

Final Design Refinements...

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## Final Design Refinements

*This report has identified several areas where during final design that the form, materials, character, and sometimes even placement of various mitigation and enhancement elements will need to be determined.*

*Specifically, this includes the following elements:*

1. The exact location of bump-outs on 1<sup>st</sup> Avenue, 35<sup>th</sup> Street, and 36<sup>th</sup> Street.
2. The exact location and times of parking restrictions on Lake Street, Nicollet Avenue, and 38<sup>th</sup> Street.
3. The selection of crosswalk material at commercial to commercial, commercial to community, and community to community intersections.
4. The selection of specific materials for streetscapes and pedestrian amenities on streets and bridges.
5. If two-way traffic on 1<sup>st</sup> Avenue should extend south of 28<sup>th</sup> Street to Lake Street.
6. If two-way traffic on 1<sup>st</sup> Avenue should be separated by a centerline.
7. If all of 1<sup>st</sup> Avenue and Blaisdell Avenue should be converted to two-way traffic.
8. Traffic calming measures for 1<sup>st</sup> Avenue and Blaisdell Avenue need to be studied.
9. If existing signals on 38<sup>th</sup> Street at 1<sup>st</sup> Avenue and 3<sup>rd</sup> Avenue need to be removed to facilitate the use of the proposed ellipseabout.
10. If pedestrian activated signals are appropriate and useful in the proposed ellipseabout.
11. The specific aesthetic treatments of mainline bridges at Lake Street, 31<sup>st</sup> Street, and 29<sup>th</sup> Street Greenway (including the Flyover) .
12. The inclusion of an enclosed space for a walkway with vendor kiosks under the bridge at Lake Street.
13. The design of the Lake Street Transit Station.
14. Mitigation for Historic Properties, including the Healy Block, the Minerva Apartments, the 29<sup>th</sup> Street Greenway, and the Redeemer Missionary Baptist Church.
15. The specific design of community gateways at Lake Street and 38<sup>th</sup> Street.
16. The specific design of neighborhood gateways at all other bridge locations.
17. The specific design of the aesthetic treatments for retaining walls and noise walls.
18. The specific design of the median treatments of Lake Street.
19. Determination if pedestrian bridges will be included in this project at 24<sup>th</sup> Street and 34<sup>th</sup> Street.
20. The specific design of remnant parcels, including the Tot Lot, 2<sup>nd</sup> Avenue, and the Lake Street (adjacent to NICO) parcels.
21. The specific design of 2<sup>nd</sup> Avenue and Stevens Avenue.
22. Transit improvements, including sustainable transit options, to reduce forecasted traffic volumes.
23. A pedestrian connection on 2<sup>nd</sup> Avenue over the Greenway.
24. Landscaping, especially when land acquisition or disturbance to property occurs. Designers will work with all adjacent property owners to determine landscape treatments.
25. If during final design the total project cost increases, the mitigation and enhancement portion of the budget will also proportionately increase.

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### Acknowledgements

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