

### 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 C - Activate

Group C met on September 29, 2016. The group was asked to take on the perspective of neighborhood representatives in the Saint Marys District.

Key design and planning issues that emerged from the Group C workshop included the need for more commercial activity between First and Second Streets. The district should have wide sidewalks, pocket parks and playgrounds for families, and retail (including food trucks). The plan should also activate the south side of Second Street in front of Saint Marys with small retail and other appropriate uses (designed to respect the older buildings).

From the neighborhood perspective, creating more and better connections between the Second Street corridor and the neighborhoods to the south of the hospital are important. The proposed DMC Plan shows a strong vertical connection at eastern end of Saint Marys. Accessible, safe intersections and crossings are desired with transparent vertical connections between levels. Group C mentioned weather-protected pedestrian ways and snow melting on sidewalks as good ideas.

Convenient transit using streetcars within dedicated transit lanes was important. Transit systems should have good multimodal linkages including to destinations outside of Rochester. Smart street design with apps for wayfinding and transit schedules were desired as well. Group C envisioned beautiful streets with trees and medians where the number and width of traffic lanes are reduced as much as possible. Group C found it acceptable to move dedicated bicycle lanes from Second Street to First Street but on-street parking on Second Street should be maintained.

The title **Activate** was chosen for the Group C design to reflect the desire to create an active pedestrian-oriented community on both sides of Second Street that is well-connected to the surrounding neighborhoods. Second Street and the major north-south Avenues are designed at an elevated level (large table top) giving a sense of unique identity to the district and slowing traffic. The streets are lined with trees in raised planting beds that

form the curbs. Alleys, lanes and pocket parks within the blocks provide an active and interesting pedestrian environment.

Carefully-designed and placed small scale structures in front of Saint Marys activate the south side of Second Street and provide small retail and other appropriate uses for neighbors as well as hospital patients, staff and visitors. Streets and walkways extending to the south are improved with active retail and attractive streetscapes to better connect neighborhoods to the south.

While there are no tunnels or skyways in Design C, weather protection is achieved by creating arcade-like walkways on the north side of Second Street that extend into alleys and lanes as well as around the blocks onto the north-south Avenues and First Street. These walkways provide rain and wind protection, outdoor heating and snow melting in winter, and shade in summer. The protected walkway concept could be connected to second level balconies overlooking the streets.

The design for Second Street includes four travel lanes (including two for transit). Dedicated bicycle paths are located on First Street and not included in the Second Street right-of-way. Removing bicycles from Second Street allows for spacious pedestrian sidewalk areas (18 feet) on the north side of the street even within the existing 66-foot right-of-way. This approach requires use of an easement or additional right-of-way on Mayo property for the sidewalk on the south side of Second Street. The arcade structure on the north side of Second Street occurs in the 17-foot easement area outside of the current right-of-way. As future developments are placed at least 17 feet back from the right-of-way on the north side, additional on-street parking can be added.

### Design Principals - Activate

#### Land Use

- A** Wide sidewalks with activities and retail (food trucks)
- B** Activate the south side of Second Street with activities and small retail (designed to respect the older buildings)
- C** Pocket parks and playgrounds for families
- D** A commercial hub between First and Second Streets

#### Pedestrian Connectivity

- E** Create more and better connections between the Second Street corridor and the neighborhoods to the south of the hospital (vertical connections at eastern end)
- F** Accessible, safe intersections and crossings
- G** Good transparent vertical connections between levels
- H** Weather-protected pedestrian ways
- I** Snow melting system

#### Transit

- J** Convenient transit using street cars
- K** Dedicated transit lanes
- L** Good multimodal linkages
- M** Smart streets with apps for wayfinding and transit schedules
- N** Transit to destinations outside of Rochester

#### Street Design

- O** Beautiful streets with trees and medians
- P** Reduce number of traffic lanes as much as possible
- Q** Reduce traffic speed with narrow travel lanes
- R** First Street dedicated bike paths
- S** On-street parking on Second Street



Group C - Plan





**Group C- Precedent Images** (chosen by participants)

**Design Principals - Activate**

**Land Use**

- A** Wide sidewalks with activities and retail (food trucks)
- B** Activate the south side of Second Street with activities and small retail (designed to respect the older buildings)
- C** Pocket parks and playgrounds for families
- D** A commercial hub between First and Second Streets

**Pedestrian Connectivity**

- E** Create more and better connections between the Second Street corridor and the neighborhoods to the south of the hospital (vertical connections at eastern end)
- F** Accessible, safe intersections and crossings
- G** Good transparent vertical connections between levels
- H** Weather-protected pedestrian ways
- I** Snow melting system

**Transit**

- J** Convenient transit using street cars
- K** Dedicated transit lanes
- L** Good multimodal linkages
- M** Smart streets with apps for wayfinding and transit schedules
- N** Transit to destinations outside of Rochester

**Street Design**

- O** Beautiful streets with trees and medians
- P** Reduce number of traffic lanes as much as possible
- Q** Reduce traffic speed with narrow travel lanes
- R** First Street dedicated bike paths
- S** On-street parking on Second Street

1



2



3



4



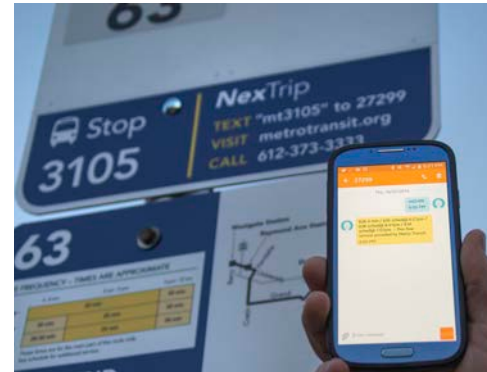
5



6



7



8





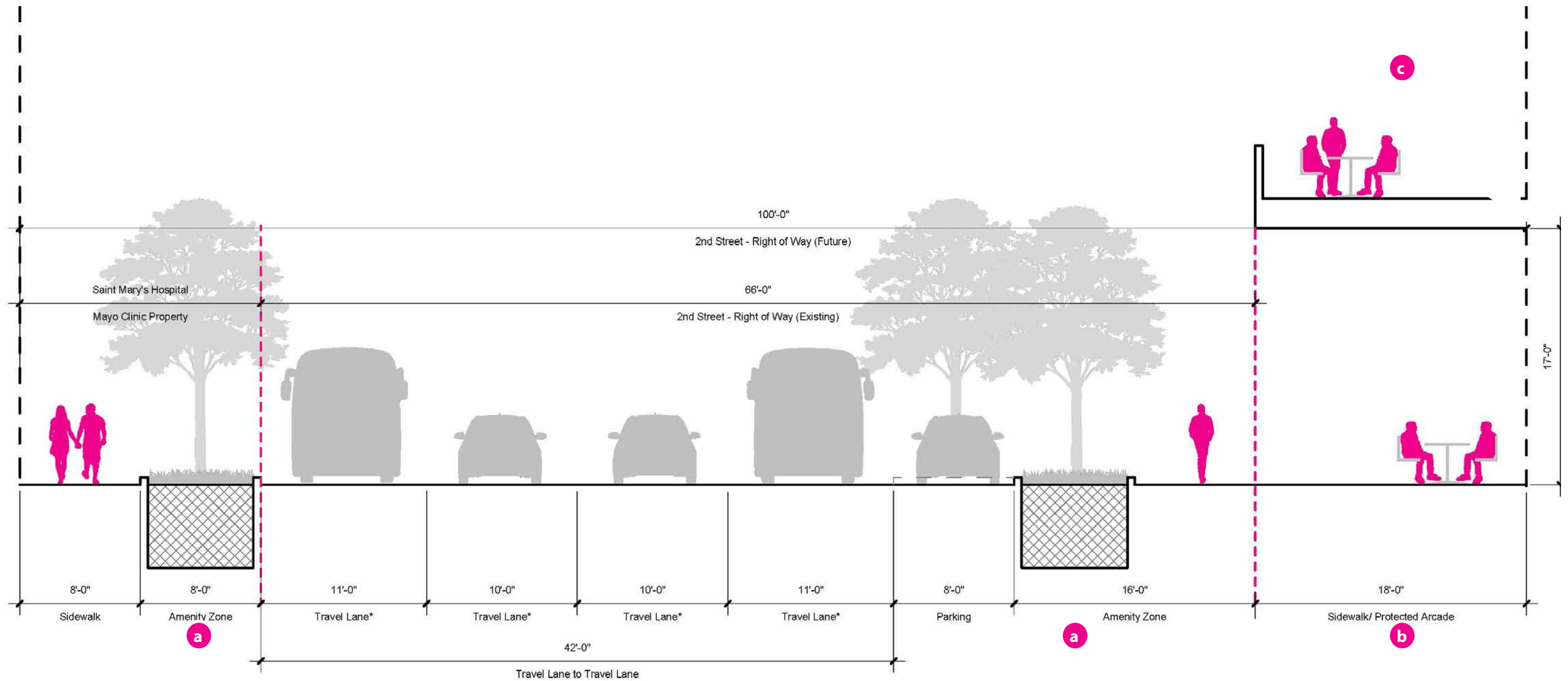
Group C - Aerial





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

AA



**If increase Right of Way to 100'-0"**

- a** Continuous green space on north and south 2nd Street
- b** Additional sidewalk and weather protected arcade on north 2nd Street
- c** balcony on north 2nd Street

**Group C - Sections** (based on variances)  
Looking West on **1st Street**

BB

