



Saint Marys Place
Public Realm Design Concepts



DRAFT September 6, 2017



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Background and Context

City Approval is:

- A vision for the Saint Marys Place District in front of Saint Marys Hospital
- A tool to support the initiative of the efforts of the DMC Plan

City Approval is NOT:

- A definitive area-by-area master plan of the district
- A commitment for investment for any specific project/projects
- An appropriation of funds by the City of Rochester

Mayo Clinic's St. Marys Hospital is one of the largest hospitals in the country. As it continues to expand, more patients, visitors and employees should use the area directly across from its campus. This area is also an important neighborhood commercial district for the residents of Rochester. Despite the high number of people that live, work and visit the area, the existing sidewalks and quality of street environment are inadequate. There is much room for improvement on 2nd Street SW to better serve residents and visitors.

Second Street SW is the major east/west access into downtown Rochester and it runs directly in front of St. Marys. The volume of traffic is high during the morning and evening peak hours. There is a fair amount of jaywalking because the pedestrian crosswalks are spaced too far apart. The street has been identified in the DMC master plan as a Primary Transit Network. Second Street SW is also scheduled to be reconstructed within the next 2-3 years as federal funding has been secured by the City.

Over the past twenty years, several hotels have been built on the north side of 2nd St. SW. Two of these newly developed hotels have vacated the alley, and vehicle drop offs on 2nd St. SW were created. This has been detrimental to the pedestrian environment in the district. Development pressure should continue to be intense over the next twenty years, as the hospital continues to grow.

Recently two projects have been proposed that have included plans for a future pedestrian subway connection to St. Marys. This raised concerns among City staff, local businesses and residents over whether a pedestrian subway system was appropriate and desired by the community.

Proposed new developments have recently been requesting Tax Increment Financing (TIF) from the City. Those TIF dollars are intended to be used to benefit an entire area or a specific project. Because of all of the above mentioned issues, the DMC decided to pursue the development of this public realm design concept to guide development and ensure that the tax money is used to benefit all users and the entire district.

Executive Summary

In mid 2016, the DMC EDA began to gather the stakeholders of the St. Marys District together to discuss the need for a public realm design concepts for the area. Although other planning efforts like the 2nd St. SW Framework Plan, the Imagine Kutzky Vision Plan and the DMC Master Plan were completed, they did not focus on the small area directly across from St. Marys Hospital. The intent was to create a public engagement process that would lead to a plan that would guide the future development of the public realm.

The public engagement process included a site visit to the Twin Cities, on-line and intercept surveys, open houses and a "design sprint". From this process, the input was summarized into four urban design strategies:

1. **Protected Passages**
2. **Activated and Connected Spaces**
3. **Streets for People**
4. **Unique District Identity**

The **Protected Passages** strategy came out of the desire by the business community for a system of pedestrian subways connecting the hotels and businesses to St. Marys. A pedestrian subway system is a very expensive proposition because access to it must be provided equitably to all businesses. It also removes a large number of the people and activity from the street, which reduces the vibrancy of the area. The proposed solution to providing protected access to the hospital is the creation of an above ground linear arcade on the north side of 2nd St. SW and a north/south pedestrian subway directly in front of the St. Marys main entrance.

The **Activated and Connected Places** strategy is in response to what we heard from all stakeholders that a pedestrian oriented space was very important. Also desired were better designed and more frequent connections to St. Marys from across the street and from adjacent neighborhoods.

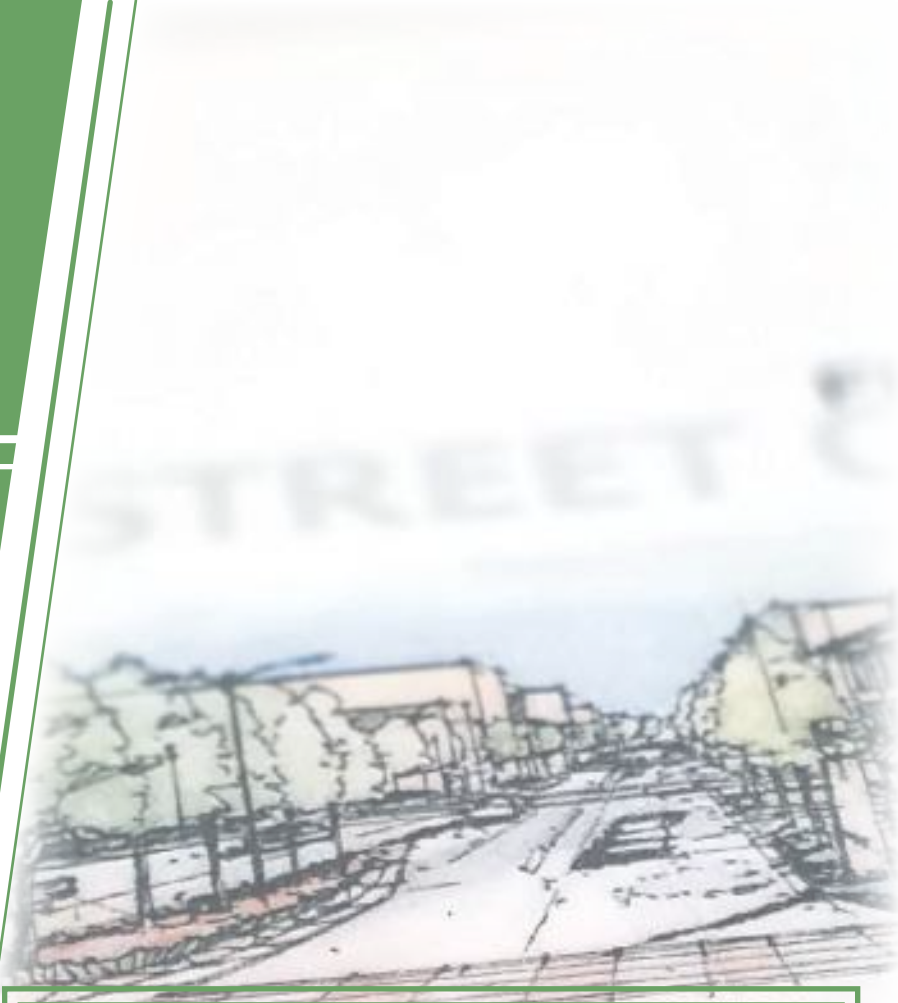
The **Streets for People** strategy came out of the input from stakeholders that wanted a multi-modal street. Transit currently is a very important mode of traffic and should continue to increase as 2nd St. SW has been identified as a Primary Transit Network Corridor. The consensus was to move bicycles to 1st St. SW and provide a safe and protected route to downtown. Pedestrians were accommodated by providing multiple crosswalks at locations that include bump outs.

We heard from the community that the need to create a **Unique District Identity** was important. This area is a prominent commercial district for the City and also a gateway into downtown for many of Rochester's visitors. This identity can be created by large scale gateway features at each end, the use of a cohesive family of streetscape amenities and a thematic use of public art throughout the district.

This public realm concept lays out a vision for the St. Marys District. It provides a design framework for the corridor, for the avenues and for its blocks. This concept also includes preliminary costs and a phased approach to build the proposed improvements.

Data Gathering and Analysis

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The data gathering for this study included researching all of the former studies that have been completed and are being completed for the area, past and present construction plans within the district, surveys for key stakeholders, on site counts of traffic; transit and pedestrian movements and an analysis of how the site currently functions.

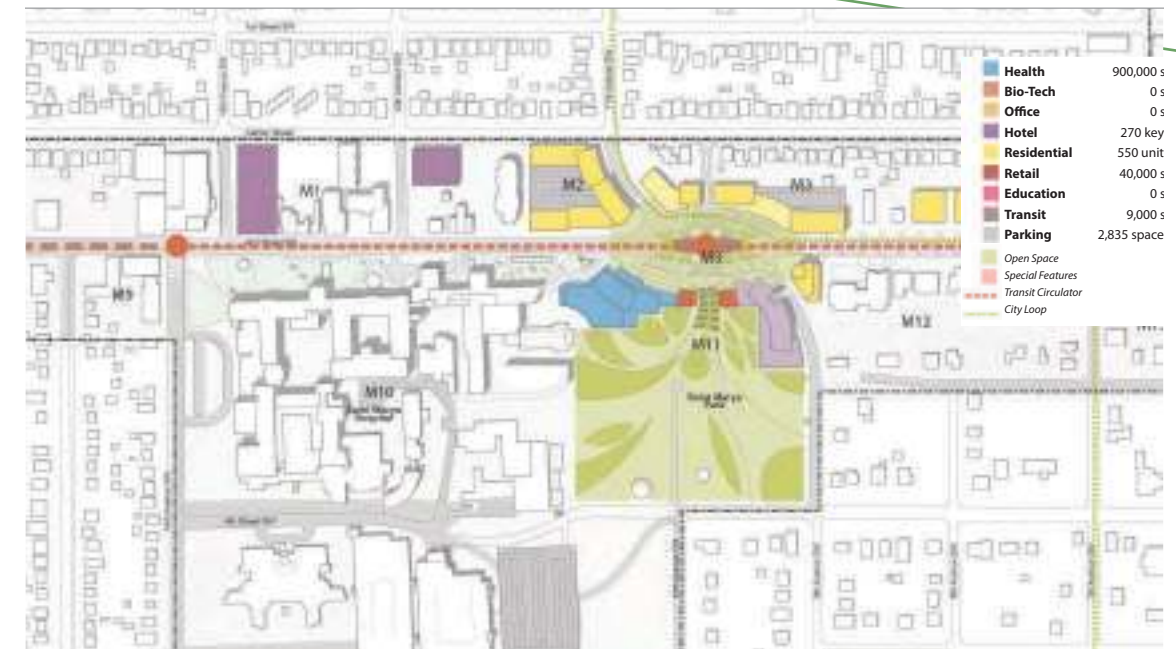
Through the past studies there are a few themes that arise as common. The idea of making the district a strong **GATEWAY** as a key element is emphasized in all of the studies and labeled as a desired outcome by both users of the space and developers. Creating sense of place by a new **DISTRICT IDENTITY** is an important piece to the ideas of the DMC Vision for districts that feel unique. **MULTI-MODAL** opportunities are important to accommodate for Rochester's diverse population in terms of age, income and ethnicity.

The DMC Development Plan was unveiled in 2014 in response to DMC Act signed in 2013 by Governor Mark Dayton. This act set the path for public funds to be utilized in development within the districts of the DMC. The purpose of the development plan is “to serve as a strategic business plan and framework to guide the implementation of the DMC Initiative.” The plan divided the main Mayo Campus’ into six sub-districts. The vision and importance for each district is laid out and the different major elements are identified.

The main goals defined in the DMC Development Plan for Saint Marys Place include:

- Integrate a priority of transit systems
- Increase pedestrian comfort, safety and connectivity
- Upgrade street amenities to allow users to stay and experience the street
- Maintain adequate vehicle capacity
- Create a safe, comfortable and attractive bicycle system through the corridor
- Increase a net parking supply and maintain established loading

The Saint Marys Place District shows plans to better connect Saint Marys to face the downtown campus of Mayo Clinic. The plans include transforming 2nd Street Southwest into a major transit line directly into Downtown Rochester. The Saint Marys Place District is described as a “gateway” into the Downtown Districts. The gateway along 2nd St SW is emphasized by the convergence of multi-modal transportation along the corridor. The main transit hub is located in the center of the street in order to emphasize that single occupancy vehicular traffic is not the preferred method of travel for the DMC, rather, a diverse group of users including transit, bicycling, pedestrians and single occupancy vehicles. The transit pavilion is described as a “glass enclosed ‘greenhouse’” with importance on multi-seasonal use. The steps that lead up to Saint Marys Park is another key feature identified for the area. These steps are an important connection not only to the park, but also to the southern neighborhoods, which currently lack a convenient pedestrian entrance to the district. This section of 2nd St SW is intended to be a dramatic entrance for visitors coming off Highway 52 headed to downtown.



The area plan for Saint Marys District as shown in the DMC Development Plan



Aspirational Image for what the center transit hub could become



A.08
Develop Mixed Use Neighborhoods

Background
With the development of the Destination Medical Center, the City of Rochester is anticipating a surge in new residents — between 25,000 and 30,000 more people by 2030. Coupled with the national trend toward more urban lifestyles by Baby Boomers, Millennial and non-traditional households, downtown Rochester is likely to see a dramatic change in character as it becomes home to a significant portion of new and relocating residents.

This influx of people offers a tremendous opportunity to redefine the city; instead of being a heavily commuter-based workplace, many more residents will be able to walk, bike or take local transit to work. This important transition suggests that as neighborhoods redevelop, it will be important to provide goods and services to new residents. Mixed-use neighborhoods will define the future of downtown Rochester.

Relation to Goals
Mixed-use development contributes to creating vibrant public realm by creating the activity and excitement of a 24-hour city (which also increases safety). It also supports sustainability and resilience by contributing to reductions in energy use and greenhouse gas emissions for transportation. Mixed-use development also supports equity and

diversity by including and involving a broad range of user groups in the district. Diversity of housing types supports the goal of healthy living because community strength is created through interaction and community members are not isolated for lack of resources.

Performance Guideline
Promote a broader mix of uses in downtown Rochester. Create a mixed-use district through zoning changes and other tools to promote a broader mix of uses in downtown Rochester. Create a mixed-use district including housing, retail, education, recreation, entertainment, civic functions, business and research. The result is that people can live, work and play in the same neighborhood. All projects should contribute to the mixture of uses in the district as a whole even if the individual development has a single function. Ensure that there is a mix of income levels, ages, unit types and sizes in housing including opportunities for live/work units.

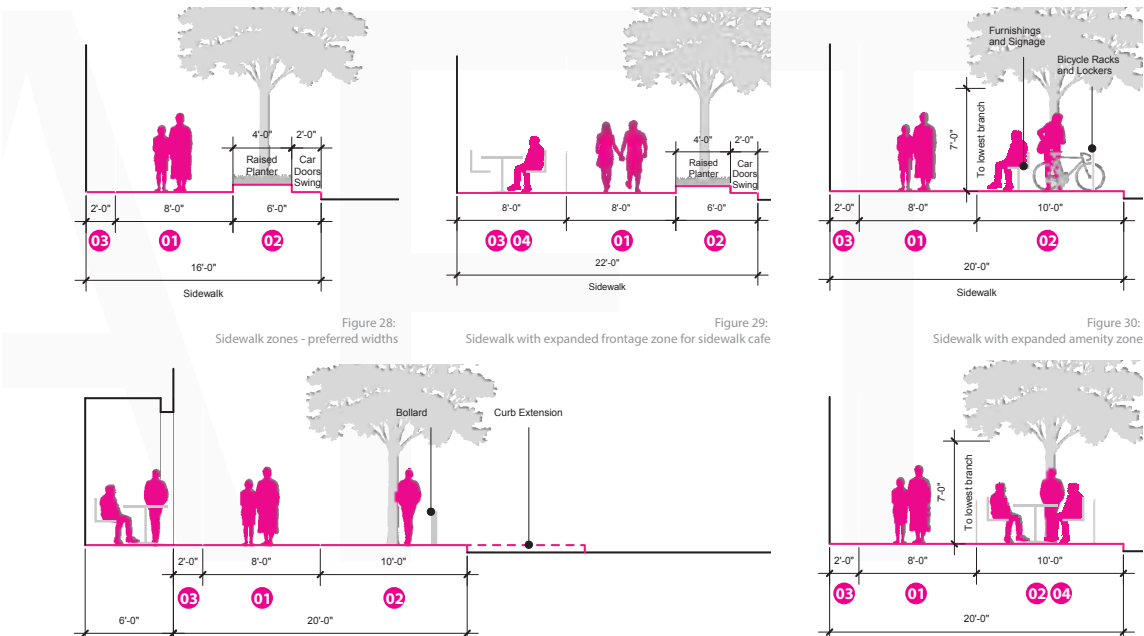
The DMC Design Guidelines were completed and adopted by the Rochester City Council on June 5, 2017. The purpose of creating these guidelines is to “show, in very specific and concrete terms, how to achieve... ‘health in all policies’ and ‘health in all places’” The guidelines are broken into the three categories: Downtown District, Streets and Corridors and Individual Sites and Buildings. Most of the guidelines are intended to be linked to incentives and considered during new development proposals, and some of the guidelines are recommended to be added to the City Zoning Ordinance.

The main goals for creating the DMC Design Guidelines are to:

- Provide direction to create a thriving economy, healthy and sustainable city and a vibrant public realm
- Create strong urban neighborhoods
- Give direction for building scale and public spaces
- Create safe and inviting streets that reduce accidents
- Prompt new ways of thinking by integrating art into public places
- Stimulate physical activity by designing for pedestrians first

Information of developing mixed use neighborhoods as described in the Design Guidelines

The design guidelines are a tool for designers and developers that are building within the DMC District in the City of Rochester. The urban design principles that are included in the guidelines are important to create the vision of the DMC. Each of the previously mentioned categories are broken out into smaller guidelines or standards that should be considered when development occurs. The first principle of the of the document is a guideline on how to create a safe, inviting and connected public realm; which is the aim of this study for the Saint Marys Places Sub-District. The guidelines have recommendations for sections that talk about streets and lane widths, but they also talk about minimum widths of pedestrian amenities, like outdoor dining areas. The width of these amenity zones is important for creating a safe and inviting public realm because if you build the zones too small they can become awkward for the user and not function as well.



Sections of sidewalk widths and amenity zones as described in the Design Guidelines

Each of the categories has important information for the design of the public realm. Enhancing connections to the natural system of the Kutzky Park and the trail system. Strengthening the gateway of 2nd Street welcoming people to Downtown Rochester. Developing a mixed use neighborhood that should help complete the vision of the 2nd Street Corridor Framework Plan. Designing streets that do not just accommodate single occupancy vehicles but also pedestrians, bicycles and mass transit. Establish the urban forest through boulevard tree plantings and creating canopies in other courtyards and plazas. Creating water management practices that are sustainable. Connecting all levels of pedestrian movement in an understandable and visible way. Create a sense of urban enclosure with the design of the buildings. Each individual site should have a streetscape that builds into a coherent plan.

The main goals of the 2nd Street Corridor Framework Plan include:

- Improve pedestrian and bicycle experience
- Improve bus systems throughout the corridor
- Safely manage the movement of traffic
- Promote design excellence in all aspects of the corridor
- Increase commercial points of interest along the street
- Increase housing density and opportunities
- Seek opportunities to consolidate parking, access and servicing
- Reinforce the corridor identity

The 2nd Street Corridor Framework plan developed a mixed-use vision for the area with concentration of businesses and hotels along 2nd Street with buildings pushed up to the right of way and having parking and drop off areas happen in on the interior of the development. The north half of the blocks were left to be more residential and at a stepped down scale in order to match into the existing neighborhood to the north. The plan highlighted important pedestrian connections that would help pedestrians get from the hospital to the mixed use area to the north. This plan also proposed to clean up the 16th Avenue intersection at the west end of the corridor. When this plan was adopted The City created Official Map 19 in response to the plan to clean up the intersection.

The development of the Framework Plan involved public engagement and visual preference studies that directed the final proposed design. The plan goes into detail of land use building heights that this Public Realm Plan should not discuss. The scale of urban design shown in this plan is not as intense as some of the DMC Plans have shown, and the already approved Alatus mixed-use building is taller than this plan called for.



The area plan for 2nd Street in front of Saint Marys as shown in the 2nd Street Corridor Study



Section of 2nd Street with an arcade on the north side of the street



Imagine Kutzky Vision Plan – 2004

In 2004, the Kutzky Park Neighborhood Association (KPNA) partnered with the Rochester Area Foundation and created a long range planning initiative call Imagine Kutzky (IK). Multiple well-attended public input sessions led to the creation of the Imagine Kutzky Vision Plan. This plan was broken into four categories: Neighborhood Streets, Public Open Spaces, Land Use and Urban Design and Home and Yards

Goals, objectives and potential strategies for implementation were developed for each category. This plan supported compact, urban mixed-use development along aerial streets and edges of the neighborhood. It led to the conversion of the system of one-way streets (funneling traffic into/out of downtown) back to slower, neighborhood friendly two way streets. It also served as a guide for development within the neighborhood.

Kutzky Park Neighborhood Land Use Plan Amendment – 2006

At the request of the KPNA in 2006, the City amended and adopted a new land use plan for the neighborhood. This amendment was an extension of the IK Vision Plan and supported strong urban design principles, development that fit the walkable character of the area, connected open spaces and safe streets. This plan was the basis for many of the developments that have recently occurred in the neighborhood.



Land Use Study from Midtown Conversations

Midtown Conversations – 2016

In late 2015, in response to the increased development pressure, lack of zoning revisions, the proposed reconstruction of 2nd St. SW (from 11th Ave NW to 16th Ave NW) and the developer's request for pedestrian subways connected to St. Marys, Imagine Kutzky initiated the Midtown Conversations. The intention of this process was to get input from the neighborhood and community and create a vision for the area.

On Jan. 21, 2016, an event was held that was attended by over 120 people. The goal of the event was to provide a public forum session on the history of the 2nd St. SW corridor, education on urban design challenges, an opportunity to provide input on critical elements and a chance to interact with local leaders. The five "stations" were transportation, pedestrian experience, community design, vision and public finance.

For the full summary of the results of that event, please reference the Midtown Conversations Event Summary in the appendix. The general consensus of the wide variety of participants was:

1. A pedestrian subway connection should not support one private business
2. Transit to reduce the number of cars should be a priority
3. Retail, retail, retail – this area should have all the amenities needed to create a vibrant community.

Based on input from that event, Imagine Kutzky developed the following series of exhibits:

- Land Use and Streets Goals, Objectives and Recommendations
- Issues and opportunities map
- Land Use Study
- Three pedestrian subway concept plans
- Midtown Concept Plan
- 12th Ave Plaza sketch
- Inspirational urban design images

Another Midtown Conversations public event was held on April 4, 2016. The public reviewed the exhibits and commented. Support for a variety of land uses was heard and continued support of active uses, pedestrian friendly streets and a 12th Ave plaza was also noted. Pedestrian subways were not well supported and the general consensus was they were not needed if the public streets and streetscapes were designed correctly.

2nd Street Reconstruction Plan:

In September 2016 The City, as part of the 2nd Street phase 4 reconstruction, proposed a geometric layout for 2nd Street in between 16th Ave SW and 11th Ave SW. The plan was presented to the business community and neighborhood members but has not been approved by council to date.

Important features of the 2nd Street Reconstruction Plan are:

- Four lanes of traffic with west-bound on-street parking off peak hours
- Introducing two new lights on 12th Ave and 13th Ave
- Removing the traffic light between 12th and 13th that served as a pedestrian crossing to Saint Marys Hospital
- Bus pull-off on south side remains the same
- Designed within the 66’ ROW and keeps the pedestrian sidewalk on the easement on Mayo’s Property
- Includes the concept of a potential pedestrian subway system across from the historic Saint Marys entrance



Proposed geometric layout for 2nd Street Southwest between 11th Avenue and 16th Avenue Southwest

Official Map 19:

Official Map 19 was adopted by the city in 2015. It was put in front of the City Council because of a new alignment proposed in the 2nd Street Corridor Framework Plan

The key changes that were made by the Official Map 19 were:

- Cuts off existing 16th and 15th Ave, and realigns 16th Ave to remove awkward intersections
- It was put in front of the City Council in order to provide the opportunity to widen the 2nd Street SW corridor right-of-way from 66’ to 100’ and to provide improved access to properties located on the south side of 2nd Street SW between TH52 and 14th Avenue SW
- Re plats the parcels inside of the lots
- Maintains the south part of the alley between 14th and 15th Ave and creates a new exit for it



New street layout proposed from Official Map 19



Full group that went on the trip to the Twin Cities



Walking down a pedestrian street in Saint Paul

On July 29, 2016, a group of about 20 city leaders and project stakeholders went to the Twin Cities on a tour of places that have similar characteristics as the St. Marys district. This tour was coordinated by members of the Minnesota Design Center, who are very familiar with the urban design of the metro area.

The following was the itinerary for the day and observations:

St. Paul Riverfront Corporation - Tim Griffin welcomed the group and explained St. Paul's approach to urban design in the downtown area.

Rice Park- The group observed how the streets adjacent to the park were re-designed and walked the area pedestrian subways.

Seventh Place pedestrian mall - The group observed how a vacated street can be converted into an active and vibrant place with a variety of commercial uses.

Green Line Central Station - The group rode the light rail to the University of Minnesota making a stop to observe a Bus Rapid Transit (BRT) station.

University of Minnesota - The group departed the light rail, walked the campus and watched a presentation of current and proposed metro urban design projects by the Minnesota Design Center.

US Bank Stadium - The group walked around the stadium and adjacent large urban park.

Latitude 45 - The group toured a new urban apartment project by Alatus, which is the developer who is proposing a similar apartment project adjacent to St. Marys.

Overall, the trip was very educational and a great opportunity for many of the St. Marys Place stakeholders to see how St. Paul and Minneapolis have used good urban design principles and techniques to create attractive and active places in their downtowns.

There are two developments that have been recently proposed in the Saint Marys Place District.

Alatus

- Located on the south side of 2nd St. SW at the corner of 14th Ave
- Restricted Development zoning process
- Luxury apartments, commercial uses and town-homes
- 13 Story main building set back at 2nd story on 2nd St. SW /14th Ave and set back at 3 stories on 15th Ave
- Building steps down to 2 story town-homes on 14th Ave as it transitions into neighborhood
- Tenant amenities on building roof
- Alley vacated and building built through the block
- Vehicle drop-off on 14th Ave
- Active frontage and streetscape on all sides
- Structured parking is behind active uses and hidden from view, includes some public parking
- Proposed pedestrian subway connection east into St. Marys (not approved)
- Developer held multiple neighborhood/community meetings
- City and DMCC approval in late 2016
- \$10.5 million in TIF granted from City
- Construction start anticipated in fall 2017



Proposed Alatus development on south side of 2nd St SW

Holiday Inn

- Located on the north side of 2nd St. SW at the corner of 13th Ave
- Incentive Development zoning process
- Hotel, commercial and town-homes
- 6 story main building
- Town-homes along a part of 1st St. SW
- Alley vacated and building built through the block
- Large vehicle drop-off and service area on 13th Ave
- Proposed pedestrian subway connection north into St. Marys
- Proposal withdrawn by the development in 2015 after several delays



Proposed Holiday Inn development on north side of 2nd St SW

Recent Projects

These are the developments that have been completed in the St. Marys Place district within the past 20 years. All have been approved through the Incentive or Restricted Development zoning process with multiple variances and considerable neighborhood/community discussion.



Shoppes on 2nd

- Located on north side of 2nd St. SW between 16th Ave and Hwy 52
- Hotel and commercial uses
- Completed in 2011
- Strip mall style of development



Spring Hill Suites

- Located on the north side of 2nd St. SW between 12th Ave and 16th Ave
- Hotel use only
- Completed in 1999
- Alley vacated and building built through the block
- Vehicle drop-off on 2nd St. SW



Aspen Suites/Canadian Honker

- Located on the north side of 2nd St. SW between 12th and 13th Ave
- Hotel and restaurant uses
- Completed in 2002
- Alley vacated and building built through the block
- Vehicle drop-off on 2nd St. SW



Marriott by Courtyard

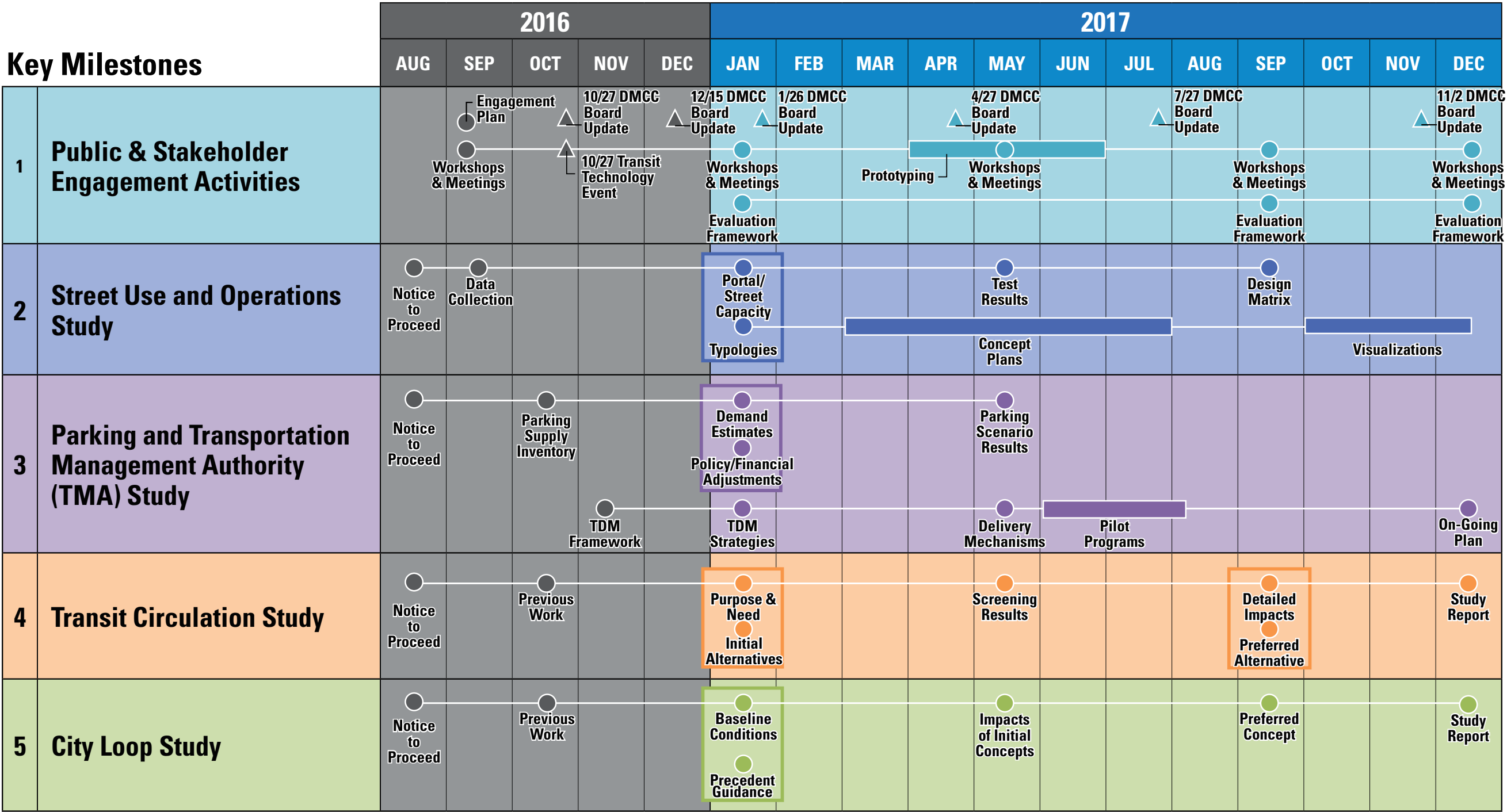
- Located on the north side of 2nd St. SW at the corner of 13th Ave
- Hotel and restaurant uses
- Completed in 2005
- Built over alley
- Small vehicle drop-off on 13th Ave
- Outdoor dining patio on 2nd St. SW and interesting streetscape on 13th Ave



Homewood Suites

- Located on the north side of 2nd St. SW west of Courtyard by Marriott
- Hotel and commercial uses
- Completed in 2015
- Built over alley with vehicle drop off in alley
- Pool, outdoor patios and stormwater management on 1st St. SW
- Active uses and interesting streetscape on 2nd St. SW

The City of Rochester is currently conducting four integrated transit studies within the DMC boundaries. Key Milestone Dates for the Four Transit Studies and stakeholder engagement created by SRF. The transit studies are being developed at the same time as this study and this public realm concepts need to be adaptable to their final recommendations.



Public Outreach

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The public input was a driving factor for the final design of the public realm design concepts for Saint Marys. Through the process, the design became more focused on key design elements that were reviewed by the City Staff, Mayo Staff and the DMC Boards. The process involved three workshops with selected stakeholders, three public open houses and on-site & online surveys.

The public input was gathered by different methods ranging from selecting stakeholder representatives to interviewing pedestrians using the district. One key aspect of reaching stakeholders was **SOCIAL MEDIA** posts to receive feedback from the general public. Each stakeholder came into the public outreach with a unique point of view that led to a number of **DIVERSE IDEAS** on the future of Saint Marys Place. The public input came at several different phases of the design with the feedback directly impacting the public realm design. **SPECIAL THANKS** to all who took the time to comment on plans come to public meetings and take the surveys that were posted.

A process referred to as the Design Sprint was used to create a public realm concepts 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 concept.

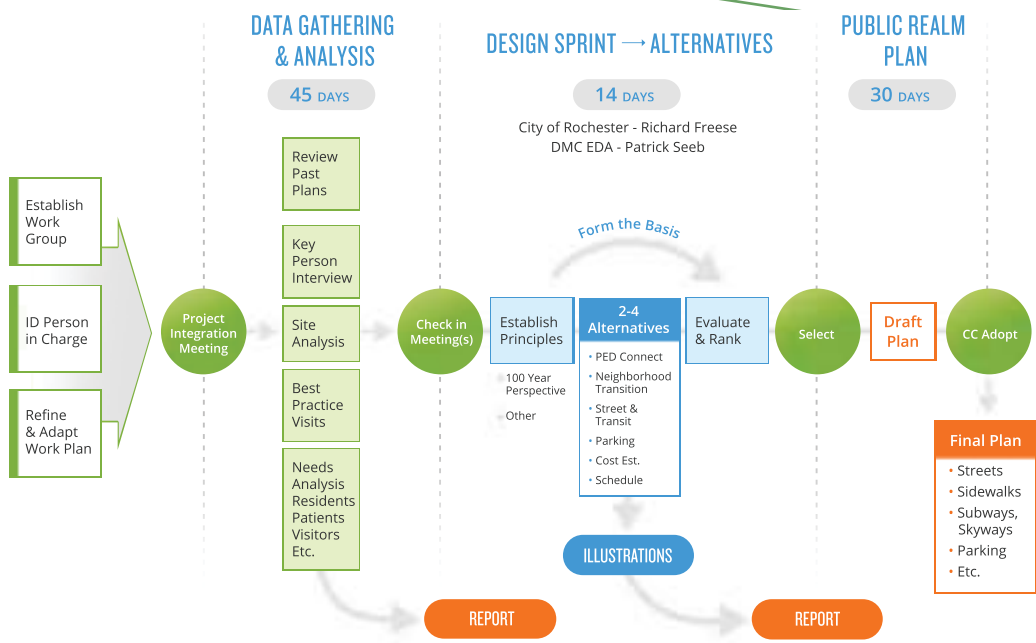
This document contains three distinct concept plans resulting from a series of three workshops held on September 27-29. Each group was asked to take on the perspective of particular groups affected by the plan:

- Group A represented Mayo patients, visitors and staff
- Group B represented business owners and developers
- Group C represented 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.

Key aspects of the design sprint method included:

- Collecting data from all previous studies and plans to have a good base information to guide design solutions for the design team and stakeholders
- Selecting a diverse group of stakeholders to represent multiple interests
- Developing project givens and problems to lead design conversations
- Generating multiple designs with different solutions
- Getting input from the greater public through surveys and open houses
- Identifying a series of design solutions that can form the concepts for the public realm



Flow chart of the original design sprint method



An open house at the DMC Downtown Office



Group discussion on potential public realm improvements for the corridor

Mayo Patients, Visitors and Staff Perspective:

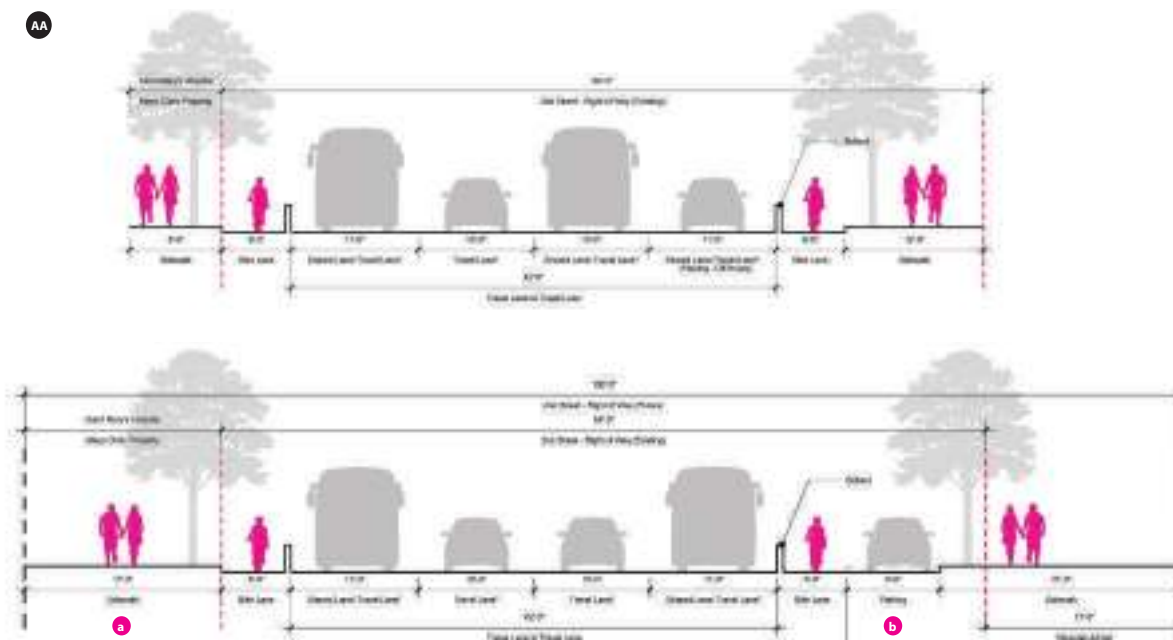
Key design and planning issues that emerged from the Group A workshop included providing access to retail and dining north of Second Street. Access to parks and nature with activities for kids and families was viewed as desirable for both employees and visitors. Another priority was making the district 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 should 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.

Main ideas that came out of the discussion were:

- Access to retail and dining along 2nd St
- Activities for kids and families
- Safe, frequent pedestrian crossings
- Access to parks and nature
- Heated sidewalks
- Accessible and safe with good lighting
- On-street parking on 2nd St
- Convenient and accessible transit to downtown
- Clear way finding signage
- Fast transit service with multiple options
- Public art throughout the district
- Protected bike lane
- Bike and transit priority within the street



Potential street sections that emerged from group A



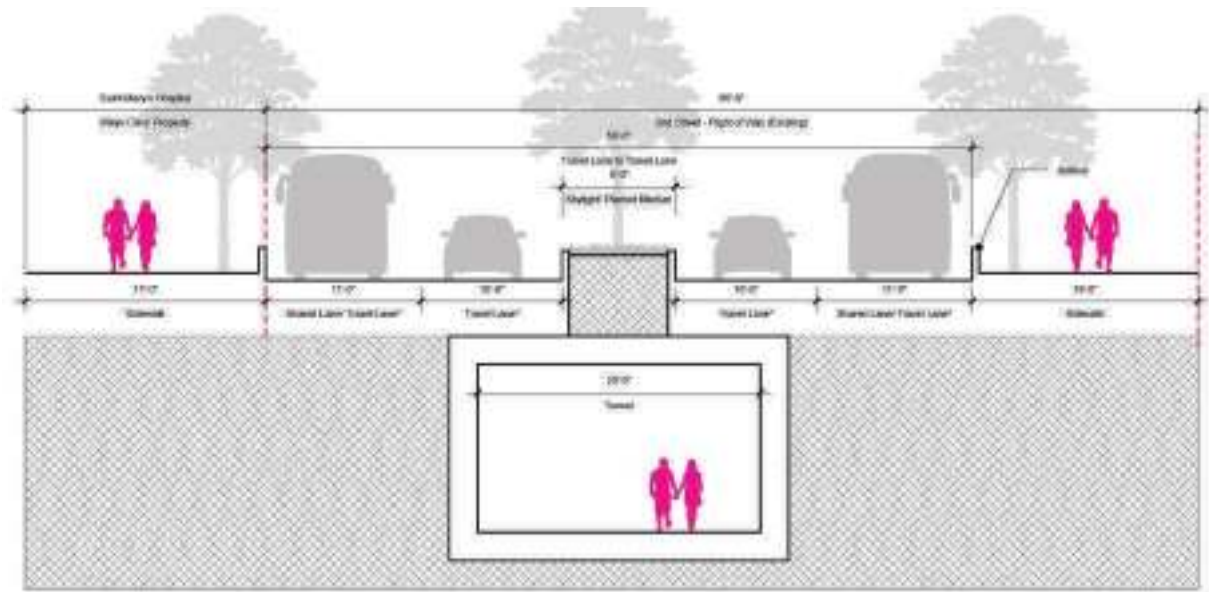
Proposed plan based on the discussion with Group A

Group A - Connect

Perspective of Mayo Patients, Visitors and Employees



Participants discussing ideas for the corridor design



Potential street section with pedestrian subway that emerged from Group B

Local Business Owners and Developers Perspective:

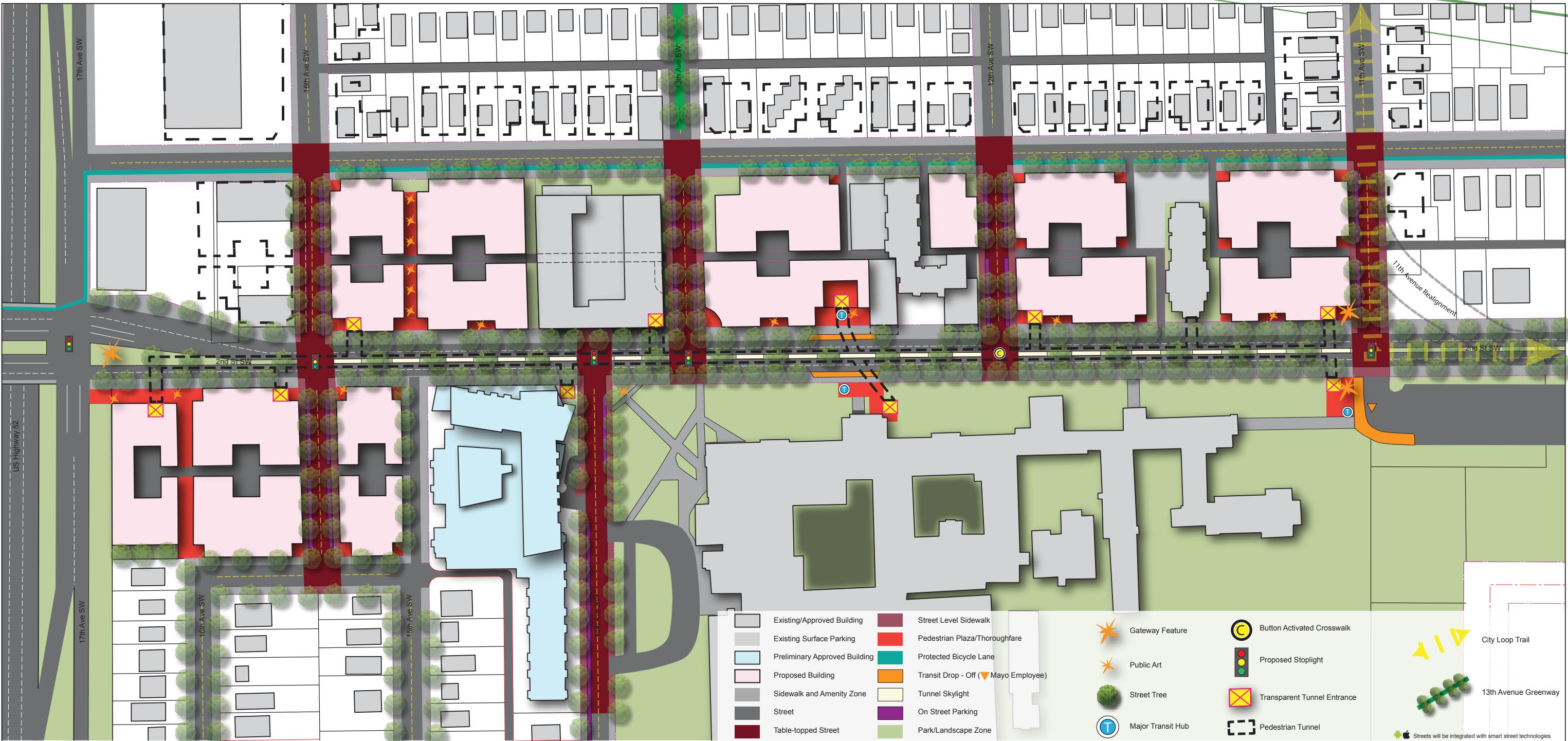
Key design and planning issues that emerged from the Group B workshop included creating a gateway to the Saint Marys District and the city as a whole. This could be done with public art and urban forms that denote a major entrance to the city. Closing some Avenues between First and Second Streets and locating diverse activities there (such as street fairs and winter movies) contribute to business activity and vitality of the neighborhoods. Memorable sidewalks with public art and nodes of business activity around intersections are envisioned. Group B mentioned grade separation in the form of pedestrian pedestrian subways for climate protection and safety. Pedestrian walkways outside of the pedestrian subways should have outdoor heaters and snow melting. Convenient transit within the city with protected shelters and transit to destinations outside of Rochester are desired. Group B found it acceptable to move dedicated bicycle lanes from Second Street to First Street. In addition, this group suggested slowing traffic and minimizing cars on Second Street while removing on-street parking assuming some form of off-street parking is available.

The title **Protect** was chosen for the Group B design to reflect the pedestrian pedestrian subway system that provides climate protection and safe crossings under major streets. A key component of the pedestrian subway system is a crossing beneath Second Street located in front of the original main entrance to Saint Marys hospital. The pedestrian subway is envisioned as having open courtyards, stairways, and glass-enclosed elevators on both sides of the street. The pedestrian subway should connect to the lower level of the hospital and be respectful of the historic facade of Saint Marys. A major transit station area is located in the vicinity of the pedestrian subway crossing.

Another feature of the Group B design is the creation of pedestrian-oriented north-south Avenues (11th, 12th, 13th, 14th and 16th Avenues). These Avenues are raised above the level of Second Street forming tables at the intersections that should slow traffic and mark major at-grade pedestrian crossings. The Avenues are imagined as flexible streets that may be closed for special events and activities and be respectful of pedestrians and bikes even when open to motor vehicles. These pedestrian-oriented Avenues and alleys between First and Second Street create a major pedestrian district. The design for Second Street includes four travel lanes (including two for transit) and a median. Dedicated bicycle paths are located on First Street and not included in the Second Street right-of-way. Removing bicycles and on-street parking from Second Street allows for a median and spacious pedestrian sidewalk areas (18 feet) on the north side of the street even within the existing 66-foot right-of-way.

Main ideas that came out of the discussion were:

- Gateway to Saint Marys District
- Close some of the avenues to make pedestrian only
- Nodes of business activity around intersections
- Pedestrian pedestrian subways for climate protection and safety
- Outdoor heaters for snow melting
- Memorable sidewalks with public art
- Convenient transit to minimize cars
- Protected shelters
- Increased amount of transit going to destinations out side of Rochester
- Bicycles on 1st St
- Slow automobile traffic on 2nd St

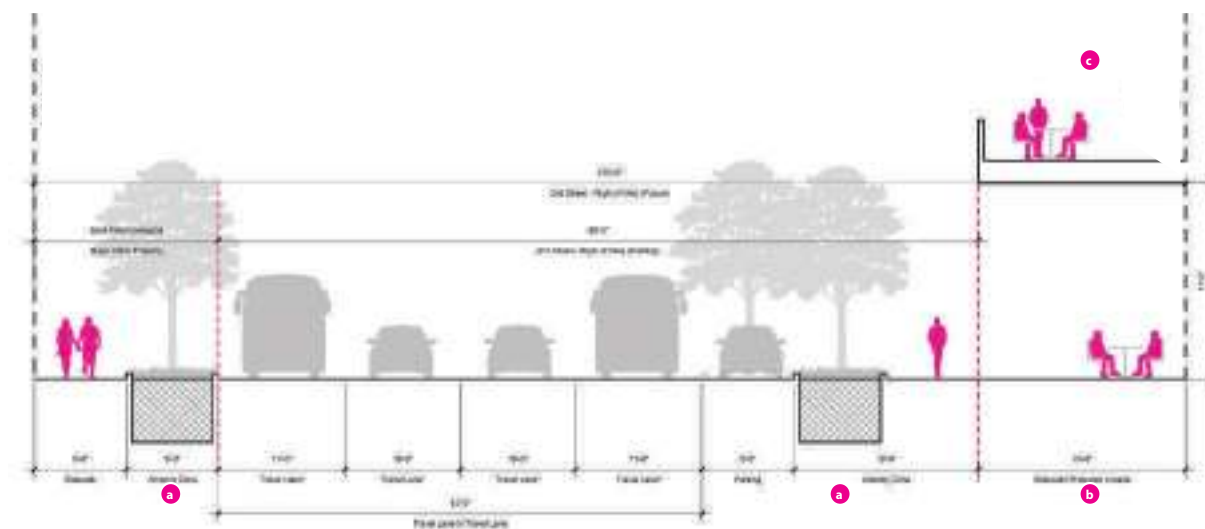


Proposed plan based on the discussion with Group B

Group B - Protect
Perspective of Local Business Owners and Developers



Participants looked through a large set of images to find inspiration for what types of spaces they wanted within Saint Marys Place



Potential street section that emerged from Group C

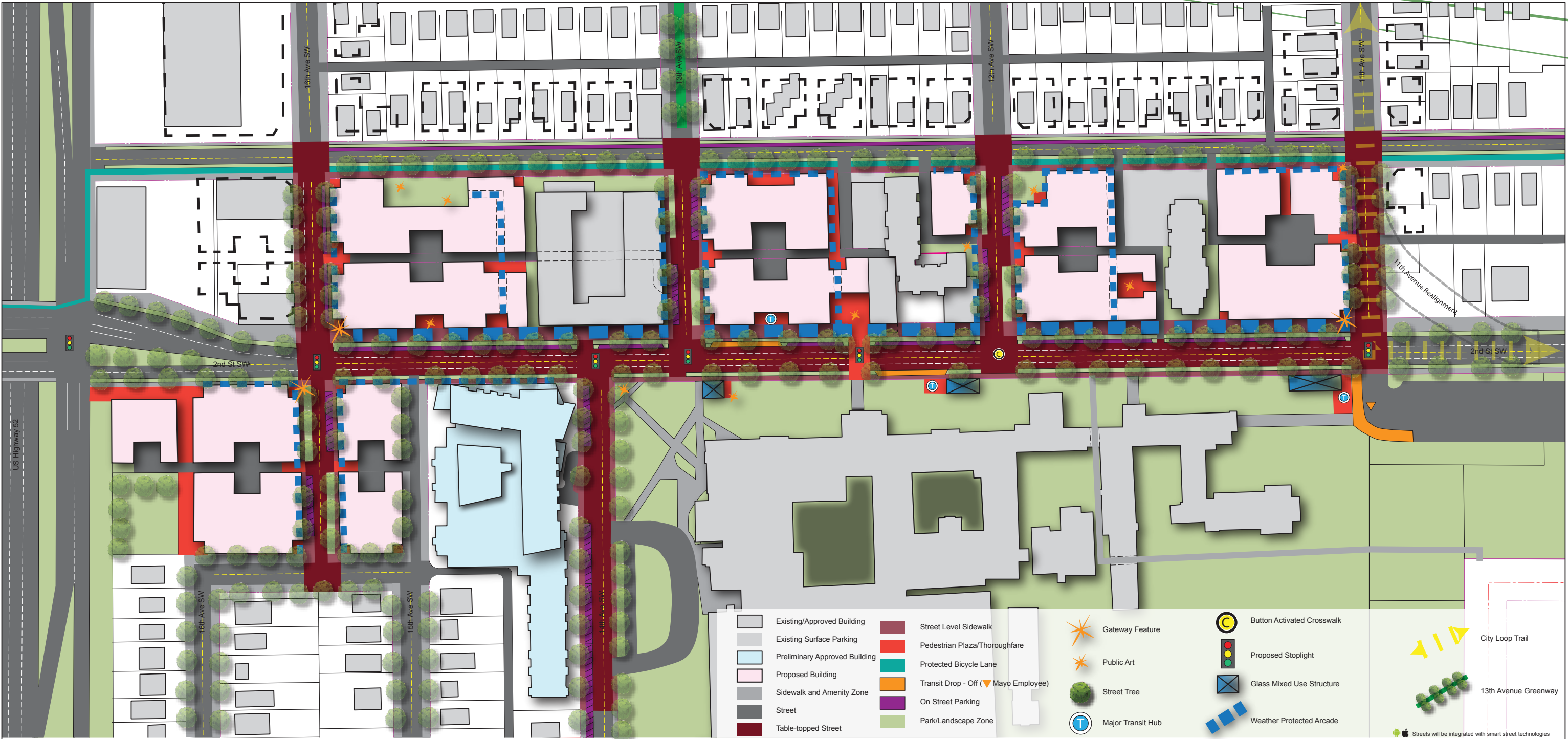
Neighborhood Resident Perspective:

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.

While there are no pedestrian subways 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.

- Main ideas that came out of the discussion were:
- Wide sidewalks with activities and retail
- Activate south side of 2nd St
- Pocket parks and playgrounds for families
- Create better connections to neighborhoods to the south
- Accessible and safe intersections and crossings
- Transparent vertical connections between levels
- Weather-protected pedestrian ways
- Convenient transit
- Dedicated transit lanes
- Smart streets with apps for way finding and transit schedules
- Increased amount of transit going to destinations outside of Rochester
- Reduced traffic lanes and widths as possible
- Dedicated bike lanes on 1st St
- Activate the lawn of Saint Marys



Proposed plan based on the discussion with Group C

Group C - Activate

Perspective of Local Neighborhood Residents



A presentation was given for the third open house with examples posted on the walls



Group conversations were facilitated by the design team and feedback on different design elements were noted

The **1st public open house** was held on October 24, 2016. The original stakeholder group was invited back to SEH to look over and comment on the design concepts that were created out of their stakeholder group meeting as well as see the outcomes of the other groups. Each stakeholder was also invited to bring a guest. The main purpose of this open house was to gauge the accuracy of what the design team had heard versus what the stakeholders were thinking. It also was the first time that all of the stakeholders selected were in the same place and opened the conversation on each of the different design elements to be looked at through the stakeholders actual perspective, even if they were not a part of the group representing their perspective. Along with the discussions participants were asked to write on and place sticky-notes on the plans.

The pedestrian subway system from Group B was a major discussion point after the presentations because of estimated costs of creating a pedestrian subway in public right-of-way and who would be paying for the system. The group was concerned that creating a full pedestrian subway system was more expensive than the value gained because of the current density of the area and the potential to take pedestrian activity off of the street level.

The **2nd open house** was held on December 1, 2016 and was open to the public. It was held at the main DMC Offices. For this event the three concepts from groups a, b and c were posted in an area with one or two members of the design team standing next to the drawings. This open house was all about one-on-one conversations with the attendees, explaining the design problems and solutions for each group and getting direct feedback from the stakeholders. Each person was given red and green stickers to post on elements that they did and did not like from each concept.

The **3rd open house** was December, 7 2016 held at the conference room at the Courtyard Marriott on 2nd street. This open house was set up as a presentation with a slide-show where the design problems and some of the current design solutions were presented to the group. Public Works Director Richard Freese also gave an impromptu presentation on the state of the transit studies and how this study fits into the design of 2nd Street. After the presentation were given there was a public question and answer time where the attendees could voice their concerns about the designs and what they wanted the corridor to become. After the question and answer session, smaller discussions happened around the plans that were posted on the walls with the design team members able to answer more questions.

A big concern brought up from this open house was that as more development occurs on 2nd Street and the amount of people moving through the corridor increase, there would also be an increase of traffic that goes around 2nd Street by alternative routes through the neighborhoods.

An **online survey** was created to get the input of the greater public that would not normally go to an open house due to a problem with timing or other issues that arise in coming to a public event. The survey was opened on November 22, 2016, and was closed and the responses were analyzed for the public open house on December 7, 2016. The link to the survey was posted on the DMC Facebook, Twitter and was sent out as a newsletter. On November 27th the link was sent through the Mayo Clinic email system. The survey contained a description that was created for each of the three concepts as well as some imagery that was selected to help explain some of the key ideas. Each unique element of the concepts were prioritized by the people that took the survey. The total number of responses at the close of the survey was over 600.

The data from this survey included multiple choice answers and short responses. The amount of responses and length of the survey made certain design problems stand out as more important to the public than others. The lesson learned from this survey was that there was too much information given to the participant, and in order to understand each of the concepts the survey could take 30 minutes. Weather protection and pedestrian subways was the most selected and discussed issue by the participants, and the data showed a high interest in some form of pedestrian subways and support for the at-grade, continuous arcade system.

In Late October and early November there were **intercept surveys** that occurred on seven different days. These surveys were taken on site to whoever was interested in the design process. The method of these surveys evolved from asking for input on design solutions, to explaining the three concepts to the participants and getting direct feedback on each different solution. The final number of people surveyed this way was approximately 220. Notes were taken after each conversation to keep record.

From late April to early May there was a series of **vignettes** that were posted to social media asking for feedback on some of the design strategies that were being implemented into the final plan. These vignettes were short and released slowly so the participants would be able to understand the design concept and take the survey in a few minutes. This led to more consistent numbers of people taking each survey. The number of responses across all vignettes was over 700 with the pedestrian subway vignette getting the most responses.

The support for each of the design solutions was high with above 65% approval at the lowest and 89% approval for the pedestrian plaza proposed on half of 12th avenue.



Intercept surveys were taken at the Saint Marys end of the Nice Ride Prototyping Event



The first online survey used Google Forms and walked individuals through the three concepts

Final Outreach Decision Matrix

Public Outreach Method

Potential Design Feature		Stakeholder Group A	Stakeholder Group B	Stakeholder Group C	Public Open House #1	Public Open House #2	Public Open House #3
	Full pedestrian subway network						
	One north-south pedestrian subway						
	Skyways						
	At grade weather protection						
	Wide sidewalks						
	Mid-block pedestrian connections						
	Plaza at 12th avenue sw						
	Maintain/Restore alleys						
	Small pocket parks and plazas						
	Emphasize pedestrians on avenues						
	Frequent pedestrian crossings						
	Active use on Saint Marys side						
	Narrow lane widths						
	Bicycles on 1st street sw						
	Bicycles on 2nd street sw						
	North-south greenway						
	Landscaped median						
	Table topped streets						
	On street parking						
	Reduce traffic speeds						
	Gateway feature						
	Public art						
	District branding and furnishings						

Mostly In Favor

Mostly Opposed

Split on Feature

No Circle: Feature Not Discussed

Public Outreach Method

Potential Design Feature

	Intercept Surveys	Online Survey	Vignettes	Nice Ride Prototype
Full pedestrian subway network	○	◐		
One north-south pedestrian subway	●	●	●	
Skyways		◐		
At grade weather protection	●	●	●	
Wide sidewalks	●			
Mid-block pedestrian connections	●	●	●	
Plaza at 12th avenue sw	●	●	●	
Maintain/Restore alleys	●	◐		
Small pocket parks and plazas	●	◐		
Emphasize pedestrians on avenues	●			
Frequent pedestrian crossings	●	◐	●	
Active use on Saint Marys side	◐	◐		
Narrow lane widths	◐	●		
Bicycles on 1st street sw	◐	◐	●	●
Bicycles on 2nd street sw	◐	◐		○
North-south greenway	●	◐		
Landscaped median	○	○		
Table topped streets	●	○	◐	
On street parking	◐	◐		
Reduce traffic speeds	●	◐		
Gateway feature	●	●		
Public art	●	◐		
District branding and furnishings	●			

● Mostly In Favor

◐ Split on Feature

○ Mostly Opposed

No Circle: Feature Not Presented

This decision matrix was put together to help the design team filter through the ideas that were heard and the solutions that we had come up with. It was also helpful when talking about the plans at the open houses or surveys to get some of the core ideas out and keep responses focused on design solutions rather than just problems. Due to room in this plan the design features listed have been filtered down to the features that were discussed through multiple different public outreach methods.

Public Realm Design

Overall Plan	Pages 27-29
Protected Passages	Pages 30-33
Activated and Connected Places	Pages 34-41
Streets for People	Pages 42-47
Unique District Identity	Pages 48-51
Prototyping	Page 52
City Loop Alternative Routes	Page 53
Implementation	Pages 54-55
Appendix	Page 56

The final design for the public realm was developed by the design team to be implemented by following strategies for designing individual sites. The design is to be followed by each of the new developments that are working towards the overall vision of the district, but the design of certain details should be decided with the development.

The previous studies and public input led to the development of **FOUR STRATEGIES** that should create a vibrant and connected public realm for the City of Rochester. These strategies were then combined to create one overall **Design Concept** that locates areas where these strategies should be implemented. For the implementation of these concepts there has been a preliminary **PHASING AND COST ESTIMATE** to help guide needed TIF funding and allocations.

The plan has been broken down into the four key design strategies of Protected Passages, Activated and Connected Places, Streets for People and District Identity. Each principal has important features to help create the full vision.

Protected Passages:

- Continuous protected arcade systems
- Pedestrian subway connection into Saint Marys Hospital
- Courtyards for visible connections to the system

Activated and Connected Places:

- Plazas and open spaces
- Maintain, restore, and activate alley systems where feasible
- Mid-block pedestrian connections
- Frequent and prominent pedestrian crossings

Streets for People:

- Connected bicycle facilities
- Improved routes into local neighborhoods
- Shared Streets
- Consider level table topped streets

Unique District Identity:

- Gateway and public art
- District identity and signage
- District site furnishing



Protected Passages



Activated and Connected Places

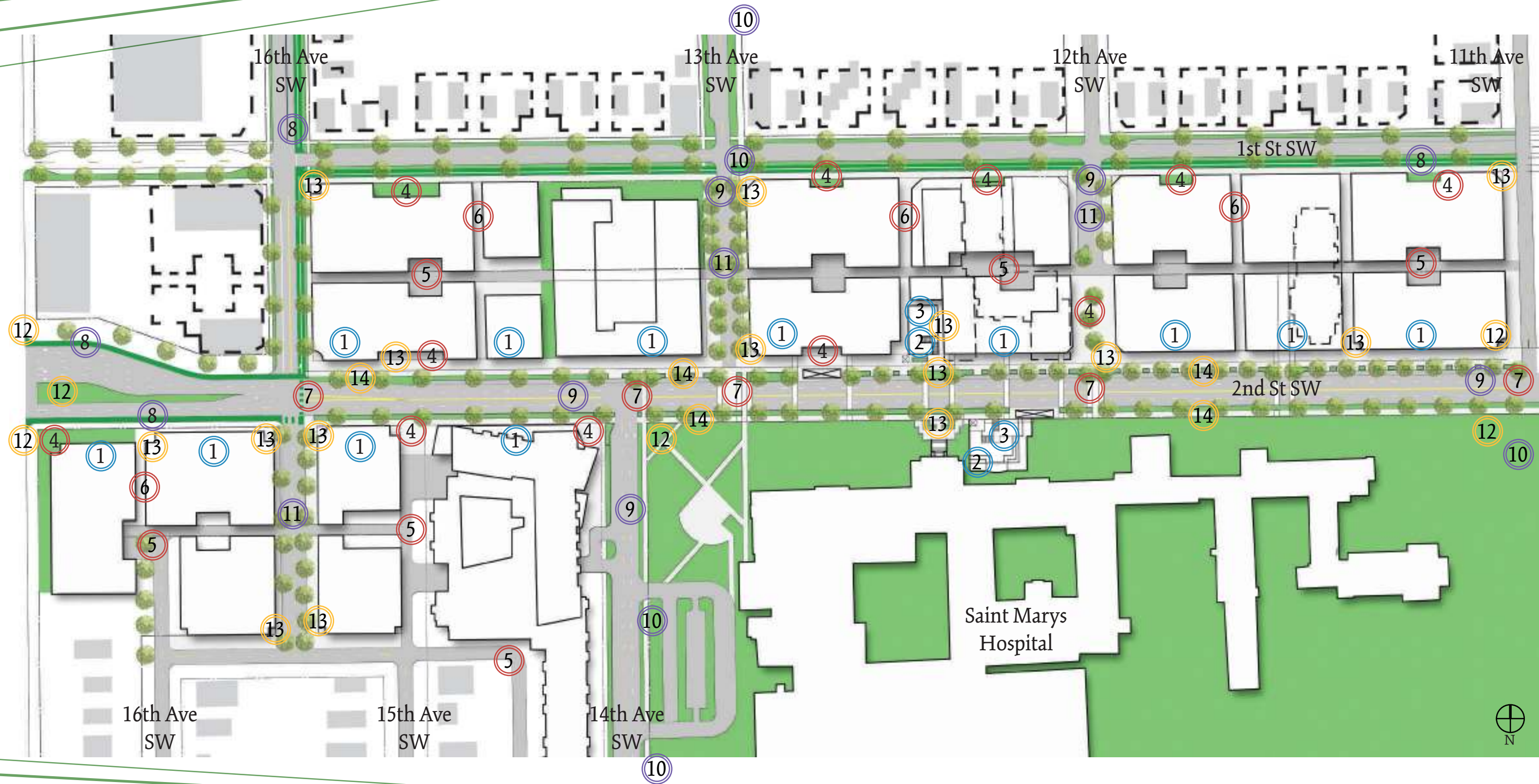


Streets for People



Unique District Identity

Overall



The overall concept for the area is a combination of all the previously mentioned strategies and is a representation of what the area could become if new development follows those four strategies. The scale of the building footprints and locations of connections that are important to help create a good public realm. There are some assumptions that were taken into consideration when designing the final overall layout.

- As more development pressure occurs, all existing one to four story buildings should redevelop into a larger urban scale.
- The method and design of the mass transit system for the corridor could potentially be decided in the transit study. The road design needs to be adaptable to allow for different modes of transit and may change.
- With the new transit system, the Mayo Bus Circulator that turns around at 12th Avenue should relocate to the new transit stops similar to the proposal in the DMC Plans
- The specific land use should follow the 2nd Street Framework Plan that has been adopted, but should potentially have an increase in density and intensity
- Projected traffic counts dictate that there should be a need to keep two lanes in each direction, whether some of the lanes are transit only should be decided in the Transit Circulation Study
- The right of way between 14th and 11th Avenue is proposed to be increased from 66’ to 100’ by getting an additional 17’ on both sides of 2nd Street.



View looking east down the 2nd Street Corridor

Legend:

Protected Passages:	Activated and Connected Places:	Streets for People:	District Identity:
① Continuous Arcade System	④ Plaza/Open Space	⑧ Protected Bicycle Lanes	⑫ Gateway Art Feature
② Pedestrian subway Entrance/Exit	⑤ Alleys	⑨ Start/Stop Tabletop	⑬ Public Art Location
③ Courtyard	⑥ Mid-Block Pedestrian Connections	⑩ Enhanced Pedestrian Greenway	⑭ District Branding
	⑦ Pedestrian Crosswalk	⑪ Shared Street	



Glass overhead canopy that is free standing and prevents the area from becoming a dark and cold space

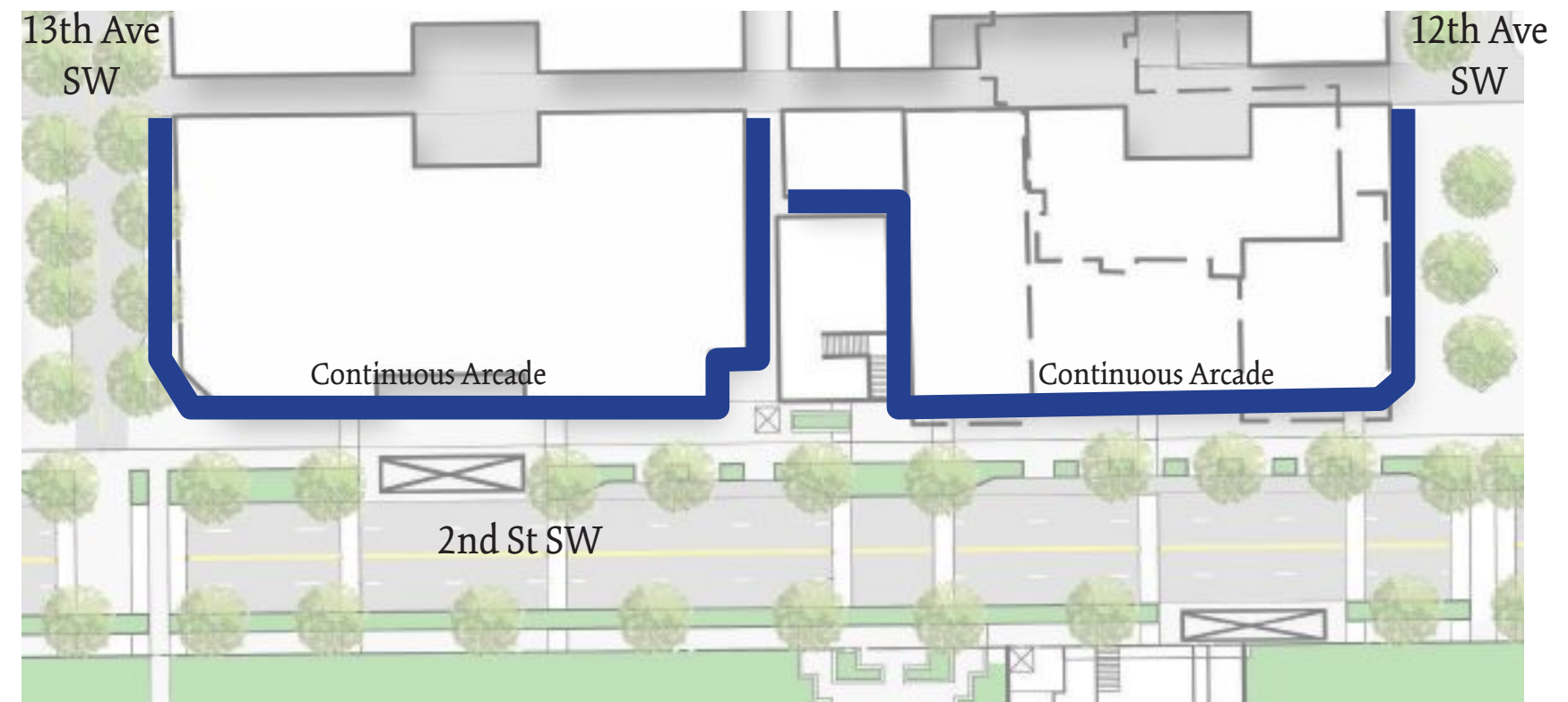


Protected overhead systems that increase the indoor outdoor relationship

Continuous Arcade:

The climate in the Midwest is a topic that is brought up often when looking at creating public amenities that are aimed at getting pedestrians to stay and walk outdoors for an extended period. There were several options for weather protection discussed in the public input process. Pedestrian subways and skyways were brought up because of the existing system that people are accustomed to in Downtown Rochester. Skyways could work well on the north side of 2nd street, but a skyway that crosses over 2nd street would go directly into Saint Marys Historic Façade and could reduce the visual appeal of the front lawn and hospital in general. Another problem with creating multiple different levels for pedestrian movements is that the density of an area needs to be high to ensure that none of the created levels would be left abandoned by the pedestrians. Creating too many levels usually leads to people leaving the street level, which makes stopping at a district less appealing to vehicular traffic.

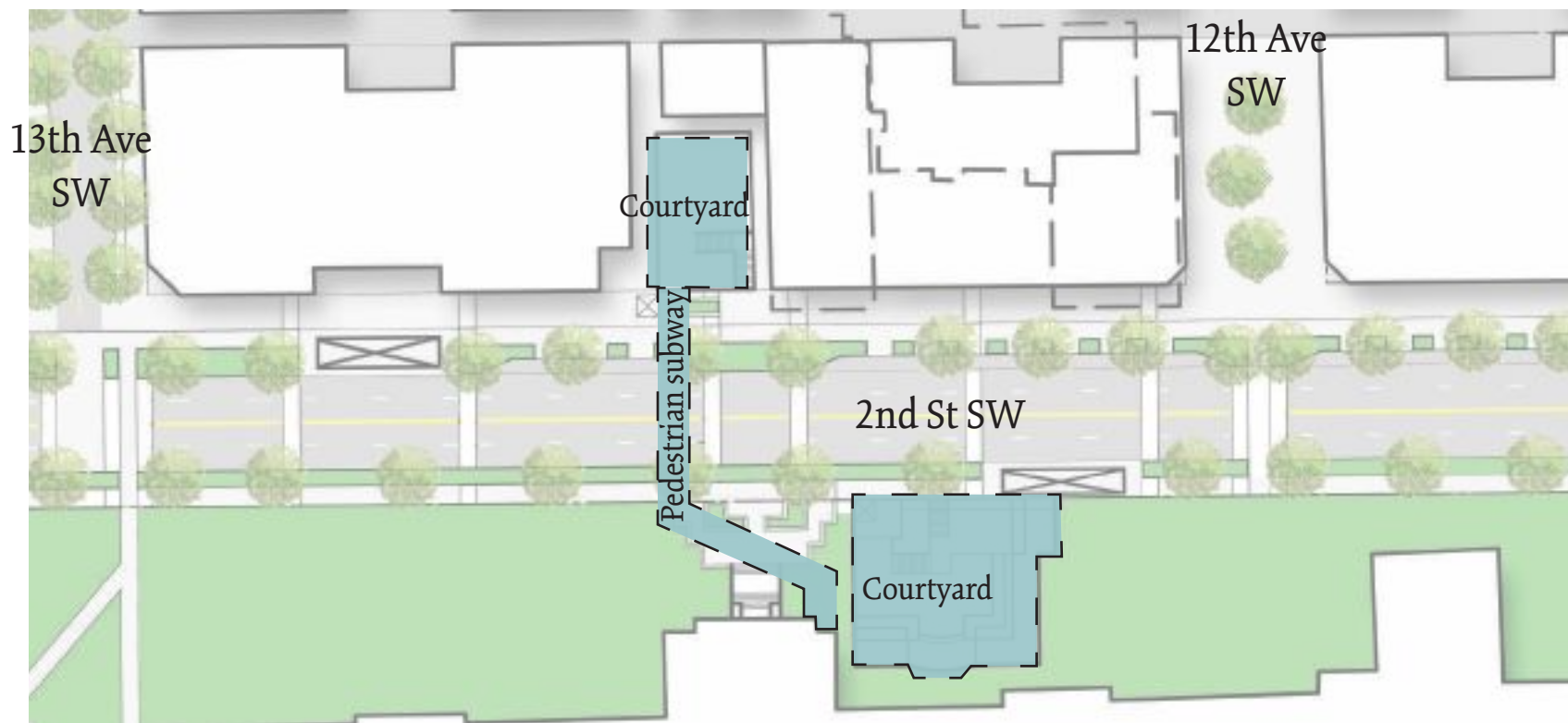
An arcade system allows for climate protection during the winter and eliminates the problems created by investing in several different levels for pedestrian connections. The arcade system may also help businesses with visibility because there may be fewer businesses that are internal or underground. The primarily south facing system is placed along building fronts to allow for more efficient heating in the winter including ambient heat from the buildings and passive solar. The arcade system also reduces potential confusion with orientation when inside of a climate controlled system because no matter where you are in the arcade system you have a clear view to the outside.



Pedestrian subway:

The system of arcades can help with weather and climate protection for pedestrians that are visiting the district and should keep an active street level for the area. Another type of user that needs to be accommodated is the patients and visitors of the hospital. This is a diverse group of people that could be from anywhere in the world, and could be in the hospital for multiple seasons. Having an arcade cross over 2nd Street in front of Saint Marys would create the same problems as a skywalk does without the benefit of being climate controlled because you lose the ambient heat coming from buildings.

A single pedestrian subway that runs north-south straight into the lower level of Saint Marys Hospital should allow for patients, visitors and employees to enter and exit the hospital in a climate controlled environment. Protection from weather is not the only benefit that the pedestrian subway would have for the district. Because of the elevation increase from the sidewalk to Saint Marys entrance, the entrance is not ADA accessible. The pedestrian subway would create an accessible route into the hospital that does not require patients to enter at a different entrance that is farther away. This ease of access to the north provides persons with accessibility issues the same opportunities to visit the retail without being required to go so far out of their way. The elevation is a challenge to the pedestrian subway as well. Entrance and exit to the pedestrian subway would be at basement level on the east of the main stairs, but because the basement level is higher up there would need to be an angle inside of the pedestrian subway to get it below the street.



The north plaza should have a very urban feel similar to the Bloc Plaza in Los Angeles



The south plaza should feel more passive and a relaxed space similar to the sunken plaza outside of the Dan Abraham Healthy Living Center

Protected Passages

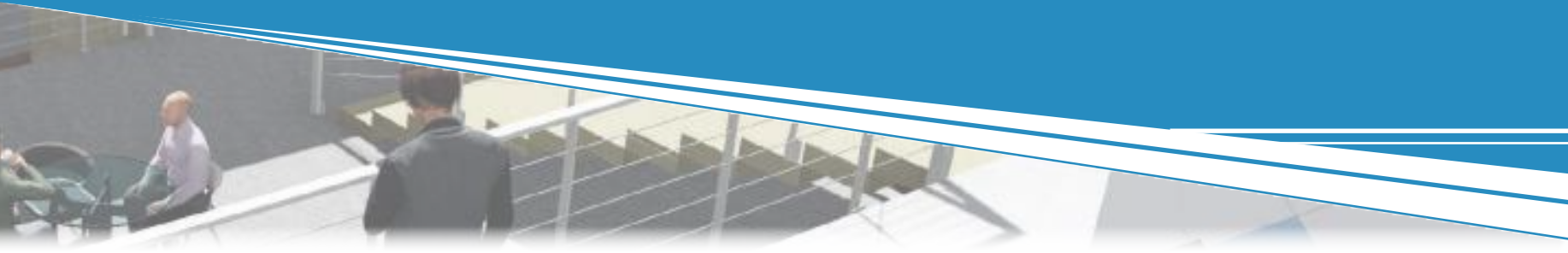


Conceptual view of sunken courtyard in front of Saint Marys Hospital with access to the pedestrian subway



The north plaza should have a very urban feel similar to the Bloc Plaza in Los Angeles





Whenever you create a pedestrian subway system it is important to have clear entrances and exits and to light the pedestrian subway with natural sunlight whenever you can to help orient people to where they are. To create a better relationship between the pedestrian subway and the street level there were two courtyards placed on either side of the street. The courtyards were designed to have two different feelings, the north courtyard is an area for shopping and activity; while the south courtyard is more for passive relaxation and meeting a small group of people.

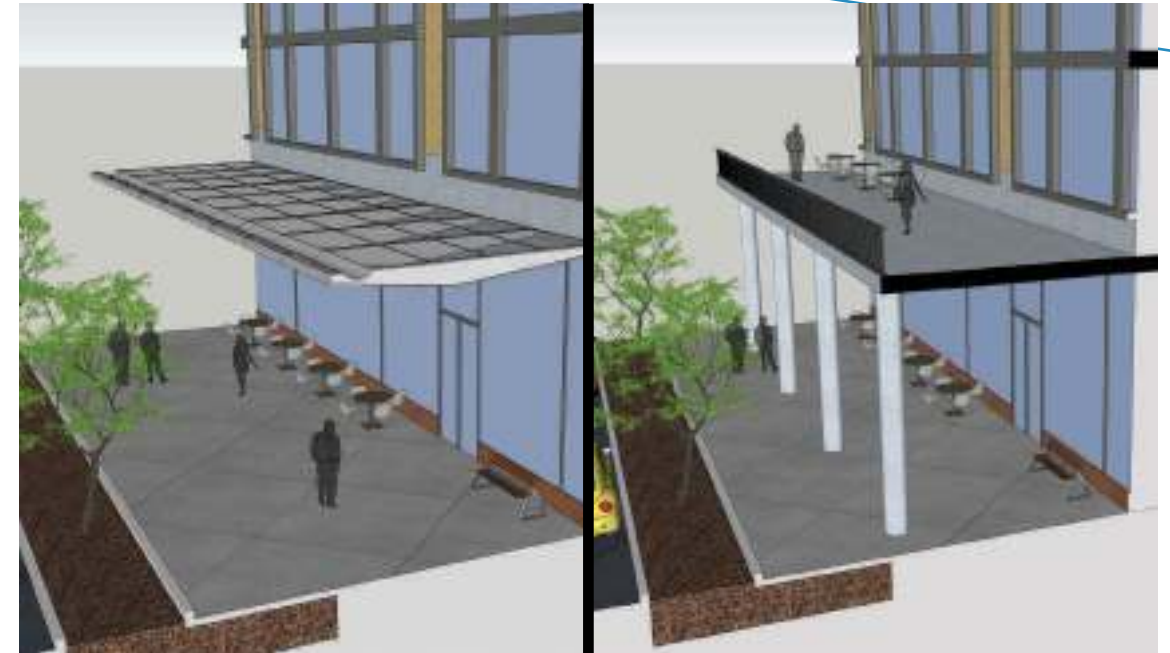
The features of the south courtyard include:

- Water feature to create white noise from the busy street
- ADA accessible through an elevator off of the main sidewalk
- Multiple levels with seating at tables and chairs
- Local materials and cut limestone walls
- Terraced planting areas
- Small public art pieces

The features of the north courtyard include:

- Two levels of retail, services and restaurants
- ADA accessible through an elevator off of the main sidewalk
- Informal and formal seating areas with portable planters
- A central stage area for small performances with two levels of viewing areas
- Prominent overhead public art

The proportions of the arcade system have been designed to be similar height and width to create a spacious feeling for the users. If the developer does want to create a second story balcony that is on top of the arcade, than the height would be approximately 17'. The 17' is also the distance that is needed to be added to the right of way in order to get the 100' right of way width.



The arcade can either be free standing and transparent or have development over it similar to a 2nd story balcony



View from the 5th floor of Saint Marys Hospital



Pearl Street Mall is an example of a very successful closed pedestrian street

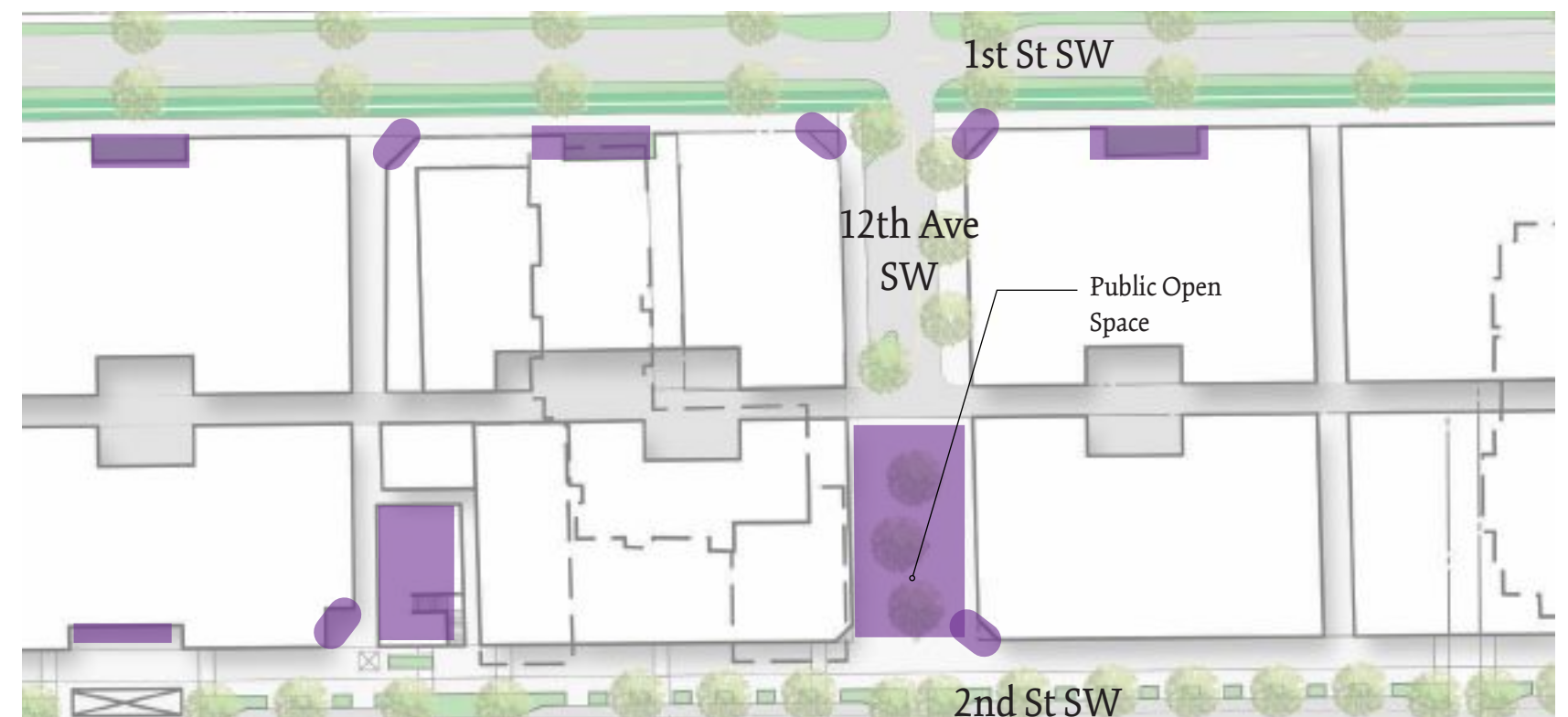


Pedestrian plaza with good sense of enclosure and activity in San Jose

Parks and Open Spaces:

A big asset to a healthy public realm and pedestrian environment is to have plazas and other areas for people to take a break or meet up with a group of people. These areas should be placed throughout the district rather than located in isolated clusters. It is important that these areas are properly scaled within their context to feel as though it were built for people to use. A good way to do this is to have building setbacks that create a courtyard or have an overhead canopy of trees or structure. There is a need to have a good mix of different sizes. A small intimate pocket park can become as memorable of a space as a large area that has an event with a band playing.

There are several opportunities within the Saint Marys Place district to create new outdoor, public gathering areas, but 12th Avenue could become a large gathering and event plaza for the area. 12th Avenue is currently a low use street that is primarily used to get to the Caribou Coffee and Canadian Honker parking lots. It also functions as a secondary access to Kutzky Park Neighborhood. If the south half of 12th Avenue is converted to a pedestrian plaza, the area should be more active with a variety of uses and it should create another signature space in the City of Rochester that is similar to Peace Plaza. This area is intended to be a draw for employees on break as well as attract visitors for an evening out. The north half of 12th Avenue could be a low traffic area only used to get to parking or for service vehicles. This type of plaza space can set the stage for small businesses and local restaurants to move in and thrive, similar to the Seventh Place Pedestrian Mall in Saint Paul.



Maintain, Restore and Activate Alleys:

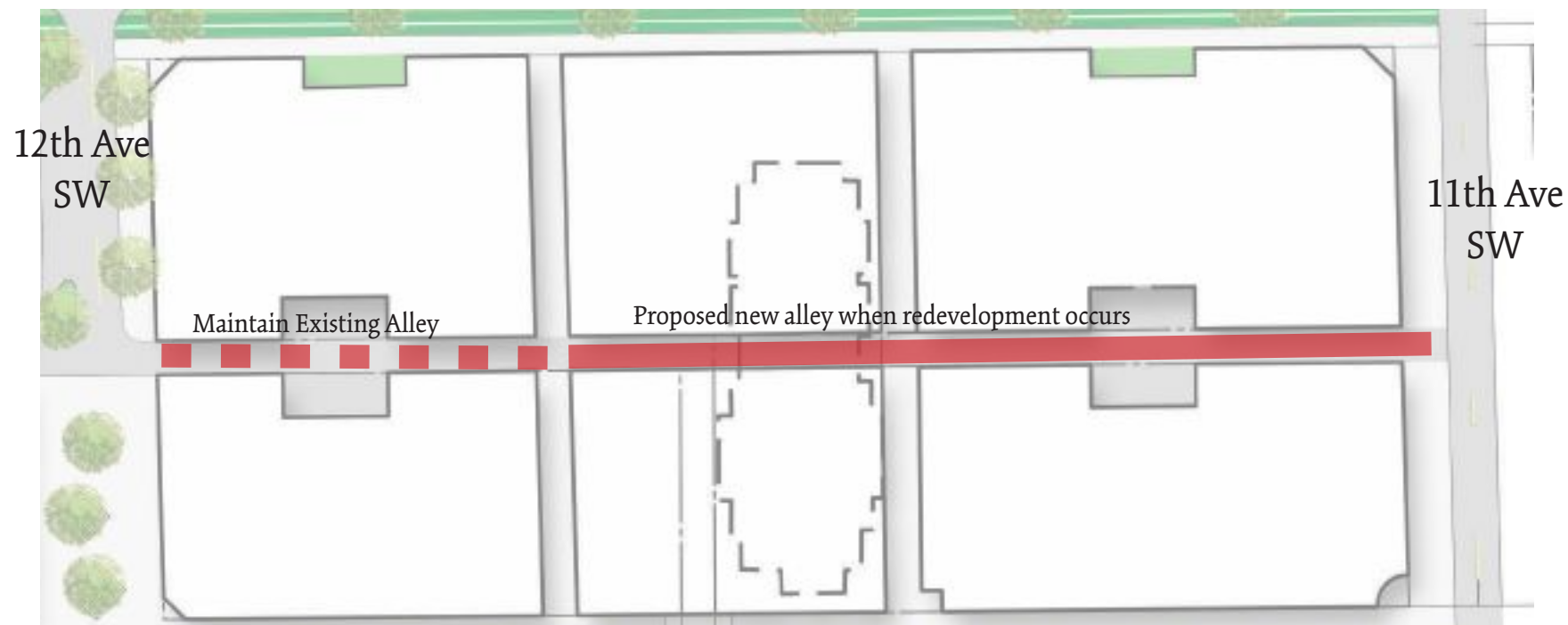
A big part of creating an urban pedestrian environment is to allow active uses on all street fronts of a building. If a strong system of alleys is kept they can be used for the facilities on the back of buildings leaving all of the street front sides to be active with shops and dining. These facilities include deliveries, trash and building utilities. The alleys should be used for entrances to off-street parking and drop offs for hotels. The alley system as it currently exists is fragmented because of existing buildings vacating and building through the alleys. This has meant that some existing drop off areas are directly on 2nd Street, which can harm the pedestrian experience and leads to more conflict points for vehicular traffic especially eastbound trying to cross over in rush hour times.

New development should use the existing alleys or restore the alleys that have been previously vacated where feasible. If a new development is proposed on a site that does not currently have any alley connections, it would be appropriate to create a temporary connection that allows for vehicles to get into delivery and utility areas. These areas could be converted into pedestrian connections when the next development creates a new direct route from the alley. Developments should build on both sides of an alley and not over it. In this case a skyway that connects the north and south half of the buildings would be appropriate, especially if there were parking on the lower or upper levels of the building. To help activate the alleys there could be a time early in the mornings or later at night specified for all deliveries.

Alleys are a very important part of the public realm that should include upgraded design features such as special paving, ornamental lighting, portable planters, banners, signage etc. These spaces can serve the function of the alley, and also be pedestrian inviting. Restoring alleys where there are relatively new buildings that vacated the alleys should be considered when new development is proposed.



An alley in Rochester used for trash, utilities, deliveries and back entrances



Alleys can be pedestrian friendly spaces while still allowing for drop offs and utilities with public entrances



Conceptual image of an urban mid-block that creates more active store frontages



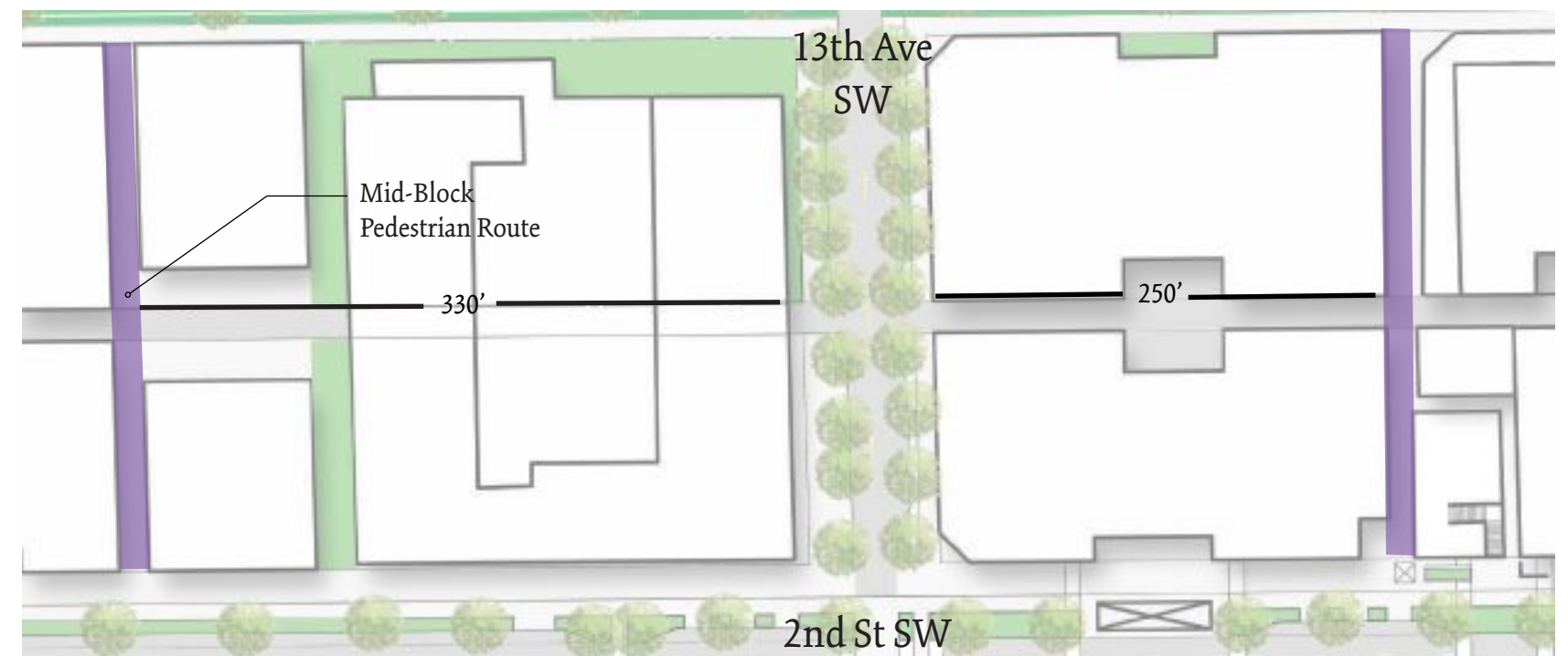
A vibrant pedestrian only crossing that has shops and cafes on the street level in Paris

Mid-Block Pedestrian Routes:

Some of the most walkable and pedestrian friendly cities in the world have downtowns and urban areas that have short blocks. In older cities the blocks are smaller because they were originally designed for people walking and not cars driving, but even Portland, Oregon has blocks that are only 250'. The blocks on the north side of 2nd street are 300' north-south, but the east-west distances are between 500 and 600'. The large distances between the blocks means that most of the visitors park at their destination, visit wherever they were going and then leave the district. It works okay now because all of the businesses have their own surface parking, but as more of the surface lots become developed and parking moves inside of the developments, it would be a better pedestrian experience to reduce those long stretches of buildings.

Creating multiple mid-block pedestrian-only connections from 1st Street to 2nd Street would reduce the distances pedestrians need to walk to move between the streets. For scale of architecture, having up to 600' of uninterrupted building can become uncomfortable for a pedestrian walking and it should also create a lower amount of external storefront on the lower levels of the buildings. Based on historic development in the area, as well as current property ownership, the full blocks should not be built out by one developer. The mid-blocks could come from an increased setback on the east or west side of a new development or in some cases, be placed all the way outside of the new developments property. The areas for these connections have been placed on the public realm based on current alleys that move north-south, distances from the streets, analysis of the property lines and ownership of the parcels.

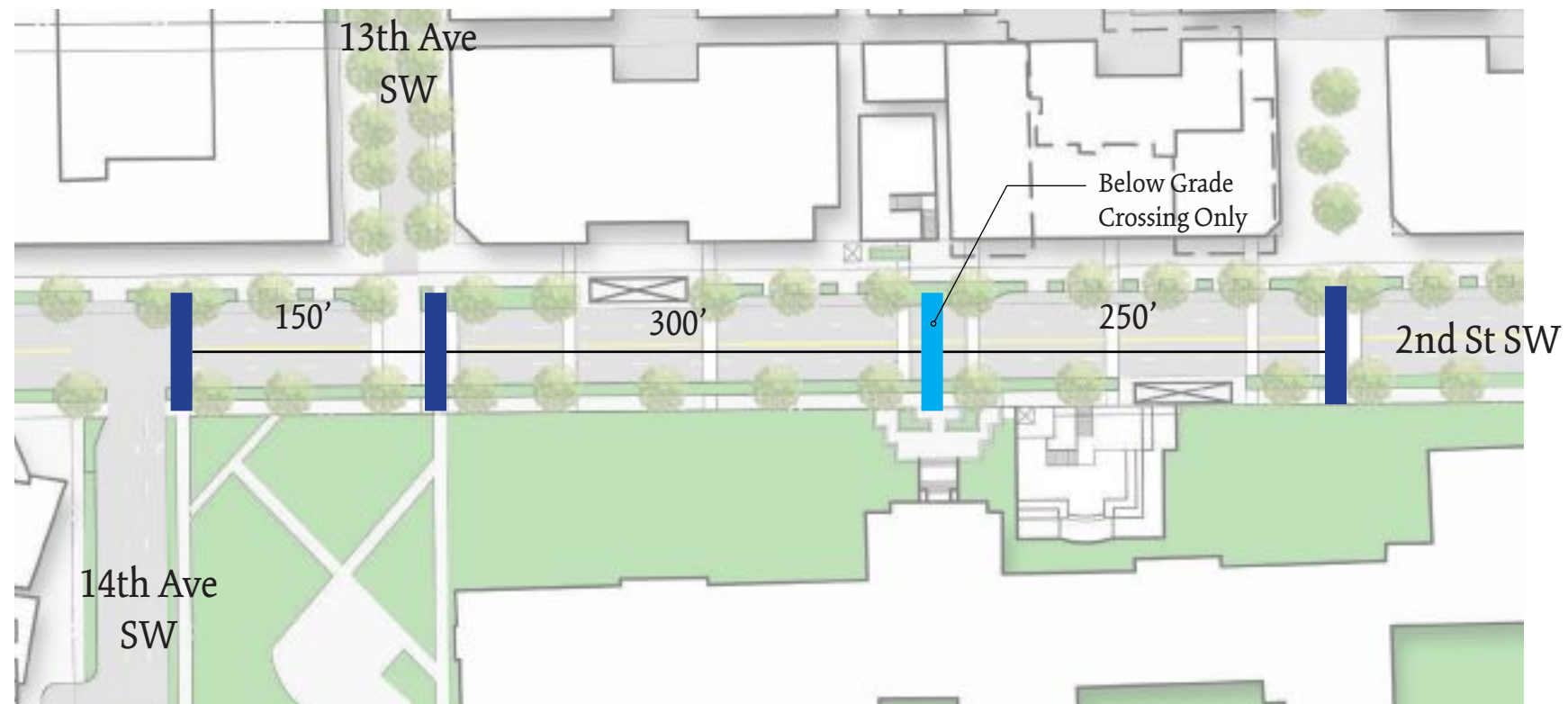
Establishment of mid-block connections is dependent on new development and where such connections are feasible.



Frequent Pedestrian Crossings:

With the blocks being up to 600' wide that also means that the distance from intersections with protected pedestrian crosswalks is also up to 600' apart. In fact, because there is no designated crosswalk from 12th Avenue the distance between protected crosswalks from 11th Avenue to the stoplight in front of the historic Saint Marys entrance is 850'. To the west the distance is a little better, but it is still 440'. These distances to protected areas for crossing leads to a large amount of jaywalking in the district with high potential for injuries. As development occurs and destinations on the north side of 2nd Street increases the amount of patients and employees crossing 2nd Street should only increase. It is important to decrease the number of jaywalkers to reduce the number of vehicle and pedestrian accidents.

Creating a new, more frequent series of safe crossing points should be essential to ensure that the pedestrian experience is safe and welcoming. If getting across 2nd street feels dangerous, there could be visitors that cross the road to go shopping or eat once, and then decide it is easier to just get in a car or onto transit and go into downtown or the suburban area. This would damage the economic potential of redevelopment and hurt the businesses that move into the area. The crossings for this plan have been placed with a repetitive 300' block width in mind and work with the existing crossings and traffic signals from the 2nd Street reconstruction plan to create a safer pedestrian movement network.



Crossing areas should be noticeably different for the vehicular traffic to be more aware of pedestrians crossing



A button activated flashing light helps pedestrians cross at areas that do not require a full traffic light

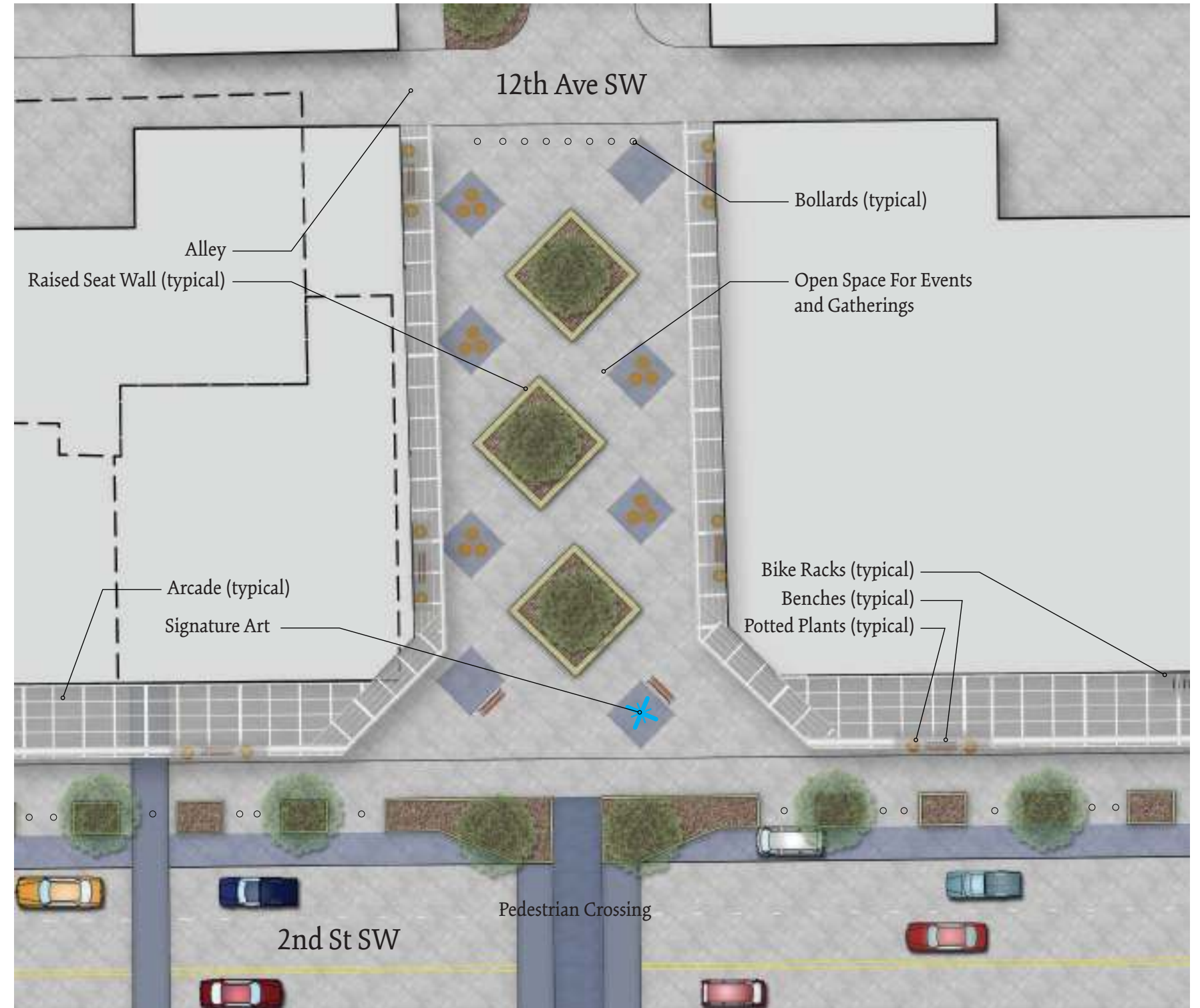
Activated and Connected Places



Walking south during a farmers market event



Looking into the plaza from 2nd street



There is the opportunity to create a signature public open space envisioned for each of the different sub-districts. For Saint Marys Place that space could be at what is currently 12th Avenue. The idea of closing off 12th Avenue to become a public area was brought forward in the Midtown Conversations to become a large open entrance into a potential pedestrian subway system. The pedestrian subway system was moved to the west because of utility locations on 12th Avenue and the available location in Saint Marys to have a pedestrian subway entrance.

The reasons that 12th avenue was selected for a plaza are:

- It is centrally located across from Saint Marys Hospital and in the new district
- It is currently one of the less used roads in the district and dead ends into residential three blocks to the north
- It has a high chance for redevelopment on both sides to occur in a short time-frame
- The property on both the east and the west are under one ownership

The plaza should be designed in a way that is adaptable to different events coming into the space while still being a usable space when there is no planned event. This can be accomplished by:

- Using the arcade system and trees to create an overhead canopy that should provide shaded areas and help create a more human scale for the plaza
- Leaving enough flexible open space to allow for different uses and events
- Having movable seating and furniture in the area that can be set out for normal days and stored during events.
- Using different paving colors and textures in the plaza.
- The use of bollards and pedestrian lighting to stop vehicles from entering the area and also helping to bring the scale down to the pedestrian level.
- Adding a large scale public art piece at the southern entrance of the plaza

The plaza is currently designed to only be from 2nd street to the alley between 2nd and 1st streets. This would mean that the alley is still left open and that the delivery trucks can still use the north half to enter the alley system and reach the businesses. This north half can either be designed as a traditional street or, because of the low amount of traffic that would be going through this road, could be designed as a shared street. The concept has had good response from local residents, but it still needs to have the impact on traffic researched further. This can potentially be done through prototyping and traffic counts. If it is deemed that permanently closing off 12th avenue should have a large impact on local traffic circulation, it is proposed that this street could become a shared street all the way through that would still be closed for area festivals or events similar to Thursday's on 1st and 3rd.



Bollards protect the plaza from vehicles entering the pedestrian space



Viewing the plaza from inside of a shop on the first floor



Visual example of a bike box



Signage informs cyclists distance to areas of interest

Bicycle Facilities:

Bicycling as a mode of transportation as well as recreation is a growing trend in the United States, and the City of Rochester is no different. The balance of priority for space within the right-of-way is important. The bicycle system for Rochester is something that has been previously studied and is being studied again with the City Loop Plan. The current bicycle master plan does not call for any bicycle facilities to be on 2nd Street and instead identifies 1st Street as a bicycle boulevard. There is currently a shared lane bicycle route on 1st Street that works well because of the low amount of traffic on 1st street. As new development occurs, the amount of local traffic on 1st Street should increase along with a potential increase of people using bicycles for commuting into Downtown Rochester. There would then be a need for a more protected bicycle route into downtown.

The current gap in bicycling through this corridor is getting from the bike lanes on the west of Highway 52, across the bridge and onto 1st Street (or the City Loop depending on where that is aligned). In order to have the eastbound bike lane and still have the same wide pedestrian zone, a new development on the corner of the 16th avenue re-alignment and 2nd street would need to have a 7' setback from the 2nd street side of the property in order to create enough room for a protected bike lane. For the cyclist to cross 2nd Street and travel north they would enter a bike box in front of the turning traffic while the light is red, and make the turn when the left turn arrow turns green.

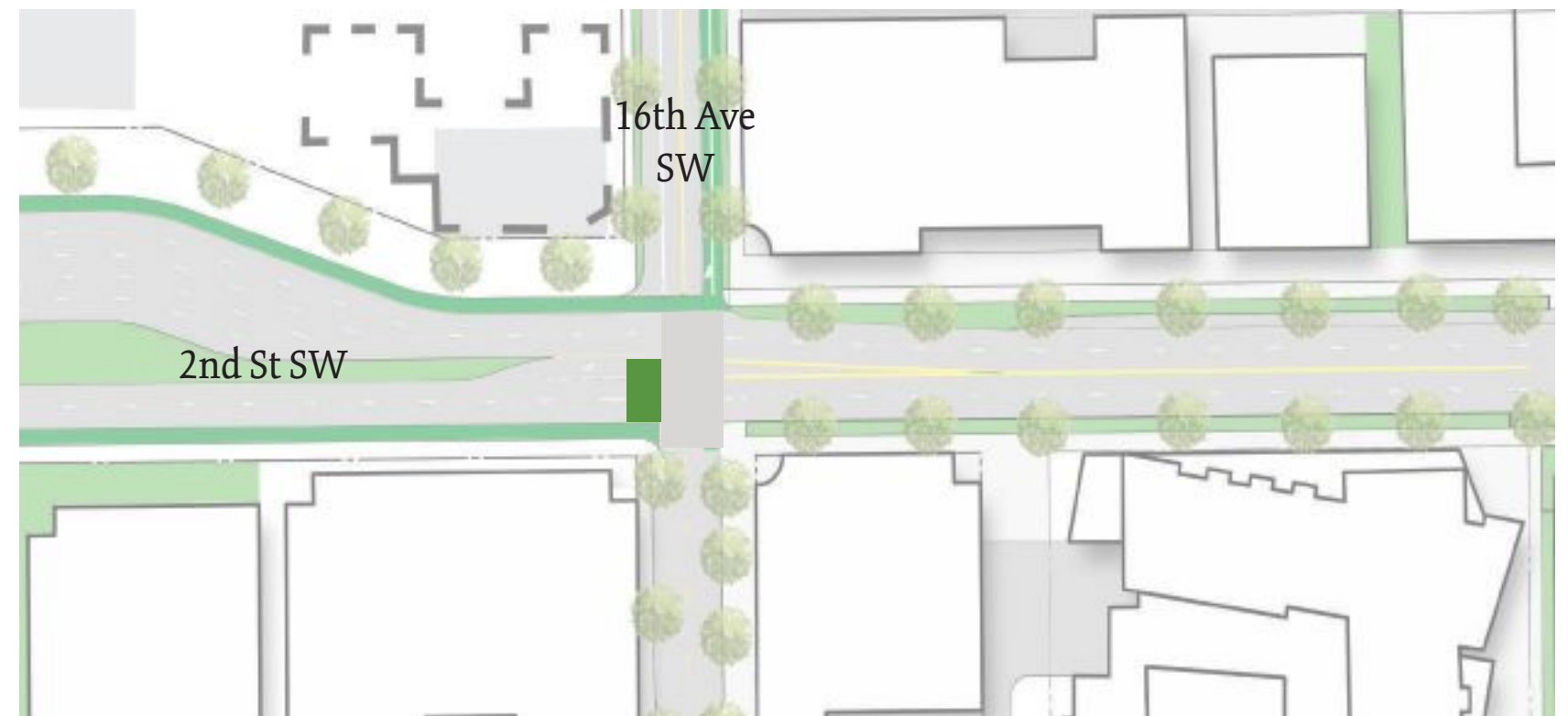
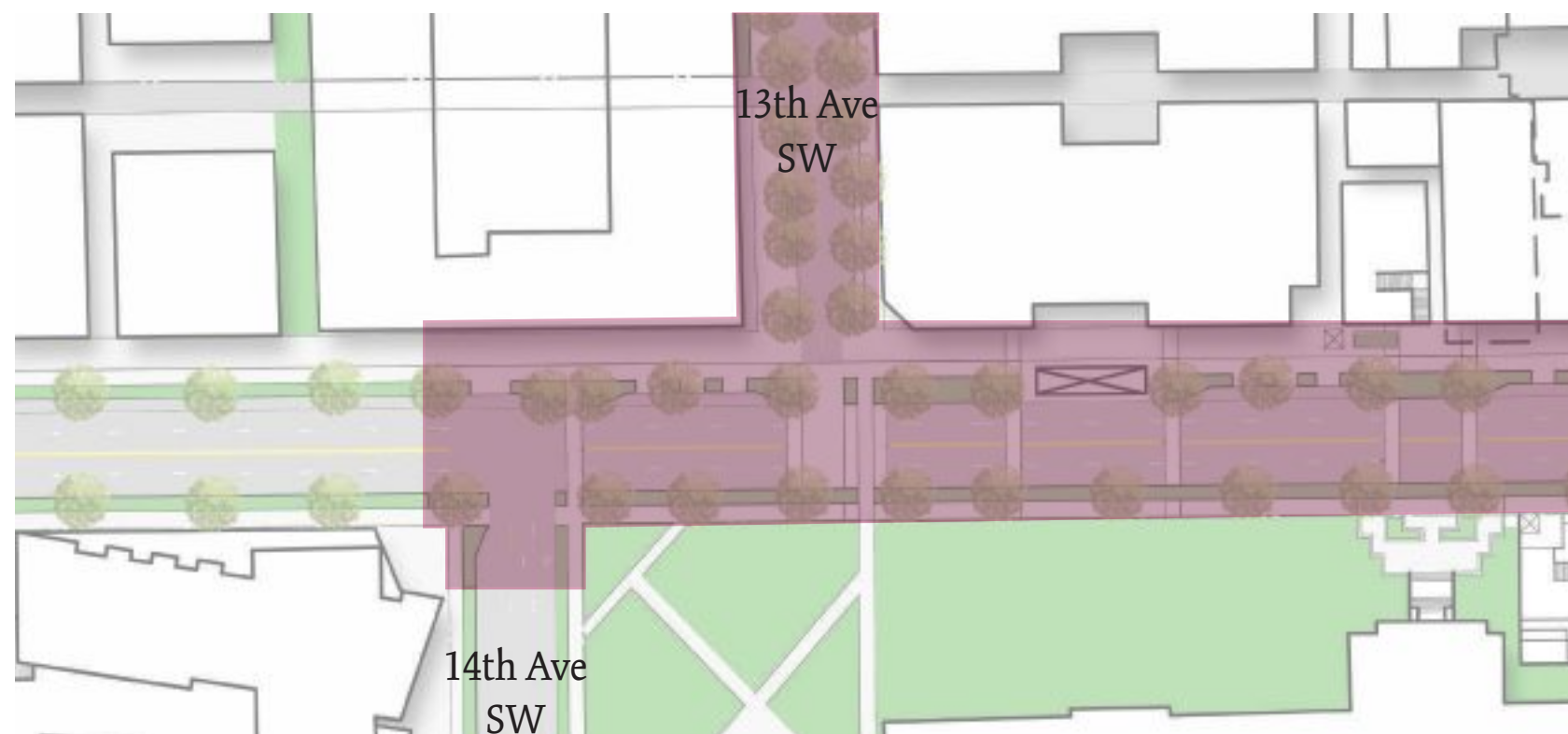


Table Top Streets:

The 2nd Street corridor in front of Saint Marys Hospital is a major connection to downtown for a lot of single occupancy commuters. With over 20,000 current and projected daily trips through the district, the new developments should have high visibility. The previous strategies have been more focused on improving the pedestrian and bicycling experience so safety for these visitors is an important issue. One complaint that came up during the public outreach was the traffic speeds were too fast during non-peak hours.

A table topped street means that the street is elevated to the level of the sidewalk. For 2nd Street, with the amount of traffic, there needs to be a distinct buffer between vehicle space and pedestrian space. This can be accomplished by creating a continuous tree trench with structural soils that should not only separate the space, but also create a sustainable solution street trees and stormwater treatment. The tree trench has been designed to only have a break on both sides of the street at roads and designated crosswalks in an effort to prevent a pedestrian's availability to jaywalk. The purpose of raising the streets is to keep pedestrian crossings at the same level for accessibility, reduce traffic speeds, increase pedestrian visibility for vehicles and help create the area as a single cohesive district. The table top concept is proposed to start right before the 14th avenue intersection and end before 11th avenue because the DMC Master Plan proposes a re-alignment of 11th Avenue.



A table topped intersection in Portland, OR for pedestrian movements to be at the same level



Stormwater flowing through a system that is similar to, but a smaller scale than the proposed tree trench



A greenway that is going through a residential area

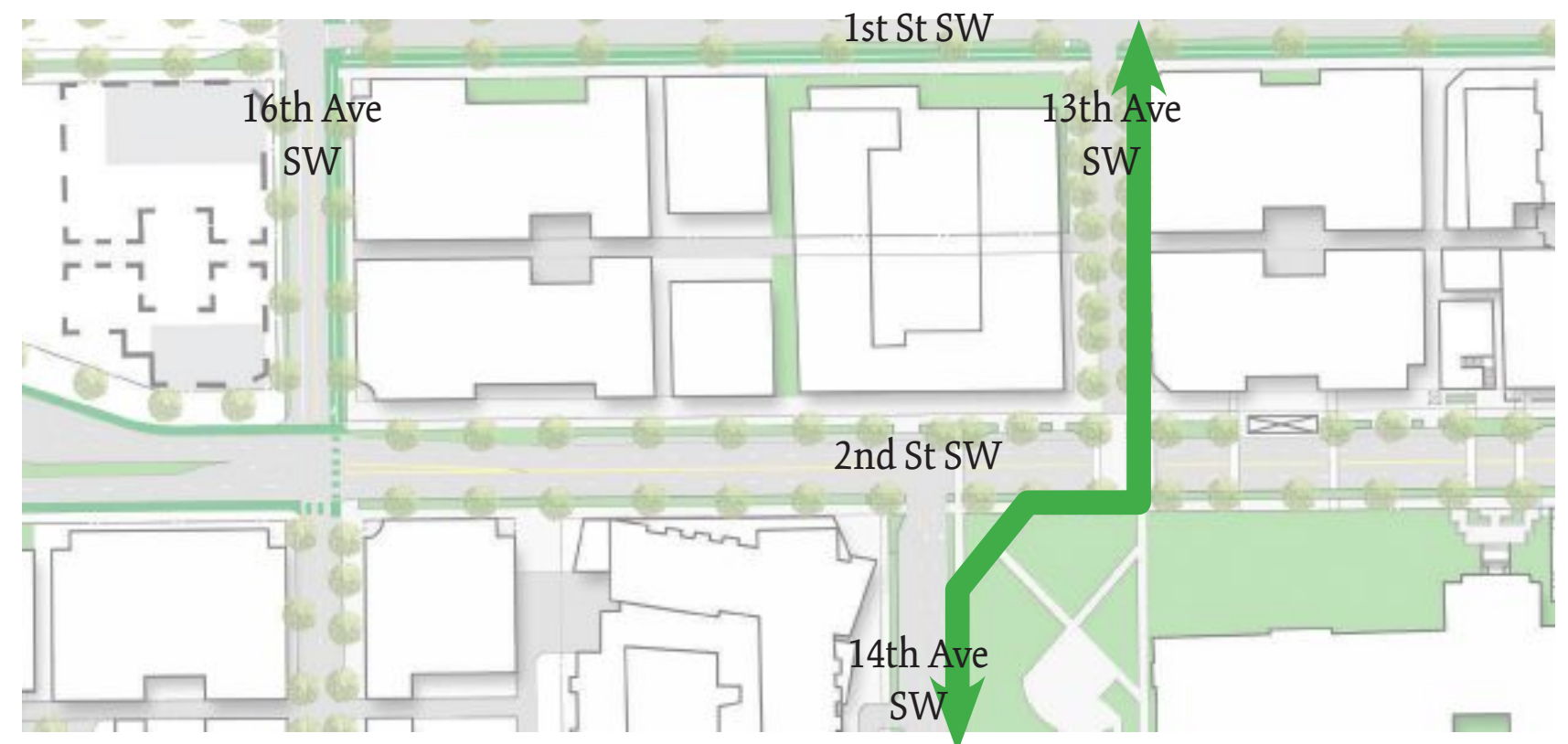


A bike trail with homes fronting onto it

Connections to the Neighborhoods:

Much of the planning that has previously gone on and the transportation studies that are currently ongoing have been focused on single occupancy vehicles, mass transit and bicycle facilities as it pertains to getting moving people through the district. One major group that has had less consideration is the local residents that would be walking into the district from the north or the south. The options for routes to the north are frequent with the gridded streets, but for the Historic Southwest Neighborhood the hospital and the bluff can become a barrier to entry. The grand staircase between Saint Marys Park and 2nd Street that is proposed in the DMC Master Plan is outside of the scope of this study, but something that would be very helpful in connecting the south neighborhoods to the new Saint Marys Place District. The available connections to the north and south could be enhanced for specific streets to encourage local residents to walk to the district rather than driving. This would reduce traffic congestion and increase the health of the city.

The staircase should increase foot traffic from the south and southeast, but Kutzky Park to the north and Folwell to the southwest could each have a better connection with the introduction of a greenway that runs on the east side of 14th avenue and crosses 2nd Street to the east side of 13th Avenue. This greenway could also become a better connection from the new district to the existing Kutzky Park and the City trail system.



The 2nd Street sections have been designed with flexibility in mind to be able to adapt to the final transit mode. Because the area should redevelop at different rates, the street needs to work today and when development occurs. The recommended lane widths, based on public interest to reduce speeds and distance to cross the street, are less than State Aid Standards and would require a variance; however, the sections should still work with State Aid requirement of a 2' reaction zone on the outside lanes. The existing 66' Right of Way is shown on this section with the easement on Saint Marys side of the street that varies in width. As new development occurs in the district, the additional 17' of public space and the arcade system is planned to be added.



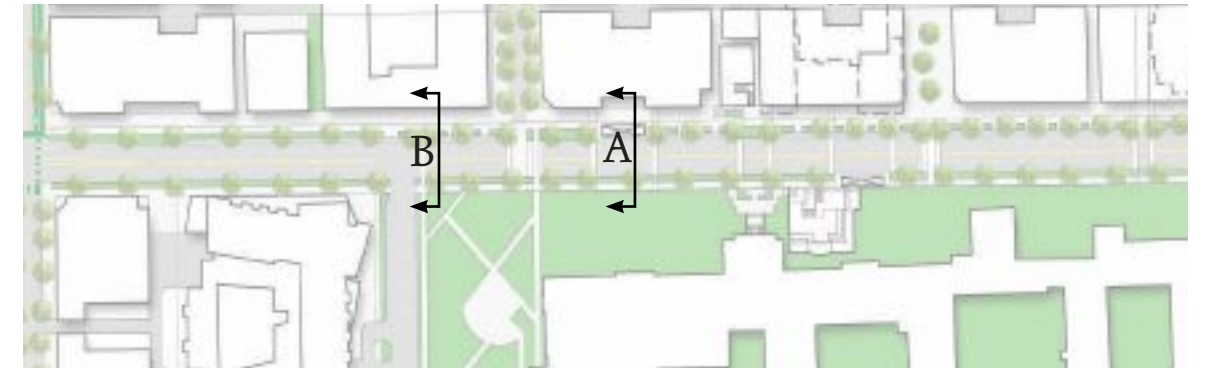
Right: A typical proposed table topped section of 2nd Street for the 100' Right of way. Two lanes of traffic in each direction with on-street parking on the north side.



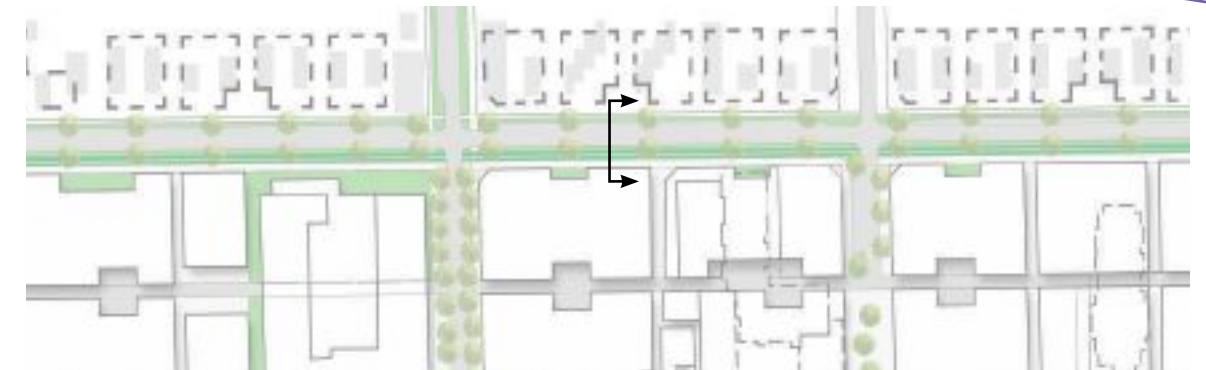
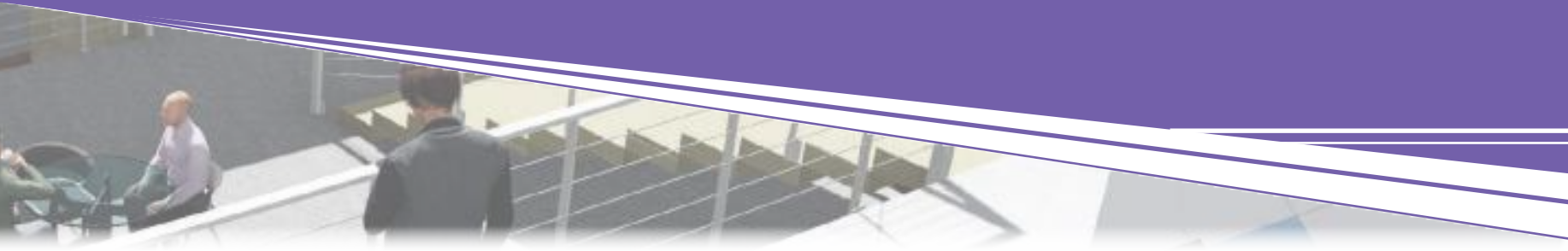
A:

Above: A section of a transit stop on 2nd Street where the transit method stops in lane or has its own designated lane. Remove on street parking and tree channel to allow a large area for waiting. The sidewalk could raise to allow easy on and off of transit

Right: A section of a pedestrian crossing with offset streets. Create a bump-out and remove on street parking to limit the distance required to cross. Create bands to visually indicate a crossing to drivers

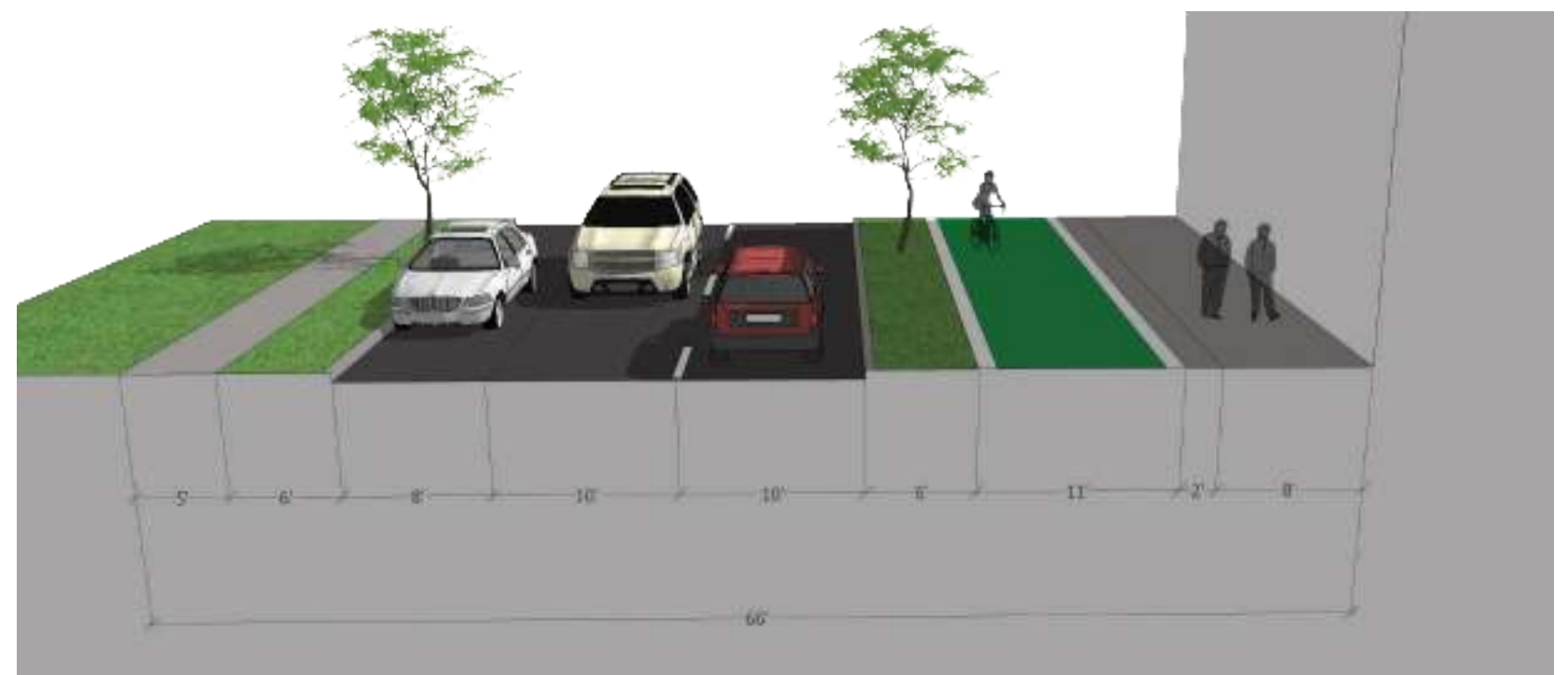


B:



Above: The existing conditions of 1st Street with an improved sidewalk on the south side. On street parking on both sides of the street and shared traffic/bike lanes.

Right: A street section recommended as new development increases local traffic and bicyclist on 1st Street. Remove south side on-street parking and create a protected bike lane on the south side of the boulevard.





The shared streets are intended to allow for slow moving traffic and easy pedestrian access



The alleys maintained with upper level connections between the buildings to the north and south



The streets in Saint Marys Place Sub-District vary greatly in the amount of vehicular traffic that uses them now and in future projections. The avenues connected to 2nd Street are mostly quiet roads that lead into the neighborhoods that only receive local traffic. There is an opportunity to convert these streets into shared streets to help increase the neighborhoods connections to this district, the transit and downtown. A shared street has designated areas for vehicles and pedestrians, but the transitions between the two are less significant than on a traditional street.

Shared streets are intended to:

- Still allow for vehicular through traffic at speeds that are safer and more comfortable for pedestrians
- Create a pedestrian experience that allows for easier street crossings and feels more designed for pedestrians first than a traditional street
- Allow for the local businesses have more outdoor options for patios or dining
- Can be easily temporarily closed for district celebrations and events

The design of a shared street is important because a good design can feel safe for both vehicles and pedestrians, but a bad design should be confusing for everyone. Some principles of shared street design include:

- An amenity zone that includes planters, pedestrian lights and bollards to physically separate vehicles and pedestrians
- Different paving textures and colors to visually define a space
- Parking spaces on the street should still be defined by texture or striping with signage
- Low speeds posted for the area
- Wayfinding signage for both pedestrians and vehicular traffic to help direct people to destinations

The best locations to place the shared streets would be on 13th Avenue and 16th Avenue south of 2nd Street heading towards the Folwell Neighborhood. At 13th Avenue, the shared street would work with the proposed greenway to become a destination for the enhanced connections to the north and south. At 16th Avenue, the new street should need to be built when development occurs. To the north of 2nd Street there is an important connection to Civic Center Drive, but to the south 16th Avenue connects to the neighborhood and should be a lower use street. Twelfth Avenue could become a shared street as well, if a traffic study determines that closing the street entirely should have too much of a negative impact on the other streets.



Looking south down 13th Avenue



The drop-off area should require bollards or planters to separate pedestrian and vehicular spaces



Examples in Rochester of district identity and art in the public realm

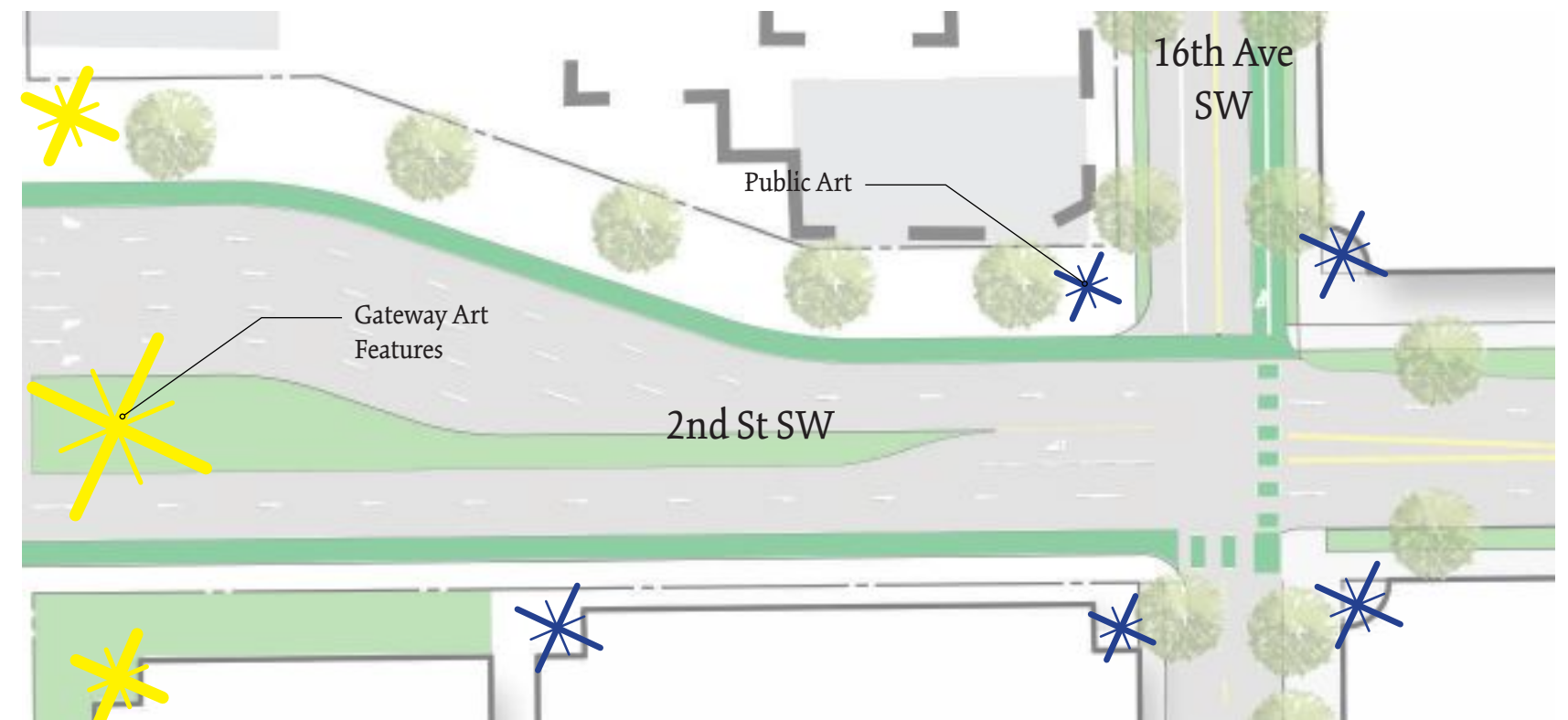


Large scale artwork creates a district gateway - artist Janet Echelman

Public Art and Gateways:

Saint Marys Place is the first impression to downtown for many visitors and residents that are coming off of highway 52. It has been described by most people and plans as a key gateway to welcome visitors into the city. The west end of 2nd Street after exiting 52, is currently not very welcoming because of the suburban style of design. The City of Rochester is very diverse with a mix of cultures and the Mayo Clinic is a world renowned hospital, but the first area people drive through to get downtown has a gas station and two fast food restaurants. As development pressure increases, these sites could be redeveloped, but it is important to make sure that the identity as a gateway is not lost.

The quality of design for the new developments should go through the current process for Incentive and Restricted Developments. This means that whatever is eventually built on these sites should put care into its public amenities and street frontage. The next step to creating a gateway that is worthy of Rochester and Mayo Clinic is to create public art that is cohesive and appropriate scale. There are opportunities to create district identifying art pieces within the public right of way in the median near 17th Avenue and highway 52. These pieces should be similar scale to the art on the other side of the 2nd Street Bridge representing "Uptown". The gateway art should be reinforced with art that is created with each new development.



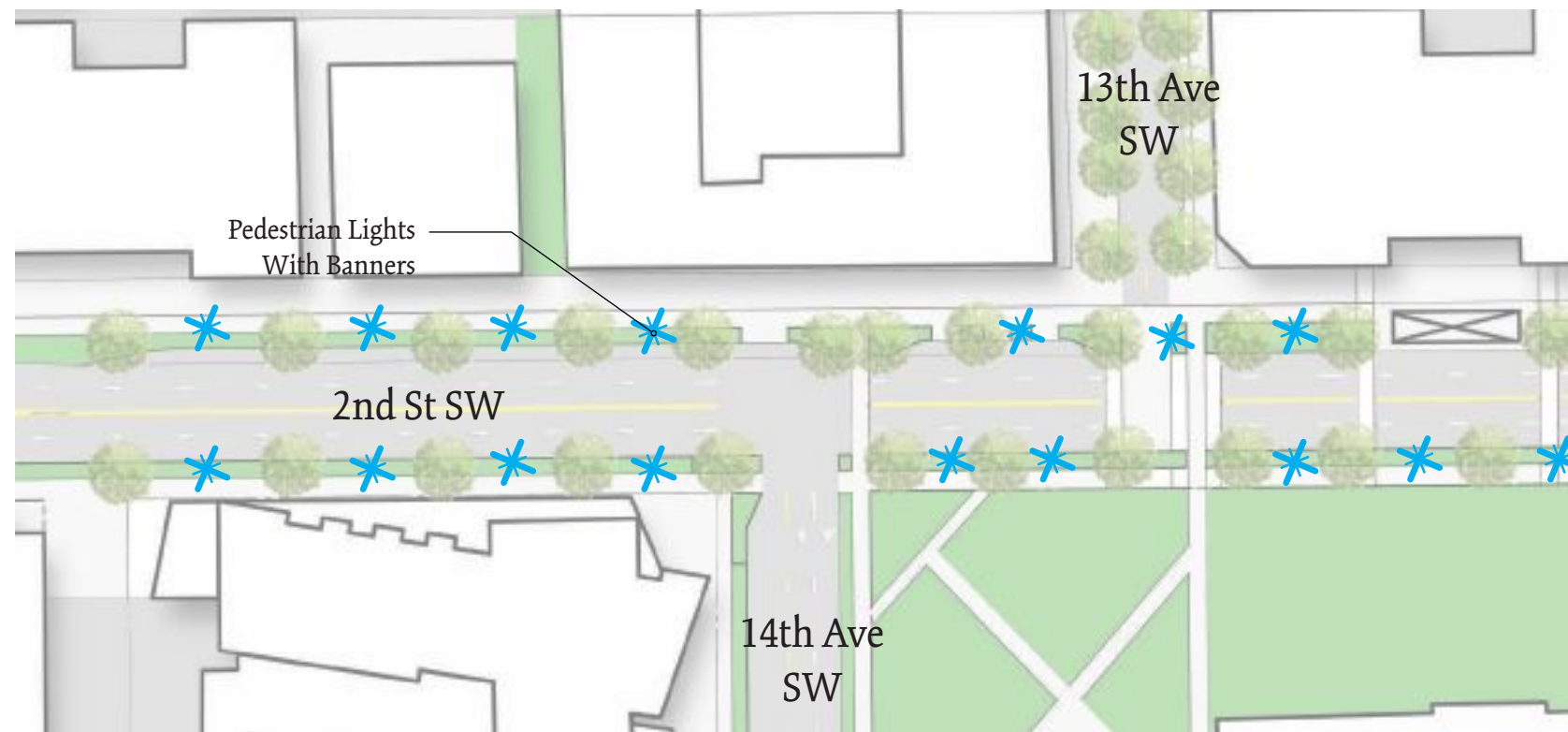
Identity and Wayfinding:

The DMC Plan mentions that each of the sub-districts should have a cohesive set of materials, branding and site furnishings. This should give each sub-district a unique identity and help visitors orient themselves. Wayfinding signage is another important feature to create this vision of Downtown Rochester becoming a destination for patients throughout the world. The idea of creating a new identity for this district has been discussed even before the DMC plans were made public. The community conversations that occurred presented the name “Midtown” and some businesses started advertising with that name. The name Midtown was brought up during the public outreach and surveys of this study because of the connection of “Uptown” to the west and “Downtown” to the east.

The sub-district Saint Marys Place extends further east and west than this study, but the branding, signage and furnishings could be applied to new developments throughout the rest of the sub-district. Once a logo and signage for the district is agreed upon, introducing it to the public is something that could be started immediately through new banners and signage. The re branding of area along 2nd Street could increase interest for development throughout the entire district. As the new development does happen, there could be an increase in the branding opportunities to help create the Saint Marys Place District into a destination for local residents and visitors to the hospital.



Wayfinding signage can identify a district as well as give direction to different destinations



A logo created for a possible branding of the area as “Midtown” and an example of creating banners to promote district identity in Minneapolis

Seating:

Places to rest are important part of the urban environment, especially in a medical district. Seating can be formal benches or informal opportunities.

Informal seating- can be planter edges, bollards or leaning benches.

Formal seating- should be metal framed bench with durable anodized aluminum or powder coated finish, silver color, preferably one bench chosen as the district bench which should help reinforce the district identity.



Trash and Recycling:

Trash and recycling containers should be placed, for pedestrian convenience, regularly throughout the streetscape. The containers should have a lid to keep the contents dry and a side opening for easy maintenance. They should have a sturdy base and be made of a durable anodized aluminum or powder coated finish, silver color. They may be combined in a single container if appropriately sized and permanently labeled.



Pavements:

The goal of the streetscape concept design should be to visually blend the street and sidewalk. This is important whether the curb-less street concept is used or not. Colored bands and a diagonal scoring pattern (see plan enlargements) that span the entire right of way should make the corridor feel more like a plaza.

The DMC's Urban Design Guidelines identify three streetscape zones: the primary pedestrian zone, the amenity zone and the building frontage zone. These general guidelines should be incorporated into the streetscape design of the district.

The primary pedestrian zone should be concrete. Possible enhancements to that pavement could include a detailed score joint pattern, color or silicon carbide additive and small imprints to reinforce the district identity. Barriers such as bollards, ornamental lights, signage and portable planters should be placed in the amenity zone to prevent jaywalking. The amenity and building frontage zone pavement should contrast in color and texture from the primary pedestrian zone. The Urban Design Guidelines recommend using clay pavers and they be permeable to assist in storm water management whenever possible. Trees and landscaping in the amenity zone should be protected with a raised curb or low fence.



Planters:

Portable planters are a great way to provide seasonal color and texture into the streetscape. They should be made of durable materials and be a diameter between 36 - 42". They should be a clean and modern shape and limited to earth colors. One planter product or family shall be chosen which should reinforce the district identity.



Lighting:

Street and pedestrian scale lighting increases safety by illuminating the surface. These lights come in many different types and styles. For energy and maintenance purposes, LED fixtures are recommended. Filters may need to be placed on the fixtures to prevent glare.

Modern- Modern lighting generally has clean and simple lines. This can be pedestrian scale or street lighting.

Storefront - Storefront lighting illuminates both the building façade and the sidewalk. It is a good way to increase safety and feature local businesses.

Decorative lighting - In addition to providing functional use of lighting streets and sidewalks, lighting can also be used decoratively as an aesthetic element.

Street lighting - Shall be incorporated into the traffic signals where feasible. When its a stand alone element the poles and fixtures shall be modern in style with clean, simple lines and silver color. One fixture shall be chosen which should reinforce the district identity.

Pedestrian Lighting - Should be scaled smaller and installed at more frequent intervals. These shall be modern in style with clean, simple lines and silver color. A 12' -15' light and a bollard light shall incorporated into the streetscape for safety and visual interest. One model or a "Series" shall be chosen which should help reinforce the district identity.



Sustainable Landscaping:

Landscaping is an important part of creating a sustainable streetscape. Street trees shall be planted approximately 35' apart on all streets. A proper and continuous rooting zone of structural soils, silva cells or equivalent system is required. Shrubs, grasses and perennials shall be native or locally adapted plants.

Raingardens shall be incorporated into curb bump outs, tree trench system or other public and private areas where possible.

Living walls or vines on metal frameworks and landscaping shall be incorporated on blank building facades when those are unavoidable.

Wayfinding:

Signage is an easy way to help people find their way around the St. Marys Place district, locate parking, find interesting places and understand the transit service. The Saint Marys Place District should have a unique family of wayfinding types, which should help reinforce the district identity. These types shall include informational kiosks, location maps, and directional signs.

Points of Interest - St. Marys Place has many services and points of interest like Kutzky Park, the City trail system or downtown, that can be called out by signage.

Transit - 2nd St. SW is a heavily used transit area and is a designated as a future PTN Corridor. Transit signage can provide service information for the area's many visitors and transit users.

Parking - Signage can aid visitors who are unfamiliar with the area in finding parking locations. Using a public parking signage graphic that is consistent with downtown is essential.



Bike Parking:

Bicycle parking should be incorporated into the fabric of the streetscape. Bike racks should preferably be placed on corners or near major building entrances, so they are a short walk (less than 300') to all destinations. Bike racks can offer an opportunity for creative expression or be part of a cohesive site furnishings family. Both of these options should reinforce the district identity.





The Prototyping Festival that took place in 2016



The Nice-Ride Prototyping Event

Prototyping is an excellent way to test new proposed urban design ideas before spending the time, money and effort on implementation. It was anticipated to be an integral part of the design process for this public realm conceptual development.

In the fall of 2016, the public bike sharing program, Nice Ride, held a day long event in the St. Marys Place district. They created stations where the public bikes were available to employees and visitors to ride back and forth between St. Marys Hospital and the Mayo Clinic campus downtown. The intent of this prototyping activity was to see if people would feel comfortable biking between the two campuses. The event was successful as many people participated and the feedback was positive.

Other prototyping ideas that may be incorporated include:

- Close off the south half of 12th Ave SW to vehicle traffic on a Friday and hold a street fair. Invite food trucks, art and/or farmer's market vendors, local bands and adjacent neighborhood associations to participate.
- Use straw bales, traffic cones and potted shrubs/perennials to create corner bump outs and mid-block pedestrian crossings.
- Put up a linear fabric tent/canopy along the sidewalk of the undeveloped property at the NE corner of 13th Ave and 2nd St. SW. Park food trucks in the southern row of the parking lot and face the food trucks towards the sidewalk.
- Activate an alley by hanging string lights, potted landscape plants, benches, temporary art, a coffee cart, etc.
- Install a temporary protected bike lane on 1st St. SW between 16th Ave and 11th Ave.
- Paint brightly colored, artistic crosswalks on 2nd St. SW
- Close off the left and right turns on 2nd St. SW at 11th Ave. Work with the Public Works Dept to monitor and record the traffic impacts.
- Activate the front lawn of St. Marys by adding movable chairs, holding Yoga classes or temporary art installations.
- Paint or chalk new parking lines that would temporarily install angle parking on one side of 12th Ave or 13th Ave.

City Loop Potential Changes:

The City Loop Plan is currently looking into alternative routes for getting into downtown from 2nd Street. The three alternatives for getting to 2nd Street are coming down 13th Avenue, 11th Avenue or 9th Avenue. If the 13th Avenue option is selected, there should need to be some alternative sections for 2nd Street and 13th Avenue. This could also remove the need to accommodate an increased amount of bicycle traffic on 1st Street, meaning that the sections for a protected bike lane on that street would not be as important.

2nd Street Section:

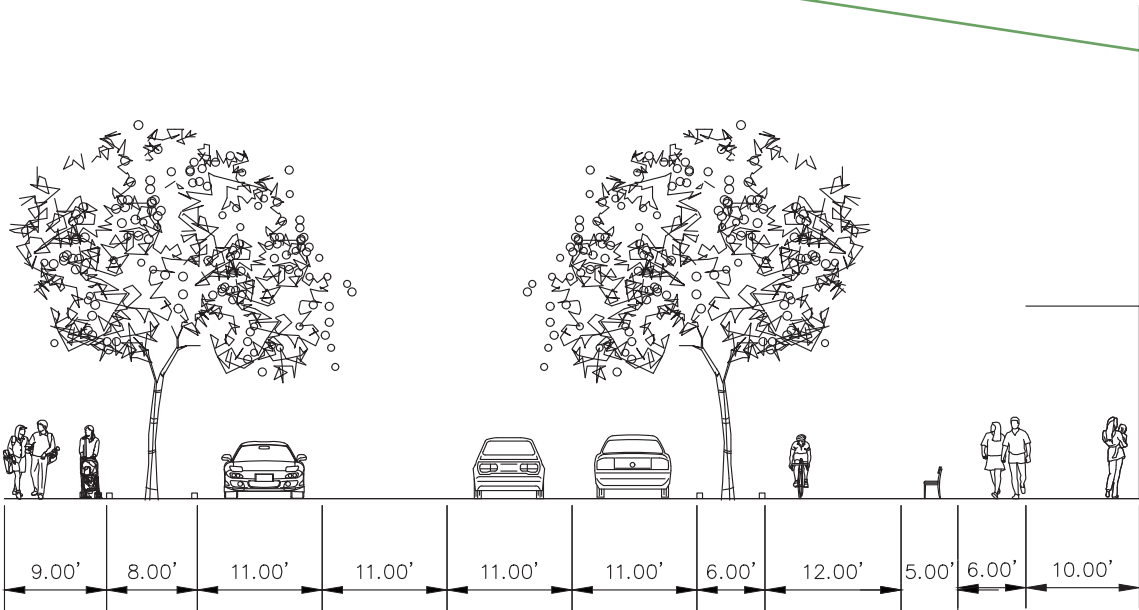
- Remove on street parking on the north side of the street
- Push curb out and removes bump-outs
- Shrink size of boulevard area
- Shrink width of arcade to 10’ while keeping part of the sidewalk area outside of the arcade

13th Avenue Section:

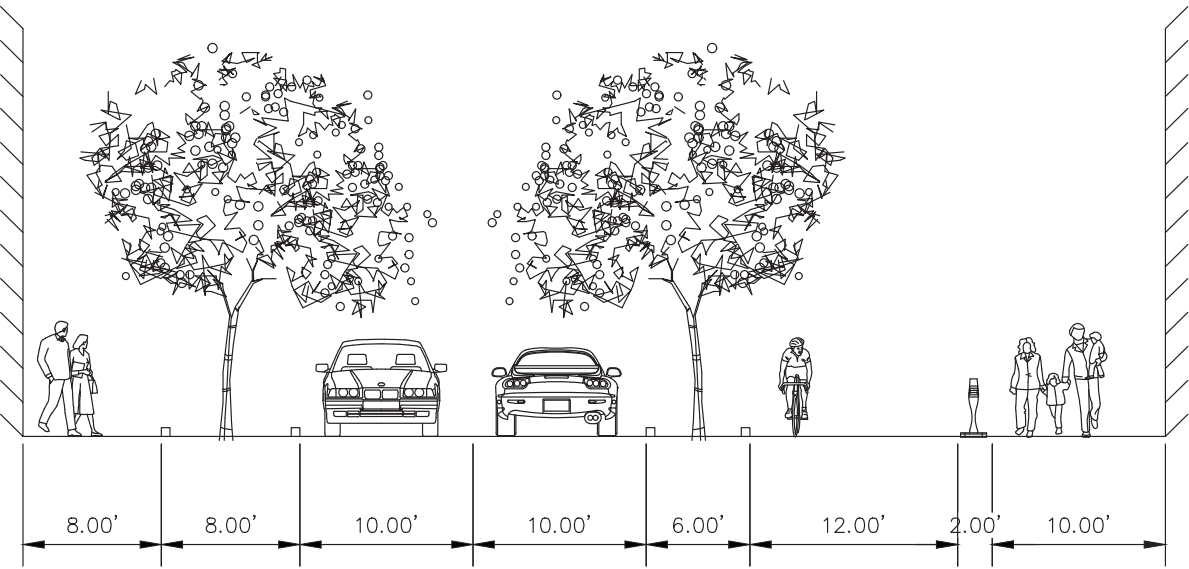
- Remove all on street parking
- Courtyard by Marriott’s canopy would need some reconstruction
- Shift driving area to the west
- Works to reinforce the north-south greenway and increases connections to the neighborhoods



Three current alternative routes



New section of 2nd Street from 13th Avenue to the east if the alternate route is selected



New section of 13th Avenue if the alternative route is selected

The St. Marys Place public realm design concepts are a long-term vision for the district's streets, alleys and sidewalks and serves as a guide for future implementation. Many aspects of the public realm design should be integrated into the 2nd St. SW reconstruction plan. Elements that exceed the budget or cannot be implemented at this time have been included here so that as funding becomes available, these elements can be added and refined. This might include items such as the gateway features, public art and greenway corridors.

The major public realm features and their approximate costs include:

- 2nd Street SW street reconstruction - \$6-7 Million
- North-South pedestrian subway in front of St. Marys entrance - \$1.6-1.8 Million
- 12th Ave Plaza (south ½ block) - \$800,000 - \$1 Million
- North Courtyard (including land acquisition) - \$2-3 Million
- South Courtyard - \$700-900,000
- Gateway features and public art - \$750-850,000
- Decorative banners and portable planters - \$80-100,000

The 2nd Street SW **street reconstruction project** is scheduled for the years 2019-20. The costs would include all utility work, street reconstruction, traffic signals, street and pedestrian lighting and streetscape amenities. The City is set to receive federal funding for a portion of the cost of this project, but should also use other funds and property assessments to pay for all of the costs.

The construction of the **north-south pedestrian subway** directly in front of St. Marys Hospital would occur during this street reconstruction project. This can be built to the edge of the right of way and would be a total of 100 LF. Preliminary costs for a pedestrian subway based on the City's study recently completed by HDR are approximately \$16,000/LF.

The development of the **12th Avenue plaza** could occur at any time, but should need the support of the adjacent property owners. It is recommended that the street right of way not be vacated, so the property would remain under City ownership. There are a considerable amount of underground utilities in the south part of the street that may need to be upgraded, and this could possibly be done with the 2nd Street SW reconstruction project.

The construction of the **north courtyard** should require the City of Rochester to purchase the property where it would exist. The real estate market for property in the St. Marys area has increased dramatically in recent years.

The construction of the actual courtyard would likely have to occur during the development of the Bea property to the west and the redevelopment of the Aspen Suites property to the north and east of the courtyard. At that time, the developers would be responsible for designing and constructing a building that reflects the public realm design. This includes an active lower level, arcade and mid-block pedestrian connection.

The **south courtyard** is on Mayo property and could be built once the pedestrian subway connection is completed. The cost associated with this courtyard would have to be negotiated and shared between Mayo and the City.

Much of the **public realm should be created during the re-development** of the properties. This could include some streetscape amenities on 2nd St. SW, but all of the amenities on the avenues. It should also include the activation of the alley system, the creation of the mid-block connections and private plazas and courtyards where feasible. These features should be incorporated in the design and construction of the development

If the Incentive or Restricted Development process is used, these features can be used by the developer as public improvements for their density or intensity bonuses. If T.I.F. is requested by the developer, these public improvements should be incorporated into the project so that the entire district benefits.

The **gateway features and public art** incorporated in the streetscape could be completed during the street reconstruction project. That is the most efficient use of time and resources and is how the Uptown artwork was completed. It is difficult to predict the costs associated with creating these elements because the design is unknown.

It's very important that some improvements to the public realm occur immediately. This is because most of the area is currently visually unappealing and not pedestrian friendly. In an effort to jump start creating a unique district identity, the community should decide on a new name for the district. Once a name is established, a logo and graphics can be created. Those could then be used by local businesses for marketing, advertising and signage.

A great and inexpensive way to create a unique district identity is design and install colorful banners to the existing light and traffic poles. Another way would be to add portable planters which would add seasonal color and vibrancy to the streetscape. Both of these improvements would have an immediate impact and would be incorporated into the long range vision for the district.

A potential phasing scenario could be:

- Phase I – Banners and portable planters
- Phase 2 – Gateway features and public art
- Phase 3 – 12th Avenue Plaza
- Phase 4 – 2nd Street SW reconstruction and pedestrian subway
- Phase 5 – South courtyard
- Phase 6 - North courtyard

Hyper-links for online PDF viewing. All documents below are either directly referenced or were used in background data gathering.

Disclaimer: some links may move or have been removed

DMC Development Plan: <https://dmc.mn/press-materials/#devPlan>

DMC Design Guidelines: <http://www.rochestermn.gov/home/showdocument?id=13978>

2nd Street Corridor Framework Plan: <https://www.co.olmsted.mn.us/planning/ordinances/Documents/City%20Rochester/FinalReport2ndStCorridorPlan.pdf>

2nd Street Reconstruction Plan: <https://2ndstsw.com/>

Official Map 19: [Link To Direct Download](#)

Integrated Transit Studies: <http://www.rochestermn.gov/departments/public-works/dmc-related-transit-studies>

Bicycle Master Plan: <https://www.co.olmsted.mn.us/planning/trnsprtnplng/bpac/bikemasterplan2011/Pages/default.aspx>



