

DMC Design Sprint - Saint Marys District

A process referred to as the Design Sprint is being used to create a public realm plan for the Saint Marys district within the Destination Medical Center Master Plan in Rochester, Minnesota. The area of particular focus includes the blocks on either side of the Second Street corridor from 11th to 16th Avenues SW. The Design Sprint consists of a research phase, a series of workshops involving key stakeholders, prototyping design concepts on site, and synthesizing this information into a final public realm plan. This document contains three distinct concept plans resulting from a series of three workshops held on September 27-29. Each group was asked to take on the perspective of particular groups affected by the plan. Group A had the perspective of Mayo patients, visitors and staff; Group B represented business owners and developers; and Group C played the role of community members from surrounding neighborhoods. Each group was asked to identify issues, images and strategies that addressed land use, pedestrian connectivity, transit, and streetscape design. These ideas were then synthesized into three design concepts illustrated here. The three approaches have some common elements such as creating a walkable, active commercial district north of Second Street, connections to neighborhoods, convenient transit, dedicated bikeways, and a safe, comfortable pedestrian environment. They differ in the ways to accomplish these goals.



Design Description

Group A - Connect

Group A met on September 27, 2016. The group was asked to take on the perspective of Mayo patients, visitors and staff in the Saint Marys District.

Key design and planning issues that emerged from the Group A workshop included providing access to retail and dining north of Second Street. Access to parks and nature with activities for kids and families was viewed as desirable for both employees and visitors. Another priority was making the district walkable with safe, frequent pedestrian crossings on Second Street. Accessibility, good lighting, and heated sidewalks in winter are desirable features of the pedestrian environment. Convenient, fast, accessible transit to downtown was desired with public art, clear wayfinding signage, and options such as Uber and Lyft. Group A preferred that Second Street be designed with protected bikeways, on-street parking, and priority for transit over automobiles.

The title **Connect** was chosen for the Group A design to reflect the overall approach of connecting across Second Street, connecting to surrounding neighborhoods, and connecting to other districts and amenities of the City. Multiple pedestrian crossings were established on Second Street spaced at a distance of about 300 feet apart. These frequent crossings will reduce jaywalkers and create a walkable district on the north side for employees, visitors and patients to enjoy retail, dining and other activities. Pedestrian walkways and alleys as well as closing 12th Avenue between First and Second Street create a major pedestrian district that connects to the neighborhood to the north.

Convenient transit and dedicated bicycle paths on Second Street provide easy connection to other parts of the city. The desire for bicycles and on-street parking on Second Street provide challenges in the limited existing right-of-way (66 feet) in the short term. With four travel lanes (including two for transit), any additional space for bicycles reduces pedestrian sidewalk areas.

The key to being able to provide wide pedestrian-friendly sidewalks and still accommodate bicycles on Second Street requires the acquisition and use of additional right-of-way on the north and south sides of the street. The drawings show Second Street with two options: narrower traffic lanes that slow vehicle speeds (requiring a variance to State Aid Standards), and standard traffic lane widths. Both options can be built without sacrificing sidewalk width on the north side assuming the south side sidewalks can be placed in easements or additional right-of-way on Mayo property.

Design Principals - Connect

Land Use

- A** Access to retail and dining north of Second Street
- B** Activities for kids and families

Pedestrian Connectivity

- C** Safe, frequent pedestrian crossings on Second Street
- D** Access to parks and nature
- E** Heated sidewalks and arcades in winter
- F** Accessible and safe with good lighting

Transit

- G** Convenient, accessible transit to downtown
- H** Clear wayfinding signage
- I** Fast service with options (Uber/Lyft)
- J** Public art

Street Design

- K** Protected bikeway
- L** Bike and transit priority
- M** Bicycle paths on Second Street
- N** On-street parking on Second Street

Group A - Plan



Group A - Precedent Images (chosen by participants)

Design Principals - Connect

Land Use

- A Access to retail and dining north of Second Street
- B Activities for kids and families

Pedestrian Connectivity

- C Safe, frequent pedestrian crossings on Second Street
- D Access to parks and nature
- E Heated sidewalks and arcades in winter
- F Accessible and safe with good lighting

Transit

- G Convenient, accessible transit to downtown
- H Clear wayfinding signage
- I Fast service with options (Uber/Lyft)
- J Public art

Street Design

- K Protected bikeway
- L Bike and transit priority
- M Bicycle paths on Second Street
- N On-street parking on Second Street

1



2



3



4



5



6



7



8

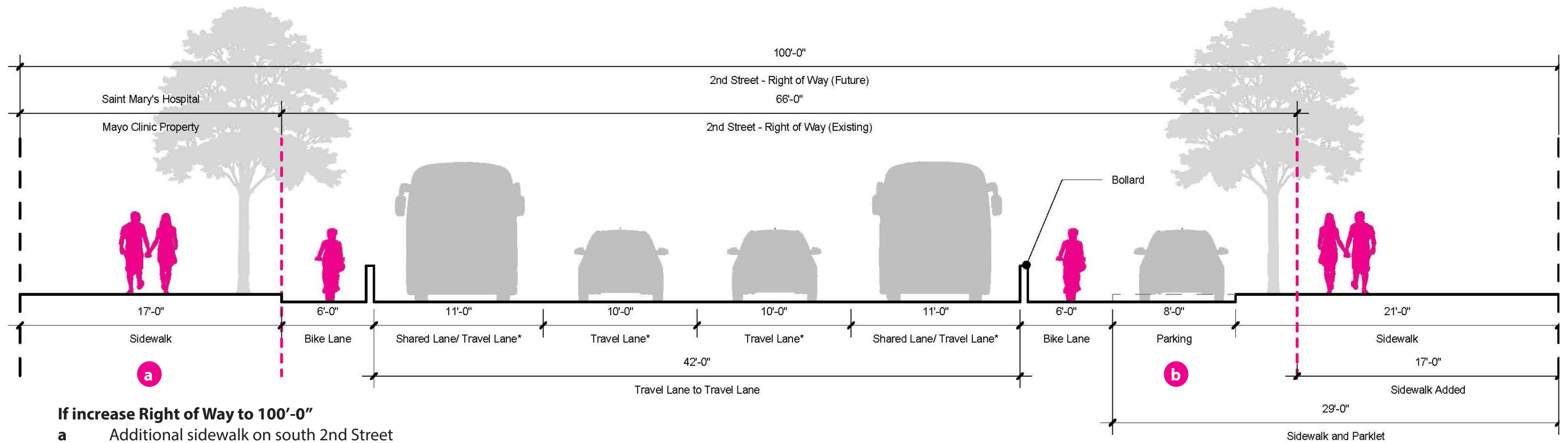
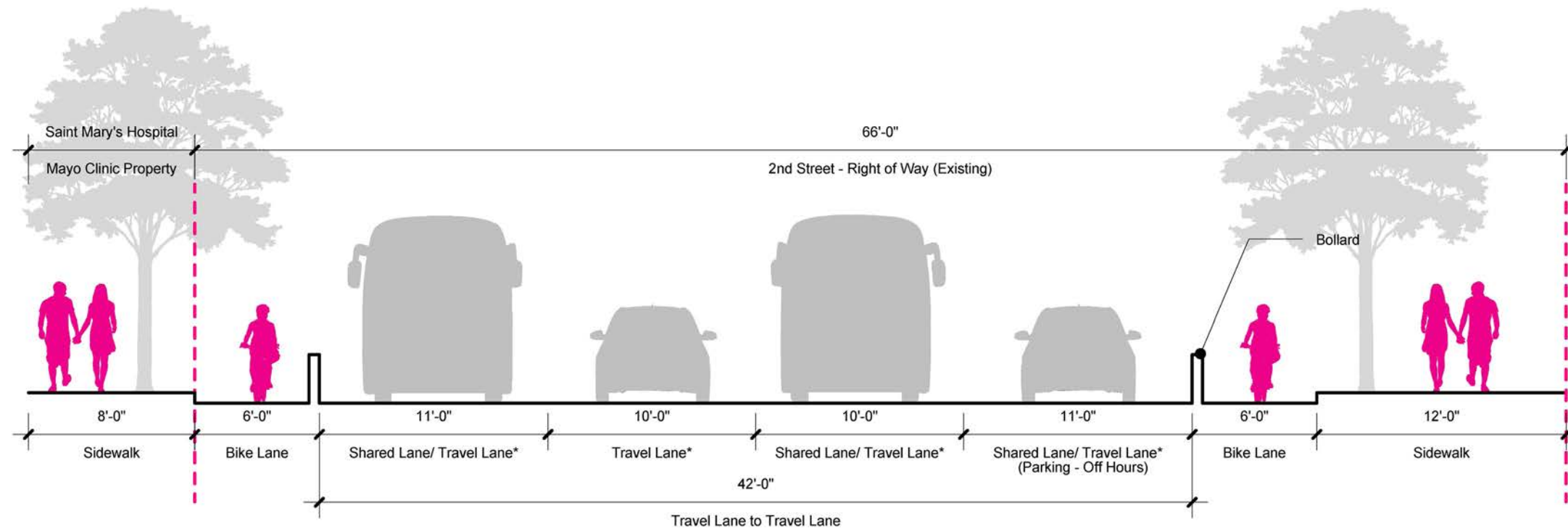


Group A - Aerial



Group A - Sections (based on variances)
Looking West on **2nd Street**

AA

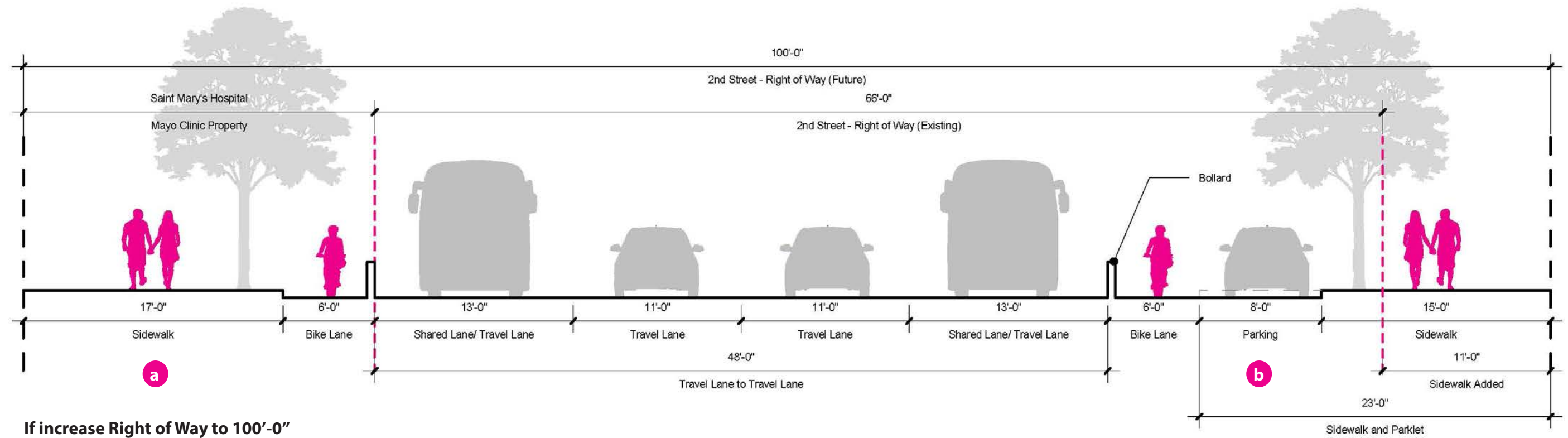
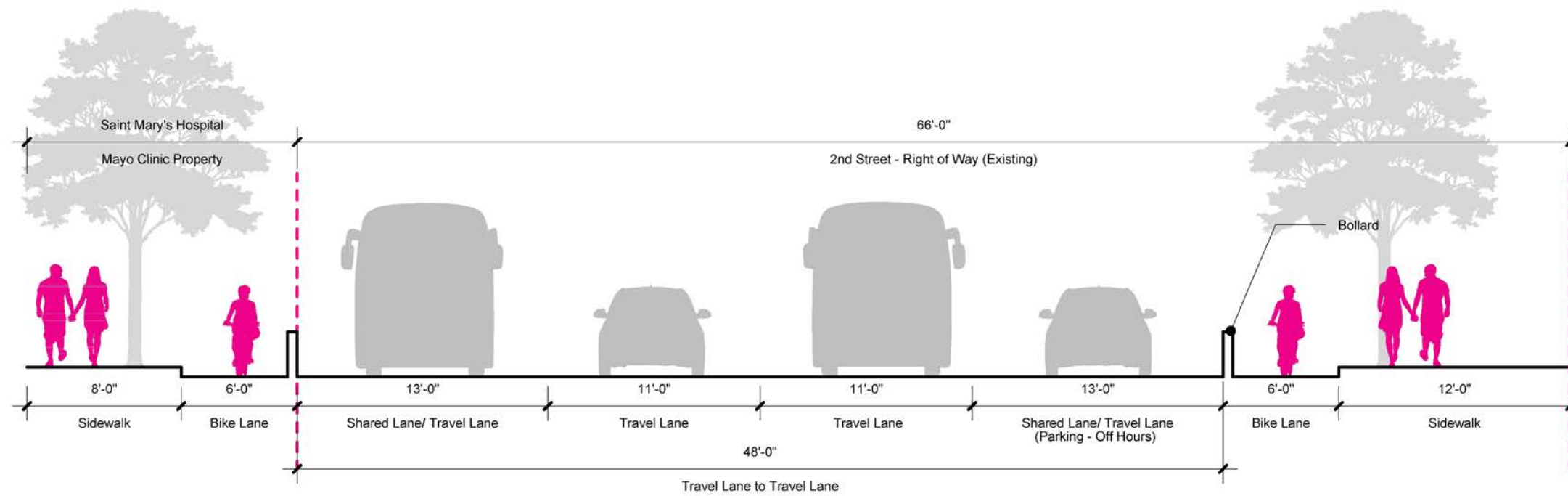


If increase Right of Way to 100'-0"

- a** Additional sidewalk on south 2nd Street
- b** On street parking on north 2nd Street
- c** Additional sidewalk and parklet on north 2nd Street

Group A - Sections (based on MnDOT Requirements)
Looking West on **2nd Street**

BB



If increase Right of Way to 100'-0"

- a** Additional sidewalk on south 2nd Street
- b** On street parking on north 2nd Street
- c** Additional sidewalk and parklet on north 2nd Street