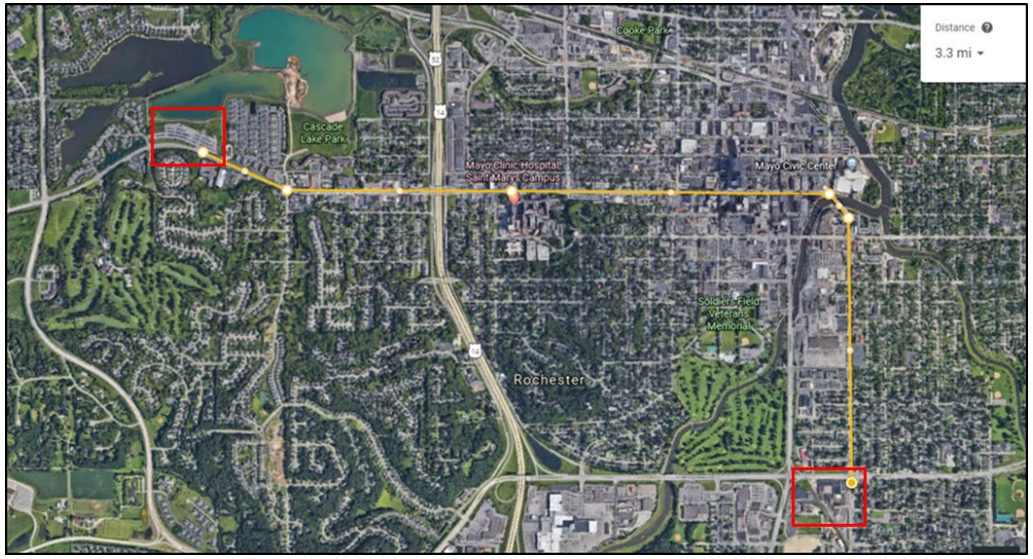
Transportation

Purpose of Today's Discussion

Mobility Hub Location Preliminary Approval

1. Endorse two recommended mobility hubs
2. Preview potential park and ride locations
3. Authorize the necessary engineering work which includes Lid evaluation
4. Prepare term sheets for two potential mobility hub sites



Recommendation:

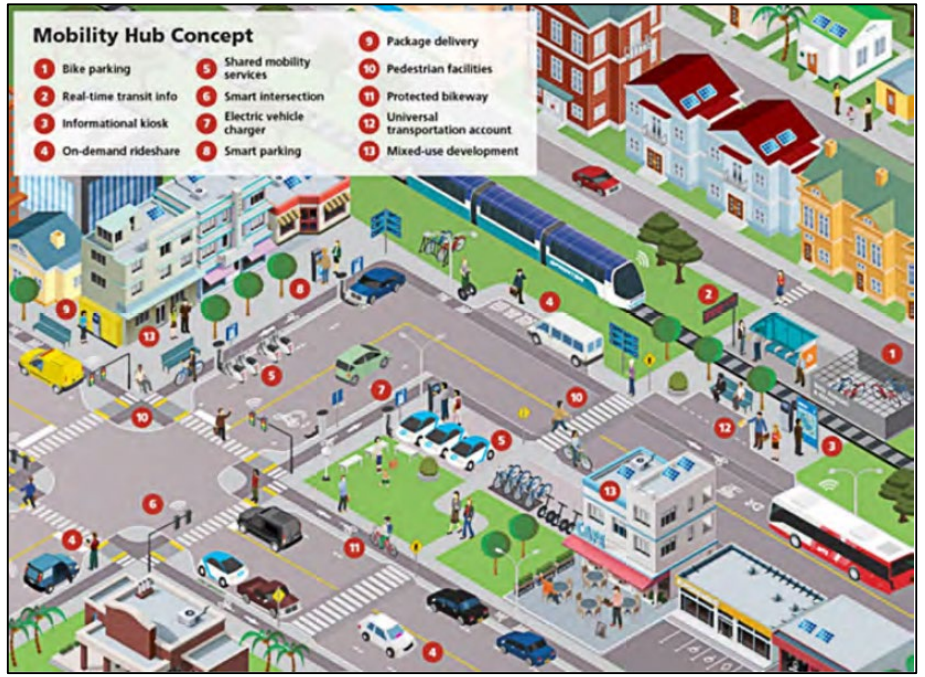
1. Mayo West Lot for NW Location
2. Graham Park for SE Location

Mobility Hub vs Park and Ride

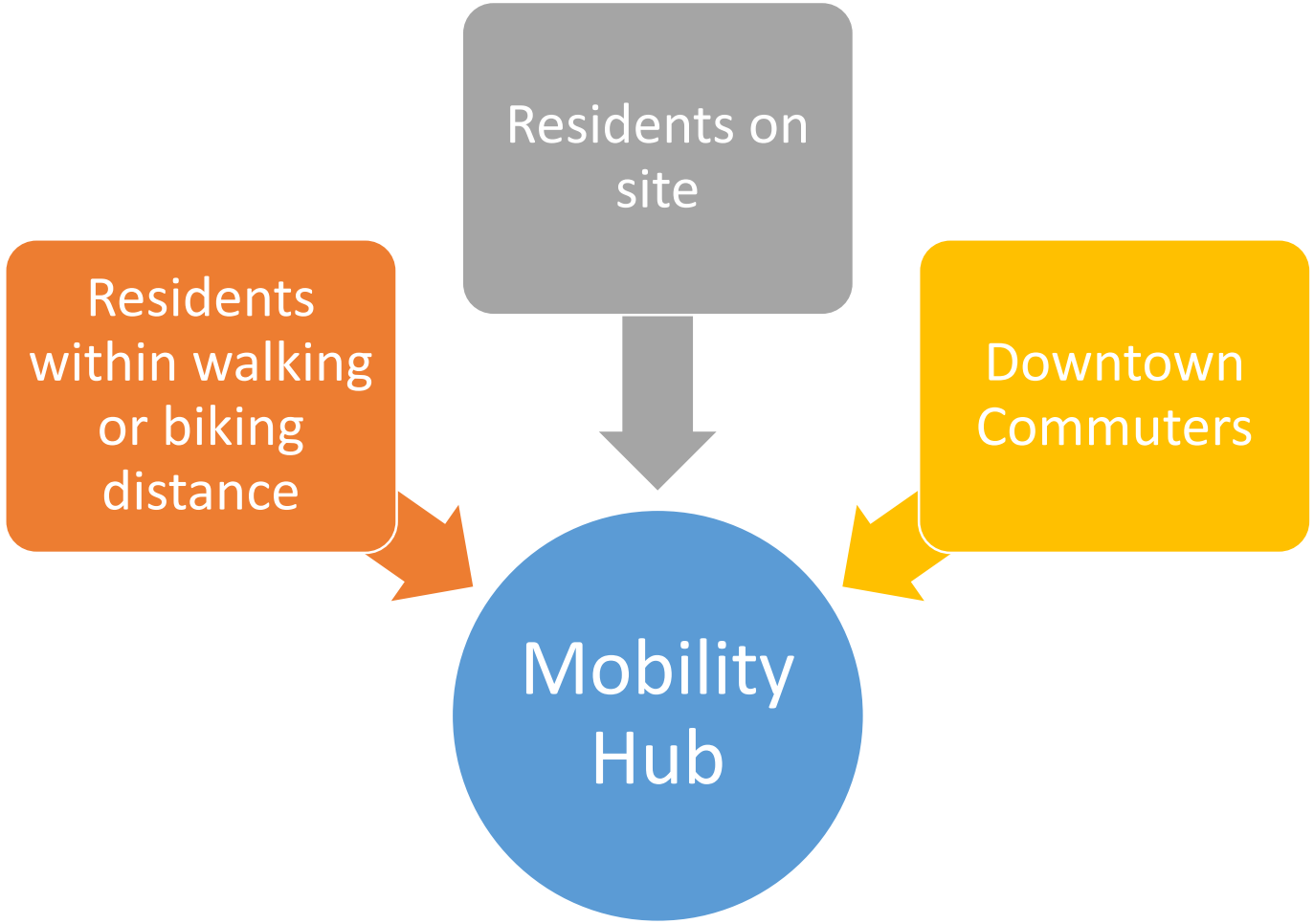
1. Mobility Hub Definition:
    - “Places of connectivity where different modes of transportation – from walking to rapid transit – come together seamlessly and where there is an intensive concentration of working, living, shopping and / or playing” – Government of Ontario

2. Park and Ride Definition:
    - “Parking lots with public transport connections that allow commuters and people heading to city center to leave their vehicles and transfer to a different transit mode” – Merriam Webster

3. Transit Circulator
    - Bus rapid transit service will run between the two mobility hubs at ten-minute intervals, 18 hours a day. The circulator will bring commuters, community members and visitors downtown in a safe, reliable, efficient manner.



Mobility Hub User Groups



Best Solution is an Integrated Solution

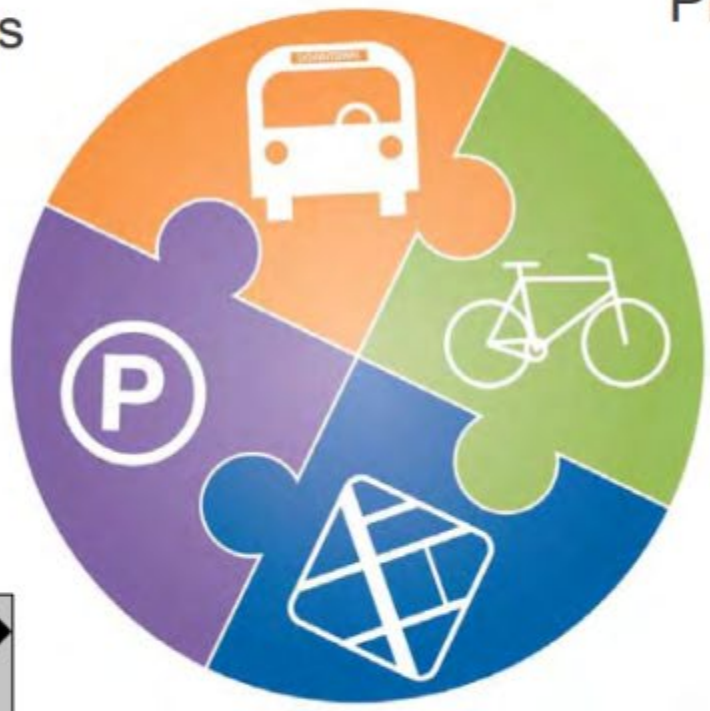
DMC Destination Medical Center

Focus on moving people, not cars

Pedestrians

Programs

Transit



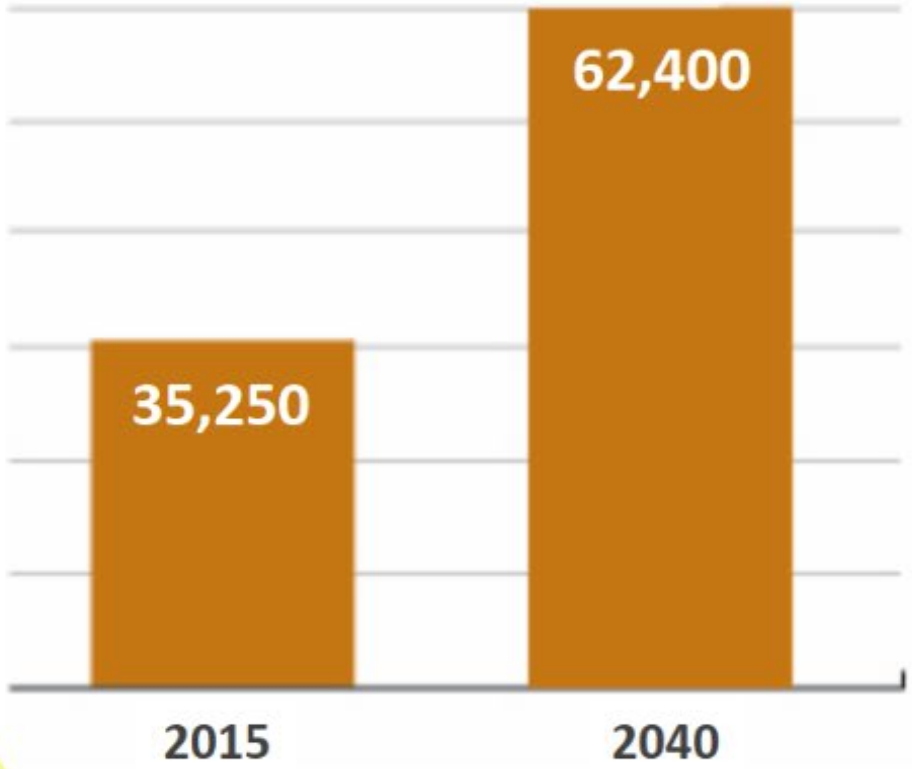
Bikes

Policies

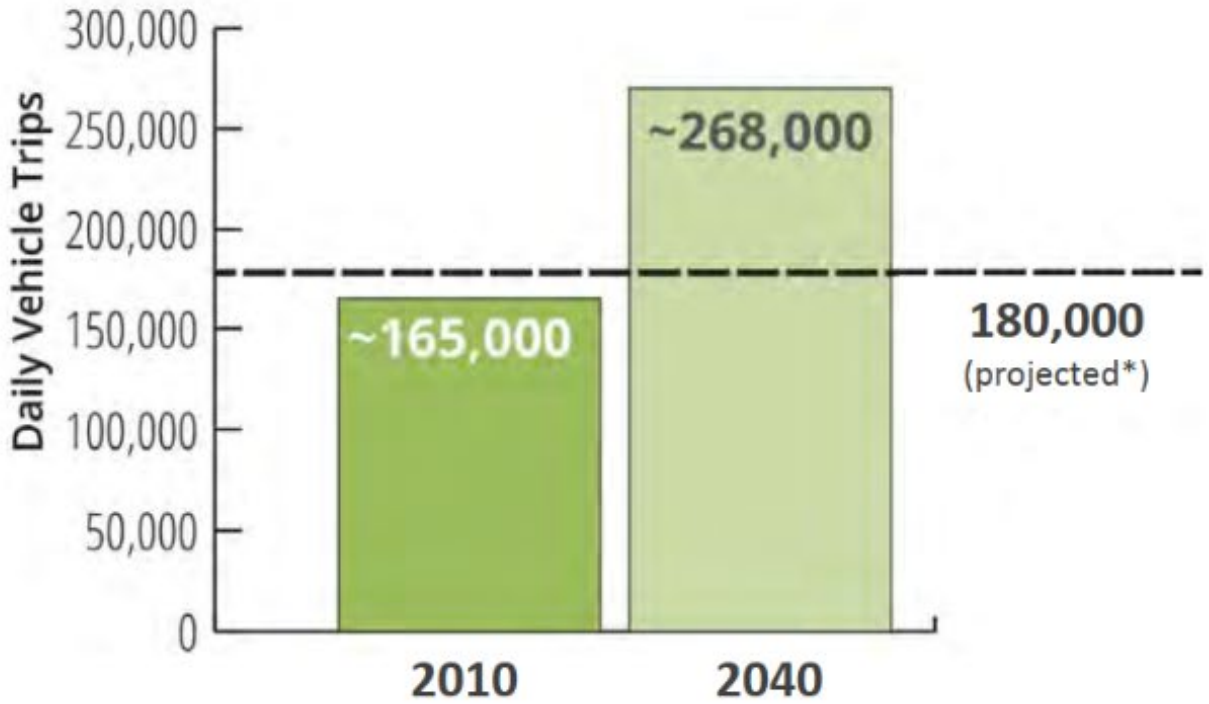
Cars

Growth in the DMC District

EMPLOYMENT:

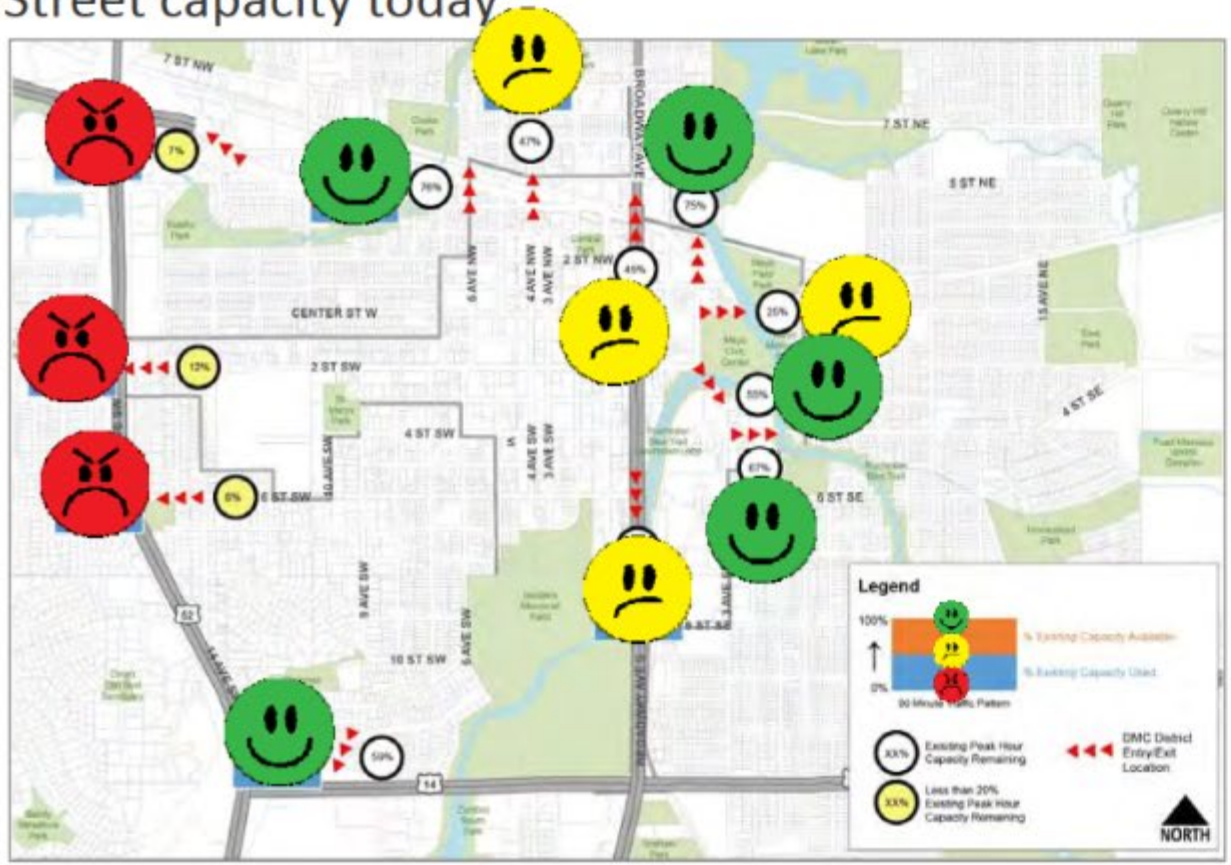


VEHICLE TRIPS IN/OUT OF DMC DISTRICT

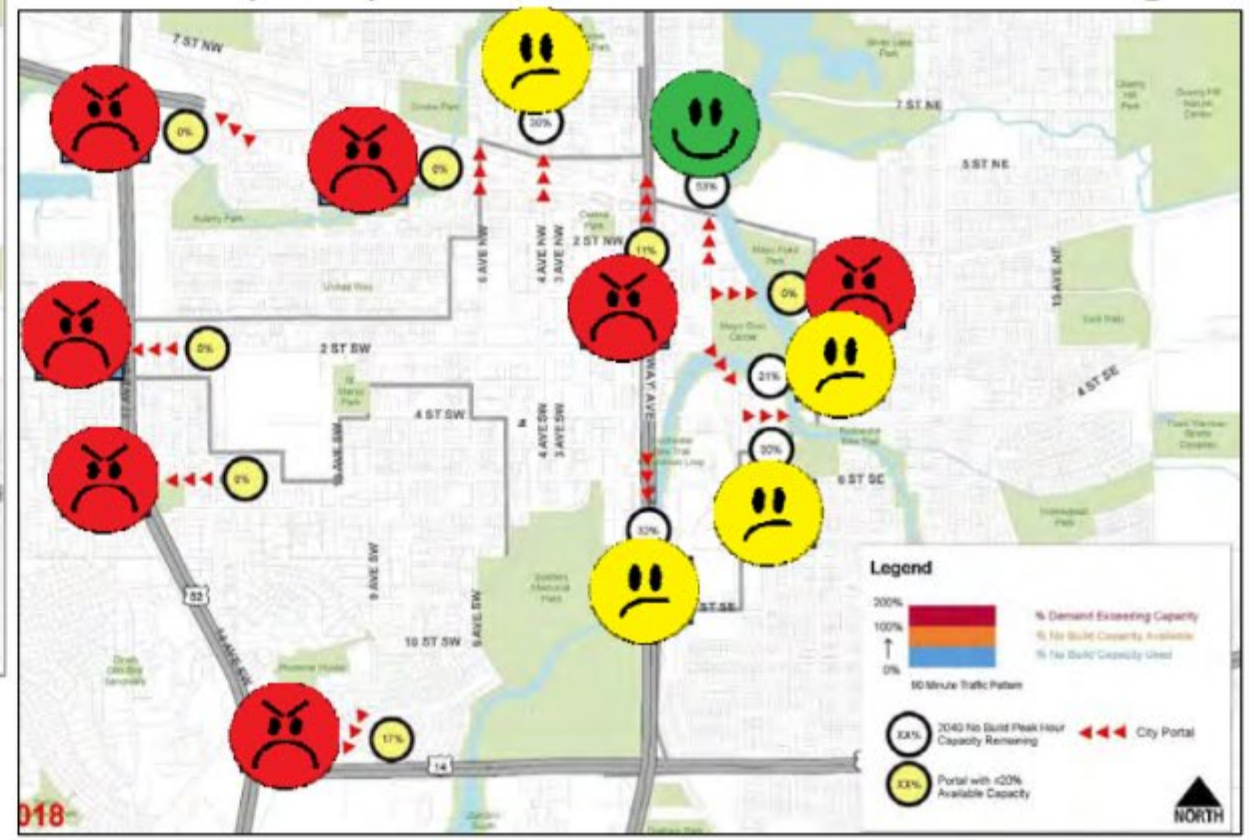


**Projected vehicle trips in 2040 assuming implementation of DMC and Comprehensive Plan transit and land use programs.*

Street capacity today



Street capacity in 2040 without commute changes



Comparable Existing Ramp
Mayo Employee West Ramp

9-STORY RAMP
AREA REQUIRED = 1 City Block
PARKING SPACES = 2,300

2,300 = 1 Block

New parking needed (in total)

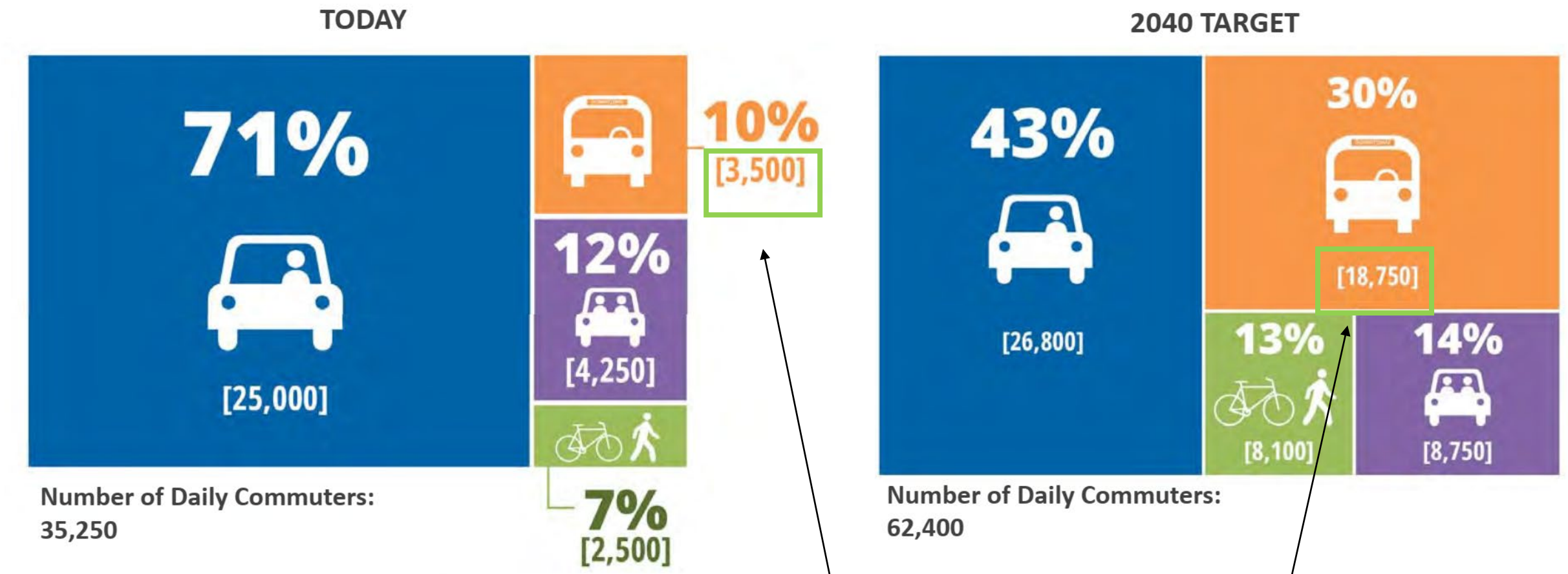
AREA REQUIRED = 7 City Blocks
PARKING SPACES = ~16,500

16,500 = 7 Blocks

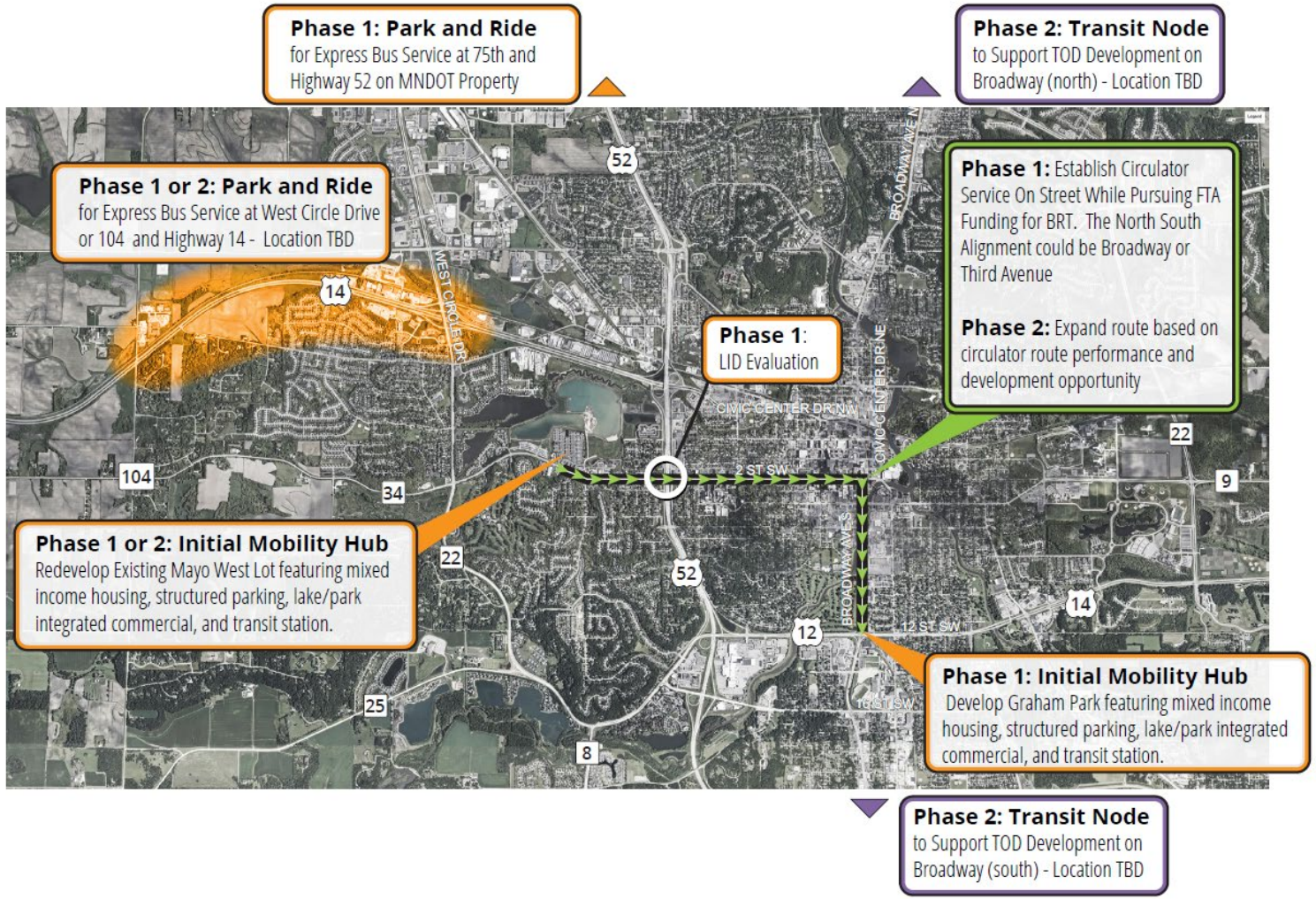
Ramp locations are for graphical purposes only

= Parking

Using other modes an easy choice

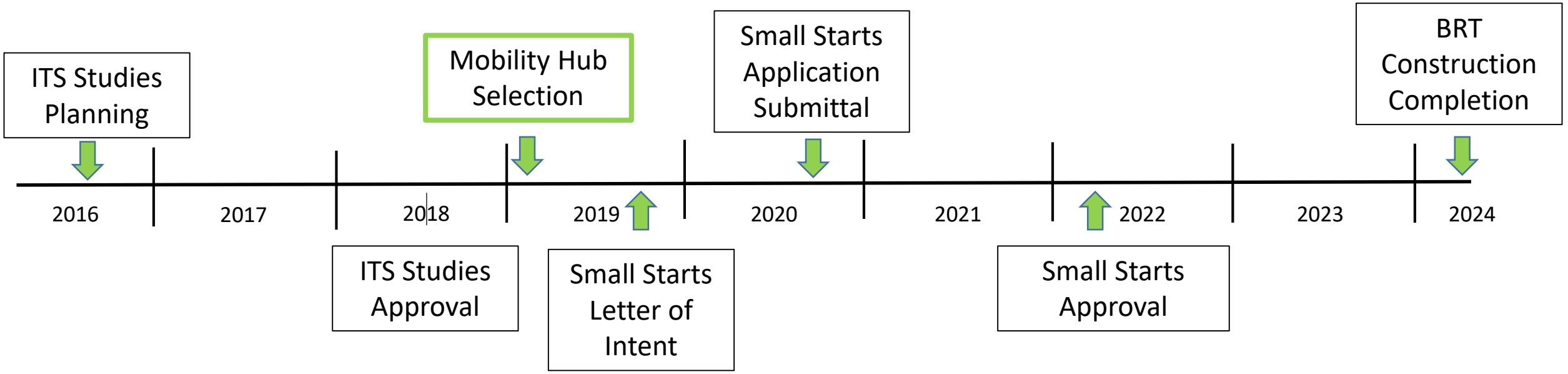


Transit ridership growth of 15,250 riders a day



Growth in Transit Ridership Needed for 2040 Target	**15250**
Implementation Feature	
Mayo West Lot Mobility Hub (Net Increase Commuter Only)	2100
Graham Park Mobility Hub	3000
Highway 52 Park and Ride	400
Highway 14 Park and Ride	900
Remainder Needed to Meet 2040 Transit Ridership Goal	**8850**

Transportation Timeline



Mobility Hub Evaluation Criteria

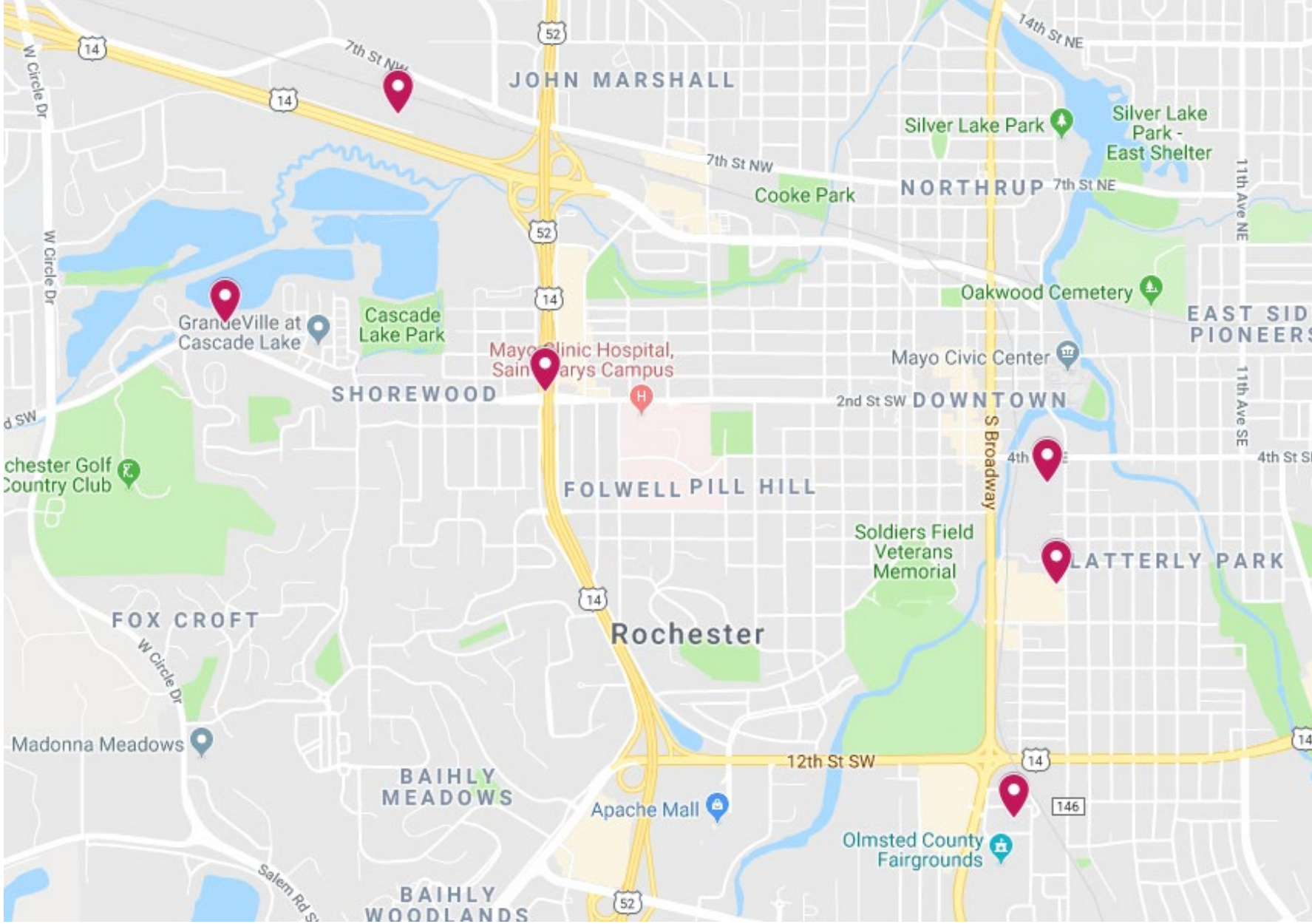
1. Accessibility (Ability to get to and from the site)
2. Route Efficiency (Speed / Ridership etc.)
3. Economic Development (Site itself / Along the Route)
4. Site Acquisition (Costs, Timing etc.)
5. Relationships to Existing Amenities
6. Efficiency of building on-site

Mobility Hub Evaluation Methodology

- DMC Development Plan
- Integrated Transit Studies
- Real Estate Evaluation of sites
- Demographic, existing services, accessibility analysis of sites
- Mobility Hub Conceptual Design
- SRF – initial evaluation of route efficiency, ridership, and portal capacities

Mobility Hub Locations

- Storage Facility Site
- 52 and 2nd Street - NW Location #2
- Mayo West Lot - NW Location #3
- Mayo Fullerton Lot - SE Location #1
- KMART Site - SE Location #2
- Olmsted County Fairgrounds - SE Location ...



Mobility Hub – Six Evaluated Sites

Northwest Site 1: Storage Facility Site

- Size = 10.8 acres
- Location: ~2301 US-14 West
- Ownership: Private
- Unique features: Adjacent to bike trail system, major roadway
- Distance to downtown: 2.0 miles

Northwest Site 2: 2nd St / 52 Interchange

- Size = ~3.5 acres
- Location: ~1708 2nd Street SW
- Ownership: Minnesota Department of Transportation
- Unique features: Lid concept over 52
- Distance to downtown: 1.2 miles

Northwest Site 3: Mayo West Lot

- Size = 13.6 acres
- Location: ~2804 2nd Street SW
- Ownership: Mayo Clinic
- Unique features: Adjacent to Cascade Lake and bike trail system
- Distance to downtown: 2.0 miles

NW Mobility Hub Analysis

Criteria	14 / 52 Site	Mayo West Lot	52 / 2nd St Lid
Accessibility (car, bike, pedestrian)	Low Compatibility	Compatible	Low to Medium Compatibility
Route Efficiency	Compatible	High Compatibility	Medium to High Compatibility
Economic Development (site, corridor)	Low to Medium Compatibility	High Compatibility	Low to Medium Compatibility
Site Acquisition (cost, schedule)	Low Compatibility	Compatible	Low Compatibility
Existing Amenities	Low to Medium Compatibility	Compatible	Medium to High Compatibility
Efficiency of Building on Site	Low to Medium Compatibility	Compatible	Low Compatibility

Southeast Site 1: Fullerton Lot

- Size = 3 - 5 acres
- Location: ~431 3rd Ave SE
- Ownership: Mayo Clinic
- Unique features: Adjacent to Cascade Lake and bike trail system
- Distance to downtown: 0.5 miles

Southeast Site 2: KMART Site

- Size = 10.9 acres
- Location: ~844 4th Ave SE
- Ownership: KMART
- Unique features: Large downtown lot
- Distance to downtown: 0.8 miles

Southeast Site 3: Graham Park

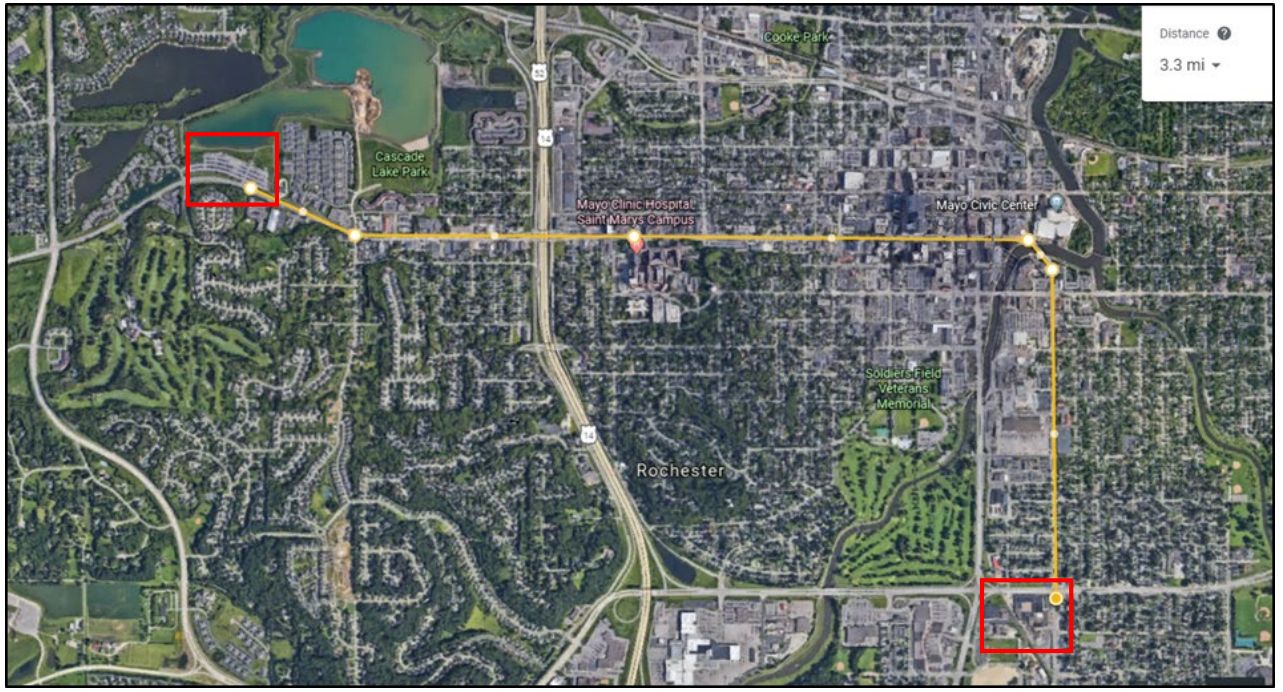
- Size = ~ 8.0 acres
- Location: ~35 Fairgrounds Ave SE
- Ownership: Olmsted County
- Unique features: Government property, operates park and ride
- Distance to downtown: 1.3 miles

SE Mobility Hub Analysis

Criteria	Fullerton Lot	KMART Site	Graham Park
Accessibility (car, bike, pedestrian)	Medium to High Compatibility	Compatible	Low to Medium Compatibility
Route Efficiency	Medium to High Compatibility	Medium to High Compatibility	High Compatibility
Economic Development (site, corridor)	Low to Medium Compatibility	Medium to High Compatibility	High Compatibility
Site Acquisition (cost, schedule)	Compatible	Low to Medium Compatibility	Compatible
Existing Amenities	High Compatibility	High Compatibility	High Compatibility
Efficiency of Building on Site	Compatible	Compatible	Compatible

Conclusion and Recommendations

- Mayo West Lot for NW location
- Graham Park for SE location



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Mobility Hub Conceptual Plan

LAND USE DIAGRAM

Parking Capacity

Underground deck — Level One	900-950 cars
Underground deck — Level Two	900-950 cars
West ramp (Building 1) — 4 levels	250-300 cars
East ramp (Building 6) — 4 levels	350-400 cars
Parking under Buildings 1, 2, 4 and 6	100-125 cars
Parking under Building 8 — 2 levels	200-250 cars
Surface lot and on-street parking	100-125 cars
Total Parking	2800-3100 cars

Residential Units

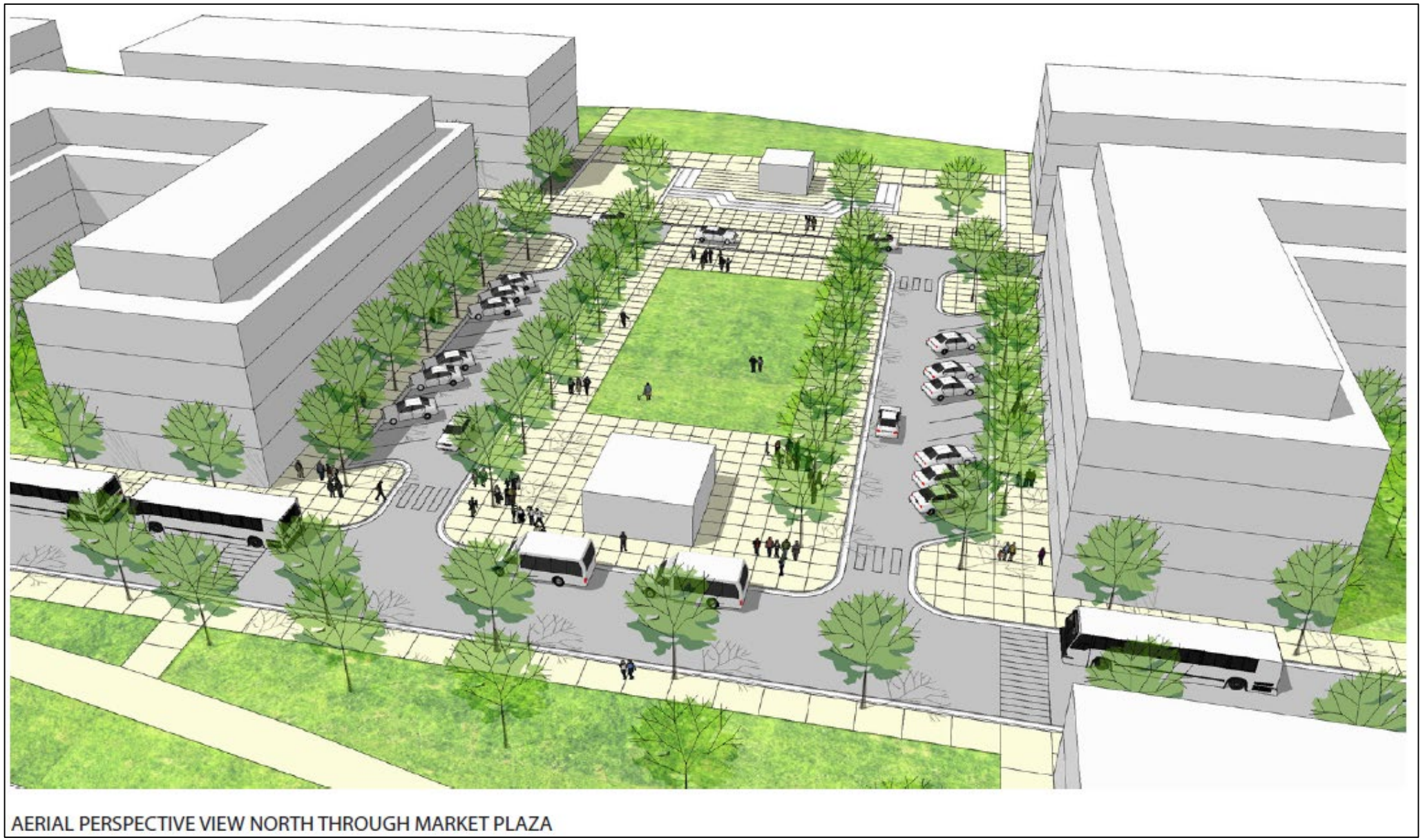
Building 1 — 4 levels	100-120 units
Building 2 — 4 levels	50-60 units
Building 3 — 5 levels	100-120 units
Building 4 — 4 levels	50-60 units
Building 5 — 5 levels	100-120 units
Building 6 — 4 levels	160-180 units
Building 8 — 5 levels	120-140 units
Total Residential Units	680-800 units

Retail and Service Space

Building 3 — First level facing plaza	4000 sq ft
Building 5 — First level facing plaza	4000 sq ft
Building 7 — 2 levels	20000 sq ft
Building 8 — First level	30000 sq ft
Total Retail	58000 sq ft

Percent Open Space 40 percent

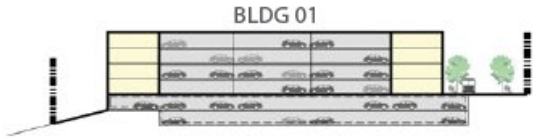
Mobility Hub Market Plaza Rendering



AERIAL PERSPECTIVE VIEW NORTH THROUGH MARKET PLAZA

Mobility Hub Conceptual Plan - Section

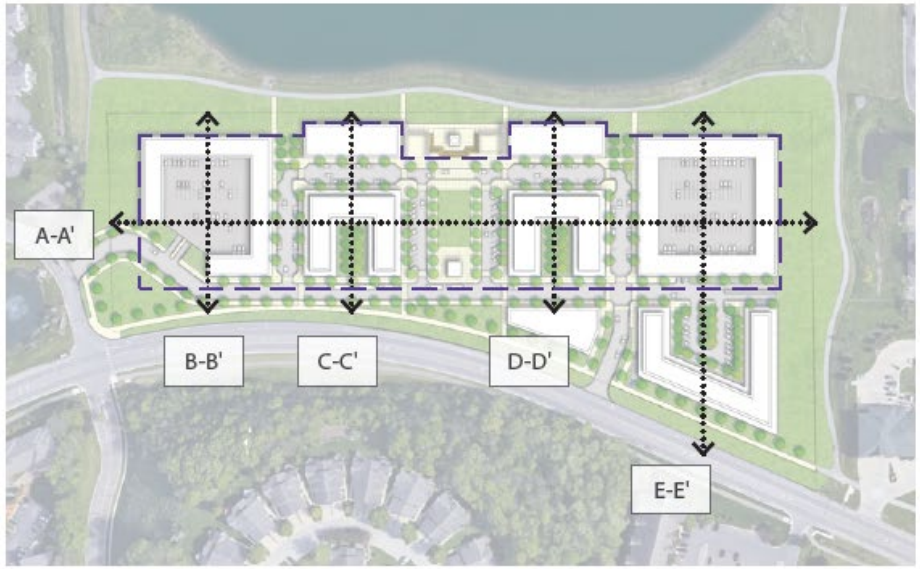
SECTION A-A'VIEW NORTH



SECTION B-B'VIEW EAST

SECTION C-C'VIEW EAST

SECTION D-D'VIEW EAST



SITE PLAN SHOWING SECTION CUTS

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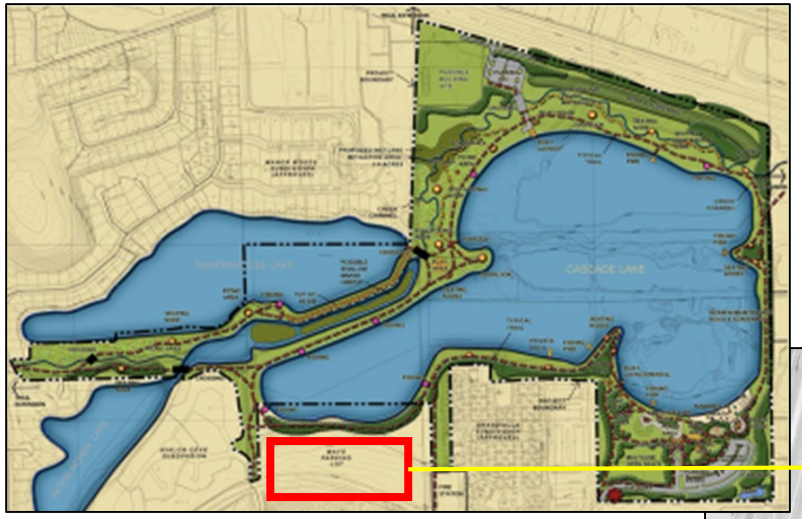
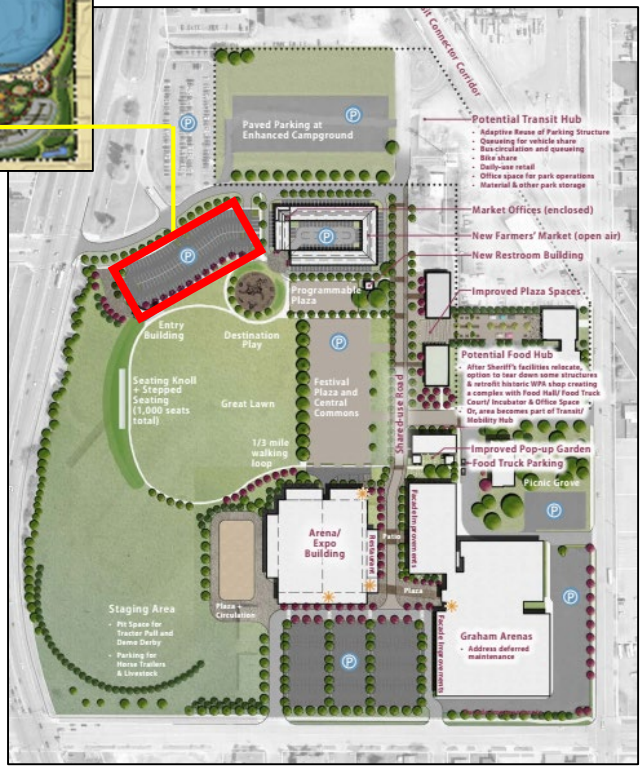
Mobility Hub Resulting Corridor Benefits

1. ~4.0 mile route from Mayo West Lot to Graham Park
2. 10 minute Transit Circulator service, 18 hours per day
3. Opportunity for collaboration
4. Attractive economic development potential on sites and along corridor
5. Beneficial impacts on adjacent communities and infrastructure
6. Integrates two future regional assets



Cascade Lake Master Plan

Graham Park Master Plan



Next Steps

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5. Continue conversations with partners