provides a stair access along the north edge. Loading dock leads to building primary entrance. Loading dock is not active.
- ADA accessibility
  - Accessibility on east side of street is good. Accessibility on west side of street is poor with existing sidewalk in poor condition and loading dock. It is common to see pedestrians walking in the street adjacent to the loading dock area.





## Traffic Street

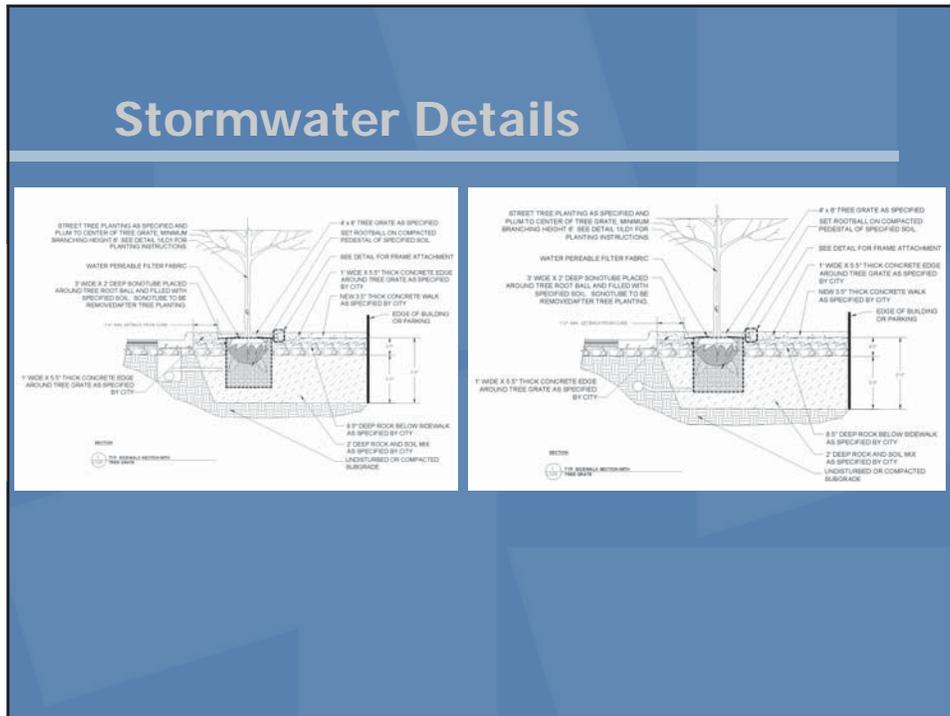
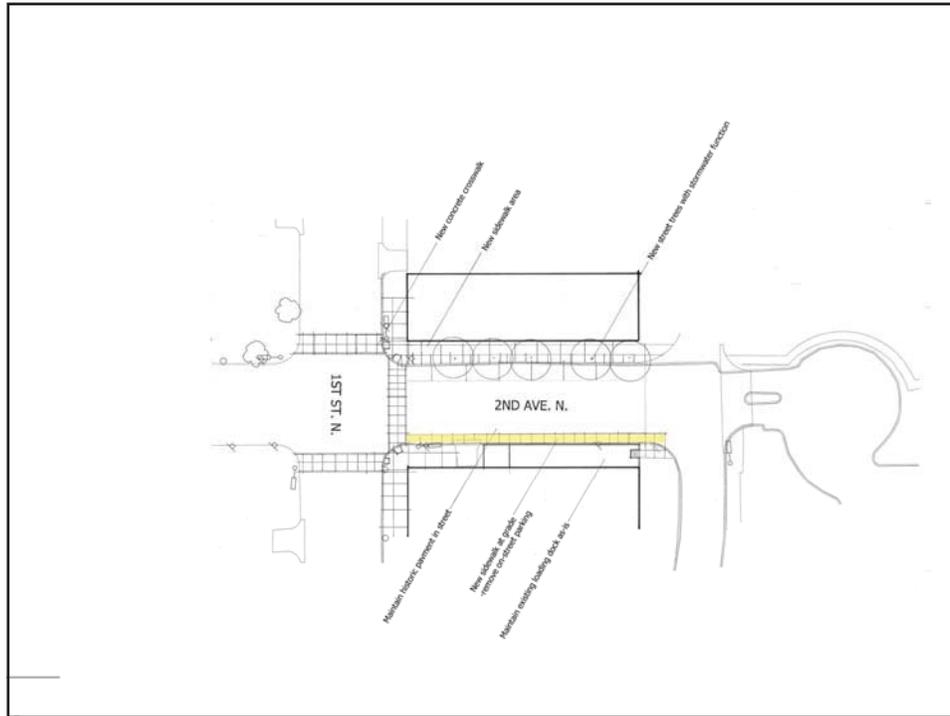
- Existing ROW along Traffic Street is 40' wide
- Current Street width varies between 22' and 25' wide
- Traffic Street is not a designated MSA (Municipal State Aid) route
- There is currently on-street parking on the south side of the street and parking lots along the north side.
- Historic granite pavements are visible in the street. Historic granite paving appears to be in good condition but there are visible areas of missing pavers. Some pavement settling has also occurred.
- No sidewalks exist along either side of the street.
- ADA accessibility
  - The street is not ADA accessible.





## 2nd Avenue N. (1st Street N to Federal Reserve Parking Lot)

- Existing ROW along 2nd Avenue N is 80' wide
- Current Street width is 47' wide
- 1st Avenue N is a designated MSA (Municipal State Aid) route
- There is currently on-street parking on both sides of the street.
- Almost all historic pavements are visible. It is estimated about 97% of the historic street pavement is exposed and roughly about 3% of the pavement is covered with bituminous patching.
- Sidewalk exists on the north side of the street.
  - Sidewalk on the north side of street is in good/ fair condition based on visual analysis. Curbs also appear to be in fair condition.
- Loading dock occurs along the SE side of the street.
  - Loading dock contains a small ramp along the south edge that is not ADA compliant and provides a stair access along the north edge. Loading dock leads to building secondary entrance.
  - Loading dock is not active.
- ADA accessibility
  - Accessibility on the north side of the street is considered good



## Questions/ Comments

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- Any questions may be directed to Beth Elliot

## Next Steps

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- Final Analysis, Planning Assumptions and Concept Plan graphics will be placed on website this week.
- Next Meeting ***March 3rd, 2011***
  - *Discuss and make decisions regarding the Concept plans for each street section*
  - *Cost Estimates for concept plans*
  - *Implementation Strategies*

## Extras

## Study Goals and Objectives

- The primary goal of the study is to develop a street by street strategy for:
  - *Preserving the character of the Warehouse District by retaining (and possibly rehabilitating) the remaining historic materials and industrial infrastructure*
  - *Meeting ADA accessibility requirements*
  - *Meeting Minneapolis Public Works' need for street and sewer repairs and enhanced stormwater management*



- Primary Project Objectives:
  - *Balance interests related to sustainability, accessibility, and preservation to get to a product that will make final recommendations.*
  - *Develop a matrix to provide guidance and help make decisions regarding the preservation, accessibility and balance all modes of transportation. The matrix will include financial implications/ considerations to aid in the decision making process.*
  - *Develop a final product that is similar to engineering schematics for the design of all of the heritage streets and infrastructure which will serve as an implementation tool for the NL Small Area Plan and Warehouse District Guidelines.*



## Project Issues

- **ACCESSIBILITY** - balance accessibility issues with preservation of existing historic infrastructure and limited space. The plan will need to accommodate each of the various travel modes, including accessible sidewalks for pedestrians.
- **INFRASTRUCTURE IMPROVEMENTS** - The plan needs to accommodate existing and new infrastructure to support roadway improvements, sewer repairs, and future redevelopment efforts.
- **HISTORIC PRESERVATION** – The plan will need to maintain the character of the project area by preserving the remaining historic paving materials and industrial infrastructure.
- **STORMWATER MANAGEMENT** – The options will benefit from integrating stormwater innovation and management techniques into the design. A key challenge will be maintaining historical levels of impervious coverage while meeting current stormwater management regulations.

- **PUBLIC INVOLVEMENT** - Stakeholder involvement will nurture a responsive plan and foster a core group of advocates to share in its implementation. It will be important to work with the community to understand what exists, review street options, and provide recommendations that reinforce the City's vision for the Heritage Streets and create a sense of community pride.
- **POTENTIAL FUNDING OPPORTUNITIES** - It will be important to define creative opportunities for future funding of Heritage Street improvements and recommendations. Additional funding from traditional sources must also be defined.

## Warehouse District Heritage Street Plan

MnDOT State Aid for Local Transportation Meeting  
3.10.2011

A meeting was held on 3.10.11 with the MnDOT Metro Division SALT office to discuss the concepts for the Warehouse Historic District Heritage Street Plan.

Attendees: Greg Coughlin, Metro Dist. State Aid Engineer  
Dan Erickson, Metro Dist. Assistant State Aid Engineer (Federal Aid)  
Kevin Hogle, Bonestroo  
Phil Gravel, Bonestroo  
Bob Carlson from Minneapolis PW was invited but could not attend

Phil Gravel outlined the purpose of the project and the general status of the study to date. He then presented current concepts for 3<sup>rd</sup> Street, 5<sup>th</sup> Avenue, 6<sup>th</sup> Avenue, and 7<sup>th</sup> Avenue. Kevin Hogle reviewed the State Aid rules and possible funding issues. Greg Coughlin and Dan Erickson each gave comments.

The following summarizes some of the comments received:

### CONCEPTS

- In general, State Aid should not have a problem with re-use of brick pavers as proposed.
- A variance would probably be required if striping is not used. It seems reasonable that a variance would be approved.

### STREET WIDTHS

- The proposed street widths appear to conform to the State Aid Design Manual.
- Designs at the time of construction will need to conform to the current street width criteria.

### STREET SECTION

- Design section will need to provide required GE.

### FEDERAL AID

- Streets that use any federal funding will need to follow Section 106 process.
- Further review of Federal Aid criteria will be required at the time a project is proposed if federal funding is to be used.

### FUNDING

- Projects will need to follow standard State Aid eligibility process.
- In general most of the work appears eligible.
- Landscaping is eligible for some State Aid funding within the state aid rules. The rules allow a municipality to use up to 5% of their allocated State Aid funds for landscaping purposes.
- It appears that the cost to salvage and reinstall paves may be eligible for State Aid participation.
- It's unclear whether or not the cost to salvage and store pavers (as proposed for 5<sup>th</sup> St.) would be State Aid eligible.

Greg and Dan will discuss the concepts with other staff members over the next couple of weeks and will inform us if they have any follow-up comments.

###



# Meeting Agenda

## **Warehouse District Heritage Street Plan**

Steering Committee #4 - Date 4.7.2011

City of Minneapolis CPED

City Hall - Room 103

3:00 - 5:00pm

1. Introductions
  - a. Design Team and City staff
  - b. Task Force Members
2. Project Schedule
  - a. Draft document and review
3. Heritage Streets Concept Plan
  - a. Final Heritage Street Concept Plans and Recommendations
4. Preliminary Implementation
  - a. Preliminary Costs Estimates
    - i. Capitol Costs vs. Maintenance Costs
  - b. Preliminary Project Phasing
    - i. Preliminary Phasing Plan
    - ii. 2nd Avenue
    - iii. 6th Avenue on CIP
    - iv. 5th Avenue
  - c. Funding Strategies
    - i. General categorized list of funding strategies
    - ii. Proposed recommendations for funding strategies
5. Questions and Comments
6. Next Steps
  - a. Schedule

# Warehouse District Heritage Streets Project



## Task Force Meeting #4

April 7<sup>th</sup>, 2011

City of Minneapolis CPED  
City Hall - Room 103  
3:00 - 5:00pm



## Meeting Agenda

- **Introductions**
  - *Design Team and City staff*
  - *Task Force Members*
- **Project Schedule**
  - *Draft document and review*
- **Heritage Streets Concept Plan**
  - *Final Heritage Street Concept Plans and Recommendations*
- **Preliminary Implementation**
  - *Preliminary Costs Estimates*
    - a. Capitol Costs vs. Maintenance Costs
  - *Preliminary Phasing Plan*
    - a. Preliminary Project Phasing
    - b. 2nd Avenue
    - b. 6th Avenue on CIP
    - c. 5th Avenue
  - *Funding Strategies*
    - a. General categorized list of funding strategies
    - b. Proposed recommendations for funding strategies
- **Questions and Comments**
- **Next Steps**

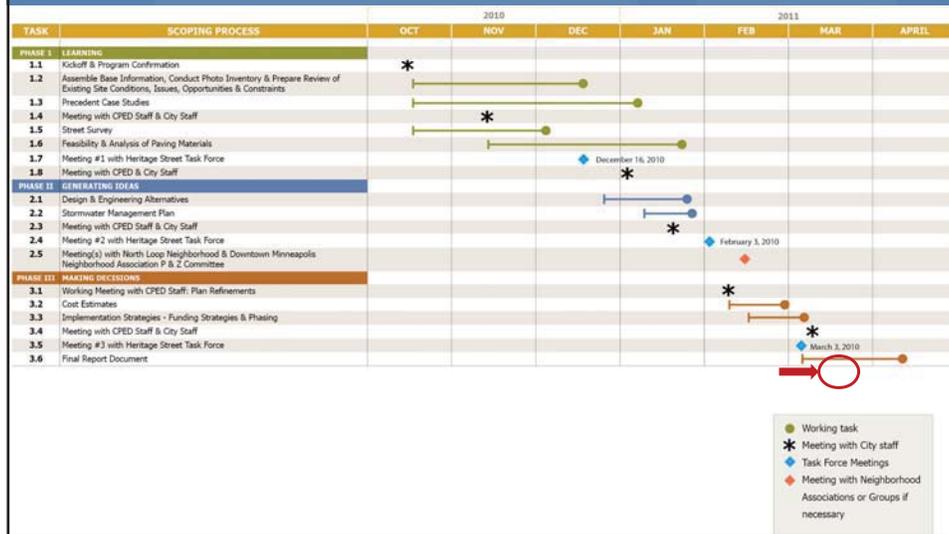


# Introductions

## ■ Project Team

- **John D. Slack** *Bonestroo*
- **Phil Gravel** *Bonestroo*
- **Tammy Lindberg** *Lindberg Consulting*
- **Beth Elliot**, Project Manager, *CPED*
- **Brian Schaffer** *CPED*

# Project Schedule



## Heritage Street Concepts



## Primary Recommendations

- Narrow all streets where possible throughout the district to comply with MSA standards and Access Minneapolis
- Provide street trees on all non- Freight Streets. Integrate stormwater management into tree planting areas.
- Provide accessible walks on both sides of all heritage streets. Sidewalks will be a minimum of 5'-6" but most will be 6' wide. Walks will utilize a standard City curb design (B6-24). This recommendation will serve to protect integrity of historic loading docks throughout the district
- Recommendation to not allow any alterations to historic loading docks unless required for primary access to buildings and approved by HPC
- Maintain a majority of on-street parking throughout the district except along 7th avenue
- Recommendations call for the removal, cleaning and replacement of historic pavements on all heritage streets except for 5th Avenue
- Recommendation for 3rd street is the removal and replacement of historic pavements within the drive lanes with concrete to replace the parking lanes.
- Pavers will be removed from intersections except at 6th avenue and 3rd street
- Provide concrete crosswalks and accessible pedestrian ramps
- Add pedestrian scaled lighting and other streetscape elements

# Preliminary Cost Estimates

## Minneapolis Warehouse District - Construction Cost Estimates as of March 2011

Street Segment	Standard Length(ft.)	Standard Cost Per Foot	Standard Construction Cost	Preservation Cost Per Foot	Preservation Construction Cost	Additional Preservation Cost
9th Avenue N. from Wash. to 3rd	400	742.03	\$ 296,812.00	1142.03	\$ 456,812.00	\$ 160,000.00
8th Avenue N. from Wash. to 3rd	400	922.00	\$ 368,800.00	1,405.34	\$ 562,136.00	\$ 193,336.00
7th Avenue N. from Wash. to 4th	800	628.96	\$ 503,168.00	628.96	\$ 503,168.00	\$ -
6th Avenue N. from Wash. to 3rd St.	400	742.38	\$ 296,952.00	1,172.76	\$ 469,104.00	\$ 172,152.00
6th Avenue N. from 3rd St. to 4th St.	400	765.30	\$ 306,120.00	1,270.99	\$ 508,396.00	\$ 202,276.00
5th Avenue N. from Wash. to 3th St.	400	974.95	\$ 389,980.00	974.95	\$ 389,980.00	\$ -
5th Avenue N. from 3rd St. to 5th St.	800	994.95	\$ 795,960.00	1234.95	\$ 987,960.00	\$ 192,000.00
3rd Street from 10th Ave. to 7th Ave.	1440	1120.25	\$ 1,613,160.00	1533.67	\$ 2,208,484.80	\$ 595,324.80
3rd Street from 7th Ave. to 5th Ave.	720	1103.75	\$ 794,700.00	1103.75	\$ 794,700.00	\$ -
Traffic Street	280	447.15	\$ 125,202.00	709.45	\$ 198,646.00	\$ 73,444.00
2nd Avenue N. (north of 1st Street)	140	625.19	\$ 87,526.60	1,236.82	\$ 173,154.80	\$ 85,628.20
			\$ 5,578,380.60		\$ 7,252,541.60	\$ 1,674,161.00

Final Review Copy

Rev. 4/5/11

### ■ Capitol Costs

- \$5.57 million for standard reconstruction
- \$7.25 million to incorporate historic preservation recommendations
- Difference of **\$1.67** million

### ■ Maintenance Costs

- An average of two 480sf patches per year (each patch approximately 16' x 30'). At \$15.00 per SF to salvage and reinstall the pavers, that would **\$14,400** for all of the Heritage Streets.
- Worse case scenario. May not happen for 10 years.

# Prioritization List

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The Prioritization List is the handy, short-form of the Warehouse District Heritage Streets Plan. This list includes a majority of all of the remaining brick streets within the Warehouse Historic District, their prioritization for preservation in categories one through three, and some short explanations about the extent of preservation for each category.

## **Recommendations to Preserve Heritage Streets**

In forming the plan methodology and recommendations a series of assumption regarding the preservation of Heritage streets.

**Assumption 1:** Streets that meet recommendations of previous planning studies are strong candidates for preservation.

**Assumption 2:** Streets that meet period of significance (1865 -1930) for the Warehouse District are stronger candidates for preservation.

**Assumption 3:** Heritage Streets in good condition (no damaged pavers and no pavement heaving) with few patches are stronger candidates for preservation.

# Prioritization List

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**Assumption 4:** Streets with poor structural condition and drainage issues are good candidates for repair and preservation.

**Assumption 5:** Streets that will require utility work in the future to support redevelopment are good candidates for repair and preservation.

Streets with large numbers of new utilities below them are poor candidates for preservation.

**Assumption 6:** Streets with historic loading dock areas and a higher percentages of "contributing" structures with good architectural integrity are good candidates for preservation.



# Prioritization List

## Recommendations to Preserve Warehouse District Heritage Streets Brick Streets

Three categories were created, ranging from restoration recommendations to identifying those which merit further comment from the Minneapolis HPC.

### *Recommended Categories:*

**Category One:** These Warehouse District Heritage Streets are so important to the Warehouse District that they should be restored to their original appearance with modifications to improve accessibility.

These bricks should be replaced and the disturbed areas restored to their former appearance. Additional efforts should be made to actually restore these Heritage streets when funds are available.

- *Traffic Street*
- *6th Avenue N*
- *8th Avenue N*
- *2nd Avenue N*
- *3rd Street N*

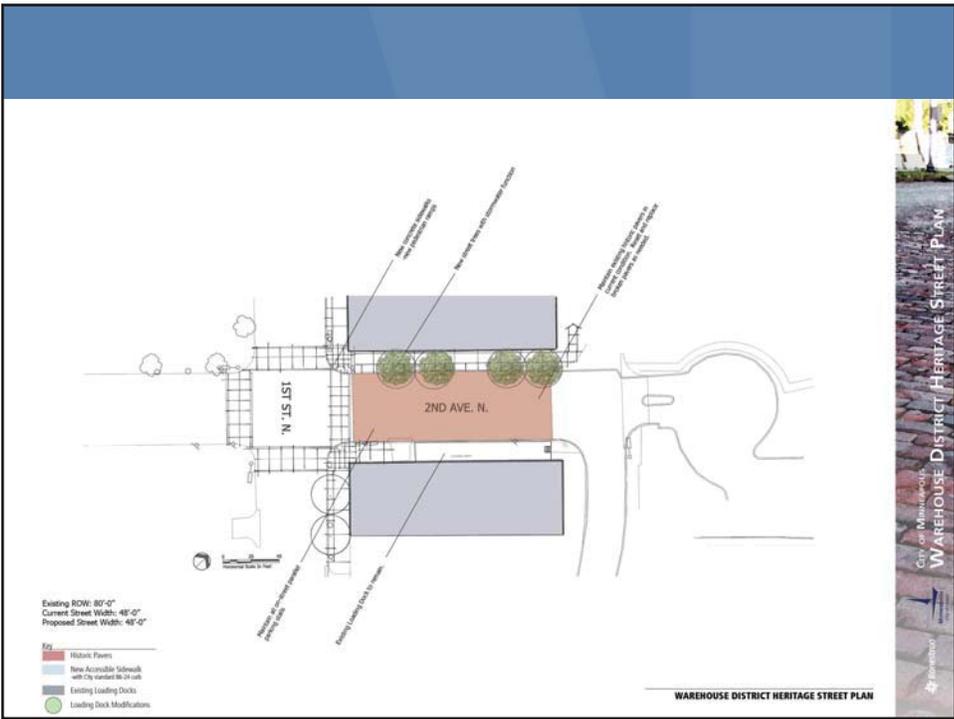
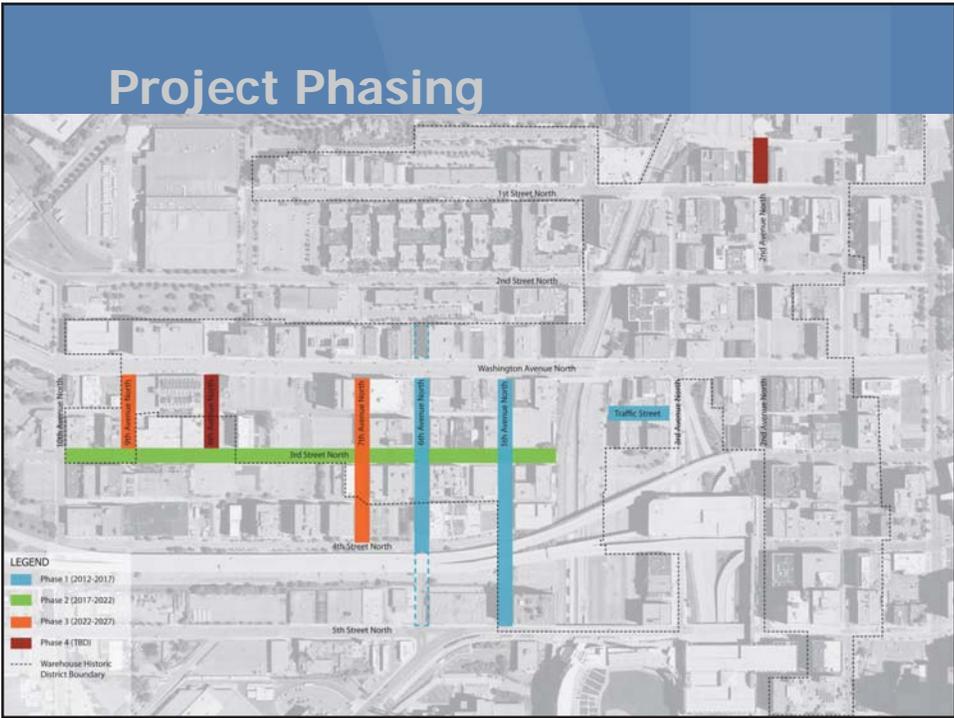
**Category Two:** These streets are important enough to merit preservation, but not so important as to merit restoration. These bricks should be replaced and the disturbed areas restored to their former appearance.

- *9th Avenue N*
- *7th Avenue N*

**Category Three:** Streets should go to the Minneapolis Heritage Preservation Commission for further comment before resurfacing or repairs commence due to the questionable potential for preservation.

- *5th Avenue N*

- a. Preliminary Project Phasing
- b. 2nd Avenue
- c. 6th Avenue on CIP
- d. 5th Avenue



# Funding Sources

## Historic Funding Sources

### *Minnesota Historical Society grants*

- **Minnesota Historical and Cultural Grants Program (Legacy Grants)**. Legacy grants fund brick and mortar projects. We suggest applying for a “Large” Legacy grant, likely under the ‘Historic Properties’ category. Estimated \$34 million for biannual projects in the next two years.
- Certified Local Government Grants

### *National Park Service*

- **Save America's Treasures Grant Program**
- We suggest applying for a “Save our Treasures” grant, to save the brick and wood streets as both are quickly disappearing. The few streets that are left are the remaining documentation of Minneapolis’ pavement history. The Warehouse District is nationally significant and the preservation of these bricks is urgent.

## Infrastructure Funding Sources

### *Tax Increment Financing (TIF)*

- Minnesota Statutes define qualifying criteria for TIF District establishment.
- Renovation and Renewal is among the qualifying criteria.
- Need to show that some of the district meets substandard or obsolete criteria.

### *Tax Abatement*

- Less restrictive than TIF.
- Can be administered at city (not involving county or school district).

### *Special Service/ Improvement District*

- *Incorporate the Warehouse Historic District into the DID*
- *Create own Warehouse District Special Service District*

### *Special Assessments*

- Follow current City policy.
- Consider additional assessments for preservation and/or public realm improvements

**Public/ Private Partnerships (via future redevelopment)**

- Transit for Livable Communities/ Bike Walk Twin Cities (BWTC) *Federal Transportation Funding*
- Metropolitan & Statewide Planning (5303, 5304, 5305)
  - (a) increase the safety of the transportation system for motorized and nonmotorized users
  - (b) increase the accessibility and mobility of people and for freight;
  - (c) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
  - (d) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
  - (e) promote efficient system management and operation; and
  - (f) emphasize the preservation of the existing transportation system.

**Metropolitan Council Livable Communities Demonstration Account (LCDA)**

**a. Eligible uses for LCDA Pre-Development grants** - site-specific surface water management

**b. LCDA Development Grants**

- Local public streets: new streets, street realignment, reconstruction of an existing street grid, street extensions or connections. Note that these elements are eligible *only* when performed on local public streets. County roads are ineligible.
- (a) Street lighting and street signs, when awarded in conjunction with one of the eligible items in Section 1(A) of the LCDA application or to retrofit an existing street grid with these elements
- (b) Permanent public pedestrian features, including sidewalks and benches, when awarded in conjunction with one of the eligible items in this section I-A or to retrofit an existing public local street with these elements
- (c) Stormwater management improvements

**MNDOT STP, Transportation Enhancement Program**

- Solicitation for next round of grants is scheduled to be announced on May 12, 2011.
- Applications will probably be due by mid-July 2011.
- Up to \$1,000,000 per project available.
- Historic Preservation is one of the qualifying activities for these funds.
- Information available at [www.mn.gov/courts-and-government/transportation](http://www.mn.gov/courts-and-government/transportation)

**Minnesota Governmental Funding**

- Total Maximum Daily Load (TMDL) Grants
- Transportation Revolving Loan Fund
- The Transportation Revolving Loan Fund provides financing to state, local and other government entities for transportation projects approved by the Minnesota Department of Transportation.
- Transportation Economic Development Program (TED)

**MNDOT – Municipal State Aid**

- Many of the streets in the project area are part of the City's Municipal State Aid System.
- Projects will need to follow MnDOT's standard State Aid eligibility process and the City's general practice.
- In general, most of the proposed work appears eligible.
- It appears that the cost to salvage and reinstall paves could be eligible for State Aid participation.

### ***Sustainability Grants/ Funding***

#### ***Stormwater Funding: MWMO and other Clean Water Funding***

- *Minnesota Office of Grants Management*
- *Department of Employment and Economic Development - Redevelopment Grant Program*
- Metropolitan Council - Livable Communities Grants.

#### ***Metropolitan Council Livable Communities Demonstration Account (LCDA)***

- a. Eligible uses for LCDA Pre-Development grants** - site-specific surface water management
- b. LCDA Development Grants**

### ***Planning Grants***

- McKnight Foundation
- Otto Bremer Foundation.
- The Minneapolis Foundation
- The Jay and Rose Phillips Family Foundation
- 3M Foundation

## **Questions/ Comments**

- Any questions may be directed to **Beth Elliot**

## Next Steps

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- Draft Document available on **March 25<sup>th</sup>, 2011**  
*- Review and provide comments by May 6<sup>th</sup>, 2011*