Warehouse District Heritage Street Plan
Design Issues and Planning Assumptions - *DRAFT*

Throughout the Warehouse District Heritage Street Project area there a specific design issues and considerations that must be prioritized when making decisions regarding the design of the streets and preservation of the historic infrastructure. The primary elements of each street that must be considered when making decisions includes:

1. **Existing ROW's (Rights-of-Way).**
    a. 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.
    b. Minneapolis Warehouse Historic District Design Guidelines (February 23, 2010)
        i. *The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets*
            a. 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.
            b. 1.10. Streets and alleys shall not be interrupted by new structures or buildings that cut off views and access through the corridor.

        i. Design and Materials for the Public Realm:
            a. 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.
            b. 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.

2. **Street Design**
    a. 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.
    b. 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.
        i. MSA Streets can be designed with 11' drive lanes, 2' curb reaction distance and 8' parking lanes within the project area.
        ii. Only 8th Avenue N and 9th Avenue N are not MSA streets.

    c. Access Minneapolis
        i. Ten Year Transportation Plan – Washington Avenue is identified as a Commercial Corridor.
        ii. 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.

    d. Multi-modal planning considerations

    e. Parking
        i. On-street parking in the project area is primarily non-metered.

ii. On-street parking meters occur along Washington Avenue, 2nd Avenue and the section of 5th Avenue (3rs Street N to 5th Street N)

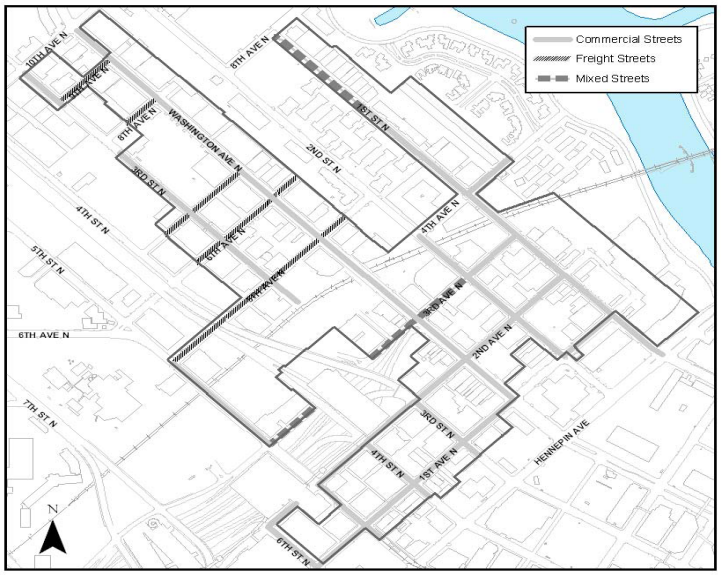
f. The Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010) identifies two specific street designations that need to be considered as part of the street design. These designations are defined below:

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.

i. 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.

i. Freight Streets in the project area include:
   a. 9th Avenue N - Washington to 3rd Street N
   b. 8th Avenue N - Washington Avenue to alley between Washington and 3rd Street N
   c. 7th Avenue N - Washington Avenue to alley between 3rd Street N and 4th Street N
   d. 6th Avenue N - Alley between Washington Avenue and 2nd Street N to alley between 3rd Street N and 4th Street N
   e. 5th Avenue N - Alley between Washington Avenue and 2nd Street N to 5th Street N



ii. *The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets*
   a. 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.

ii. Design and Materials for the Public Realm:
   a. 1.31. All streets systems shall be designed for pedestrian and vehicular safety, and ADA compliance.

3. Universal Design and ADA Accessibility

a. 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:
    i. ADA Standards for Accessible Design (Department of Justice)
    ii. Access Minneapolis
    iii. Universal Building Code
    iv. Accessibility guidelines related to MSA Standards
    v. Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010)

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

        a. 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.
        b. 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:

        b. 1.31. All streets systems shall be designed for pedestrian and vehicular safety, and ADA compliance.

4. Historic Preservation of Loading Docks and Infrastructure

a. 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:
    i. North Loop Small Area Plan
    ii. Minneapolis Warehouse Historic District Design Guidelines
    iii. HPC Guidelines
b. A majority of the loading docks within the project area are functional and are still being utilized for shipping and receiving.
c. 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)
g. Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010) identifies specific recommendations related to Loading Docks.
    i. *The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets*

        a. 1.11. Loading docks and canopies dating from the period of significance shall be preserved and retained.
        b. 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.
        c. 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.
        d. 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.

5. Condition of existing pavements.

a. The design concepts for the streets within the project area will define areas of pavements to preserve and enhance.
b. It is estimated (through a variety of different paving tests and research information) that we can expect up to a minimum of 20% - 25% paver loss due to the removal process.
c. 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.
d. 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.
e. The estimated cost to remove the patching materials from historic pavements is estimated at about $.85 - $1.10 per brick (based on previous St. Paul study updated for current wage scale).
f. The estimated cost to remove and replace historic pavements is estimated at $5.50 to $8.00 not including base materials.
g. 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.
h. Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010) identifies specific recommendations related to Loading Docks.

vi. Design and Materials for the Public Realm:

a. 1.22. Original historic street paving materials shall be maintained and preserved.
b. 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.

6. 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:

a. North Loop Small Area Plan
b. Access Minneapolis
    i. City of Minneapolis Bikeways Master Plan (August 2010)
        1. 10th Avenue N is designated Bikeway (2 stripped lanes) – collector bikeway classification
        2. 5th Avenue N designated on-street bike lane with Shared use path – neighborhood bikeway classification
    ii. Access Minneapolis Street Design Guidelines
        1. 6th Avenue N is defined as a Neighborhood Connector Street – collector street classification
        2. 10th Avenue N is defined as a Industrial Connector - collector street classification
        3. Washington Avenue is defined as a Activity Area Street – A Minor Arterial classification
        4. All other streets in project area are designated as City streets
c. North Loop Neighborhood Design Guidelines
d. North Loop Neighborhood Street Tree Master Plan
e. Minneapolis Warehouse Historic District Design Guidelines (approved February 23, 2010) identifies specific recommendations related to neighborhood livability.

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

a. 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.

ii. Street Landscape, Parks & Open Spaces:

a. 1.35. Street trees shall not be located directly in front of entrances of historic buildings.
b. 1.36. The location of street trees shall be centered within or between bays of buildings.

c. 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 base basis.

7. 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:

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

i. Design and Materials for the Public Realm:

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

8. 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.

Summary of Issues and Analysis of Heritage Streets *(See Existing Conditions maps for additional Information)*

a. 3rd Street North (10th Avenue N to 8th Avenue North)
    i. Existing ROW along 3rd Street N is 82.45' wide
    ii. Current Street width is 56' wide
    iii. ADT's for 3rd Street are 1700
    iv. There is currently on-street parking on portions of both sides of the street
    v. It is estimated about 65% of the historic street pavement is exposed and roughly about 35% of the pavement is covered with bituminous patching.
        a) Many visible areas of pavement settling that collect stormwater
        b) Estimated 75% of visible pavement appears to be in good condition
    vi. 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.
        a) 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.
    vii. Sidewalks on both sides of the street between 9th Avenue and 8th Avenue are in poor condition.
    i. ADA accessibility
        a) 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.
        b) Accessibility on both sides of the street between 9th Avenue and 8th Avenue is considered poor.

b. 3rd Street North (8th Avenue N to 7th Avenue North)
    i. Existing ROW along 3rd Street N is 82.45' wide
    ii. Current Street width is 56' wide
    iii. ADT's for 3rd Street are 1700
    iv. There is currently on-street parking on portions of both sides of the street
    v. It is estimated about 70% of the historic street pavement is exposed and roughly about 30% of the pavement is covered with bituminous patching.
        a) Many visible areas of pavement settling that collect stormwater
        b) Estimated 70% of visible pavement appears to be in good condition
    vi. 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.
    ii. ADA accessibility
        a) Accessibility on both sides of the street between 8th Avenue and 7th Avenue is considered poor.

c. 3rd Street North (7th Avenue N to 6th Avenue North)
    i. Existing ROW along 3rd Street N is 82.45' wide
    ii. Current Street width is 56' to 54' wide
    iii. ADT's for 3rd Street are 1700
    iv. There is currently on-street parking on portions of both sides of the street
    v. There are no historic pavements exposed along 3rd Street N.
    vi. Sidewalks on both sides on the street between 7th Avenue and 6th Avenue are in good condition.

iii. ADA accessibility
    a) Accessibility on both sides of the street between 7th Avenue and 6th Avenue is considered good.

d. 3rd Street North (6th Avenue N to 5th Avenue North)
    i. Existing ROW along 3rd Street N is 82.45' wide
    ii. Current Street width is 54' wide
    iii. ADT's for 3rd Street are 1700
    iv. There is currently on-street parking on portions of both sides of the street
    v. There are no historic pavements exposed along 3rd Street N.
    vi. 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.
    iv. ADA accessibility
        a) Accessibility on both sides of the street between 6th Avenue and 5th Avenue is considered fair to good.

e. 9th Avenue N. (Washington Avenue to 3rd Street N)
    i. Existing ROW along 9th Avenue N is 66' wide
    ii. Current Street width is 42' wide
    iii. 9th Avenue N is not a designated MSA (Municipal State Aid) route
    iv. There is currently on-street parking on portions of both sides of the street
    v. It is estimated about 70% of the historic street pavement is exposed and roughly about 30% of the pavement is covered with bituminous patching.
        a) Some visible areas of pavement settling that collect stormwater
        b) Estimated 85% of pavement appears to be in good condition
    vi. 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.
        a) 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.
    vii. Existing loading dock has been modified along the 900 N. Third Street Building.
        a) Loading dock construction is not completed and not ADA compliant.
    v. ADA accessibility
        a) Accessibility on the east side of the street is considered good and the west side of the street is considered poor.

f. 8th Avenue N. (Washington Avenue to 3rd Street N)
    i. Existing ROW along 8th Avenue N is 66' wide
    ii. Current Street width is 42' wide
    iii. 8th Avenue N is not a designated MSA (Municipal State Aid) route
    iv. There is currently on-street parking on portions of both sides of the street
    v. It is estimated about 30% of the historic street pavement is exposed and roughly about 70% of the pavement is covered with bituminous patching.
        a) Bituminous patching appears to be in multiple layers in certain spots along the street
        b) Some visible areas of pavement settling that collect stormwater
        c) Estimated 70% of pavement appears to be in fair to good condition
        d) Existing creosote wood block pavers appear to be in good condition

vi. Sidewalks on both the east and west side of the street is interrupted by numerous driveways leading to parking areas.
    a) Sidewalks are in poor condition based on visual analysis.
    b) 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
vii. Some active loading areas exist at the 800 N 3rd Street building
viii. ADA accessibility
    b) Accessibility on the both sides of the street is considered poor.

g. 7th Avenue N. (3rd Street N to 4th Street N)
i. Existing ROW along 7th Avenue N is 60' wide
ii. Current Street width is 37' wide
iii. 7th Avenue N is a designated MSA (Municipal State Aid) route
iv. ADT's for 7th Avenue are 1000
v. There is currently on-street parking on portions of both sides of the street
vi. There are no historic pavements exposed along 7th Avenue N.
vii. Sidewalks on both the east and west sides of the street is interrupted by loading docks and numerous driveways leading to loading areas.
    a) Sidewalks are in poor condition based on visual analysis.
    b) Curbs also appear to be in poor condition.
viii. Loading docks occur along both sides of the street.
    a) 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.
    b) 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.
ix. ADA accessibility
    a) 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.

h. 7th Avenue N. (Washington Avenue to 3rd Street N)
i. Existing ROW along 7th Avenue N is 60' wide
ii. Current Street width varies from 36' to 44' wide
iii. 7th Avenue N is a designated MSA (Municipal State Aid) route
iv. ADT's for 7th Avenue are 1000
v. There is currently on-street parking on a short section along the east side of the street.
vi. There are no historic pavements exposed along 7th Avenue N.
vii. Sidewalk exist on a short section along the west side and is interrupted by numerous driveways leading to parking areas.
    a) The sidewalk is in poor condition based on visual analysis. Sidewalk also very narrow and does not meet ADA standards.
    b) Curbs also appear to be in poor condition.
viii. Loading docks occur along both sides of the street.
    a) 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.

b) 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.

ix. ADA accessibility
   a) 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.
   b) Loading docks on both sides of the street at the intersection of Washington Avenue creates pedestrian/ vehicular conflicts.

i. 6th Avenue N. (3rd Street N to 4th Street N)
   i. Existing ROW along 6th Avenue N is 80' wide
   ii. Current Street width is 52' wide
   iii. 6th Avenue N is a designated MSA (Municipal State Aid) route
   iv. ADT's for 6th Avenue are 5600
   v. There is currently on-street parking on portions of both sides of the street
   ix. It is estimated about 55% of the historic street pavement is exposed and roughly about 45% of the pavement is covered with bituminous patching.
      a) Some visible areas of pavement settling that collect stormwater
      b) Estimated 80% of pavement appears to be in fair to good condition
   vi. 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.
      a) Sidewalks on the SW side of street are in poor condition based on visual analysis.
      b) Curbs also appear to be in good condition.
   vii. Loading docks occur along the west side of the street.
      a) 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 complaint and provides no stair access. Loading dock does not lead to building primary entrance.
      b) Loading dock is active with semi-trucks

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

j. 6th Avenue N. (Washington Avenue to 3rd Street N)
   i. Existing ROW along 6th Avenue N is 80' wide
   ii. Current Street width is 55' wide
   iii. 6th Avenue N is a designated MSA (Municipal State Aid) route
   iv. ADT's for 6th Avenue are 5600
   v. There is currently on-street parking on the east side of the street
      a) The current parking along the east side of the street is angled parking.
   x. It is estimated about 70% of the historic street pavement is exposed and roughly about 30% of the pavement is covered with bituminous patching.
      a) 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
      b) Estimated 70% of pavement appears to be in fair to good condition
   vi. New continuous sidewalk on the east side of the street. No sidewalk on west side of street.

a) Sidewalk on east side of street terminates at loading area within the ROW. Sidewalk continues on other side of loading dock area.

vii. Loading docks occur along both sides of the street.
   a) 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.
   b) 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 complaint and provides no stair access. Loading dock does not lead to building primary entrance and is not actively used.
   c) 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.

viii. ADA accessibility
   a) 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 area(s) creates pedestrian/ vehicular conflicts.

k. 5th Avenue N. (4th Street N to 5th Street N)
   i. Existing ROW along 5th Avenue N is 80' wide
   ii. Current Street width is 50' wide
   iii. 5th Avenue N is a designated MSA (Municipal State Aid) route
   iv. ADT's for 5th Avenue are 3800
   v. There is currently on-street parking on portions of both sides of the street. A majority of this parking is metered parking.
   xi. It is estimated about 30% of the historic street pavement is exposed and roughly about 70% of the pavement is covered with bituminous patching.
      a) Very little visible areas of pavement settling
      b) Estimated 70% of pavement appears to be in fair to good condition
   vi. Sidewalk exists on both sides of the street.
      a) Sidewalk on the west side of street is in poor condition based on visual analysis. Sidewalk is interupted by numerous driveways to parking areas. Curbs also appear to be in fair condition.
      b) Sidewalk on the east side of street is in poor condition based on visual analysis. Curbs also appear to be in fair condition.
      c) 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.
   vii. ADA accessibility
      a) Accessibility on both sides of the street is considered fair. Steep sidewalk slopes can cause issues in the winter months.

l. 5th Avenue N. (3rd Street N to 4th Street N)
   i. Existing ROW along 5th Avenue N is 80' wide
   ii. Current Street width is 50' wide
   iii. 5th Avenue N is a designated MSA (Municipal State Aid) route
   iv. ADT's for 5th Avenue are 3800
   v. There is currently on-street parking on portions of both sides of the street. All of this parking is metered parking.

xii. 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.
    a) Very little visible areas of pavement settling
    b) Estimated 85% of pavement appears to be in good condition

vi. Sidewalk exists on both sides of the street.
    c) 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.
    d) Sidewalk on the east side of street is in fair condition based on visual analysis. Curbs also appear to be in fair condition.
    d) 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.

vii. ADA accessibility
    b) Accessibility on both sides of the street is considered fair. Steep sidewalk slopes can cause issues in the winter months.

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

i. Existing ROW along 5th Avenue N is 80' wide
ii. Current Street width is 51' wide
iii. 5th Avenue N is a designated MSA (Municipal State Aid) route
iv. ADT's for 5th Avenue are 3800
v. There is currently on-street parking on portions of both sides of the street. All of this parking is metered parking.
vi. No historic pavements are visible in the street.
vii. New continuous sidewalk on the east side of the street. No sidewalk on SW side of street.
    a) 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.
    b) 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.
ix. Loading dock occurs along the SW side of the street.
    a) 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 complaint and provides a stair access along the north edge. Loading dock leads to building primary entrance.
    b) Loading dock is not active.
viii. ADA accessibility
    a) 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.

n. Traffic Street.

i. Existing ROW along Traffic Street is 40' wide
ii. Current Street width varies between 22' and 25' wide
iii. Traffic Street is not a designated MSA (Municipal State Aid) route
iv. There is currently on-street parking on the south side of the street and parking lots along the north side.

v. 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.
vi. No sidewalks exist along either side of the street.
vii. ADA accessibility
    a) The street is not ADA accessible.