

New Rapid Transit for a Growing, Equitable Rochester

Transit-Oriented
Development
Planning Study



AUGUST 2020



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- Community Engagement Report - SRF Consultants
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Introduction

Rochester, Minnesota is a nationally and globally recognized city based on its leading role as a health and wellness destination. Mayo Clinic's distinctive commitment to integrated patient care, education, and research has made it a global leader in the health care and life sciences sectors. This drives the economy and visitor activity for the city and region. These sectors are advancing and growing, and as a result Rochester and Olmsted County have seen and are projected to see significant future job, population and housing growth. Destination Medical Center (DMC), the largest public-private economic development initiative in Minnesota, is leading specific initiatives and projects to realize this growth.

In recent years, the City of Rochester, Olmsted County, DMC EDA, and others have prepared a series of high-quality plans to sustain this position, including a Downtown Plan (2010), DMC Master Plan (2014) and 2040 Comprehensive Plan (2018).

Each plan has recognized that Rochester should diversify its economy, promote market led growth, and attract and retain high skilled workers who have national and international job location options. Achieving this will require a dynamic downtown, an active mix of uses, live-work environments, retail, dining, hospitality, arts and culture, livable neighborhoods and communities, an affordable housing offer and high quality public spaces that connect people, talent and community.

New Ways of Moving People

Each plan has also recognized that a major shift in how people move within Rochester's downtown and its wider central city will be required to achieve these goals. Our downtowns and central business districts are evolving into diverse central cities, where people live, shop, visit, and play in addition to work.

As Rochester grows, a higher proportion of people should travel by transit, walking and bike to create an efficient, convenient, sustainable and healthy movement framework. The Rochester Olmsted Council of Governments (ROCOG) Long Range Transportation Plan (2015) and Rochester Transit Development Plan (2017) set the stage for investigation of transit enhancements. The City of Rochester conducted four Integrated Transit Studies (2018) and a Downtown Transit Circulator Alternatives Evaluation Report (2019) to refine the concepts identified in the DMC Plan.

Based on this work, a new rapid transit route through Rochester's central city is proposed. This will be a bus rapid transit (BRT) route. Phase one of the route will run along 2nd Street SW from the site of the current Mayo Clinic west lot to a short loop south on 3rd Avenue SE, and west on 4th Street SE. This will connect major employment and visitor destinations at the Civic Center, Rochester City Hall and Olmsted County Government Center, downtown, Mayo Clinic, the Saint Marys Hospital Campus, and a new transit village to the west of Highway 52. A future phase of the locally preferred alternative route would extend the rapid transit system south

to the East Transit Village at the Seneca Foods site.

New investment in rapid transit will add mobility options for residents, employees and businesses, guide future growth and development in a smart way, and enhance well-being with walkable streets and stronger connections to open spaces, waterways, and lakes.

Transit-Oriented Development (TOD)

Transit plays a central role in the function, operation, shape and form of whole cities and regions. It is essential to labor force movement, access to jobs, and resident links to public services, amenities, and destinations. Transit connects residents to economic opportunities and can bring focus to land uses and densities. Transit can also be a critical part of neighborhood identity with communities relating to transit lines and stations. Connections, quality of service and facilities are a key component of quality of life and place.

Transit-oriented development (TOD) is the principle of linking enhanced connectivity and mobility to the buildings and public spaces people use today and in the future. TOD comes in many forms and scales and is found in railroad towns, historic suburbs, metro areas, downtowns, and big cities. It is also linked to the nature of the transit itself, whether commuter rail, subway, light rail, streetcar, bus rapid transit and bus systems.

TOD supports compact, walkable and mixed-use communities and can be used to focus development densities and building heights. This allows people to reduce dependence on cars or eliminate car ownership. In some cases, combined housing and transportation costs can be reduced. Station areas can become destinations themselves, with public spaces used by commuters, residents and workers.

The Transit-Oriented Development Plan

This Transit-Oriented Development Plan explores ways to improve well-being and quality of life linked to new rapid transit service. It offers a vision of where new stations can be located, how this can steer and shape future growth, how existing neighborhoods can benefit, and how public spaces, sidewalks, streets, and bike routes will connect to new stations.

The plan will play a key role in shaping Rochester and achieving economic development, housing, affordability, transportation, and mobility goals. Transit-supportive land use possibilities, public realm improvement options and infrastructure will enhance access and ridership on a planned Rochester Rapid Transit system.

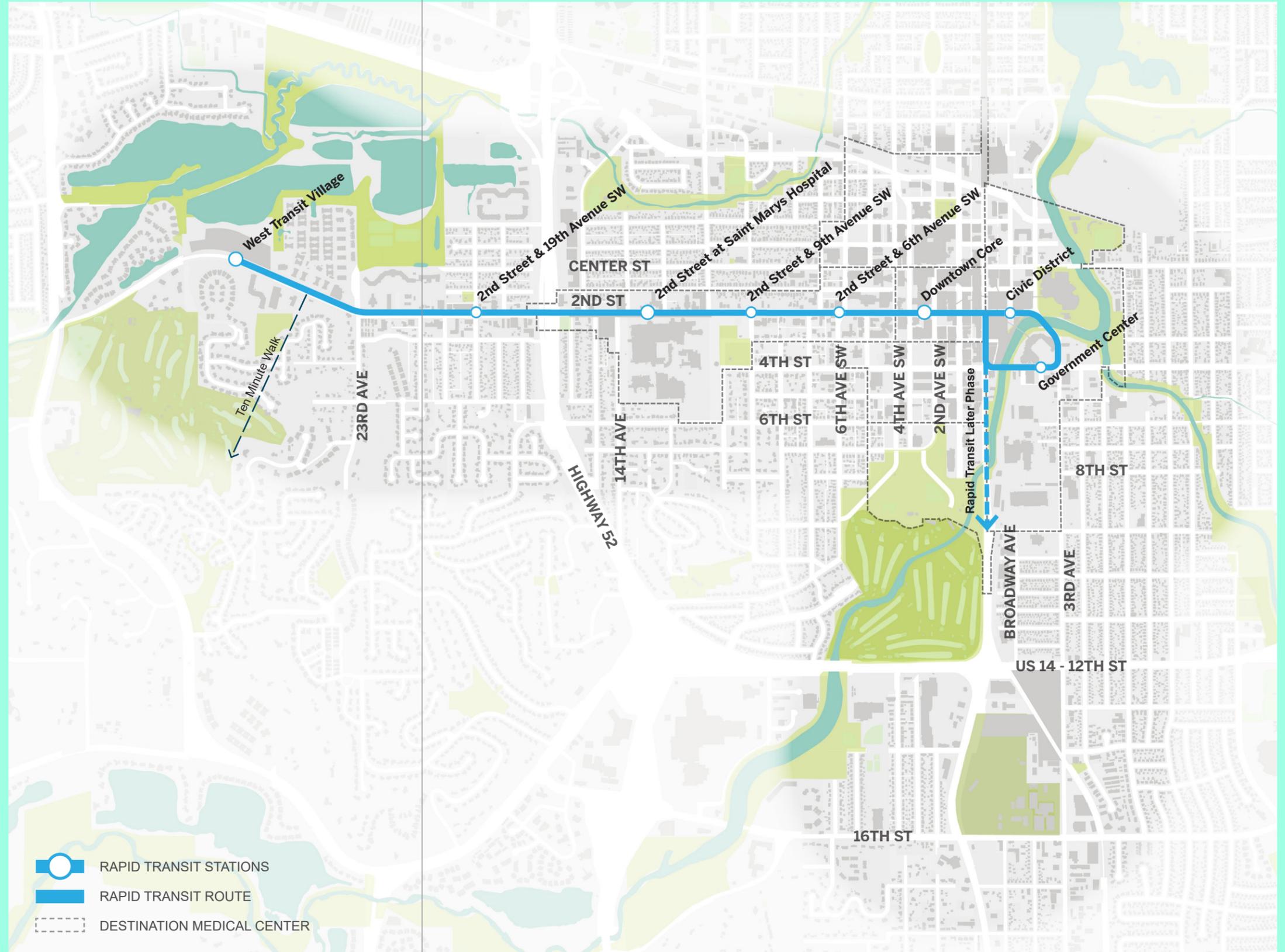
Implementation will enhance quality of life and place. It will change how people move around Rochester, reduce dependence on single occupancy

ROCHESTER RAPID TRANSIT

automobiles, realize new transit-oriented development and help attract and retain employee talent.

Opportunity sites that could see new development by 2040 are identified. This includes vacant sites, surface parking lots, and lower density uses that could re-position into new developments. Redevelopment will be driven by owner choices and is not mandated. Many existing, active buildings will remain in the area while new development occurs at Opportunity Sites. This plan supports the ongoing renovation of buildings and public spaces. A vision of how individual developments can work together to create a complete place is offered within this plan.

Proposed Rapid Transit Route



01

FOUNDATIONS OF THE PLAN



1.1: A Growing Community

A High Rate of Growth

Projected growth and strategic investment will drive substantial future jobs, population, and housing in Rochester. Between 2020 and 2040, the following growth is anticipated:

- Olmsted County population will increase by 48,300 people (from 167,500 to 215,000 people).
- Employment in Olmsted County will increase by 37,500 jobs (from 128,400 to 165,900 jobs).
- The City of Rochester's population will increase by 38,900 people (from 125,700 to 164,800 people).

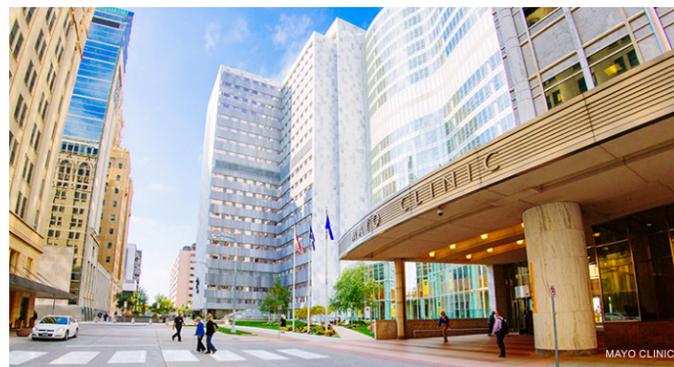
Much of this growth will occur in Rochester's downtown area and an expanded central city. Much of this growth will be driven by Mayo Clinic, the nation's top ranked hospital and a globally renowned healthcare institution. Diversification of the local economy beyond healthcare is also key to Rochester's growth.

The ability to attract and retain a highly-qualified and nationally and internationally mobile workforce will underpin future success. Cultural and entertainment opportunities that help create a high quality of life are also important.

The City and DMC are actively working to enhance the vibrancy of downtown Rochester with the newly renovated, historic Chateau Theatre and the expanded Mayo Civic Center as significant cultural anchors. Infill mixed-use development is transforming underutilized land, creating a denser core and a live-work-play environment. Additionally, the City and DMC are actively working on several downtown streets to be redesigned as part of the DMC initiative including Discovery Walk connecting existing and future assets of downtown. The following market analysis addresses the area influenced by the Locally Preferred Alternative phase one rapid transit route and a later phase extending south of Downtown.

New Homes: Increasing Housing, Enhancing Diversity and Inclusivity

Quality of place is increasingly important to residents, with accessibility, walkability and amenity-rich neighborhoods in increasing demand. A growing number of households seek to live near where they work, decreasing commute times and increasing quality of life. A range of housing types can be supported including apartments of various sizes, along with townhomes for those seeking a house based home.



NEW RAPID TRANSIT FOR A GROWING, EQUITABLE ROCHESTER

There is upper range demand for 3,250 market rate and 2,400 affordable multifamily units over the next 20 years to 2040 in the study area. This includes phase one of the Locally Preferred alternative from the Mayo West Lot to Downtown, and a later phase south of Downtown.

Preservation of existing affordable units will also be integral to maintaining longer-term affordability within the study area. Development of new affordable housing is an important component in considering the overall economic growth and impact of the DMC and the creation of an efficient and convenient transit system.

Diversifying the Economy: Office and R&D

While Rochester's economy is growing, it is reliant on continued growth of employment at Mayo Clinic and successful diversification of local economy. Local strategies and partnerships have resulted in a burgeoning entrepreneurial ecosystem in the DMC, especially within new and growing industries in the region such as medical technology and biosciences. A new innovation district is spurring development including the 90,000 sqft One Discovery Square research and innovation center.

Almost all the pipeline office development within Olmsted County is planned within the study area (97%). In the near-term, future office development within the study area will predominantly be driven by the ongoing expansion efforts of Discovery Square. Approximately 330,000 sqft of new office space is planned to be added to the study area by 2024. Including this pipeline, there could be demand for an additional 1.35 million sqft of office space in the county between 2020 and 2040.

The success of office development and tenant attraction will also be driven by placemaking strategies to create a dynamic and vibrant live, work, and play environment. This will require residential growth to support commercial, cultural, recreational and entertainment amenities and a more transit oriented place.



TRANSIT-ORIENTED DEVELOPMENT PLANNING STUDY

Future Retail: Opportunities for Walkable, Mixed-Use Places

New resident and neighborhood-serving retail, cultural and entertainment options is critical for long-term success. Most retail within downtown is located at street-level. Retail spaces in the skyway and subway system promote year-round foot traffic in climate controlled spaces linked to Mayo Clinic and adjacent hotels. These mainly serve Mayo Clinic downtown employees and visitors with fast casual restaurants, food courts and cafes, as well as boutiques, apparel stores, and giftshops.

There is a strong local desire for more neighborhood-serving retail, convenience, general merchandise, pharmacy and fitness studios, along with food and beverage options to create a more “livable” downtown. Despite the growing proportion of e-commerce and shrinking traditional retail footprints, there is substantial demand for pedestrian-oriented convenience, and entertainment retail over the next 20 years. Given trends towards walkable, mixed-use retail in downtown Rochester, much of the anticipated retail development would likely be in mixed-use buildings.

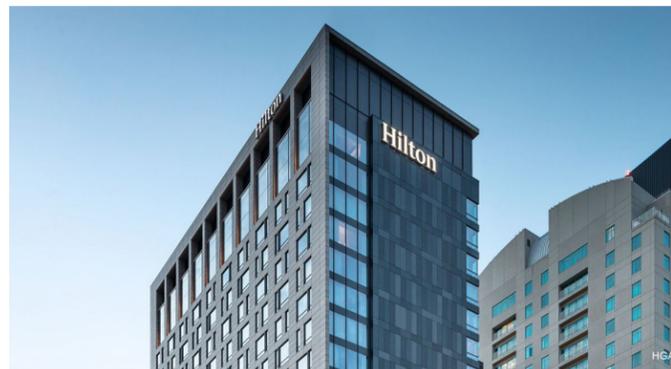
By 2040 there could be \$439 million in new retail demand from residents, employees and visitors. Approximately 60% of which could be captured locally. This could support 400,000 sqft of new retail space through 2040.

Hotel: Supporting the Visitor Sector

Rochester is seeing a wave of investment in new and upgraded hotels and a high volume of new hotel deliveries planned for the next five years. Mayo Clinic visitors, non-Mayo business visitors, active special events, sports, and performance program are driving hotel growth. There is market potential for 1,700+ hotel keys through 2040, including the projects currently in the pipeline. This could potentially result in 850,000 sqft of new hotel development up to 2040.

Understanding the Scale of Growth

Growth across these residential, office, retail and hotel sectors could generate approximately 8.5 million sqft of development up to 2040, or an average of 425,000 sqft per year. Based on previous growth rates and plans, there is the potential that Mayo Clinic could grow by up to 5.0 million sqft up to 2040.



NEW RAPID TRANSIT FOR A GROWING, EQUITABLE ROCHESTER

Forecasting During a Public Health Crisis

The final phases of this plan have been prepared as the Covid-19 Pandemic has become a major global public health crises. This has had an immediate, visible and personal impact on our economy and ways of working, living, meeting daily needs, and socializing. This included the engagement process for this plan. It has also raised questions about the growth of cities and the use of transit. The following reviews some key considerations, before quantifying the impact of long-term growth and development projections to 2040.

Immediate Impacts and Concerns

The first wave of Covid-19 spread was among globally connected cities. Cities with the largest populations have seen significant infection and mortality rates, particularly among essential workers and low-income and minority populations. The closure of service businesses has led to a major spike in unemployment. Many people have experienced other changes. The shift to on-line retail has increased, while department and apparel stores have filed for bankruptcy. Restaurants have shifted to pick-up and delivery, while some have gone out of business. Many office workers are operating remotely from home, making full use of video and teleconferences to continue business and institutional operations. Those with smaller homes and lacking access to open space have experienced a sense of confinement. Highway traffic and transit ridership has fallen while those other than essential workers stay home. Downtown sidewalks and public spaces also have fewer pedestrians and visitors.

Questions have been raised about whether these near-term changes signal a more permanent shift which could reduce central city employment, new development and the need for new infrastructure.

Long Term Growth Trends for Cities

Economies and employment drive city growth. Many cities have grown in recent decades linked to diverse, multi-sector employment growth, concentrations of higher-education, health-care and research facilities, and the ability to support cultural institutions, and entertainment. Cities have leveraged the potential for jobs, recreation, and breadth of services available to retain and attract people and jobs. The most successful also have an unplanned dynamic of attracting successive waves of new and younger residents, from surrounding communities, neighboring states or globally.

Over the last decades, major corporations have moved back from suburbs and office parks to central cities to tap these resources, advance innovation, understand their customer bases, and recruit the next generation of leaders. The tech sector actively seeks urban settings in diverse, walkable, transit rich districts where you don't need a car. Life science and pharma business sectors have also gravitated to cities with diverse higher education, hospitals, and tech sectors to create innovations districts. Many of the world's largest technology firms have continued to emphasize shared employee spaces – from Apple's new 12,000 employee Silicon Valley headquarters and a new regional HQ in Austin, TX, to Amazon's HQ2 project. These trends have driven growth in Seattle, San Francisco, Portland, the Twin Cities, Chicago, Austin, Nashville, Pittsburgh, New York, and Boston.

New Ways of Working

The focus on cities has happened over a period when VPN, cloud systems, document sharing, email, text and smart phone technology has allowed highly mobile, flexible, and remote working. Many organizations have embraced this flexibility and reduced office square feet per employee and real estate footprints as a result. More recently, major social media and tech firms have made highly visible announcements regarding a full shift to remote working (Twitter) or a staged, managed and partial shift (Facebook) as an immediate response to the current pandemic situation.

Over the long term, organizations have found that employees most likely to succeed at working remotely are:

- Longer term employees.
- People who have worked with others at the main work site before.
- Employees with similar work styles.
- Access to high-end technology that helps workers collaborate.
- Deep skills using that technology.

In recent years and prior to the pandemic, IBM, Best Buy, Bank of America, Aetna and other corporations have curtailed remote working. The long-term organizational challenges of remote working include:

- Curating a shared-organizational culture over time as natural turnover leads to fewer people with a history of face-to-face relationships.
- Integration of new externally recruited senior leadership, and recruiting and retaining the next generation of junior and mid-level employees who will carry the organization into the future.
- Providing a forum for unstructured collaboration and innovation among colleagues who are in the same place.

- Maintaining understanding of organizational direction, particularly if new strategies are being applied.
- Effective supervision and productivity between middle managers and other staff.
- Employee isolation and dissatisfaction with absence of workplace relationships.

The current COVID-19 Pandemic bring these various trends into sharp relief, offering immediate flexibility and resilience. In the near-term significant modifications to how people work, whether at home or at their offices are inevitable. There are also extensive investigations into managing offices for when employees return, including flexible days, staggered start times, some level of remote working, and enhanced cleaning. Design solutions include increased desk spacing, temporary screens and others.

Rochester Growth Projections

In the near and medium term, there will be a wider economic impact as GDP falls, unemployment reaches historically high levels, and organizational and investor caution slow development markets. Predictions for the timing of resuming growth suggest the 3rd or 4th Quarter of 2020, but this will be from a reduced and negative GDP growth base, while some initial studies have suggested a recovery could take until the end of 2021.

This is a period of clear immediate impact and medium term uncertainty. The nature of the real estate recovery is also likely to be different, with new expectations that development should be more resilient to any future pandemic events.

In the long term, the fundamentals of diverse, urban, denser, mixed-use and multi-sector environments with strong cultural bases and high quality streets and public spaces will continue to attract national and global people, talent, and investment. Rochester has many assets in this regard, and this plan identifies how these can be amplified.

Given these factors, it is reasonable to carry a growth projection range, rather than a single number, for the long term. A lower demand range reducing total growth by 10% to 2040 is possible. All previous multi-decade forecasts have assumed business cycles which included periods of lower growth. This range reflects the possibility that two years of the overall growth projected to 2040 could be delayed until after this date.

Market Demand Range

	RESIDENTIAL	RETAIL	OFFICE	HOTEL
STUDY AREA DEMAND				
UPPER RANGE DEMAND	5,000,000 SF 3,250 units (Market Rate) 2,400 units (Affordable)	400,000 SF	932,000 SF	938,000 SF 1,705 keys
LOWER RANGE DEMAND	4,500,000 SF	360,000 SF	838,800 SF	844,200 SF
KNOWN DEVELOPMENT SITES	1,012,000 SF 794 rental units (Market Rate) 75 for-sale units (Market Rate) 255 units (Affordable)	72,500 SF	195,000 SF	546,700 SF 994 keys
REMAINING DEMAND TO BE ALLOCATED	4,073,000 SF 2,381 units (Market Rate) 2,145 units (Affordable)	327,500 SF	737,000 SF	391,300 SF 711 keys

Note: Projections address the area influenced by the Locally Preferred Alternative Phase One rapid transit route and a later phase extending south of Downtown.

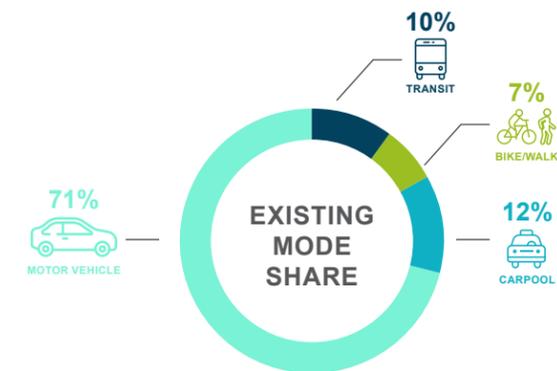
1.2 Achieving Rochester's Goals with a Shift to Transit

Projected Mode Shift

To accommodate future growth in jobs, homes, retail, and hotels Rochester aims to have 50% of commuter trips to downtown by modes other than single-occupant automobile by 2030. This includes transitioning the proportion of commuters arriving by transit from the current 10% to 30%.

This will be achieved by creating multimodal transit, walking and bike connections and a network of walkable streets linked to public spaces. New rapid transit will be a key component of this strategy. Enhanced passenger capacity will allow people to get to jobs in the Rochester's central city and prevent traffic congestion. Meeting these objectives will allow Rochester to accommodate projected employment, population, and housing growth, as identified by the DMC Master Plan and the City of Rochester Comprehensive Plan.

New rapid transit has the potential to add mobility options for residents, employees and businesses, guide future growth and development in a smart way, and enhance well-being. Alongside other initiatives, this will also help retain and attract a high-quality work-force because of the city's quality of place and life. It will also support transitioning land used solely for surface parking to better uses.

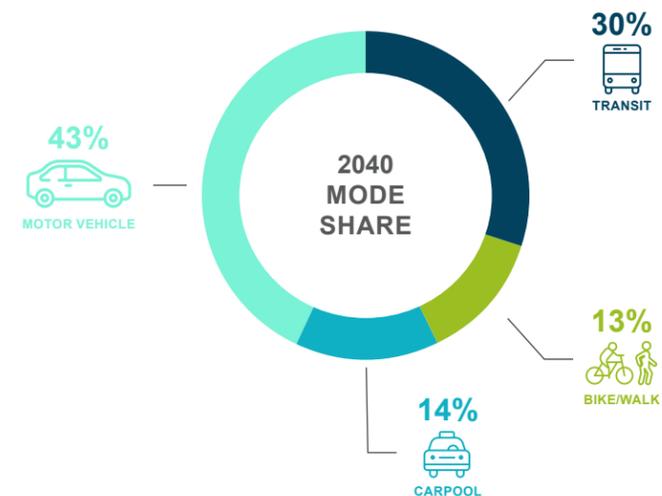


A New Rapid Transit System

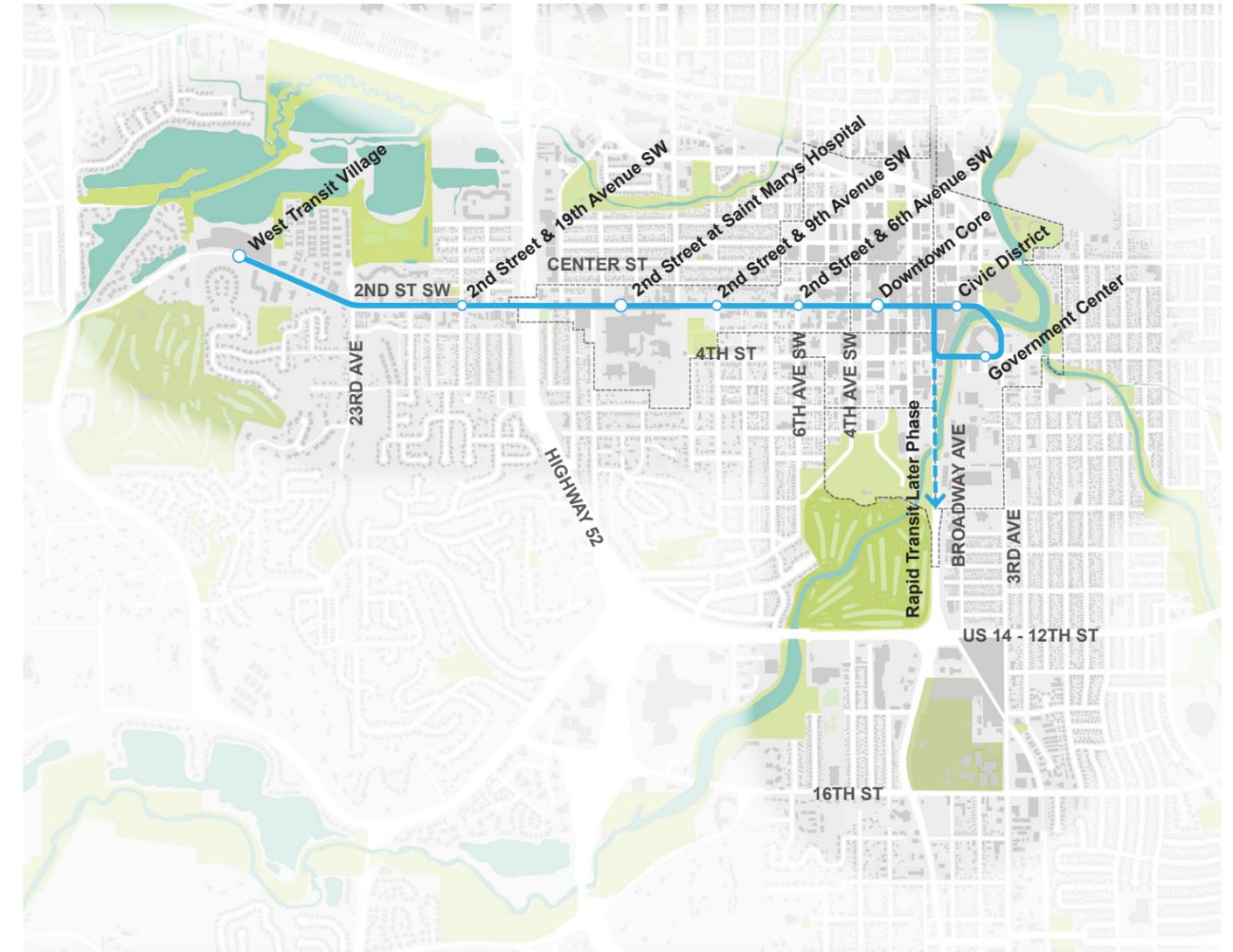
A new rapid transit route through Rochester's central city is proposed. Phase one of the route will run along 2nd Street SW from the site of the current Mayo west lot with a short loop south on 3rd Avenue SE, and west on 4th Street SE. This will connect major employment and visitor destinations at the Civic Center, Rochester City Hall and Olmsted County Government Center, downtown, Mayo Clinic, the Saint Marys Hospital Campus and a new transit village to the west of Highway 52. A later phase of the locally preferred alternative would extend the rapid transit system south to the East Transit Village at the Seneca Foods site.

The planned transit route will use bus rapid transit (BRT). This has larger bus vehicles that carry more people. It also has more frequent services, travels on city streets in dedicated lanes and has fewer stops than regular bus service. Together this offers a significant step up in passenger capacity and a reduction in journey times. More people can be carried to their destinations in less time.

This method of transportation effectively services several cities, including Los Angeles, Eugene, Oregon, Cleveland and Pittsburgh, and elsewhere around the world.



Proposed Rapid Transit Route



- RAPID TRANSIT STATIONS
- RAPID TRANSIT ROUTE
- DESTINATION MEDICAL CENTER

Rapid Transit Stations

Rapid transit stations will typically include platform heights aligned to bus floors for rapid entry, shelters with lighting and heating, fare pre-payment machines, and real-time departure information.

Rapid transit station spacing is planned at approximately one-quarter mile in higher density population and employment locations. This distance, an approximately 5-minute walk, is used to provide service to passengers while maintaining the travel time and service reliability benefits of bus rapid transit compared to regular local bus service. This shorter spacing between stations enhances access to the service for people around concentrated employment, education, retail, and entertainment locations. In denser areas, shorter station spacing also disperses higher rider volumes between stations for boarding efficiency.

Spacing of approximately one-half mile is used in areas with lower density housing population and employment. This spacing is used because research has found that people are willing to walk up to one-half mile to access high-quality transit and while maintaining the travel time and reliability benefits of wider station spacing.

New Rapid Transit Station Locations

The locations for new rapid transit stations have been identified based on a set of criteria across origins, destinations, people served, and links to other ways of moving around Rochester. Key criteria include:

- Does it serve a place where people want to go, whether for work, services or to get home?
- Is it easy to walk or bike to the station from nearby destinations?
- Does the station location work well for transit operations?
- Does the station fit well within the available public right-of-way?
- Does it fit into the surrounding development context?
- Does it support goals of other plans for high-quality future development?
- Does it support mode shift from cars to transit?

An extensive community engagement process engaged people in understanding how they moved around the transit corridor today and what transit station locations could help them in the future.

Based on this the following stations locations were defined for Phase one of the locally preferred alternative for the rapid transit route.

- A new West Transit Village at the Mayo West Parking Lot.
- 2nd Street & 19th Avenue SW.
- 2nd Street SW at Saint Marys Hospital.
- 2nd Street & 9th Avenue SW. (Installed as adjacent development occurs.)
- 2nd Street & 6th Avenue SW.
- A downtown core station.
- A civic district station at 2nd Street SE between 1st & 2nd Avenue SE.
- A government center station on 4th Street SE between the Zumbro River and 3rd Avenue SE.

Specific and detailed locations for station facilities will be resolved as part of the Engineering and Architecture phase of the project. A later phase of the locally preferred alternative would extend the rapid transit system south to the East Transit Village at the Seneca Foods site. Station locations will be defined as part of that process.



INDIANAPOLIS RED LINE CDM SMITH



CLEVELAND BRT WISCONSIN AEA



MINNEAPOLIS METRO C LINE HDR



JACKSON HOLE START BUS BRADLEY J. BONER



WASHINGTON DC CIRCULATOR JENNA FORTUNATI



GRAND RAPIDS SILVER LINE BRT HDR

1.3 Community and Stakeholder Aspirations

The Engagement Process

Three rounds of community and stakeholder engagement were held as this plan was created.

Phase 1 – Visioning (November 2019).

This phase of engagement solicited community ideas for the future of the rapid transit station areas.

Phase 2 – Station Area Plans (April 2020).

The second phase involved the community in guiding and providing input on connectivity frameworks, station locations and development concepts.

Phase 3 – Station Area Concepts (June 2020).

The final phase included presentation to the community of concept designs for the rapid transit station areas, including connectivity, public realm and future development.

Initial community engagement activities included:

- Exhibitions
- Town hall meetings
- Map your route activities
- In person and online surveys

Later community engagement activities pivoted to an online process in response to Covid-19 social distancing requirements. Methods included on-line interactive webinars, direct engagement with on-line plans, and on-line surveys. Email and voicemail routes for comment were also provided. All methods were promoted via TV, radio and print media and on the City of Rochester website.



Key Themes

All events and activities were promoted via leading local organizations including the Downtown Alliance, Chamber of Commerce, RNeighbors and the Rochester Diversity Council.

In addition, meetings were held with stakeholder groups during each Phase of the project to review progress and plan proposals. This included:

- Destination Medical Center
- Mayo Clinic
- Rochester Downtown Alliance
- Rochester Chamber of Commerce
- RNeighbors
- Rochester Diversity Council
- Coalition for Rochester Area Housing

A set of primary themes emerged across multiple engagement rounds and techniques used.

- **A vibrant downtown.** It is important to have a vibrant downtown, with more amenities, retail and destinations for residents.
- **Allow smart downtown expansion.** There is support for downtown expansion, with carefully managed heights and densities for new development to allow it to transition to surrounding neighborhoods.
- **Focus areas of housing and retail.** Support new housing, retail and services close to rapid transit stations.
- **Provide amenities near transit stations.** Provide amenities such as convenience retail, personal services, café/dining services, and daycare should be located near transit stations.
- **Offer housing options.** Meet the needs of a range of residents by income, job type and age.
- **Support family-oriented communities.** Existing neighborhoods are valued by residents as places to live and raise families. There is a perception that rental housing and short-term rents are increasing prices and reducing housing availability for long-term residents.
- **Facilitate sustainable development.** Residents called for development along the transit corridor to be environmentally sustainable.
- **Accommodate all transportation modes.** Traffic and transportation will need to be managed if growth is to be accommodated – there is a risk of future traffic congestion. Community members also indicated the rapid transit line should:
 - **Be high-quality.** Rapid transit needs to be accessible, easy to use, and aesthetically pleasing.
 - **Have well-designed station areas.** Consider the design of station areas – how they will function and who they will serve.
 - **Locate station areas to access amenities and parking nodes.** Station areas should be located near key amenities and be accessible to park-and-ride lots.
 - **Context-sensitive transit.** Rochester is a winter city, and transit and development should reflect this and emphasize the comfort of people using downtown.
 - **Walkability.** Improve the downtown pedestrian experience. More people need to be drawn to the streets.

- **Expand the bicycle network of separated facilities.** There is interest in ensuring existing bicycle paths are connected to the transit stations, new separated bikeway facilities be installed, and that bicycle storage is available for commuters.
- **Ensure ADA functionality.** The rapid transit system should include heated bus shelters, snow removal, boarding cycles, and station location access points.
- **Enhance Streetscapes.** Extend sidewalk, landscape, lighting and storm-water management best practices previously applied on 2nd Street SW blocks.
- **Increase public open space and green space.** There is support for a range of open spaces close to where people live and work. These can vary in scale, and have a variety of activation and programmatic approaches.
- **Ensure ADA functionality.** Streets and public spaces must consider the needs of the mobility, visual and hearing impaired.



SIGNAGE LOCATED AT FUTURE STATION LOCATIONS DURING PHASE THREE OF COMMUNITY ENGAGEMENT

Future Rapid Transit Station

The high-amenity rapid transit station and its nearby land uses are being planned. Implementation of the transit project is anticipated in 2025.

Learn more and provide input at rochestermn.gov/RochesterTOD

New Rapid Transit for a Growing, Equitable Rochester

PHASE TWO ONLINE OPEN HOUSE INVITATION

New Rapid Transit for a Growing, Equitable Rochester

Online Open House Webinar Series

2nd Street SW Corridor Station Area Plans
April 16th 6 - 7 pm

PART 1: PROJECT INTRODUCTION

NEW RAPID TRANSIT FOR A GROWING, EQUITABLE ROCHESTER PHASE TWO COMMUNITY ENGAGEMENT

The City of Rochester, MN

PHASE TWO ONLINE OPEN HOUSE WEB PAGES

COLLECTION

NEW RAPID TRANSIT FOR A GROWING, EQUITABLE ROCHESTER

Phase Two Community Engagement Online "Open House" and Survey

PART 1: PROJECT INTRODUCTION

PART 2: 2ND STREET SW WEST OF HIGHWAY 52

PART 3: 2ND STREET SW EAST OF HIGHWAY 52

PART 4: SOUTH BROADWAY AVENUE

STAY INVOLVED!

[Get started](#)

WEST GATEWAY INTRO STATION AREA PLANS EXAMPLES IMAGES CONTENT LINKS

2nd Street SW West of Highway 52

Building Heights

Taller buildings around the 2nd Street SW & 15th Avenue Station.

Taller buildings closer to Highway 52.

PHASE THREE WEBINAR SESSION

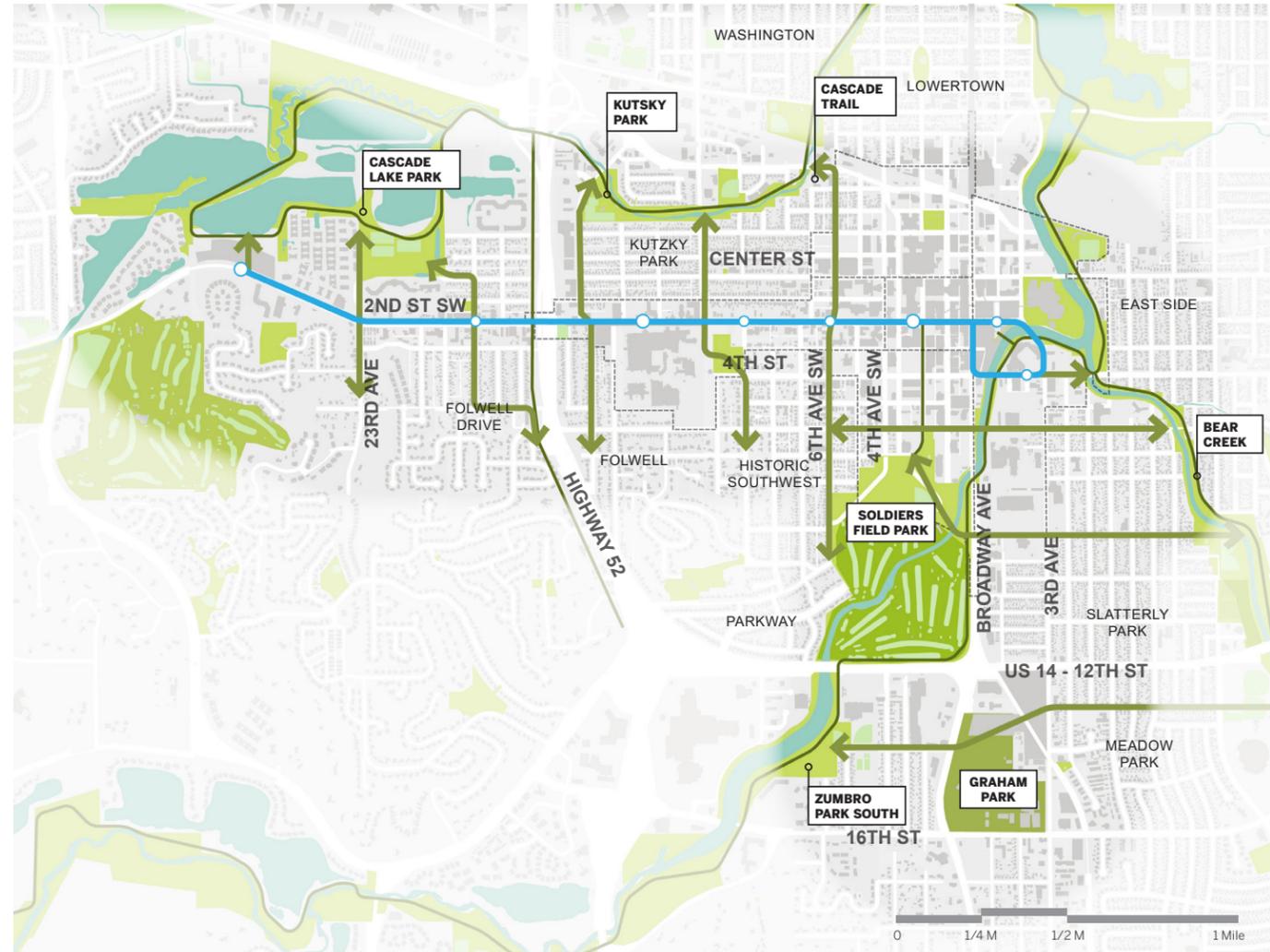
NEW RAPID TRANSIT FOR A GROWING, EQUITABLE ROCHESTER

TRANSIT-ORIENTED DEVELOPMENT PLANNING STUDY

Phase 3 Public Engagement

JUNE 2020

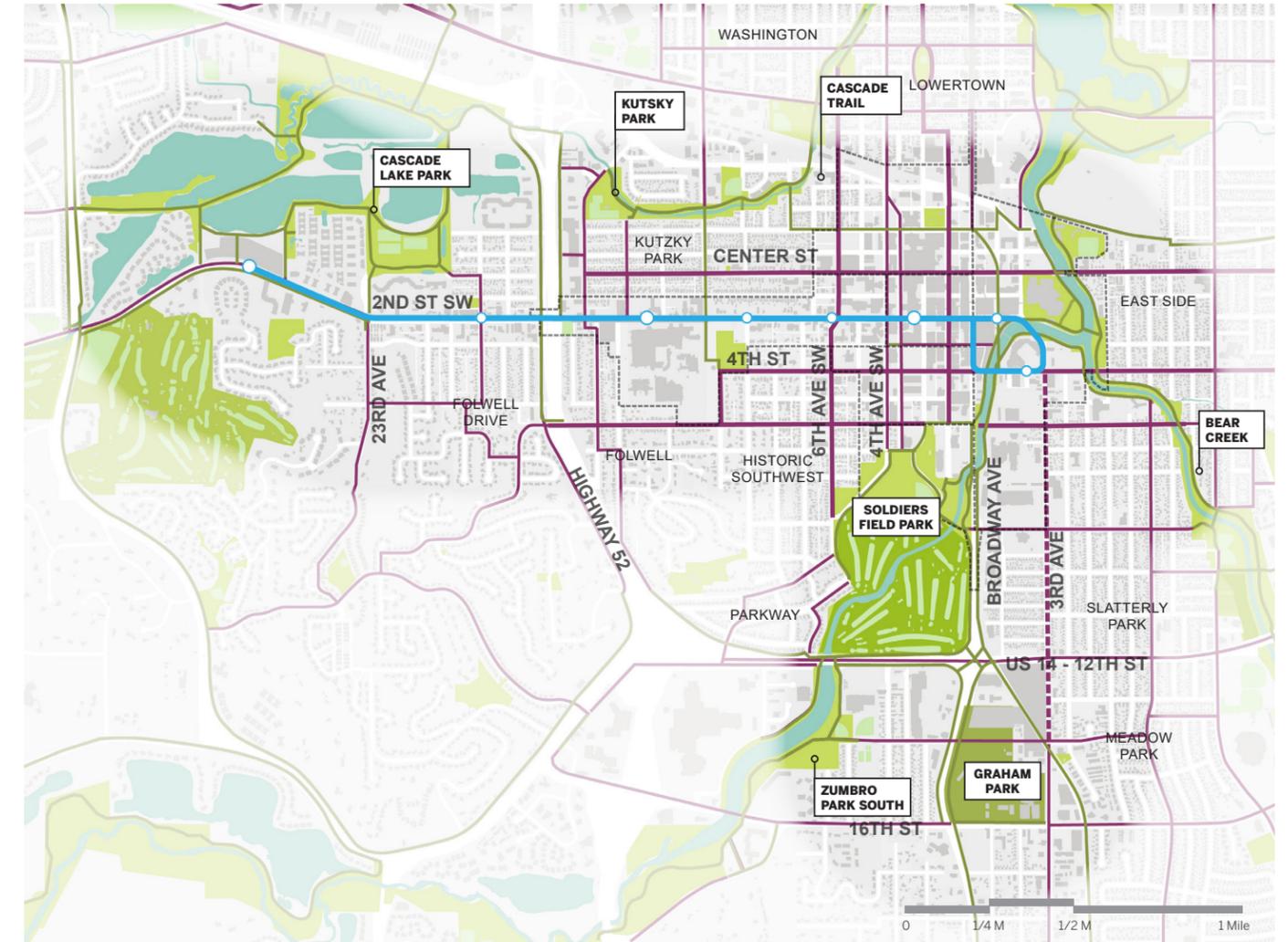
1.4 A Vision for Rochester Transit-Oriented Development (TOD)



Prioritize Well-being

Rochester is a city with large regional open spaces such as Cascade Lake, Soldiers Field, and Kutzky Park. They are connected by river and creek corridors, creating a green and blue network, and larger recreation loops for residents. Rapid transit will be used to connect neighborhoods and regional open spaces and enhance access to waterfronts. Rapid transit and enhanced streetscape, public realm, and a network of smaller public spaces will encourage walking as a first choice.

-  ENHANCED LINKS
-  EXISTING AND PROPOSED MULTI-USE PATH
-  RAPID TRANSIT ROUTE
-  DESTINATION MEDICAL CENTER



Enhance Mobility Options

Rochester is a city with multiple modes of transport. It offers car, bus, bike and pedestrian links. It has had a strong car emphasis, and this is reflected in substantial parking provision in and around the downtown core.

New rapid transit service will increase travel options for residents, workers, and visitors. It will also connect neighborhoods across Rochester's central city and neighborhoods. The phase one route and stations will intersect with current and future bike routes. Bike routes will be extended, and streetscapes extended, and public realm upgraded to enhance the mobility network overall. This is an approach that will be continued as part of a later phase of the Locally Preferred Alternative, extending south.

-  EXISTING AND PROPOSED ON-STREET BIKEWAY
-  EXISTING AND PROPOSED MULTI-USE PATH
-  RAPID TRANSIT ROUTE
-  DESTINATION MEDICAL CENTER

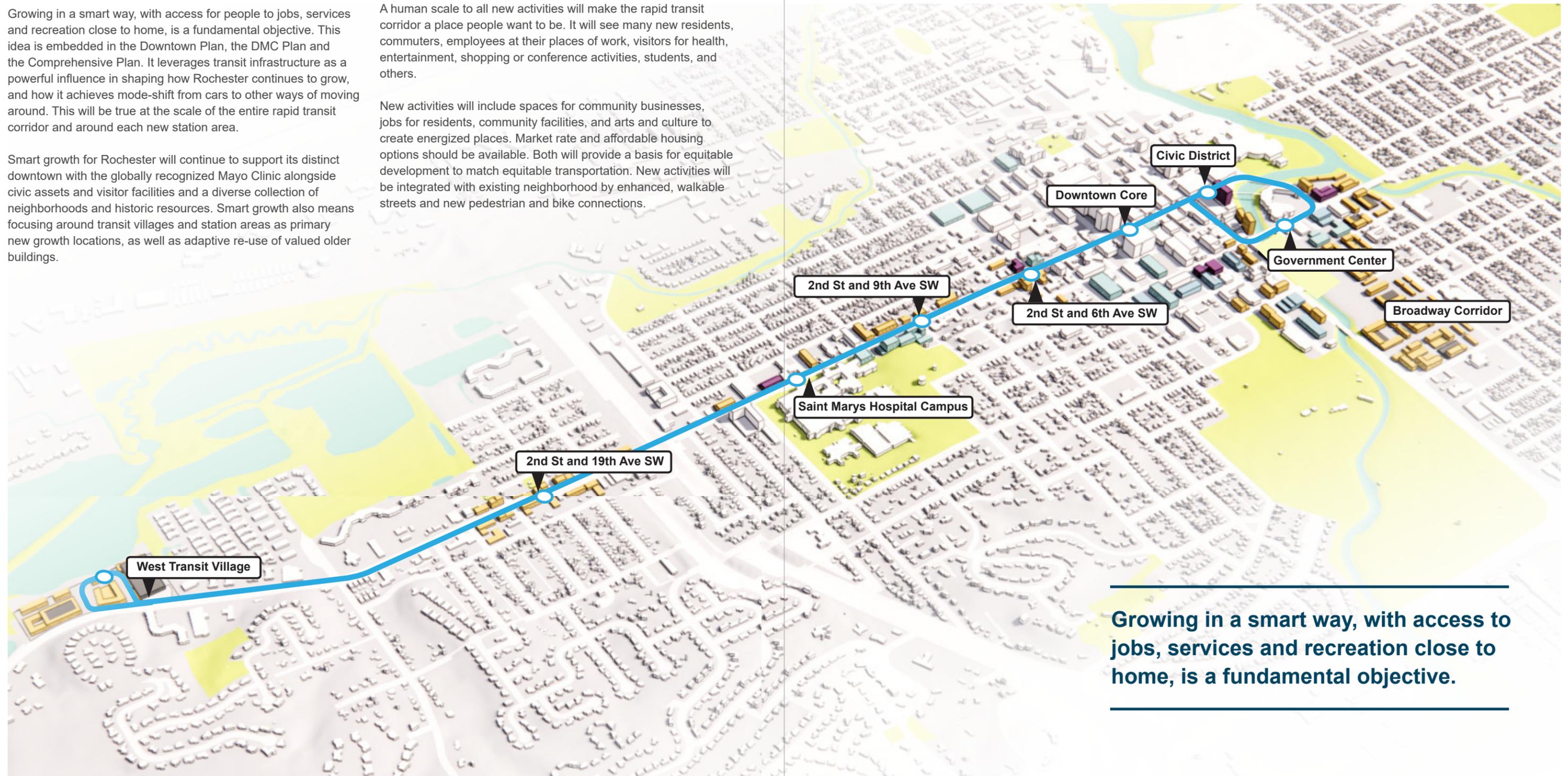
Guide Smart Growth

Growing in a smart way, with access for people to jobs, services and recreation close to home, is a fundamental objective. This idea is embedded in the Downtown Plan, the DMC Plan and the Comprehensive Plan. It leverages transit infrastructure as a powerful influence in shaping how Rochester continues to grow, and how it achieves mode-shift from cars to other ways of moving around. This will be true at the scale of the entire rapid transit corridor and around each new station area.

Smart growth for Rochester will continue to support its distinct downtown with the globally recognized Mayo Clinic alongside civic assets and visitor facilities and a diverse collection of neighborhoods and historic resources. Smart growth also means focusing around transit villages and station areas as primary new growth locations, as well as adaptive re-use of valued older buildings.

A human scale to all new activities will make the rapid transit corridor a place people want to be. It will see many new residents, commuters, employees at their places of work, visitors for health, entertainment, shopping or conference activities, students, and others.

New activities will include spaces for community businesses, jobs for residents, community facilities, and arts and culture to create energized places. Market rate and affordable housing options should be available. Both will provide a basis for equitable development to match equitable transportation. New activities will be integrated with existing neighborhood by enhanced, walkable streets and new pedestrian and bike connections.



Growing in a smart way, with access to jobs, services and recreation close to home, is a fundamental objective.

Three Corridor Segments

The rapid transit corridor is organized into three districts to address linked station areas and their shared street, bike and trail connections, open spaces, waterfront, and future development holistically. Within these, this plan addresses new development, station facilities, connectivity and public realm change at the human scale.

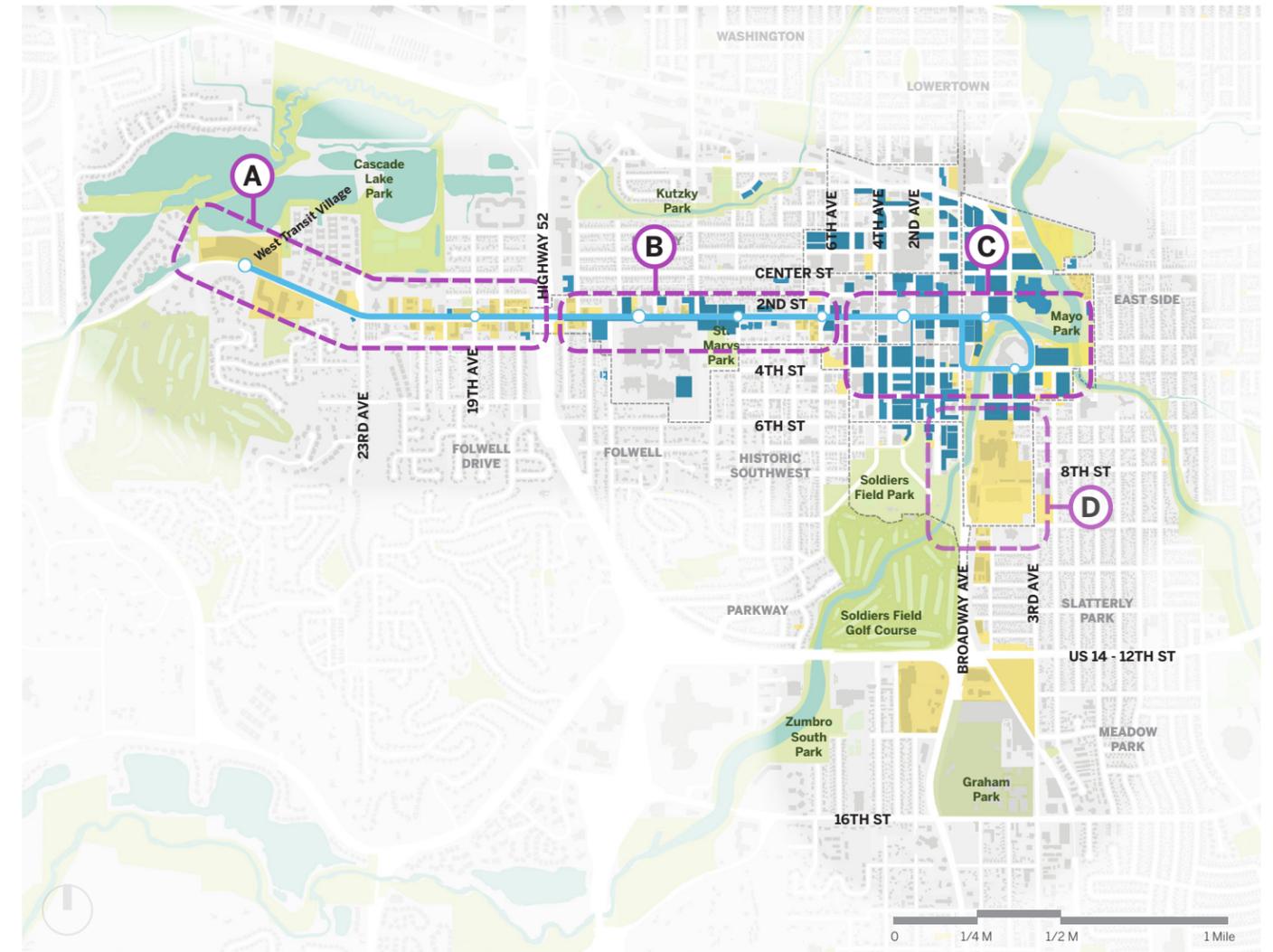
A The West Gateway
 West of Highway 52 on 2nd Street SW, this will become an activated urban corridor, with new connections, public spaces, homes, retail services around rapid transit stations. It will also become a new point of arrival for commuters and visitors, with a new transit village at the Mayo Clinic west lot. New rapid transit stations will be located at the West Transit Village and on 2nd Street at 19th Avenue SW.

B The City Corridor
 East of Highway 52 on 2nd Street SW to 6th Avenue SW, will become a diverse city-scale corridor, with enhanced connections between downtown and a growing Saint Marys Hospital Campus. Our downtowns and central business districts are evolving into diverse central cities, where people live, shop, visit, and play in addition to work. New transit will accelerate this evolution for 2nd Street SW. New rapid transit stations will be located on 2nd Street SW at the historic entrance to Saint Marys Hospital, at 9th Avenue SW, and 6th Avenue SW.

C The Downtown Core
 This encompasses Mayo Clinic anchor facilities, the downtown retail district, the civic and arts centers, a variety of historic resources, the Government Complex, the University of Minnesota Rochester and the emerging innovation district at Discovery Square. This is Rochester's highest density of jobs, services, hotels, and institutions. It also includes neighborhoods many people call home. The Downtown Core will include three rapid transit stations on a street loop at 2nd Street SW close to the Mayo Building, 2nd Street SW between 1st and 2nd Avenues SE, and 4th Street SE between the Zumbro River and 3rd Avenue SE.

D Downtown Southeast Waterfront
 Subject to future Small Area Plan starting in the summer of 2020.

Three Corridor Segments



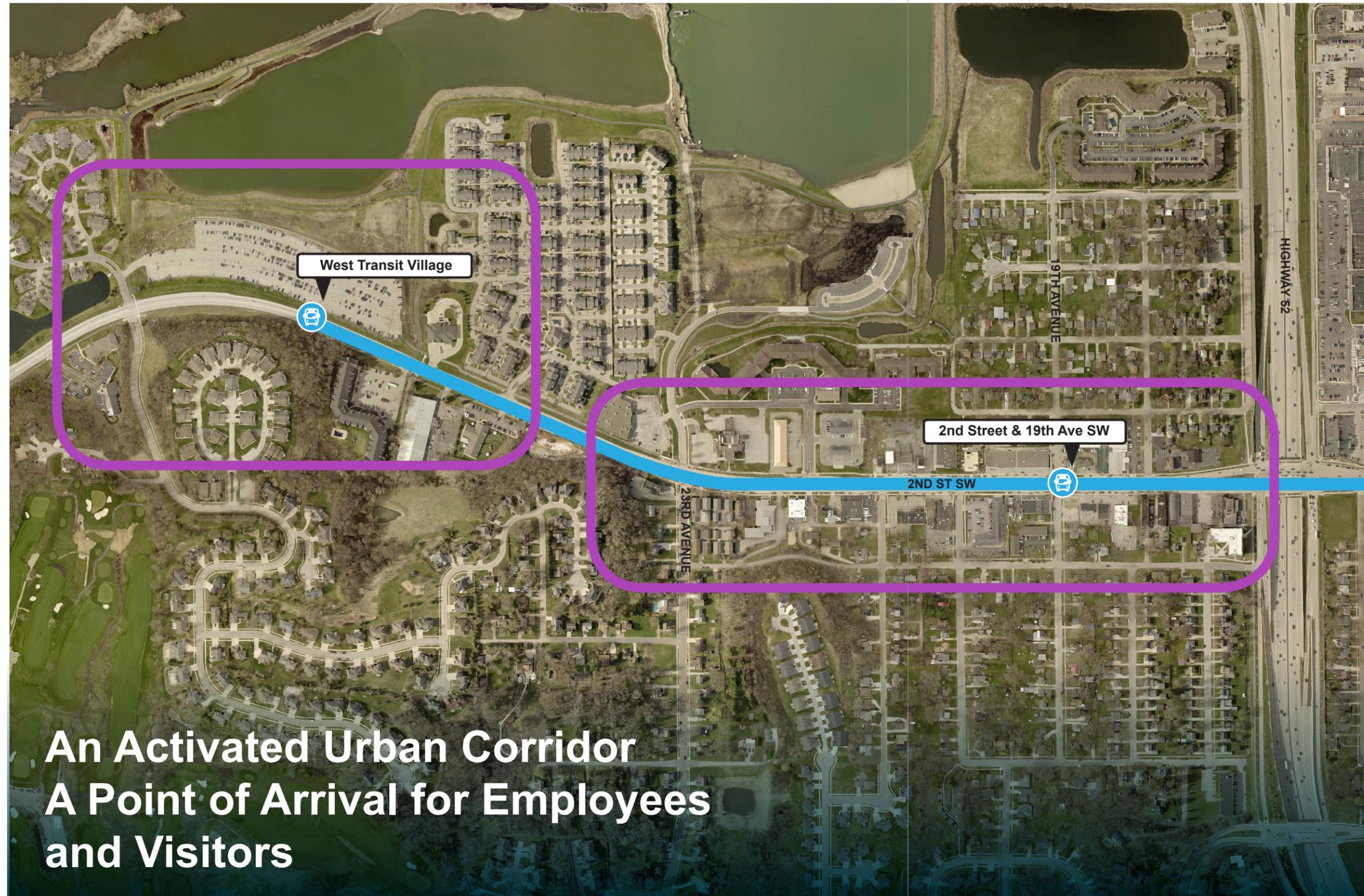
- TOD-IDENTIFIED OPPORTUNITY SITES
- DESTINATION MEDICAL CENTER-IDENTIFIED OPPORTUNITY SITES
- RAPID TRANSIT ROUTE
- DESTINATION MEDICAL CENTER

2

THE TRANSIT-ORIENTED DEVELOPMENT PLAN



2.1 The West Gateway



Transit Corridor Future

West of Highway 52 on 2nd Street SW will become an activated urban corridor, with new connections, public spaces, homes, and retail services around rapid transit stations. It will also become a new point of arrival for commuters and visitors, with a new transit village at the Mayo Clinic west lot. New rapid transit stations will be located at the West Transit Village and on 2nd Street SW at 19th Avenue SW.

Bike routes will be enhanced and sidewalks extended or improved, creating a more connected corridor and enhancing access to open spaces and the Cascade Lake Loop trail and other trails beyond. Links to rapid transit station locations will be added or strengthened.

The 2nd Street streetscape will be extended west from 23rd Avenue to create a walkable, bikeable, landscaped and well-lit street. Traffic speeds will be reduced.

The West Gateway will offer new homes, new retail, enhanced services, and new employment across a collection of opportunity sites. Opportunity sites include vacant sites, surface parking lots, and lower density uses that could reorganize into new developments by 2040. Redevelopment will be driven by owner choices and is not mandated.

District Connectivity



- EXISTING BUS ROUTES
- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH
- RAPID TRANSIT ROUTE

Pedestrian Connectivity Enhancements

Some streets in the West Gateway area were developed without sidewalks. This is particularly true of the residential areas adjacent the 2nd Street and 19th Avenue station.

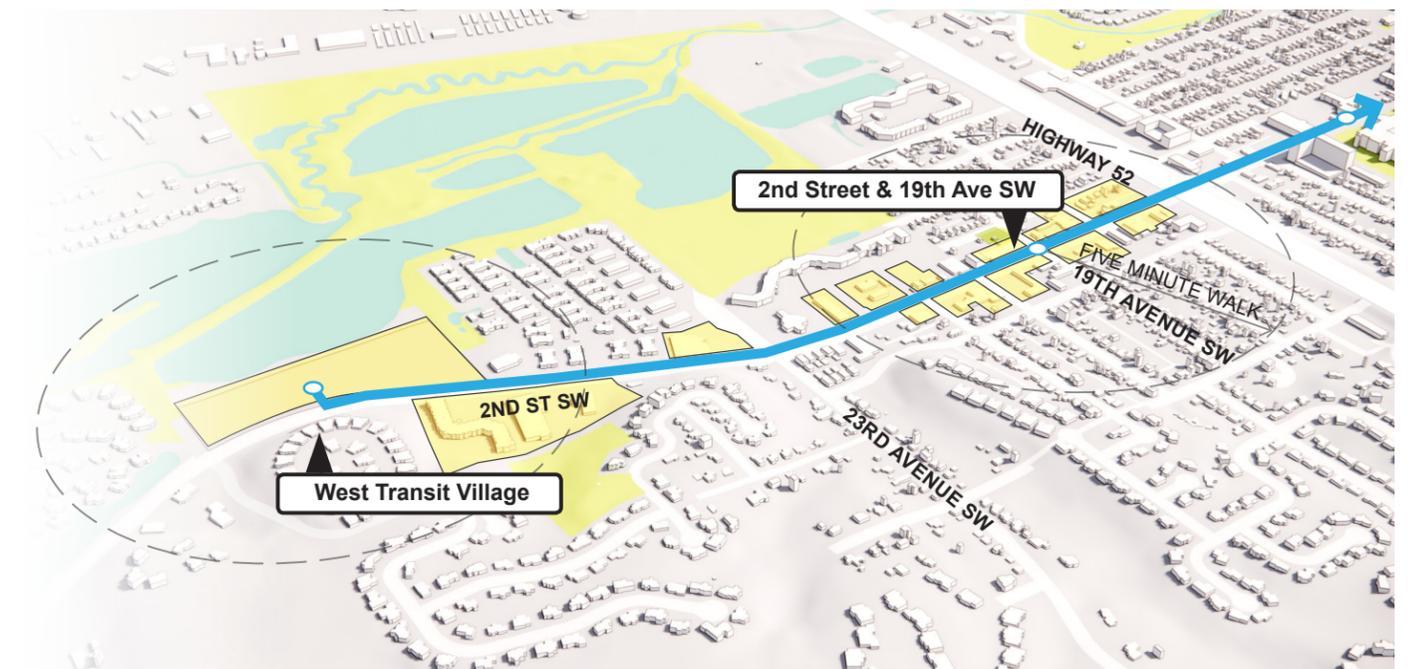
It is recommended that a new sidewalk network be added at the West Transit Village, gaps in the sidewalk and multi-use path network be closed and safety be enhanced.

Key recommendations include:

- Multi-use path connections from adjacent residential areas to the Cascade Lake trail system to provide quick and convenient access to the West Transit Village.

- Multi-use path through the West Transit Village to provide a connection from the Cascade Lake Trail system to the transit platform and to an existing multi-use path along 2nd Street SW.
- Multi-use path along the east side of West Circle Drive to minimize crossings of this high traffic volume roadway.
- Sidewalks on both sides of the street throughout the West Transit Village.
- Pedestrian facilities on both sides of the street and pedestrian-scaled lighting along 2nd Street and 19th Avenue W/SW.
- Sidewalks on one side of the street for other neighborhood streets that provide connections to 2nd Street SW.

Opportunity Sites



- TOD-IDENTIFIED OPPORTUNITY SITES
- RAPID TRANSIT ROUTE

Cycling Enhancements

In the West Gateway, a bikeway connection is proposed between the 2nd Street SW and 19th Avenue SW rapid transit station and Cascade Lake Park, which in turn, provide broader regional connections to the Douglas State Trail and the Cascade Creek regional trail.

Extending south from the 2nd Street and 19th Avenue SW station, proposed bikeways provide connections to:

- The 6th Avenue SW crossing of Highway 52
- The Apache Mall commercial district and Zumbro River regional trail
- West Circle Drive

Opportunity Sites

Opportunity sites are locations with both nearer and long term potential. This includes vacant land, surface parking lots and older, low-density uses likely to see change in the next 20 years. As new development occurs at Opportunity Sites, many existing, active buildings are anticipated to remain in the area.

2.1.1 The West Transit Village

Guiding Themes

1. A Mixed-Use Transit Village



2. Landscaped Streets for Walking, Biking and Transit



3. New Homes for Rochester Residents



4. Mixed-Use Buildings with Active Ground Floors



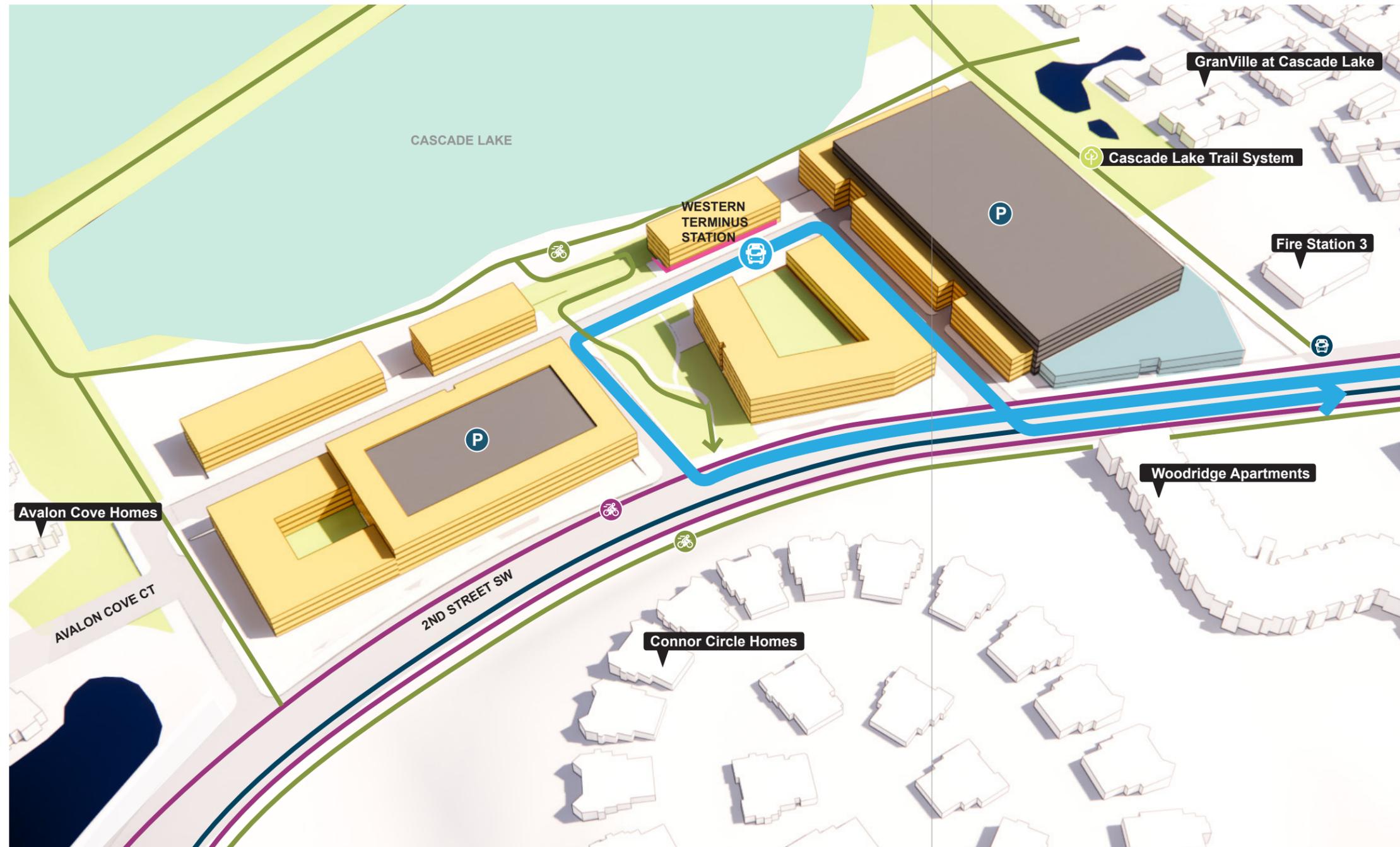
Existing Conditions and Previous Plans at the Proposed Station



-  RAPID TRANSIT STATION
-  RAPID TRANSIT ROUTE
-  EXISTING AND PLANNED ON-STREET BIKEWAY
-  EXISTING AND PLANNED MULTI-USE PATH
-  TOD-IDENTIFIED OPPORTUNITY SITES

West Transit Village Station Area Concept

View to Northeast



Development Approach

The West Transit Village will have places for people to live, retail, and services to meet local and commuter needs and landscaped streets for people to walk bike and connect to transit. A new framework of two-way, public streets will be created on site and the character of 2nd St SW will be transformed reflecting the streetscape east on 2nd Street SW. All streets will be comfortable for pedestrians and bicyclists, offering generous sidewalks, street trees and landscaping and pedestrian-scaled street lights.

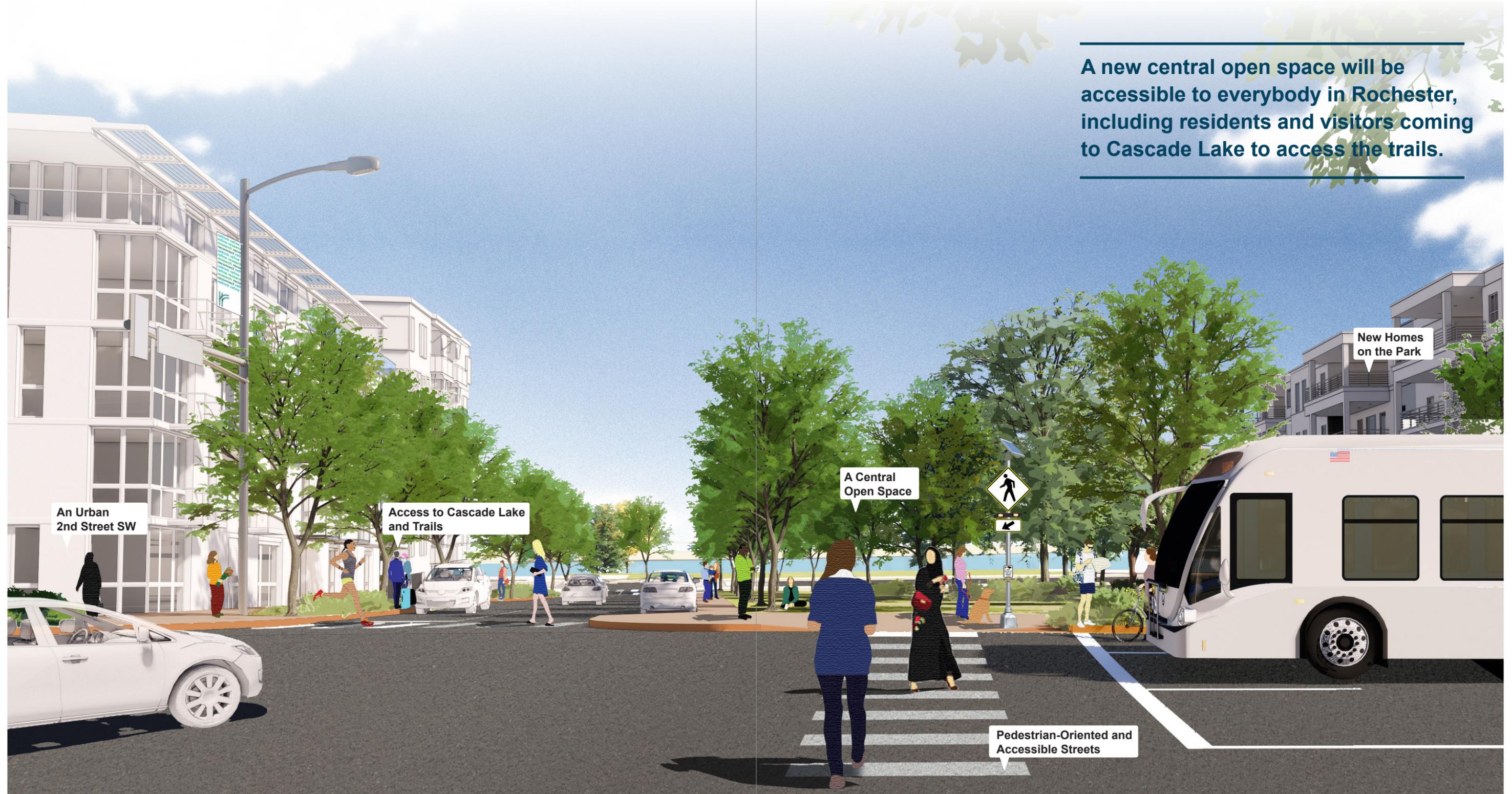
New homes will be provided in stand-alone buildings and attached to and wrapping parking structures. There will be a new employee and Mayo Clinic visitor parking structure at the east, and parking resources for residents and public parking for visitors elsewhere. Retail will be located at the rapid transit station where it will be supported by commuters. Close to the new open space and Cascade Lake Trail this retail will also be supported by residents and visitors. There is the potential for retail, local office or services addressing 2nd Street SW at the east. Buildings will be placed to create high-quality streets throughout and heights will be stepped down from 2nd Street SW to Cascade Lake.

Development Potential

	Uses	Homes	Gross Square Footage
Residential		485	534,000
Retail			20,000
Mayo Clinic/Health Care			0
Office			35,000
Hotel			0
TOTAL		485	589,000

- MIXED-USE RESIDENTIAL
- RETAIL
- OFFICE
- RAPID TRANSIT ROUTE
- EXISTING BUS ROUTE
- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH

The West Transit Village Looking South Across 2nd Street SW



A new central open space will be accessible to everybody in Rochester, including residents and visitors coming to Cascade Lake to access the trails.

West Transit Village Connectivity and Public Realm

Stronger Connectivity

A rapid transit station will be located on the new street framework, close to a new employee parking facility. A short loop will efficiently circulate rapid transit through the site in a clockwise direction and arrive onto 2nd Street SW via a transit priority traffic signal for the trip to downtown. Three points of access at 2nd Street SW will provide a resilient framework and allow traffic dispersal, managing traffic loads.

The West Transit Village public realm will encourage and support walking and biking through the transit village on a daily basis, and rapid transit access for residents, commuters and visitors.

- The station platform is envisioned to be in the heart of the West Transit Village with convenient connections to retail, residential and commuter parking.
- Areas adjacent to the platform will provide bike storage and will stage shared mobility vehicles, such as motorized scooters.
- New streets will provide generous sidewalks on both sides of the streets. Street trees will line the streets to provide shade and buffer pedestrians from vehicular traffic.
- Pedestrian-scaled streetlights will line the streets to improve pedestrian comfort and sense of safety.
- Rapid transit specific signage will be added to direct visitors, employees and residents to the rapid transit station.
- ADA compliant curbs at intersections, raised crosswalks and level boarding from curb to vehicle at station platforms will enhance access.
- The new streets will also incorporate sustainability practices by harvesting stormwater runoff and using it to irrigate new street trees.

2nd Street SW east of 23rd Avenue SW currently has a more urban character with the roadway having a posted speed limit of 30 mph, curb and gutter, and enhanced streetscaping. The highway and public realm concept envisions the extension of this urban character out to the West Transit Village.

- New buildings in the West Transit Village will be brought closer to the street right-of-way to help define the street as a public realm space.
- A 10-foot sidewalk is proposed on the north side of the roadway, consistent with TOD Corridor zoning.
- Overhead utilities poles along the north side of the street are proposed to be buried.
- Consistent with TOD Corridor zoning, sidewalks should be separated from the roadway with a five-foot (minimum) landscaped zone between the curb and the sidewalk.

- To the extent feasible, this landscaped zone should include street trees and pedestrian-scaled lighting to enhance aesthetics, comfort and pedestrian safety.
- Buffered bike lanes are proposed along 2nd Street SW to provide more space between the bicyclists and motor vehicles, enhancing cyclist comfort and safety. The existing multi-use path along the south side of the roadway is proposed to remain and widened to a 10-foot width where feasible.

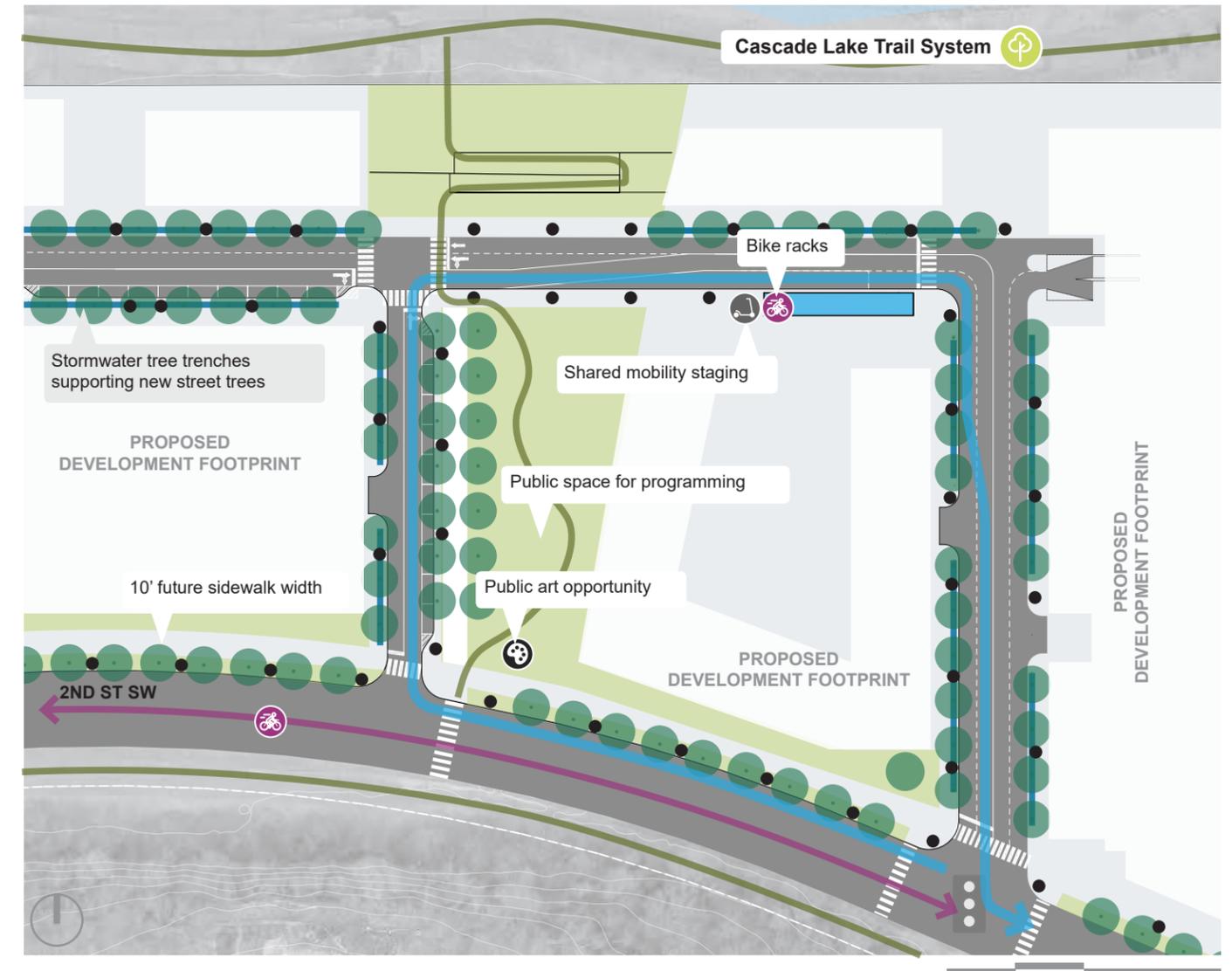
Enhanced Public Realm

A new central open space will be accessible to everybody in Rochester, including residents and visitors coming to Cascade Lake to access the trails. This open space will provide a clear view through to Cascade Lake from 2nd Street SW to draw people in, and offer a connection from new sidewalks and bicycle facilities on 2nd Street SW.

The central open space will be the primary gathering space and gateway into the district for residents, commuters, and visitors. Activities could include movable tables and chairs to sit in the sun or shade, enjoy food from adjacent retail or food cart/trucks in public or patio areas, play a table or lawn game, park and repair your bike, rent a bike to take on the Cascade Lake Trail, enjoy a live performance, engage with public art, enjoy winter activities like an open air fire, lighting displays or a food market.

The promenade down to Cascade Lake will be a link between the transit village and the Cascade Lake Trail System, serving residents and visitors. People will be able to get information on trail routes, transit, and places to visit; park and fix bikes, rent ice skates, bikes, and roller blades, enjoy a performance on the natural amphitheater created by the grade change, or enjoy a warming hut for an ice rink in winter time.

Station Area Connectivity and Public Realm



CONNECTIVITY

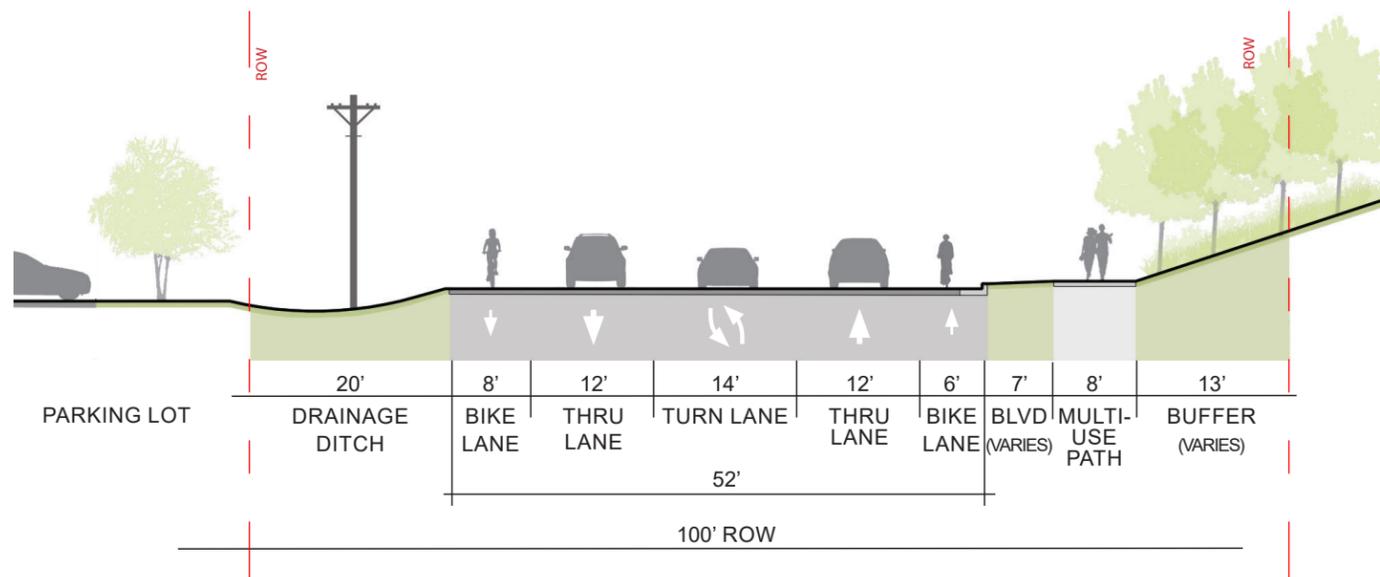
- RAPID TRANSIT STATION PLATFORM
- RAPID TRANSIT ROUTE
- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH
- PROPOSED PEDESTRIAN LIGHT

PUBLIC REALM

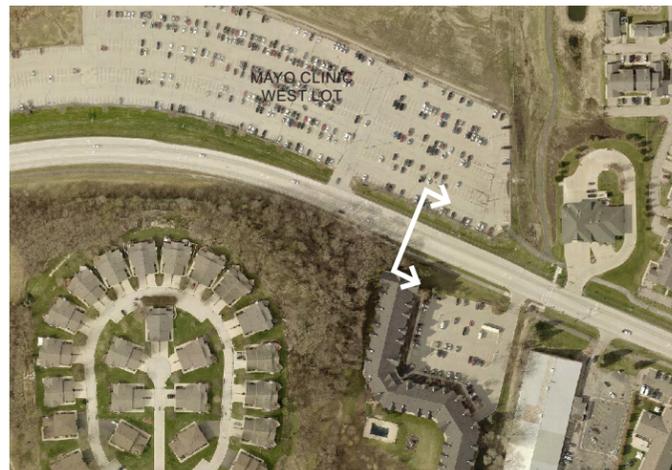
- PARK / OPEN SPACE
- PLANTING
- POTENTIAL PLAZA
- POTENTIAL STORMWATER TREATMENT
- PROPOSED STREET TREE

2nd Street at the West Transit Village Street Section

Existing Section

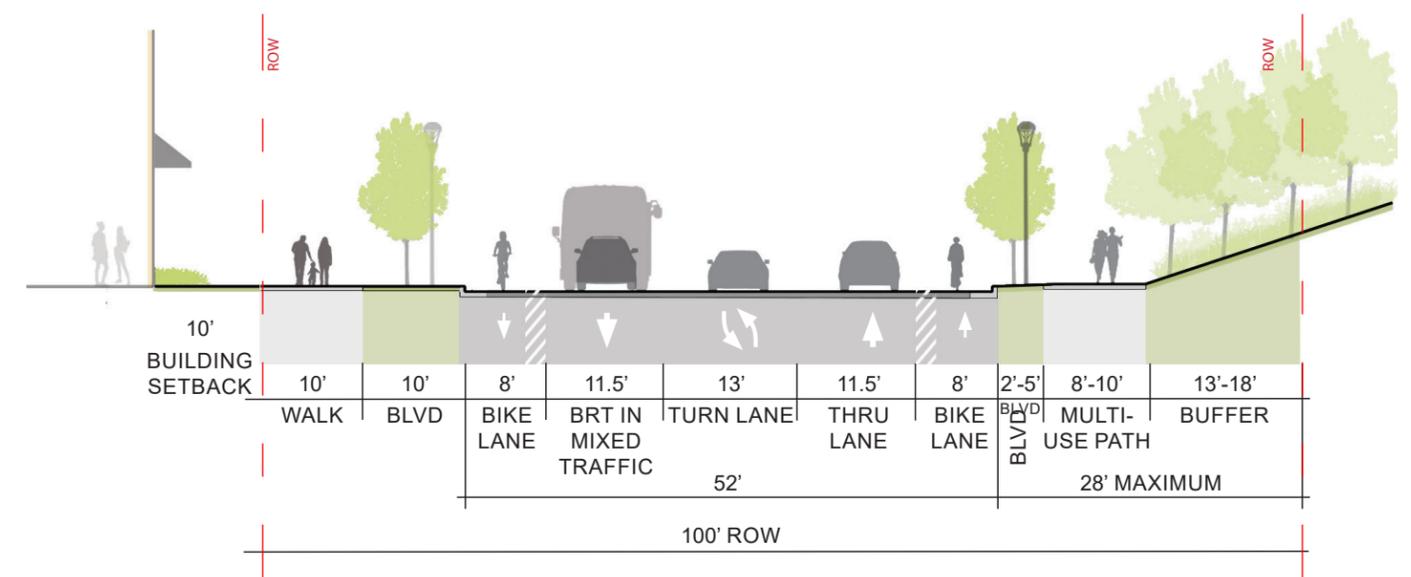


Section Location



- Overhead utility poles (north side)
- Drainage ditch (north side)
- Curb & gutter (south side)
- Highway character, 45 MPH
- Narrow bike lane (south side)
- Multi-use path (south side)

Proposed Section with Rapid Transit



- Urban streetscape character (north side)
- Walkable streets
- Pedestrian scaled street lighting
- Enhanced landscape
- Buried utilities (north side)
- Urban roadway, reduced speeds
- Buffered bike lanes
- Widened multi use trail (south side)

2.1.2 The Community Hub

Guiding Themes: 2nd Street & 19th Avenue SW Station

1. A Transit-Oriented Development



2. A Community Hub



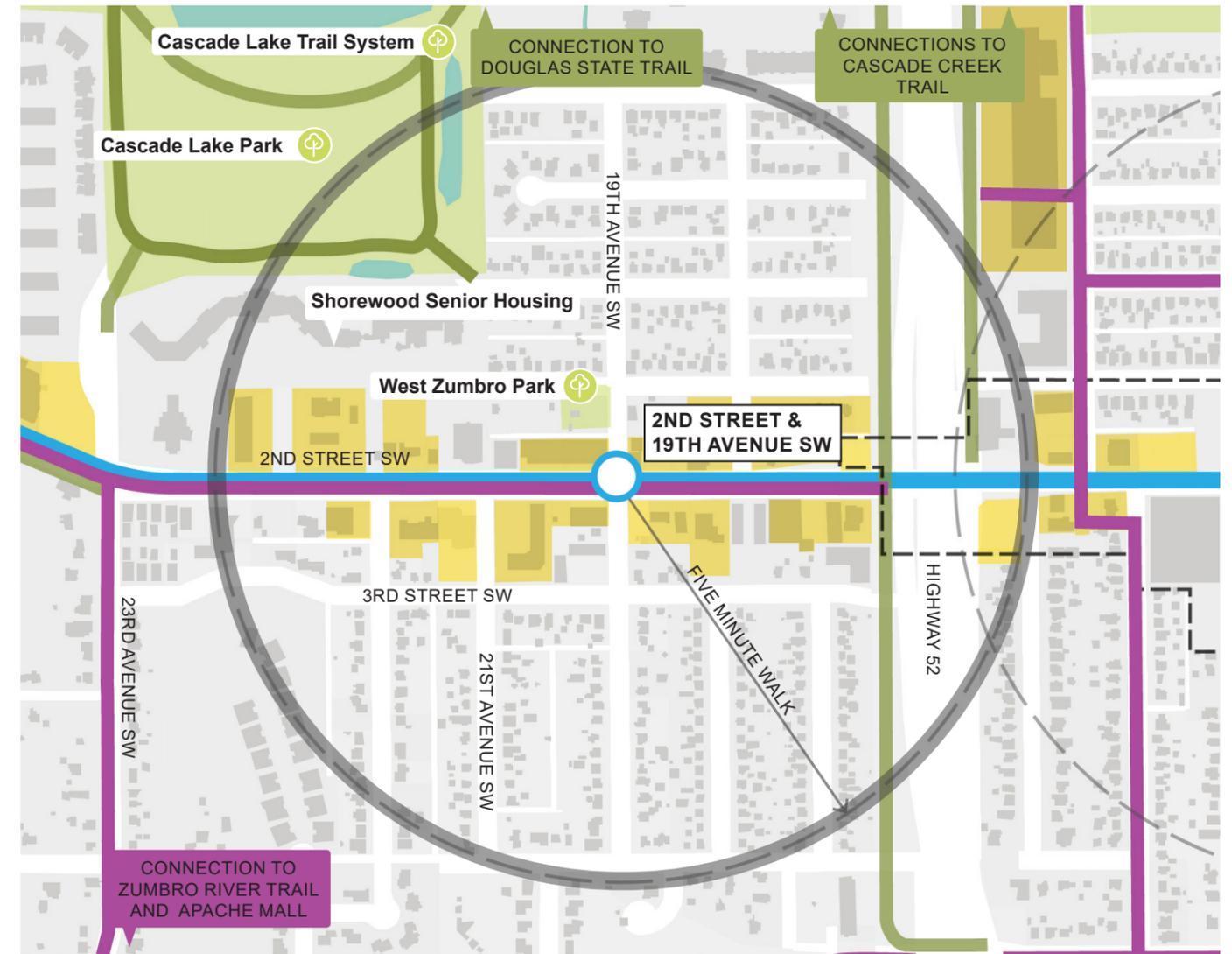
3. Mixed-Use Buildings with Active Ground Floors



4. Enhanced Streetscape and Public Realm



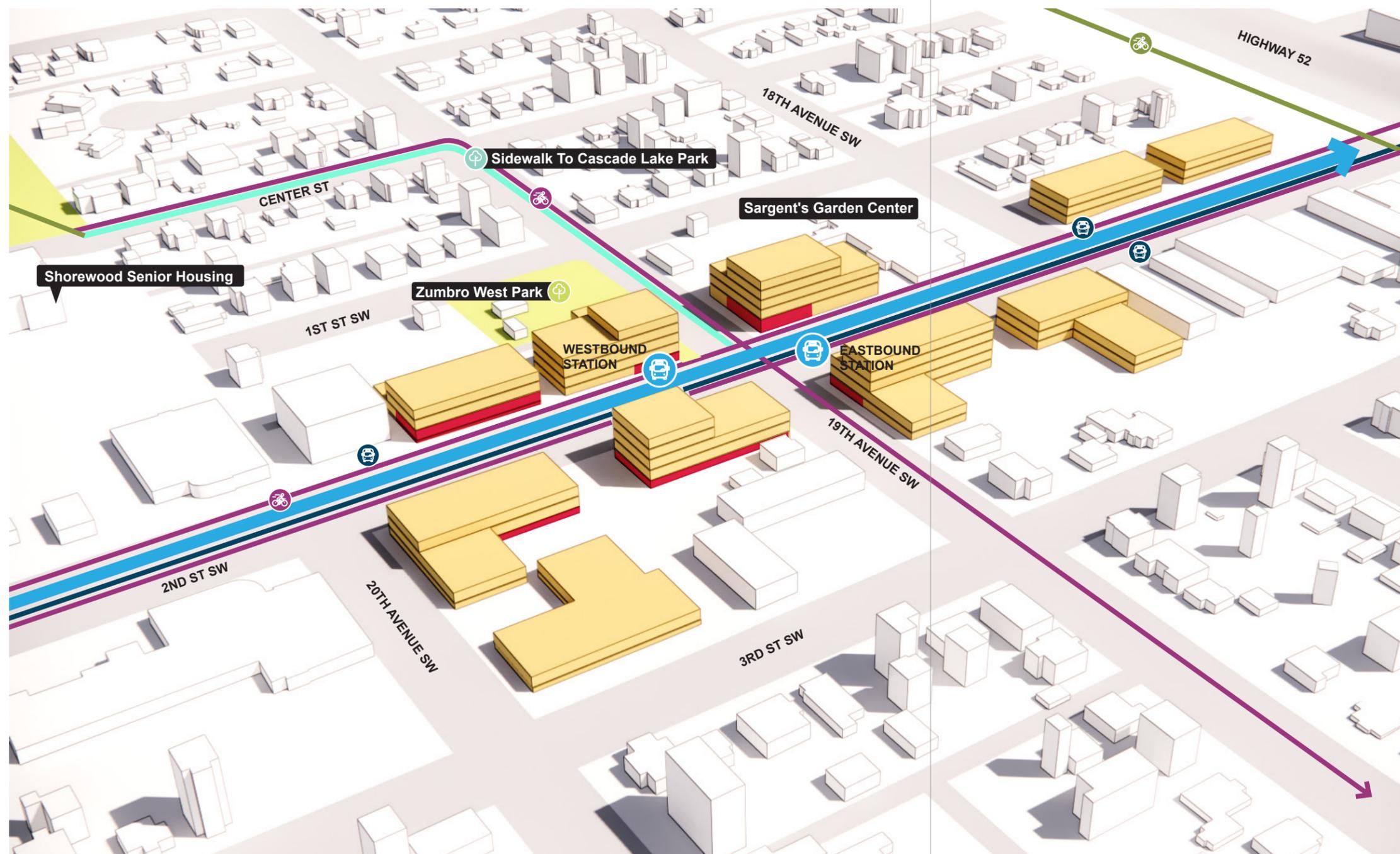
Existing Conditions and Previous Plans at the Proposed Station



- RAPID TRANSIT STATION
- RAPID TRANSIT ROUTE
- EXISTING AND PLANNED ON-STREET BIKEWAY
- EXISTING AND PLANNED MULTI-USE PATH
- TOD-IDENTIFIED OPPORTUNITY SITES
- DESTINATION MEDICAL CENTER

The Community Hub Station Area Concept

View to Northeast



Development Approach

This rapid transit station is located between two significant stations at the West Transit Village and the Saint Marys Hospital Campus in terms of distance and travel time. It will serve local residents and create new transit-oriented development opportunities.

This location is a community hub today, serving local residents with retail and other services and providing a business location. This is an opportunity for new types of housing and new retail, café, and small business spaces. New development will be focused at the 2nd Street and 19th Avenue SW, where taller and mixed use buildings will be located, to take advantage of station proximity, street visibility, and walkability.

Building heights will step down further away from the intersection. Buildings further from station platforms will have a more residential emphasis. In both cases, buildings will be set back from the right-of-way, providing either outdoor café or retail space, or subtle landscape, material or fencing treatments to mark the transition from public space to private residential space.

Development Potential

	Uses	Homes	Gross Square Footage
Residential		270	300,000
Retail			35,000
Mayo Clinic/Health Care			0
Office			0
Hotel			0
TOTAL		270	335,000

- MIXED-USE RESIDENTIAL
- RETAIL
- RAPID TRANSIT ROUTE
- EXISTING BUS ROUTE
- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK CONNECTION

The Community Hub at 2nd Street SW & 19th Avenue SW Looking Northwest



This location will serve local residents and create new transit-oriented development opportunities. As a community hub today, this is an opportunity for new types of housing and new retail, café, and small business spaces.

Access to bike and scooter share

Active Ground Floors

A Community Gathering Place

Walking and Biking Connections to Cascade Lake

Raised Crosswalks

The Community Hub Connectivity and Public Realm

Stronger Connectivity

The 19th Avenue SW station location has existing pedestrian infrastructure, marked crosswalks, traffic signals, and connectivity to nearby destinations. The existing traffic signal at 19th Avenue will facilitate smooth operation of transit signal priority for a station at this intersection. It is also located close to existing commercial destinations, nearby neighborhood blocks and residential developments and open spaces at Zumbro West Parks and Cascade Lake. This location can also serve future development opportunities.

Rapid transit station platforms at 2nd Street and 19th Avenue SW will be located on the far side of the 19th Avenue SW intersection in the direction of travel of the vehicle. Transit vehicles will pass through the intersection before pulling over to the platform, allowing traffic behind to make right hand turns. Once passengers' boarding and alighting have occurred, the transit vehicle is able to efficiently move back into traffic without having to wait for a traffic signal.

West of 23rd Avenue SW, 2nd Street is planned to be a three-lane roadway with one travel lane in each direction and a continuous center left turn lane. In this segment, transit service will be mixed with other traffic on the roadway. Between 23rd Avenue and 21st Avenue SW, a roadway taper will be used to transition from one to two travel lanes in each direction, with a center landscaped median island and left turn lanes at select intersections. The outer travel lanes created by the roadway taper will be restricted for business access and transit service use, commonly referred to as BAT lanes. In this transition segment, vehicles restricted from using the BAT lanes will be directed into or out from the inside travel lanes (one lane in each direction).

Rapid transit specific signage will be added to direct visitors, employees and residents to the rapid transit station.

Raised crosswalks are proposed across 19th Avenue SW to improve pedestrian safety and mobility, especially for those using mobility devices.

Areas adjacent to the station platform will provide bike storage and will stage shared mobility vehicles, such as motorized scooters. ADA compliant curbs at intersections, raised crosswalks and level boarding from curb to vehicle at station platforms will enhance access.

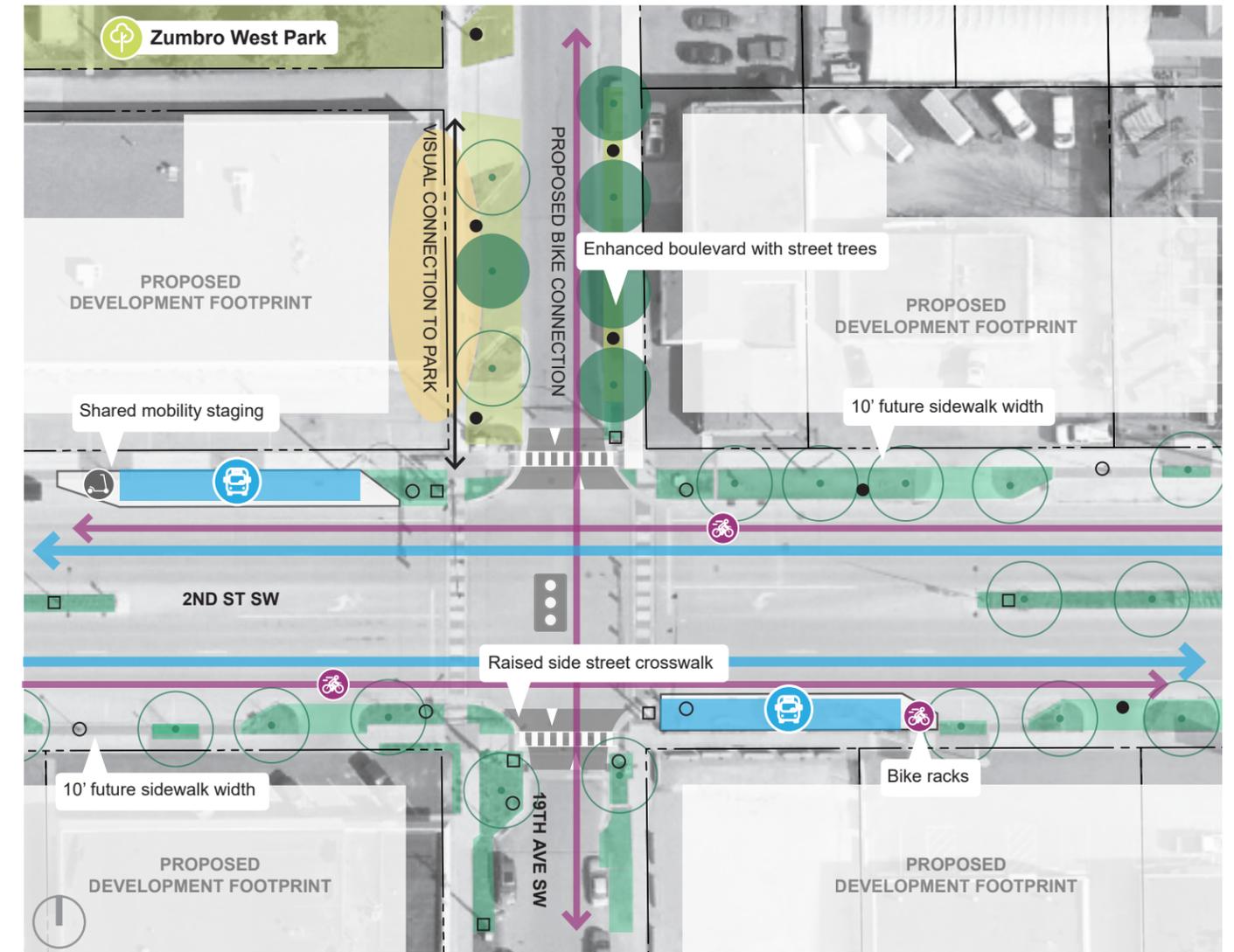
Bike routes will be enhanced to create neighborhood connections and links to nearby trails. The City has plans to develop Cascade Lake Park into a regional destination. Pedestrian and bicycle connections are proposed to create pleasant, convenient and comfortable access to Cascade Lake Park from this station. New bicycle facilities along 19th Avenue SW will enhance bicycle connectivity between the Douglas State Trail and Cascade Creek regional trail to the north and the residential neighborhood to the south.

Bike lanes on 2nd Street are recommended, subject to additional analysis to confirm the most appropriate bicycle facility type for 2nd Street SW east of 23rd Avenue SW.

23rd Avenue Station Location Evaluation

A rapid transit station location at 23rd Avenue was evaluated but not advanced based on a preference for only one station between the West Transit Village and Saint Marys Hospital given ridership potential; proximity of 23rd Avenue to the West Transit Village station; a lower density of potential riders south of 2nd Street SW; and more people having to walk against their journey direction to access service than a 19th Avenue station location. For access to Cascade Lake Park there are also regular bus stops at 20th and 23rd Avenues, with weekday and weekend service, as well as regular bus and rapid transit stops at 19th Avenue.

Station Area Connectivity and Public Realm



CONNECTIVITY		PUBLIC REALM	
	RAPID TRANSIT STATION PLATFORM		PARK / OPEN SPACE
	RAPID TRANSIT ROUTE		PLANTING
	EXISTING AND PROPOSED ON-STREET BIKEWAY		POTENTIAL PLAZA
	EXISTING STREET LIGHT		EXISTING STREET TREE
	EXISTING PEDESTRIAN LIGHT		PROPOSED STREET TREE
	PROPOSED PEDESTRIAN LIGHT		

Enhanced Public Realm

Public realm enhancements are proposed to reinforce the existing streetscape treatment in this area to create a comfortable and welcoming street environment for adjacent residents and business patrons and employees. The streetscape will be enhanced by extending sidewalk, landscape and lighting onto neighboring blocks to enhance walkability. The most active street scene will be at the intersection supported by transit riders, existing and new residents, and a new identity linked to station design, and new public spaces.

As redevelopment occurs:

- Sidewalks along 2nd Street SW are proposed to be widened to a 10-foot width, separated from the street with a landscaped boulevard, consistent with TOD Corridor zoning.
- Existing overhead utility poles along the north side of the street are proposed to be buried.
- As redevelopment occurs, existing curb cuts and driveways will be closed, to the extent feasible.
- Current streetscape gaps along 2nd Street SW will be filled in with new street trees.
- New pedestrian-scaled lighting is proposed along 19th Avenue SW to enhance neighborhood resident safety and comfort as they access the station in the evening hours.
- New buildings, brought closer to the street right-of-way, will help enhance the street as a public realm space.
- If the building ground floor is retail, the space between the right-of-way line and building frontage can be designed to further activate the street.

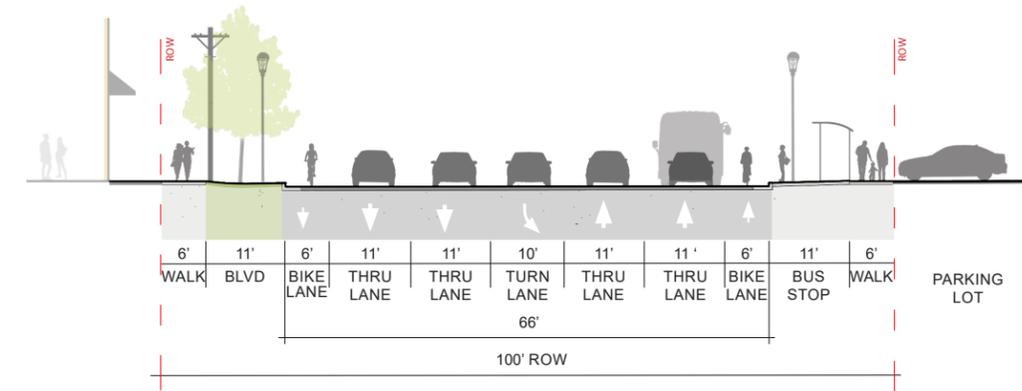
A public plaza is proposed in the northwest quadrant of the 2nd Street and 19th Avenue SW intersection. This plaza will provide a comfortable place for community residents and retail patrons and activate the street environment while also supporting adjacent retail uses. This will be a small community gathering space and highlight a link from the station area and 2nd Street SW to Zumbro West Park and neighborhoods to the north. People could enjoy movable tables and chairs in the sun or shade, eat food outside from an adjacent retailer, get information about Zumbro West Park and neighborhood happenings, play table game, enjoy a book from a little free library, enjoy a small performance, or get real time transit arrival information.

This is also a location that could support parklets. Parklets can enhance the rider experience by providing an array of additional seating, shade, signage, activities, planters, bike parking, micro-mobility charging stations, and more. Such spaces can take up 1-2 on street parking spaces on 19th Avenue SW or other streets intersecting with 2nd Street SW.

Zumbro West Park is a gathering and play area for the neighborhood. Programs to make this public space more active and valuable include: movable seating, community gardening, lawn games, community message board, adventure play features, grills, public art/color on the bathroom structure, more shade, and a stronger yet still permeable border around the park.

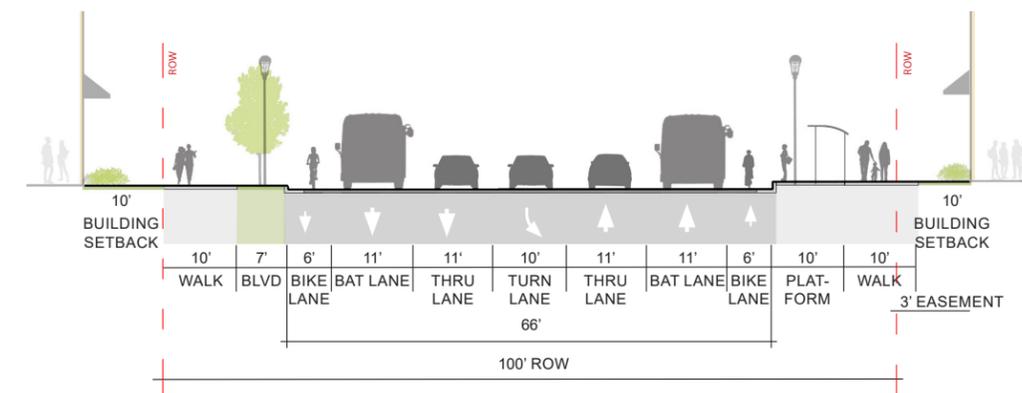
2nd Street at 19th Avenue SW Street Section

Existing Section



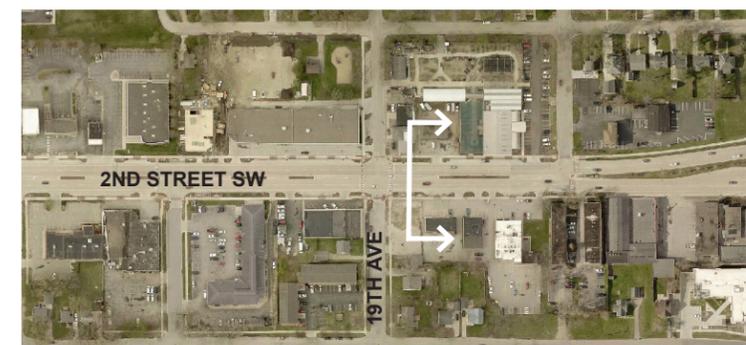
- Overhead utility poles (north side)
- Residential-scaled sidewalks
- Adjacent surface parking
- Existing pedestrian-scaled lighting
- Existing streetscape plantings
- Bike lanes

Proposed Section with Rapid Transit

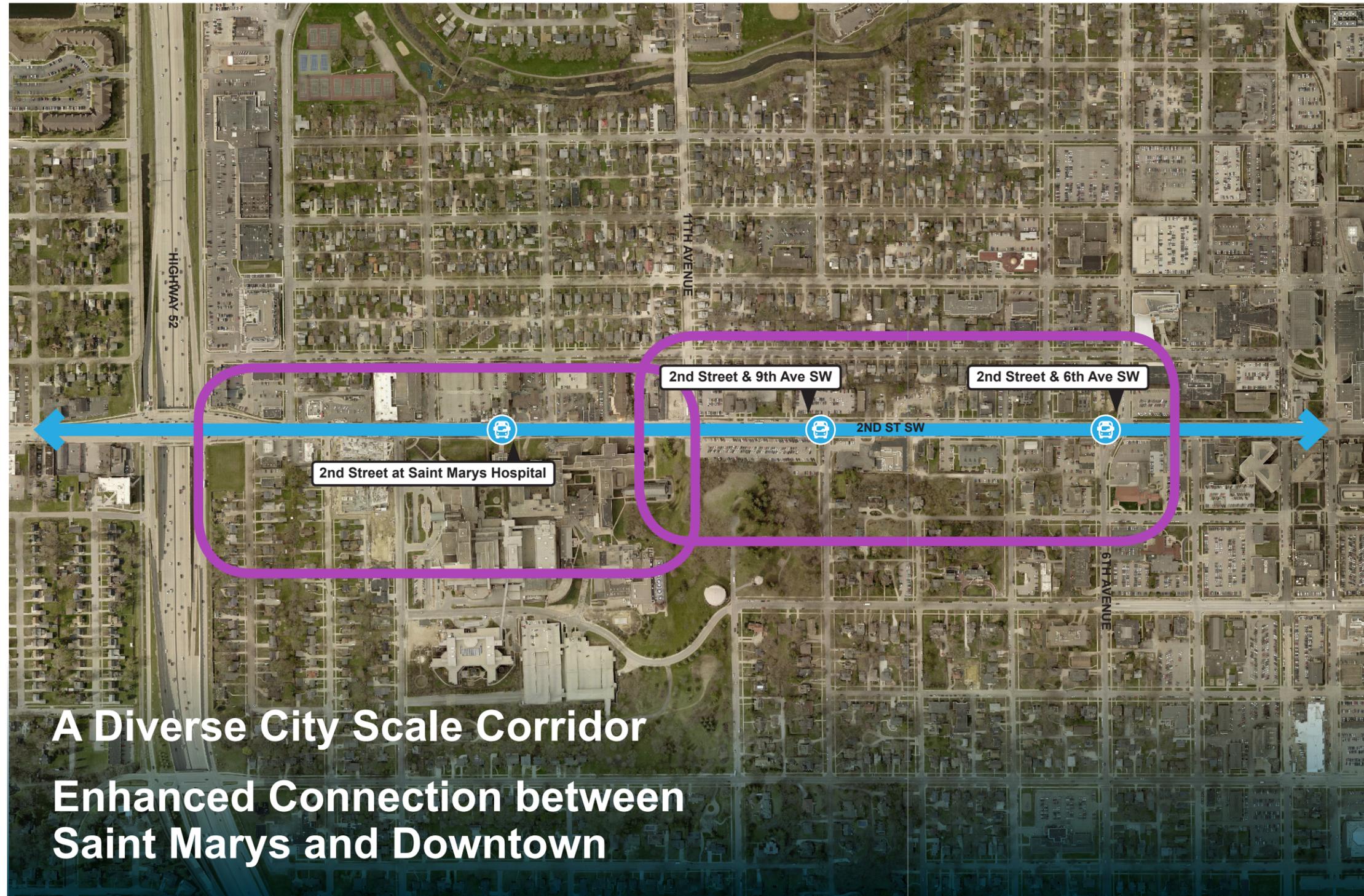


- Buried utility poles (north side)
- Business access and transit (BAT) lanes
- Maintain bike lanes
- 10' sidewalks (requires easement at platforms)
- Replace bus stop with raised rapid transit platform
- New development defines street space

Section Location



2.2 The City Corridor



**A Diverse City Scale Corridor
Enhanced Connection between
Saint Marys and Downtown**

Transit Corridor Future

2nd Street SW between Highway 52 and to 6th Avenue SW has a rich mix of neighborhood scales and character, larger historic buildings at Saint Marys Hospital and 6th Avenue SW, and a valued open space at Saint Marys Park. This area overlaps with the Pill Hill National Register Historic District. It has also seen a new generation of homes, hotels, retail, and patient care have arrived in recent years.

New transit will accelerate this evolution for 2nd Street SW. Three stations will activate the corridor one at the historic entrance to Saint Marys, one at Saint Marys Place (9th Ave SW) and one at 6th Ave SW at the gateway to downtown.

2nd Street SW, will become a diverse city-scale corridor, with enhanced connections between downtown and a growing Saint Marys Hospital Campus. The City Corridor will be home to the next generation of growth and become an active corridor with people on the streets, using transit and accessing jobs, patient care, hospitality, and services.

District Connectivity



- EXISTING BUS ROUTES
- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH
- RAPID TRANSIT ROUTE

Pedestrian Connectivity Enhancements

City Corridor pedestrian connectivity recommendations primarily focus on filling network gaps and enhancing safety at intersection crossings, including:

- A new multi-use path connection from Saint Marys Park to the intersection of 2nd Street and 11th Avenue SW.
- A new sidewalk connection between the 2nd Street and 9th Avenue SW intersection and Center Street.

- Sidewalks on both side of the street when 16th Avenue, south of 2nd Street SW, is reconstructed.
- A sidewalk along 9th Avenue between 6th Street and 8th Street SW.

Cycling Enhancements

In the City Corridor, a planned bikeway connection along 13th Avenue between the Cascade Creek regional trail and Center Street is proposed to extend further south to 2nd Street SW to

Opportunity Sites



- TOD-IDENTIFIED OPPORTUNITY SITES
- DMC IDENTIFIED OPPORTUNITY SITES
- RAPID TRANSIT ROUTE

improve connectivity to the Saint Marys Hospital Campus rapid transit station and to the hospital.

Opportunity Sites

Opportunity sites are locations with both nearer and long term potential. This includes vacant land, surface parking lots and older, low-density uses likely to see change in the next 20 years. As new development occurs at Opportunity Sites, many existing, active buildings are anticipated to remain in the area.

2.2.1 2nd Street at Saint Marys Hospital Station

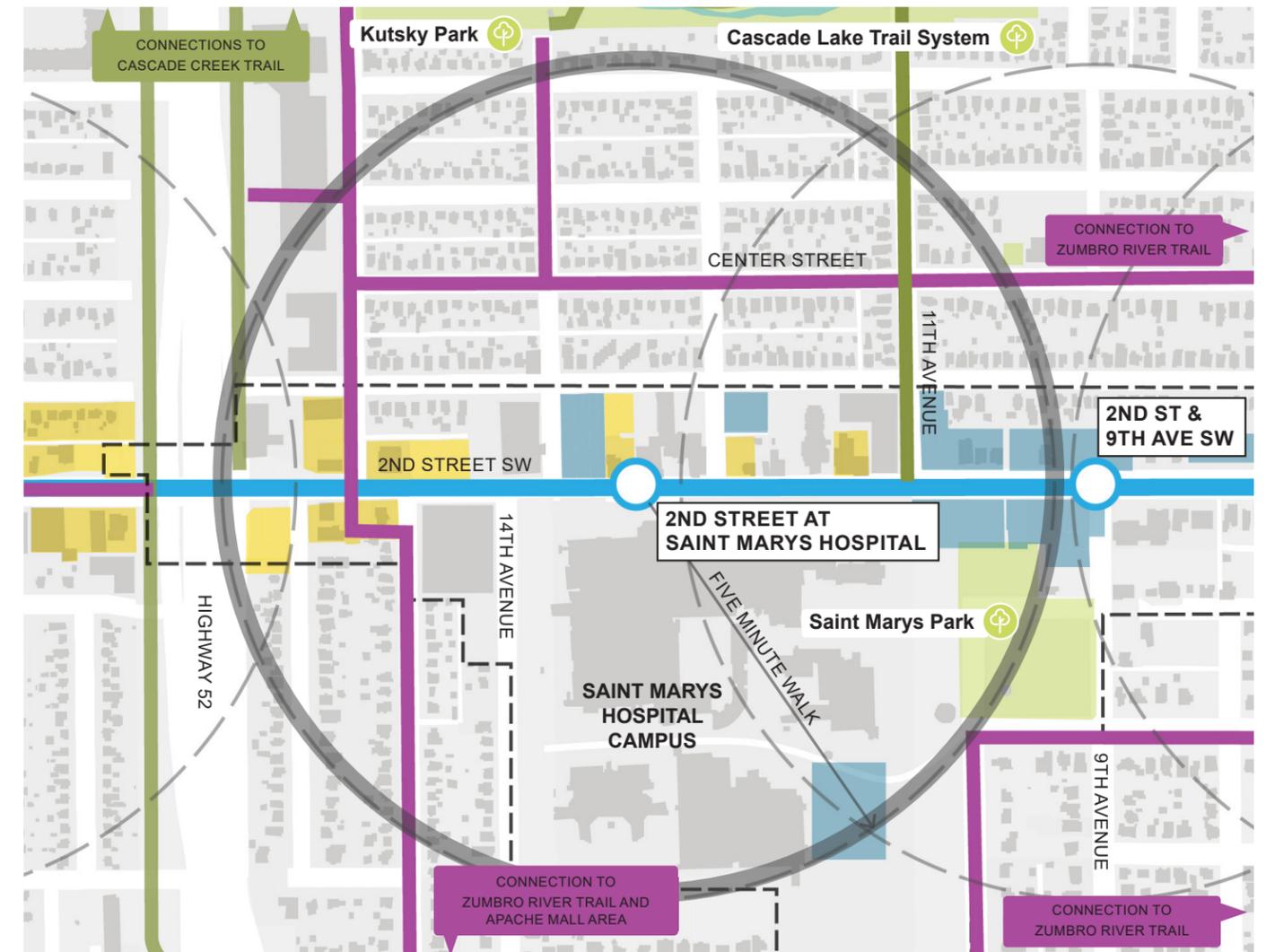
This station will provide commuter access to jobs at Saint Marys Hospital Campus, and a point of access for health visitors. It will also be a convenient station for nearby residents.

Key station features include:

- Platforms located across the street from each other aligned with the Saint Marys Hospital entrance on 2nd Street SW.
- A transit center within a new building on the north side of the street where people can wait for west bound service to the West Transit Village.
- A pedestrian tunnel under 2nd Street SW connecting directly into Saint Marys Hospital, providing a climate controlled route into the hospital that also reduces pedestrians crossing the street.

This will also support continued revitalization of the north side of 2nd Street SW in this area, facilitating the transition from low-density auto-oriented activities to transit-oriented development as set out in the Draft Saint Marys Place Public Realm Design Concepts (2017).

Existing Conditions and Previous Plans at the Proposed Station



- RAPID TRANSIT STATION
- RAPID TRANSIT ROUTE
- EXISTING AND PLANNED ON-STREET BIKEWAY
- EXISTING AND PLANNED MULTI-USE PATH
- TOD-IDENTIFIED OPPORTUNITY SITES
- DESTINATION MEDICAL CENTER IDENTIFIED OPPORTUNITY SITES
- DESTINATION MEDICAL CENTER

2nd Street at Saint Marys Hospital Station Connectivity and Public Realm

Stronger Connectivity

Station area connectivity features include:

- Mid-block connections to 1st Street SW to allow links through a long block for local residents.
- Bike and shared micro-mobility parking close to station platforms.
- An elevator from street level to tunnel, ADA compliant curbs at intersections, raised crosswalks and level boarding from curb to vehicle at station platforms will enhance access.

Enhanced Public Realm

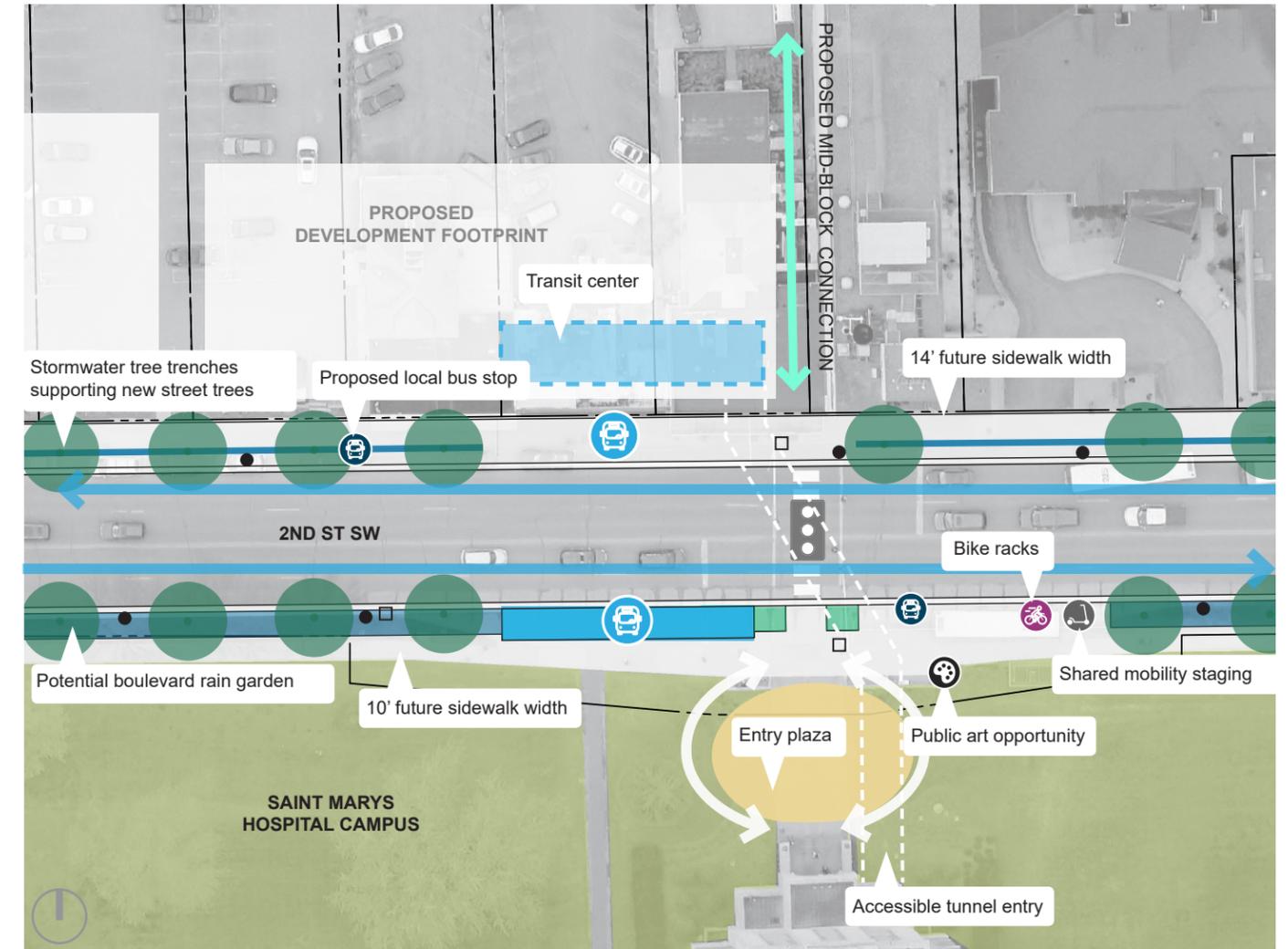
Public realm enhancements include:

- Upgraded streetscape with expanded sidewalk spaces and pedestrian scaled lights.
- Upgraded landscape with additional street trees
- Sustainable stormwater management with additional street trees, expanded sidewalk spaces.
- An enhanced entry plaza at Saint Marys Hospital.
- Public art.

There is also the opportunity to communicate the story and daily purpose of Saint Marys into the life of the station with features such as: live feeds about medical news, employee and visitor information as well as relevant public art.

The Saint Marys entry plaza and adjacent spaces are a gateway into Saint Marys Hospital and place for daytime relaxation and stress relief for employees and visitors. Programs and activities for this space can include public art, displays about the history and current work of Saint Marys Hospital, and a live message board to provide information about upcoming events and real time transit arrival information. Activities can be supported with tables and chairs, a cart with games and books, lawn games or live performances.

Station Area Connectivity and Public Realm



CONNECTIVITY

- RAPID TRANSIT STATION PLATFORM
- RAPID TRANSIT ROUTE
- PROPOSED SIDEWALK CONNECTION
- EXISTING STREET LIGHT
- EXISTING PEDESTRIAN LIGHT
- PROPOSED PEDESTRIAN LIGHT

PUBLIC REALM

- PARK / OPEN SPACE
- PLANTING
- POTENTIAL PLAZA
- POTENTIAL STORMWATER TREATMENT
- PROPOSED STREET TREE

2.2.2 Saint Marys Place

Guiding Themes: 2nd Street & 9th Avenue SW Station

1. An Expanded Health District



2. A Mixed-Use District with Hospitality, Retail, and Housing



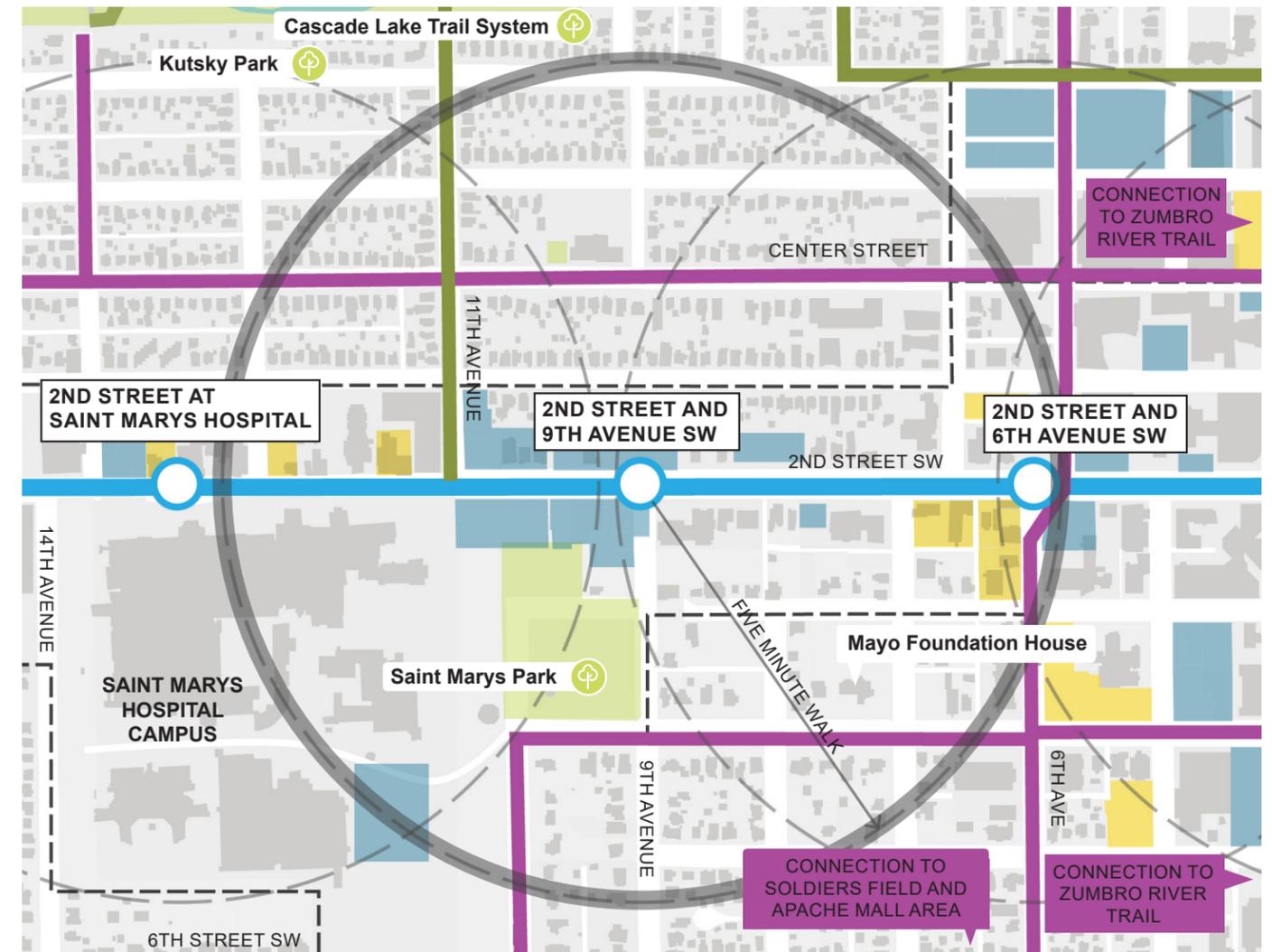
3. New Public Spaces and Access to Saint Marys Park



4. Enhanced Streetscape and Public Realm



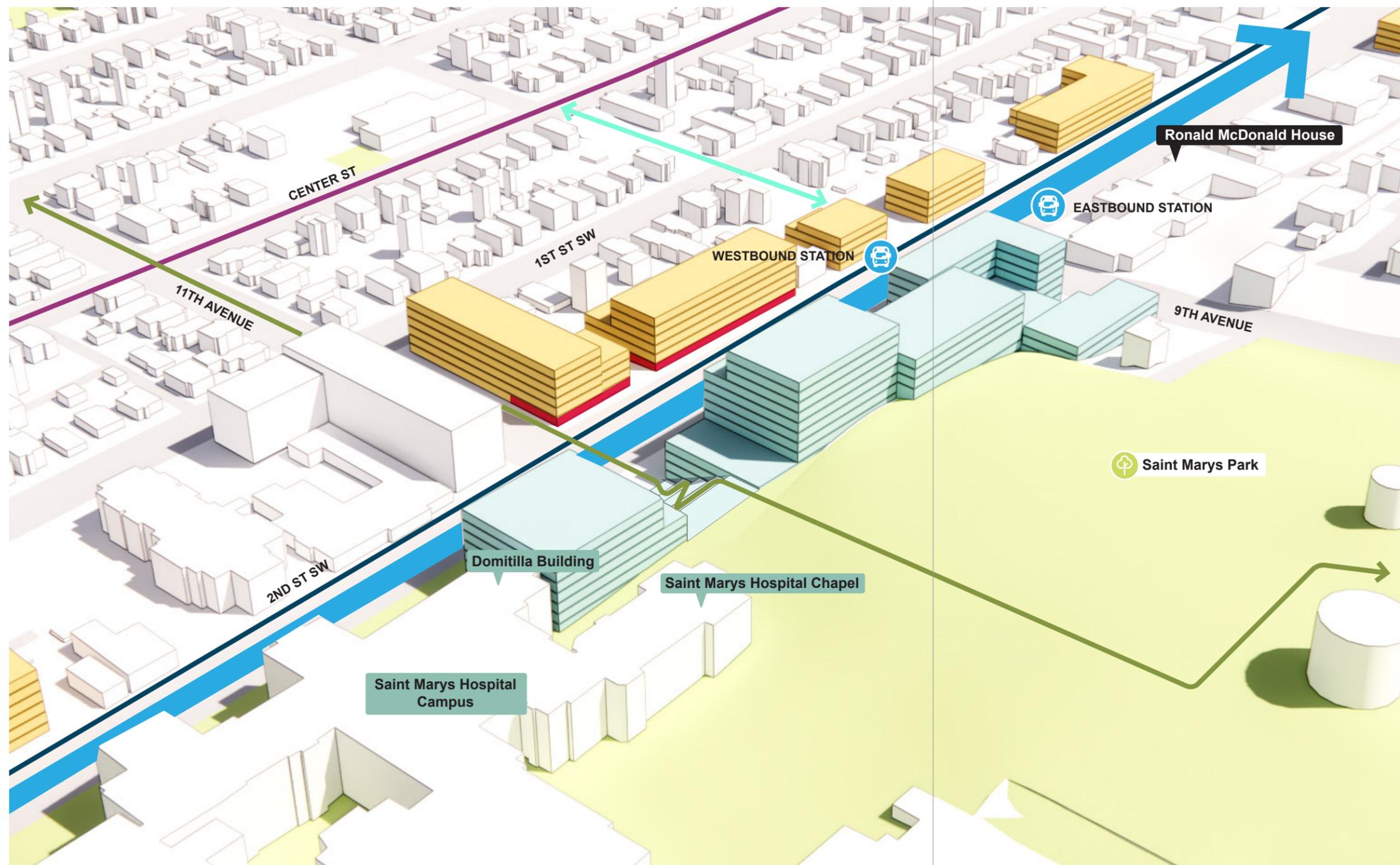
Existing Conditions and Previous Plans at the Proposed Station



- RAPID TRANSIT STATION
- RAPID TRANSIT ROUTE
- EXISTING AND PLANNED ON-STREET BIKEWAY
- EXISTING AND PLANNED MULTI-USE PATH
- TOD-IDENTIFIED OPPORTUNITY SITES
- DESTINATION MEDICAL CENTER IDENTIFIED OPPORTUNITY SITES
- DESTINATION MEDICAL CENTER

Saint Marys Place Station Area Concept

View to Northeast



Development Approach

This station area was the subject of extensive investigation as part of the DMC Plan (2014), which defined a new Saint Marys Place with significant development potential. This vision expanded healthcare east from Saint Marys and identified a major reorientation of local streets to create a new public realm gesture with a transit station at the center.

These concepts have been refined to integrate this rapid transit proposal and work within the existing street framework. Urban design concepts have aligned towards this street grid and recognize curb-side locations for rapid transit platforms.

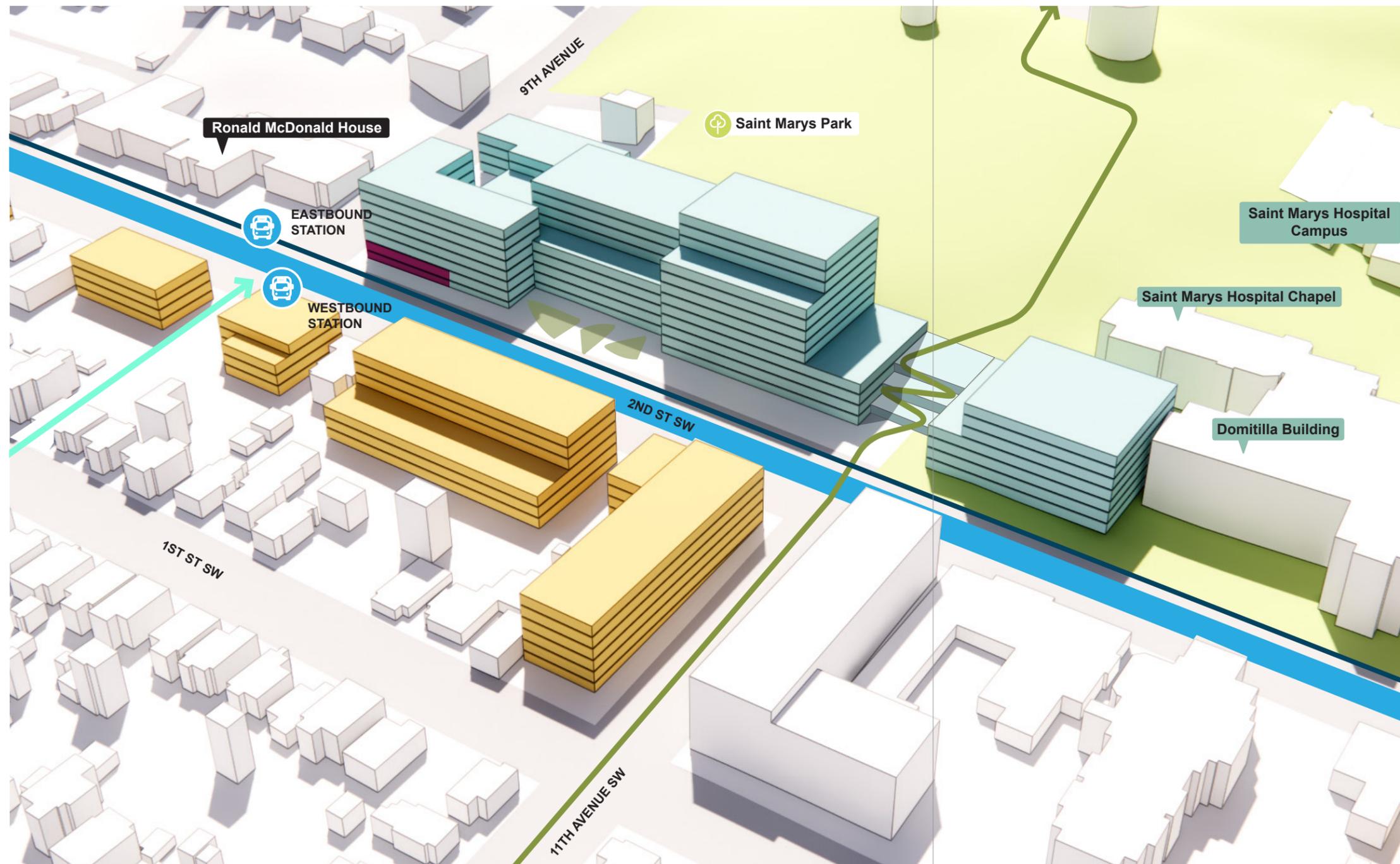
A station at 9th Avenue will support this, provide access to planned development near Saint Marys Park, improve connectivity to rapid transit from the Kutzky Park and Pill Hill neighborhoods, and offer predictable station spacing along this City Corridor segment of the route. It is likely this station will be installed as development on adjacent sites occurs.

Healthcare will extend east from Saint Marys to 9th Avenue on the south side of 2nd Street SW. Related research, bio-science or med-tech associated with patient care could be co-located here. Pedestrian connections into Saint Marys Park will be enhanced on axis with 11th Avenue to provide a clear visual connection for people walking and biking and easier access for people who live in or visit the area. A new public space will be created on 2nd Street SW in front of new healthcare facilities for use by residents, visitors and employees.

- HOSPITALITY AND RESIDENTIAL
- RETAIL
- MAYO CLINIC PATIENT CARE
- RAPID TRANSIT ROUTE
- EXISTING BUS ROUTE
- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK CONNECTION

Saint Marys Place Station Area Concept

View to Southeast



The north side of 2nd Street SW will see new hospitality and residential uses, with some retail and food and beverage at the ground floor. This provides a transition to residential blocks on 1st Street SW to the north.

Buildings will be taller on the south side of 2nd Street SW, reflecting the scale of Saint Marys, while stepping down on the north side to begin a transition to neighborhood scale. Buildings will be set back from the right-of-way, providing either outdoor café or retail space, or subtle landscape, material or fencing treatments to mark the transition from public space to private residential space. Buildings will be encouraged to address 2nd Street, with parking placed behind, within or below structures.

Development Potential

Uses	Homes	Gross Square Footage
Residential	305	338,000
Retail		30,000
Mayo Clinic/Health Care		600,000
Office		00
Hotel		0
TOTAL	305	968,000

- HOSPITALITY AND RESIDENTIAL
- RETAIL
- MAYO CLINIC PATIENT CARE
- RAPID TRANSIT ROUTE
- EXISTING BUS ROUTE
- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK CONNECTION

Saint Marys Place at 2nd Street SW & 9th Avenue SW Looking Northwest



This station area expands healthcare and employment east from Saint Marys Hospital Campus, with new connections to Saint Marys Park and Kutsky Park.

Saint Marys Place Connectivity and Public Realm

Stronger Connectivity

Rapid transit station platforms at Saint Marys Place are proposed to be located on the far side of the 2nd Street SW and 9th Avenue SW intersection in the direction travel. This will allow traffic traveling behind to make easier right turns without a loading bus in their way.

Areas adjacent to the platform will provide bike storage and will stage shared mobility vehicles, such as motorized scooters. A raised crosswalk is proposed across 11th and 9th Avenues SW to improve pedestrian safety and mobility, especially for those using mobility devices.

A new mid-block pedestrian pathway is proposed between 2nd Street SW and Center Street to better facilitate pedestrian access to the station through a long block from the Kutzky Park neighborhood.

ADA compliant curbs at intersections, raised crosswalks and level boarding from curb to vehicle at station platforms will enhance access.

2nd Street SW will include one travel lane in each direction dedicated to business access and transit (BAT) service.

Enhanced Public Realm

Public realm enhancements are proposed to reinforce the existing streetscape treatment in this area to create a comfortable and welcoming street environment.

Sidewalks along 2nd Street SW are proposed to be widened to a 10-foot width, separated from the roadway with landscaped planting zones

Pedestrian-scale streetlights are proposed along both 2nd Street SW and 9th Avenue SW to enhance neighborhood resident safety and comfort as they access the station in the evening hours. These can be accommodated within landscaped planting zones.

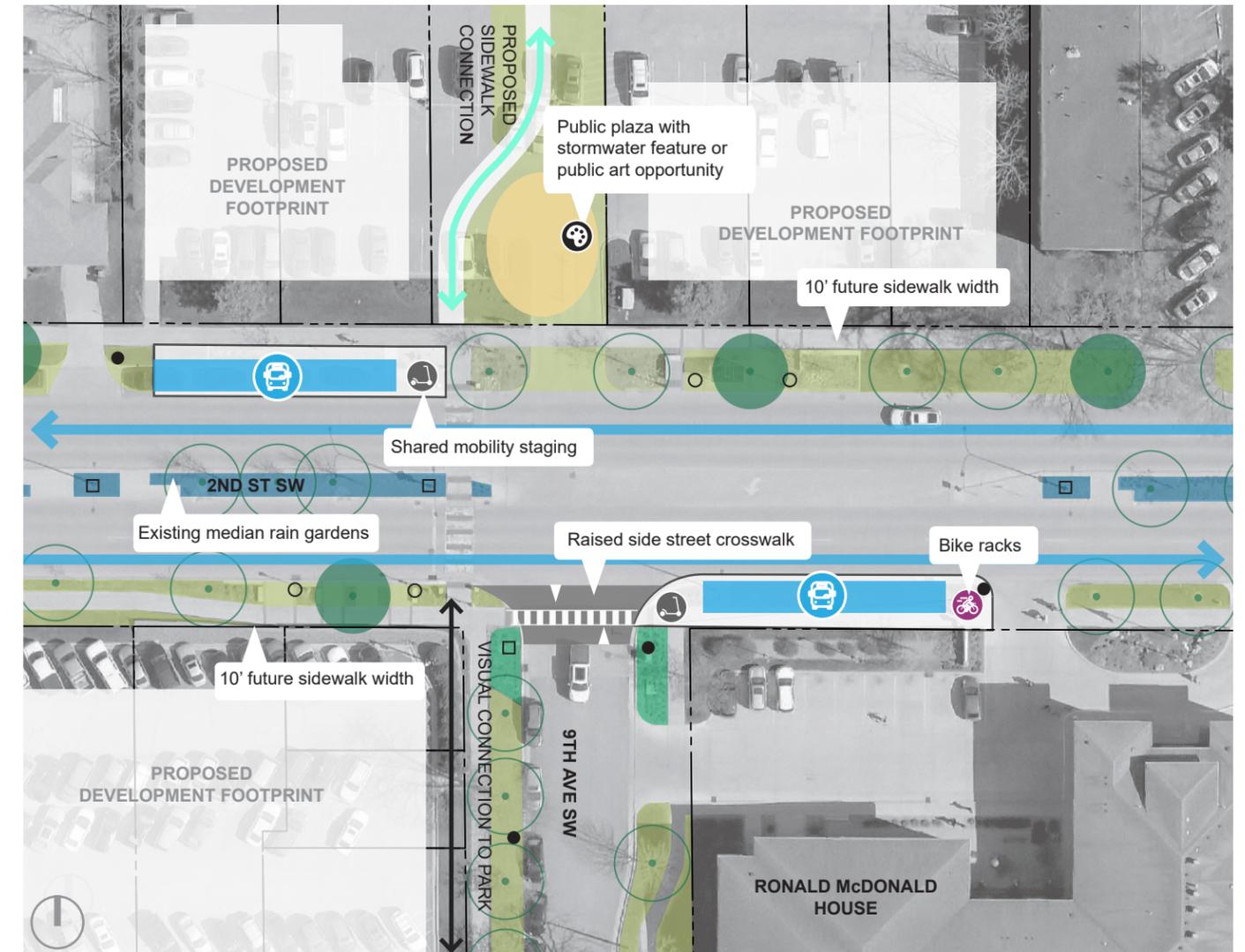
Existing median islands within the street that support rain gardens will be retained.

A new public plaza is envisioned adjacent to the mid-block pathway at the north. The plaza serves as a visual terminus for 9th Avenue SW and could host public art or an interpretive stormwater feature. It will provide a pleasant outdoor space for adjacent residents and for visitors, volunteers and employees at the institutions that line 2nd Street SW near this station.

A new open space will also be incorporated into new health sector development on the south side of 2nd Street SW for use by employees, visitors and neighbors.

Saint Marys Park is a significant open space resource. The park can be a place of respite and enjoyment for area employees, residents, and visitors. Saint Marys Park can be improved with enhanced walking opportunities (expand pathways, access points, and sight lines), a labyrinth, information about St. Marys Hospital Campus and the Pill Hill historic district, or defined view or photo opportunities. During the daytime employees can bring lunch or buy from a food truck, have an outdoor meeting, or work on a laptop. Leisure activities can include using movable seating or board games, free games or books from an on-site cart or kiosk, live performances, sledding, sitting by a fire-pit, or in a hammock.

Station Area Connectivity and Public Realm



CONNECTIVITY

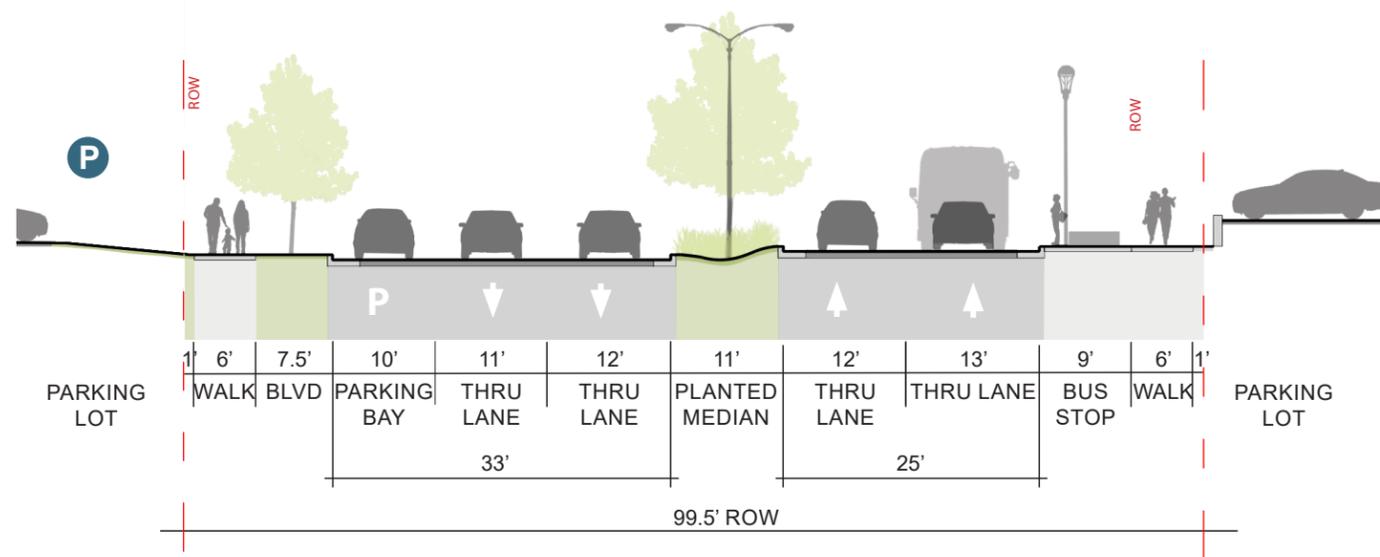
- RAPID TRANSIT STATION PLATFORM
- RAPID TRANSIT ROUTE
- PROPOSED SIDEWALK CONNECTION
- EXISTING STREET LIGHT
- EXISTING PEDESTRIAN LIGHT
- PROPOSED PEDESTRIAN LIGHT

PUBLIC REALM

- PARK / OPEN SPACE
- PLANTING
- POTENTIAL PLAZA
- EXISTING STREET TREE
- PROPOSED STREET TREE

2nd Street at 9th Avenue SW Street Section

Existing Section

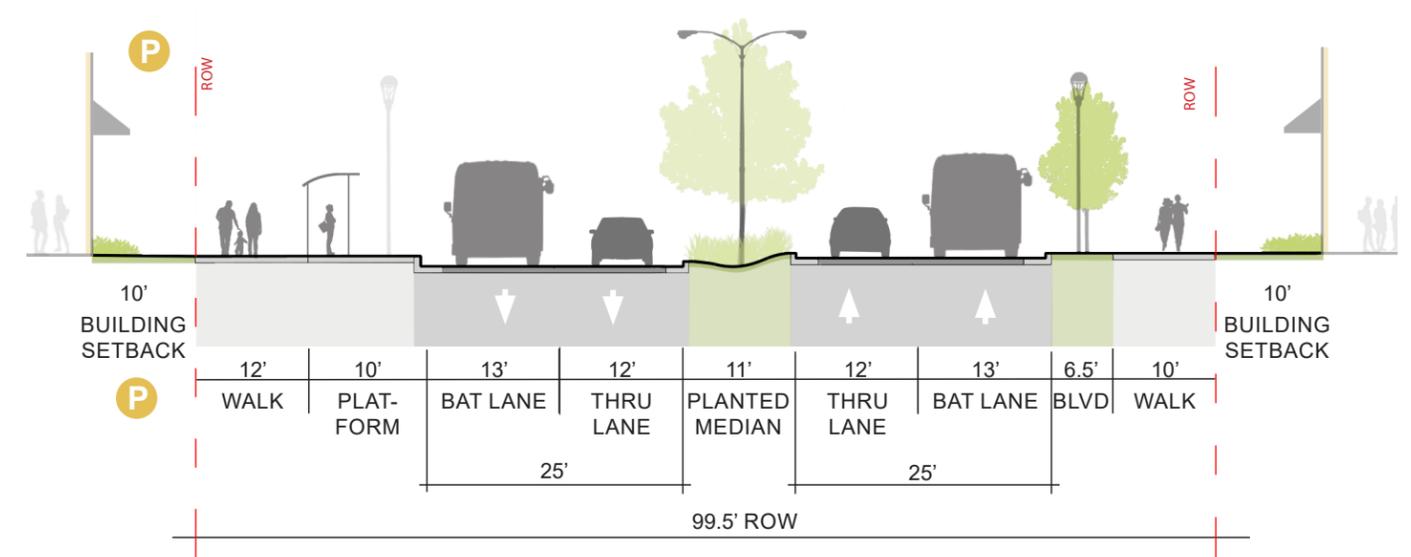


Section Location



- Residential-scaled sidewalks
- Parking bay (north side)
- Landscaped median/rain gardens
- Bus stop with pedestrian lighting (south side)
- Upper level street lighting
- Adjacent surface parking (both sides)

Proposed Section with Rapid Transit



- 10' sidewalks (wider at platforms)
- Business access and transit (BAT) lanes
- Maintain landscape median/rain gardens
- Pedestrian-scaled street lighting
- Raised rapid transit platform replaces parking bay
- New development defines street space

2.2.3 The Downtown Gateway

Guiding Themes: 2nd Street & 6th Avenue SW Station

1. A Welcome to Downtown



2. Wellness Focused



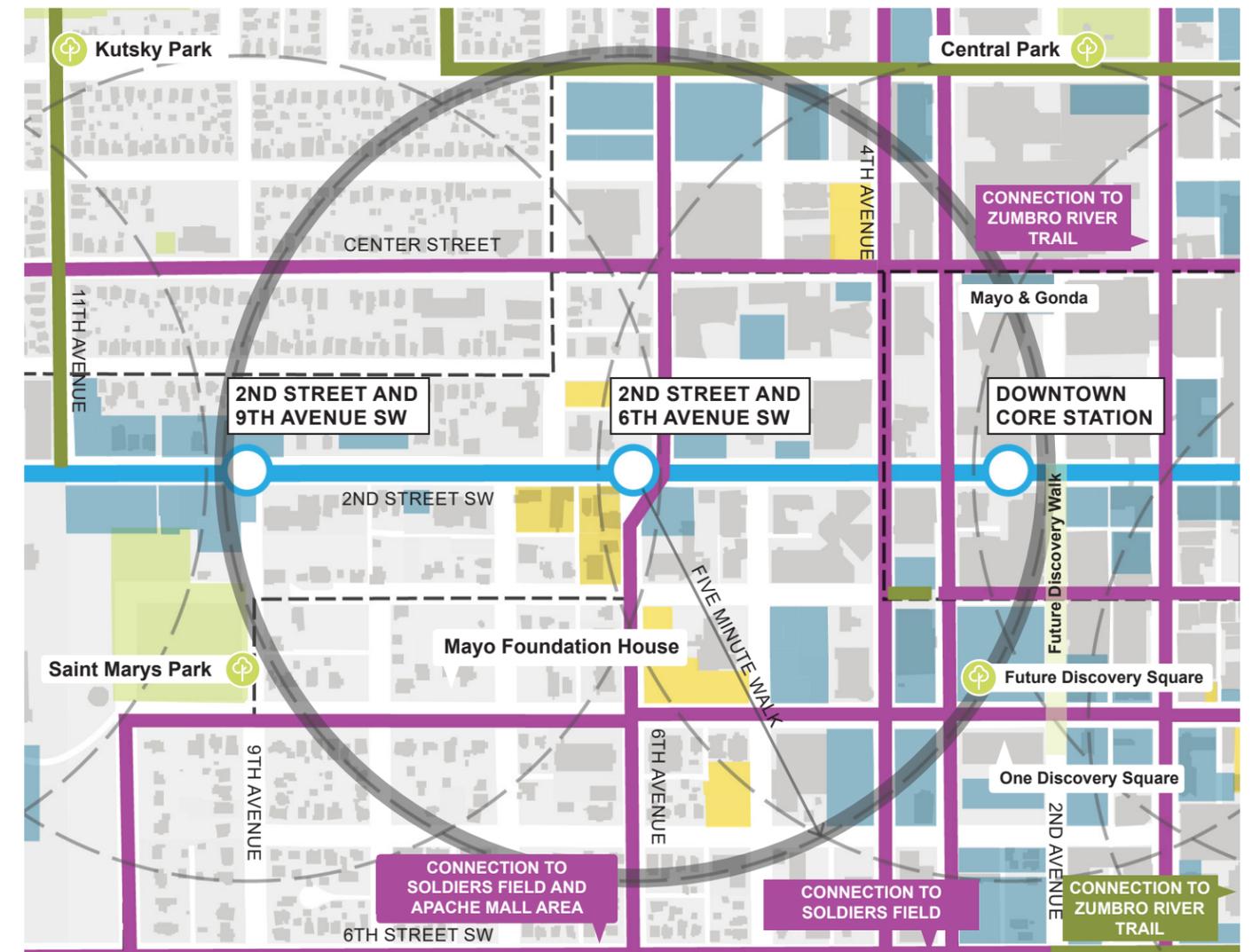
3. Urban Living Connected to Near by Neighborhoods



4. All-Income Housing



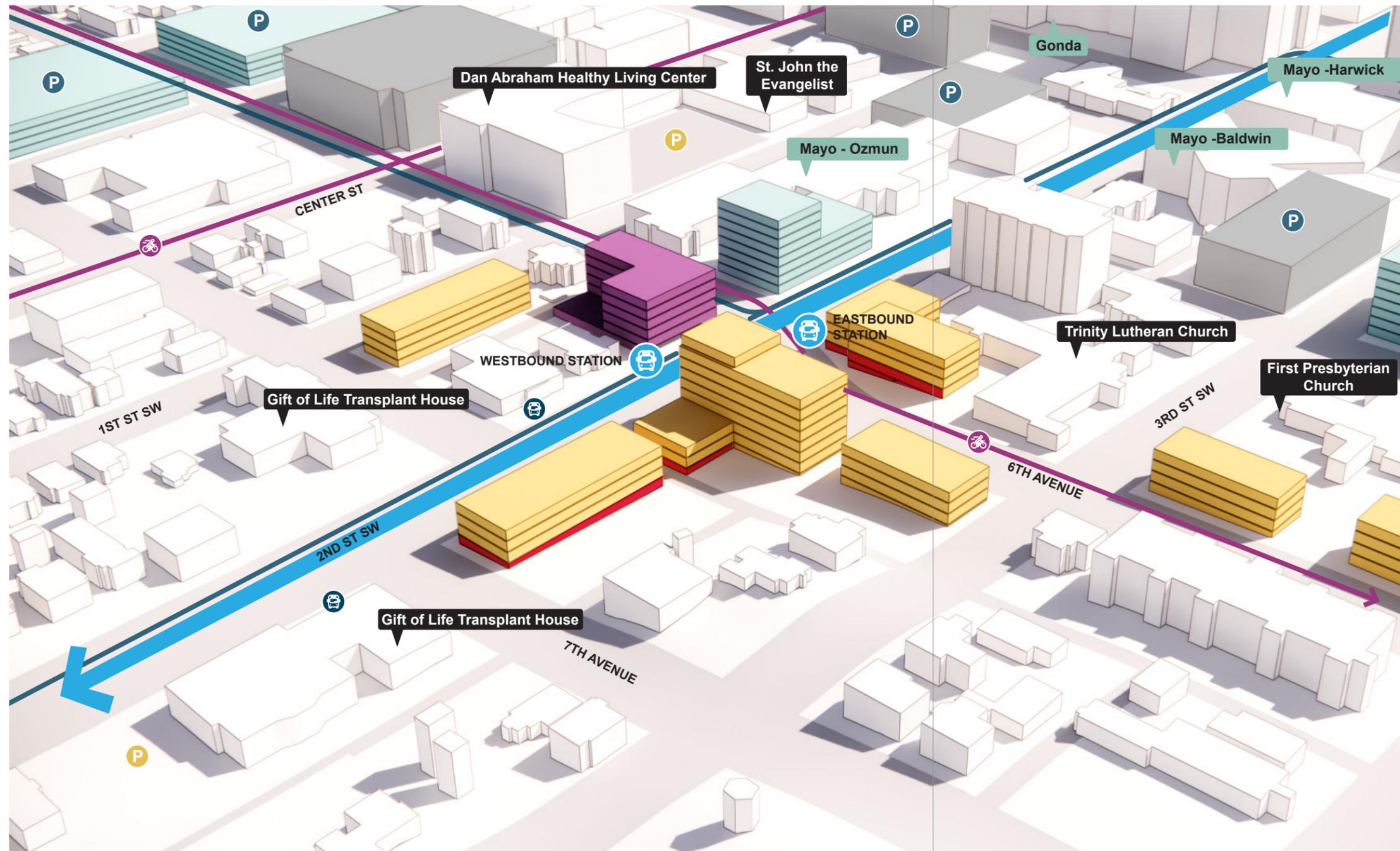
Existing Conditions and Previous Plans at the Proposed Station



- RAPID TRANSIT STATION
- RAPID TRANSIT ROUTE
- EXISTING AND PLANNED ON-STREET BIKEWAY
- EXISTING AND PLANNED MULTI-USE PATH
- TOD-IDENTIFIED OPPORTUNITY SITES
- DESTINATION MEDICAL CENTER IDENTIFIED OPPORTUNITY SITES
- DESTINATION MEDICAL CENTER

The Downtown Gateway Station Area Concept

View to Northeast



Development Approach

This station area is right on the edge of Rochester’s longstanding downtown core and close to sites identified in this and previous planning processes. It is also a point of transition from some historic neighborhoods.

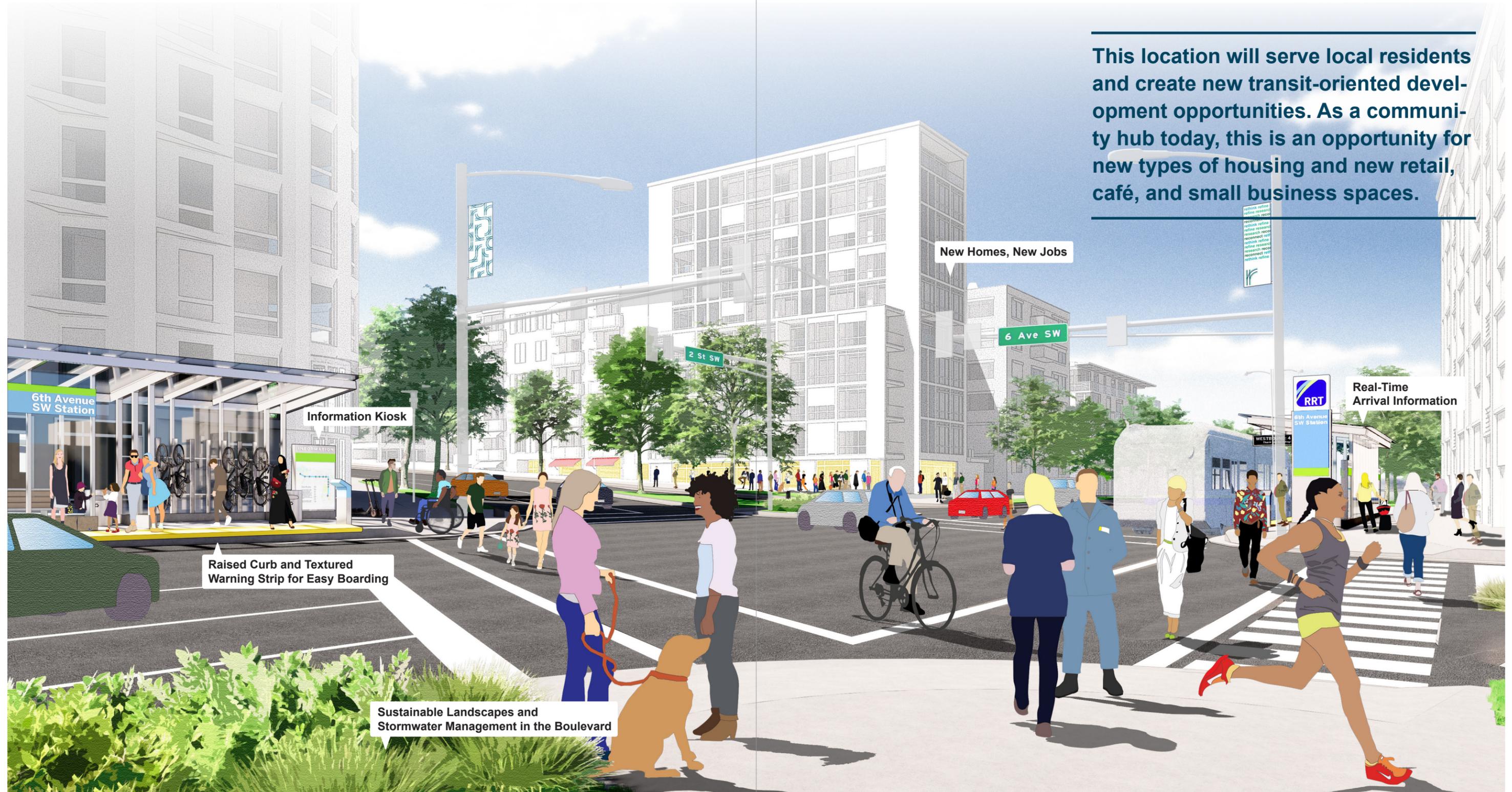
A rapid transit station at 6th Avenue SW will serve current and future employment locations and offer a point of access to rapid transit for neighboring residents. This station location serves an area of dense population and employment, and a high proportion of households with low incomes and households without vehicles. The station is also adjacent to planned bike lanes along 6th Avenue, has an existing traffic signal and marked pedestrian crossings, connects to Rochester Public Transit route 11, and provides pedestrian and bicycle access in all four directions from the station. There are multiple future development opportunities.

Development Potential

	Uses	Homes	Gross Square Footage
Residential		230	255,000
Retail			27,000
Mayo Clinic/Health Care			83,000
Office			00
Hotel			80,000
TOTAL		230	445,000

- MIXED-USE RESIDENTIAL
- RETAIL
- OFFICE
- RAPID TRANSIT ROUTE
- EXISTING BUS ROUTE
- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH

The Downtown Gateway at 2nd Street SW & 6th Avenue SW Looking Southwest



This location will serve local residents and create new transit-oriented development opportunities. As a community hub today, this is an opportunity for new types of housing and new retail, café, and small business spaces.

The Downtown Gateway Connectivity and Public Realm

A wellness focus will reflect nearby major patient care facilities, as well as the emerging innovation district at Discovery Square. Signature architecture and public spaces will signal Rochester's commitment to quality of place. There is an opportunity to explore innovative mixed-use, combining community services with all income housing.

Taller buildings will be organized around the intersection. Active uses at the ground floor and entrances to key buildings will activate the street scene. Office, residential, hotel and retail will bring a vibrant mix of activities together, create an active street scene and signal to people arriving they are downtown core.

Stronger Connectivity

Station platforms at the Downtown Gateway station are proposed to be located on the far side of the 2nd Street and 6th Avenue SW intersection in the direction of travel, clearing traffic signals before stopping and allowing traffic behind to make easier right turns.

Raised crosswalks across 6th Avenue SW will enhance pedestrian safety. Rapid transit specific signage will be added to direct visitors, employees and residents to the rapid transit station.

ADA compliant curbs at intersections, raised crosswalks and level boarding from curb to vehicle at station platforms will enhance access.

Areas adjacent to the platform will provide bike storage and will stage shared mobility vehicles, such as motorized scooters. Bike facilities are proposed along 6th Avenue SW to improve bicycle connectivity between the Cascade Creek Regional trail to the north and Soldier's Field Park and the Zumbro River regional trail to the south.

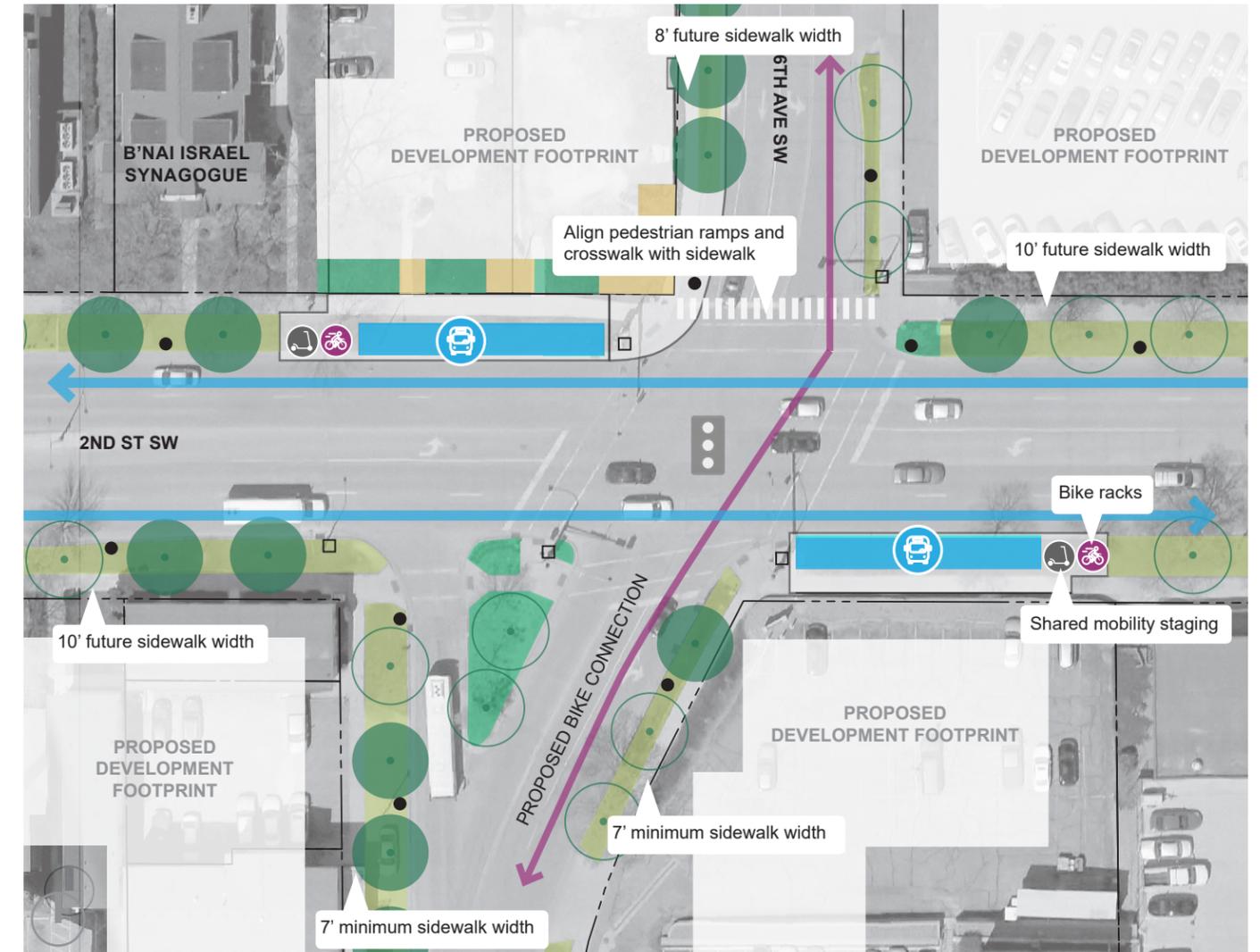
2nd Street SW will include one travel lane in each direction dedicated to business access and transit (BAT) lane.

Enhanced Public Realm

Recommended public realm enhancements include:

- Sidewalks along 2nd Street SW are proposed to be widened to a 10-foot width, separated from the roadway with landscaped zones and sustainable storm-water management between the sidewalk and curb.
- Existing mature street trees east of 6th Avenue SW are preserved to the extent feasible.
- Pedestrian-scale streetlights are proposed along both 2nd Street and 6th Avenue SW to enhance neighborhood resident and employee safety and comfort as they access the station in the evening hours.
- Sidewalks along 6th Avenue SW are also proposed to be widened in the range of 7 to 8-feet to provide comfortable access as employees move between their places of employment and the station.
- New buildings, brought closer to the street right-of-way, will help define the street as a public realm space. If the building ground floor is retail, the space between the right-of-way line and building frontage can be designed to further activate the street.

Station Area Connectivity and Public Realm



CONNECTIVITY

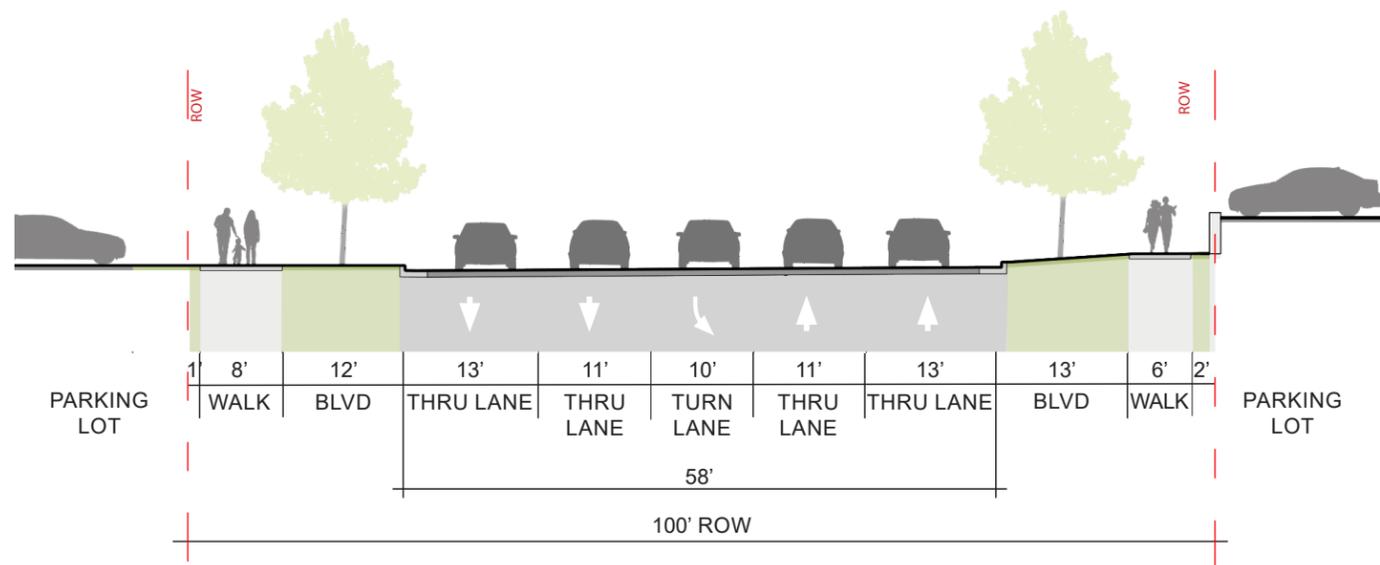
- █ RAPID TRANSIT STATION PLATFORM
- ▬ RAPID TRANSIT ROUTE
- ▬ EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING STREET LIGHT
- PROPOSED PEDESTRIAN LIGHT

PUBLIC REALM

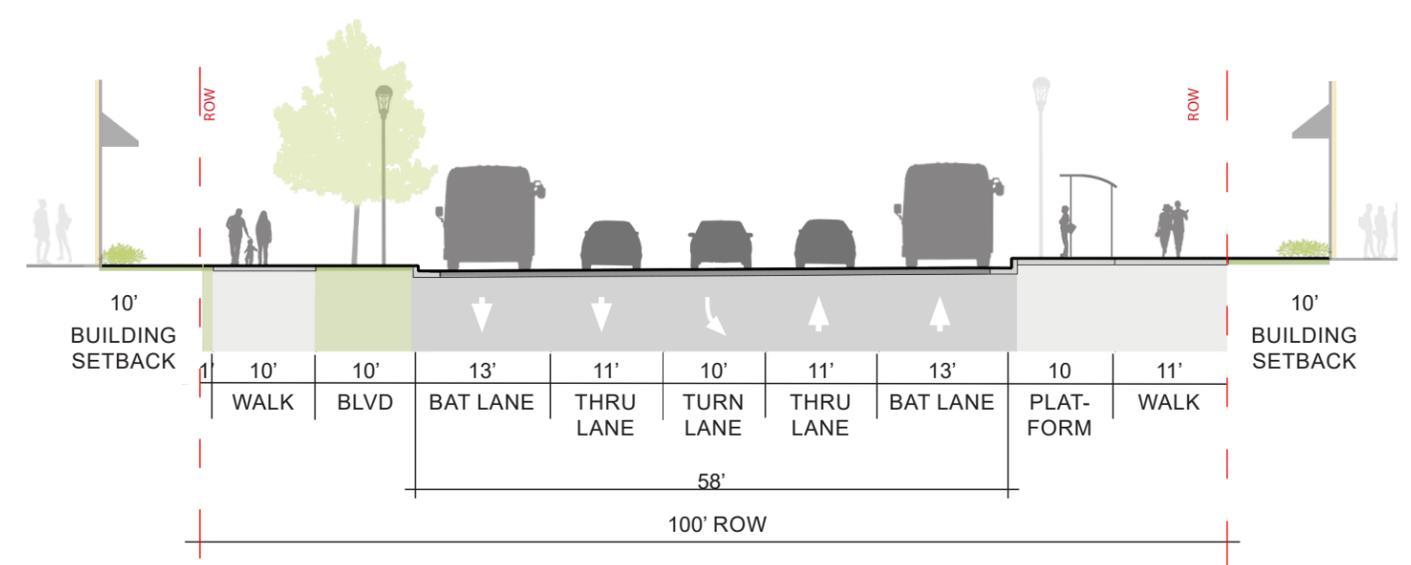
- █ PARK / OPEN SPACE
- █ PLANTING
- █ POTENTIAL PLAZA
- EXISTING STREET TREE
- PROPOSED STREET TREE

2nd Street at 6th Avenue SW Street Section

Existing Section



Proposed Section with Rapid Transit



Section Location



- Residential-scaled sidewalks
- Transition to downtown character
- Adjacent surface parking (both sides)
- Mature street trees in wide boulevards
- Upper level street lighting at intersection

- 10' sidewalks (wider at platforms)
- Business access and transit (BAT) lanes
- Pedestrian-scaled street lighting Maintain mature street trees in boulevards
- Raised rapid transit platform
- New development defines street space

2.3 Downtown

District Connectivity



Downtown Stations

The Downtown Core district encompasses Mayo Clinic downtown campus, multiple hotel locations, the downtown retail district, the Civic and Arts centers, historic assets, the Government Center, the University of Minnesota Rochester, Winona State University, and the emerging innovation district at Discovery Square. This is Rochester's highest density of jobs, services, hotels and institutions. It also includes neighborhoods many people call home.

The Downtown Core will include three rapid transit stations on a street loop as part of phase one of the rapid transit project.

Stations include:

- Downtown Core: close to the Mayo and Gonda Buildings.
- Civic District: 2nd Street SW between 1st and 2nd Avenues SE.
- Government Center: 4th Street SE between the Zumbro River and 3rd Avenue SE.

The specific location of platforms will be defined as part of the BRT Final Engineering and Architecture design process. This will finalize decisions regarding clockwise or counter clockwise circulation through this area, station designs and upgrades and enhancements to pedestrian, bike and micro-mobility, alongside streetscape, historic assets, and landscape considerations. Station area recommendations in this section of the plan have a different content and structure as a result.

Key factors to be assessed include: transit operations, traffic and intersection operations, the user experience, mobility enhancement, public realm, transit oriented development opportunities and constructibility. Traffic studies will also be

- EXISTING BUS ROUTES
- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH
- RAPID TRANSIT ROUTE

2.3.1 Downtown Core Station

Guiding Themes:

1. Health and Well-being



2. Discovery



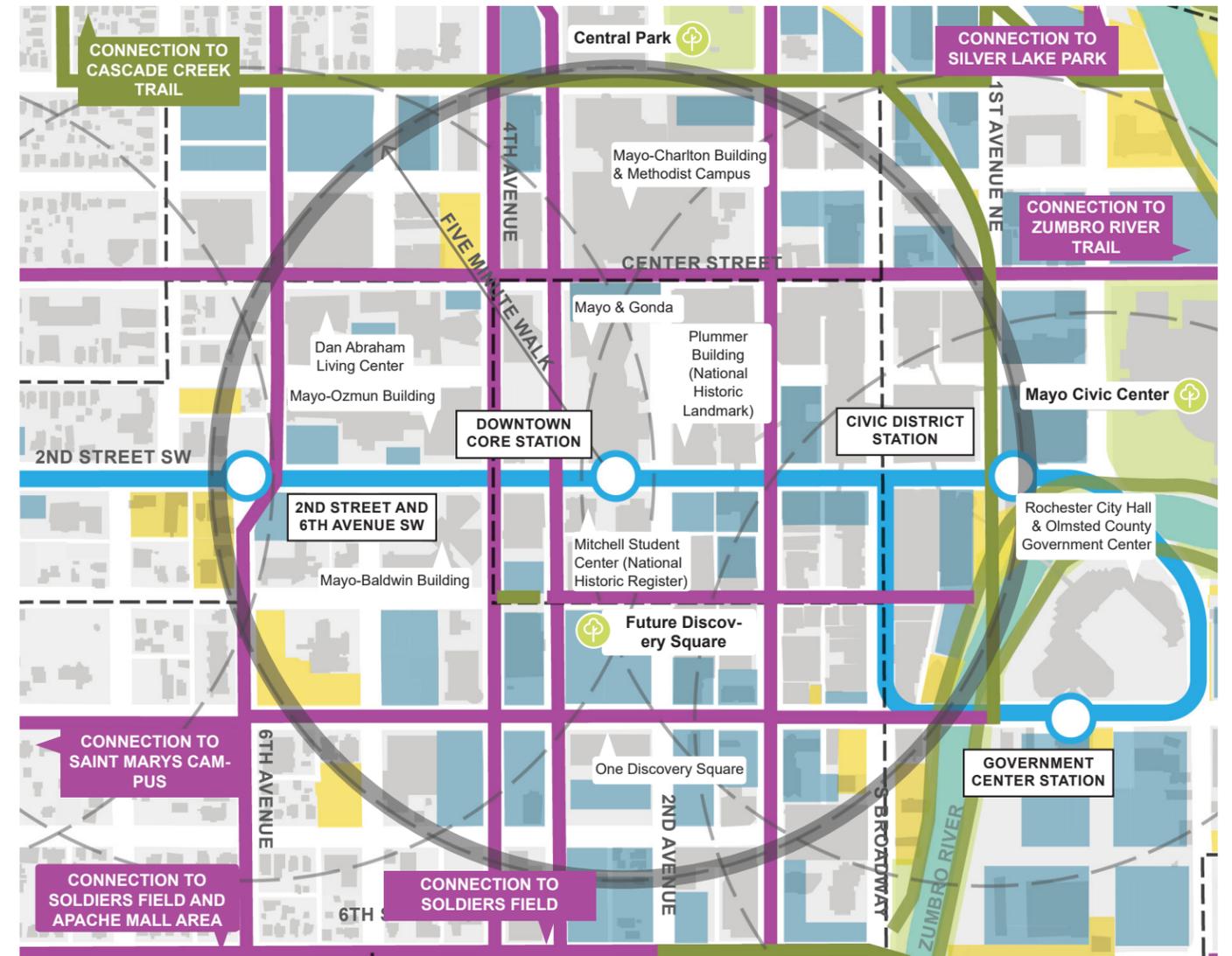
3. Lifestyle



4. Accommodations



Existing Conditions and Previous Plans at the Proposed Station



The Downtown Core station will be located to advance “Heart of the City” and “Discovery Square” DMC sub-districts. It will serve the epicenter of Rochester’s healthcare industry, bringing commuters and patients to Mayo and Gonda buildings and the Mitchell Student Center. Via Discovery Walk, It will also be a gateway to Discovery Square, which combines research, education, business and entrepreneurship to drive innovation. This station will also be a point of access for people to explore Rochester’s greatest concentration of retail, food and beverage, entertainment and culture, and for visitors using Rochester’s major downtown hotels. This is an area of high-density employment as well having nearby households with either low incomes or without vehicles. This station will be proximate to the Downtown Transit Center, allowing for convenient transfers between routes.

- RAPID TRANSIT STATION
- RAPID TRANSIT ROUTE
- EXISTING AND PLANNED ON-STREET BIKEWAY
- EXISTING AND PLANNED MULTI-USE PATH
- TOD-IDENTIFIED OPPORTUNITY SITES
- DMC IDENTIFIED OPPORTUNITY SITES
- DESTINATION MEDICAL CENTER

2.3.2 Civic District Station

Guiding Themes: A Station on 4th Street SE

1. Education, Arts, and Culture



2. Conferences and Meetings



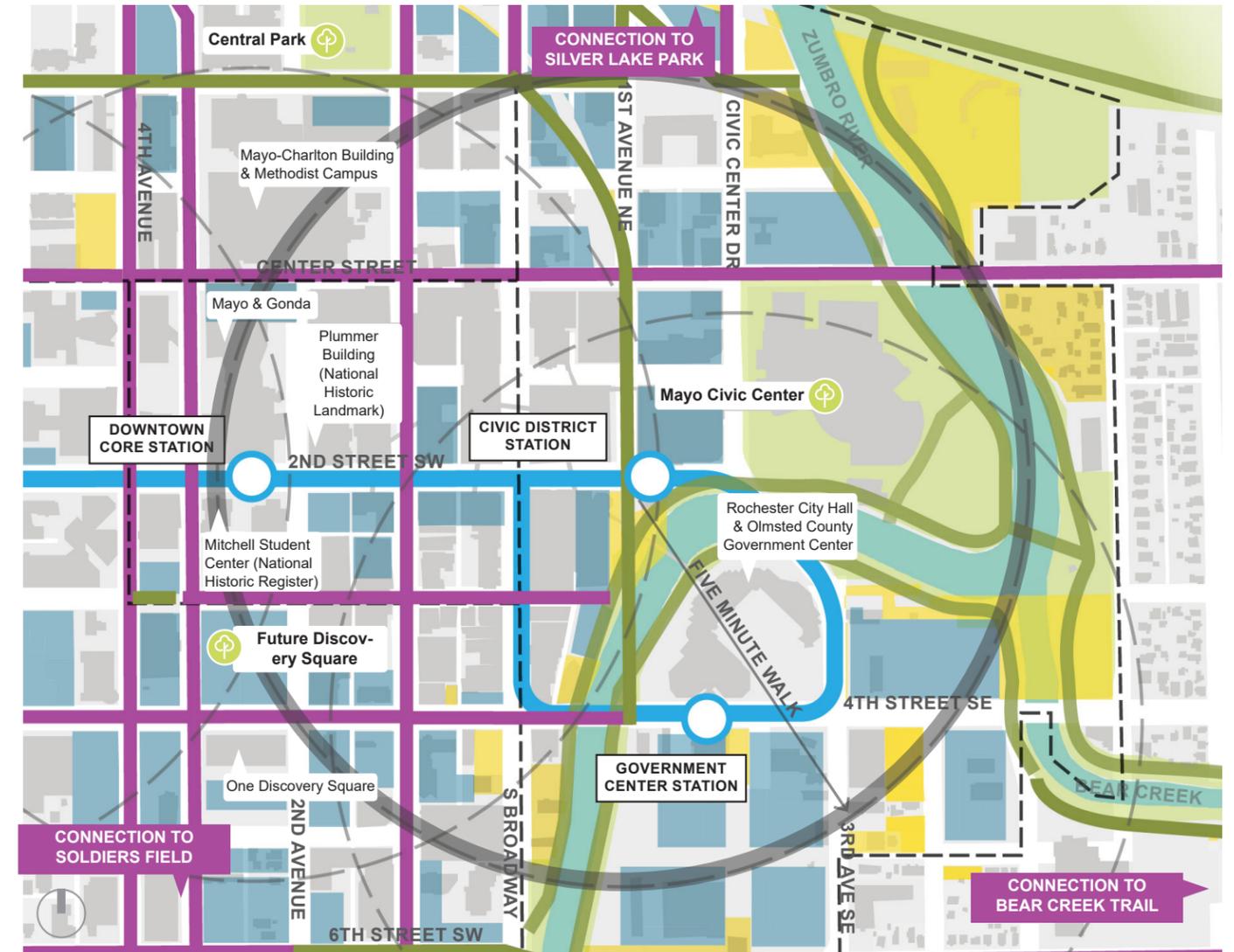
3. Outside in the City



4. An Urban Neighborhood



Existing Conditions and Previous Plans at the Proposed Station



This station provides access to several civic assets, and will be a 365 days a year destination. The Rochester Public Library has a focus on growing literacy and engaging the community. Rochester Art Center offers the opportunity for all people to understand and value the arts through innovative experiences with contemporary art including exhibitions, programs and education. The Mayo Civic Center hosts regional conferences, trade shows, business meetings and performances across its ballroom, arena, auditorium and exhibition and presentation halls. This station also provides access to Mayo Park, its special events and the wider riverfront trail system. In addition, this area will have a growing residential population and jobs base, with access to the Government Center complex.

Nearby skyway access provides links to hotels and retail as well

as to jobs across the downtown area. This station will serve recent developments and additional opportunity sites identified by the DMC Plan for future housing-led mixed use development.

-  RAPID TRANSIT STATION
-  RAPID TRANSIT ROUTE
-  EXISTING AND PLANNED ON-STREET BIKEWAY
-  EXISTING AND PLANNED MULTI-USE PATH
-  TOD-IDENTIFIED OPPORTUNITY SITES
-  DMC IDENTIFIED OPPORTUNITY SITES
-  DESTINATION MEDICAL CENTER

2.3.3 Government Center Station

Guiding Themes: A Station on 4th Street SE

1. A Connected Transit Hub



2. Jobs-Led Growth



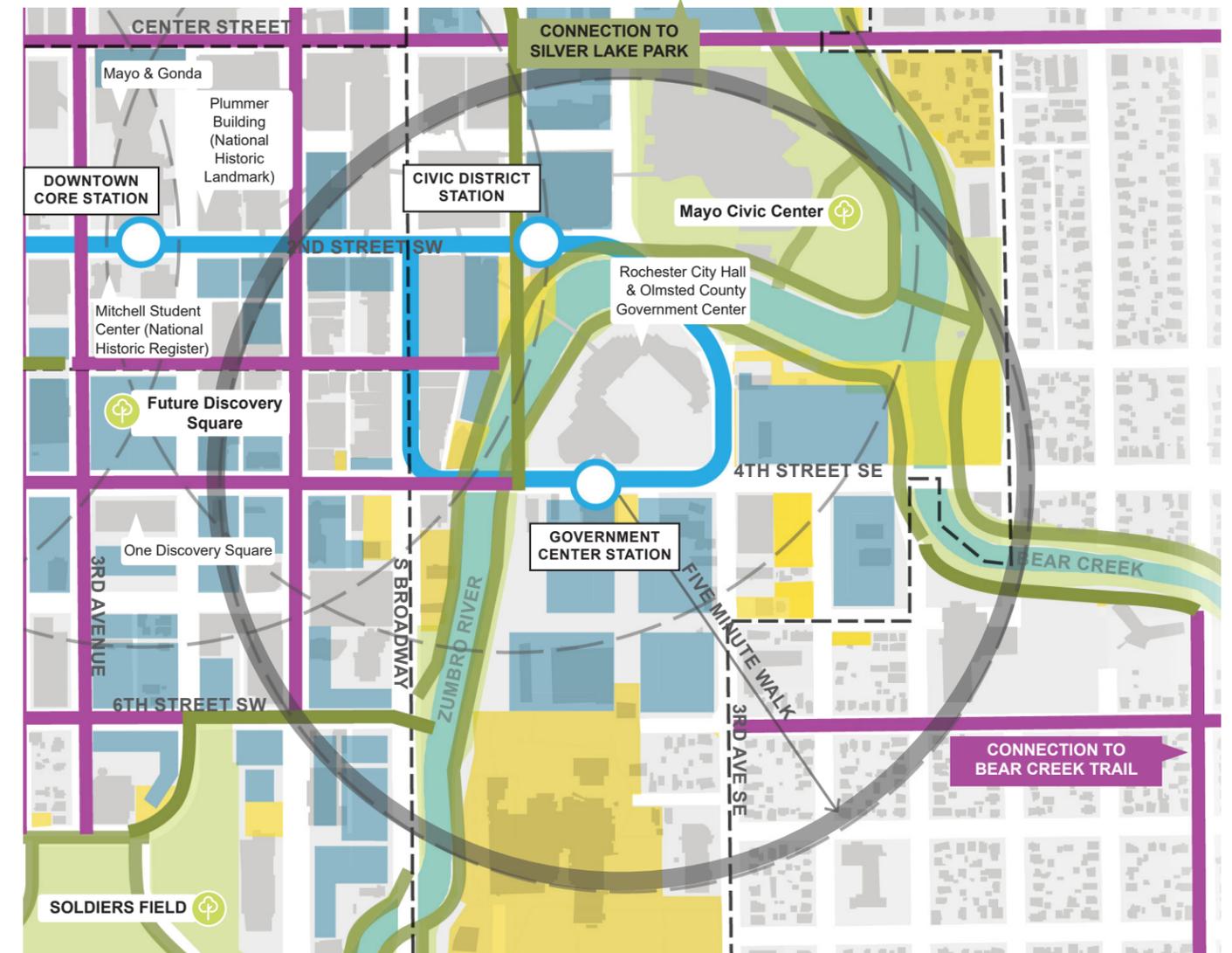
3. A New Central City Neighborhood



4. A Network of Smaller Open Spaces



Existing Conditions and Previous Plans at the Proposed Station

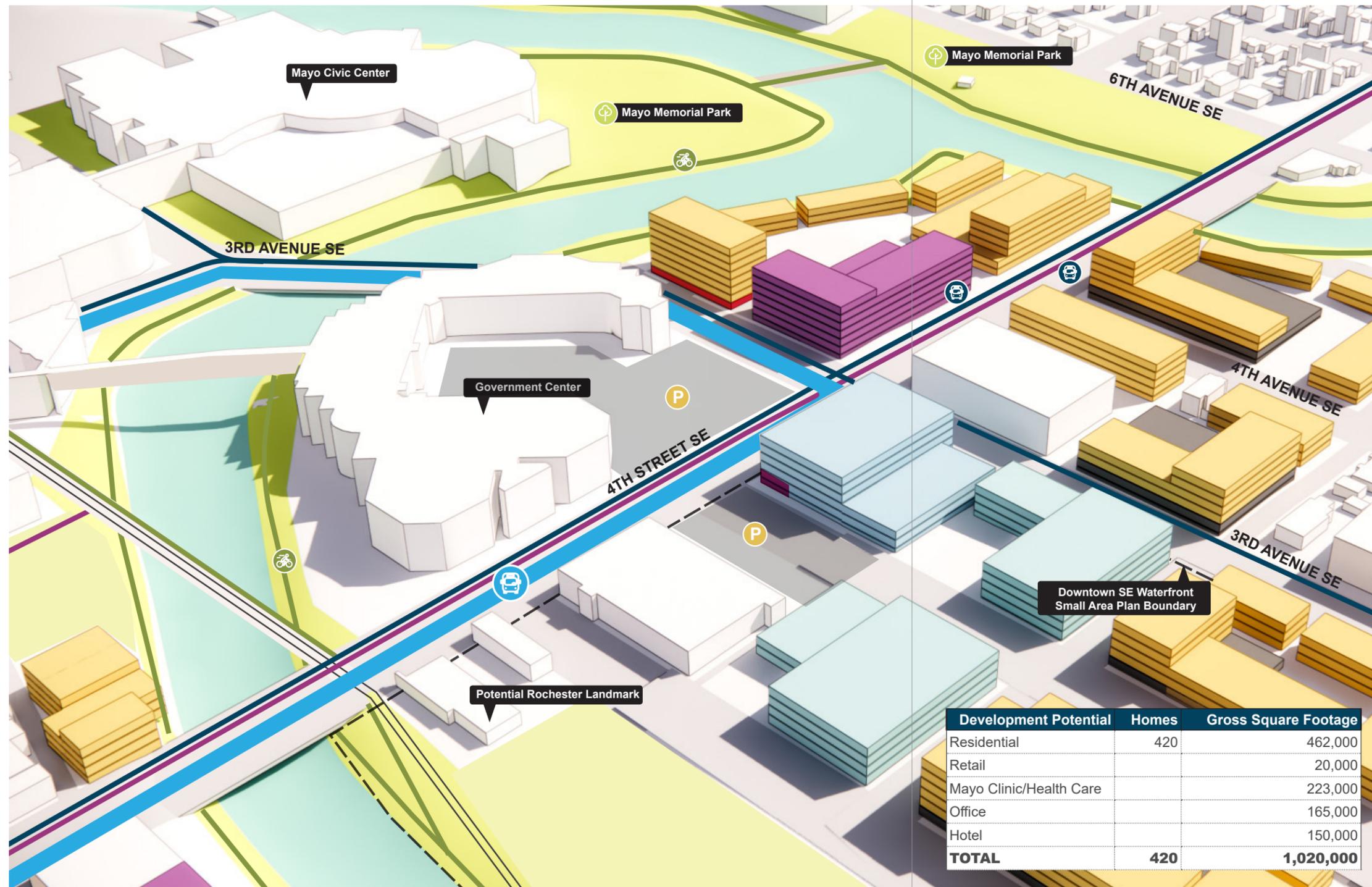


This rapid transit station will serve the Government Center, the Mayo Fullerton commuter parking lot and neighborhoods to the east of 3rd Avenue SE in the near term. Over the medium and longer terms it will serve significant new transit-oriented development opportunities to the east and south.

-  RAPID TRANSIT STATION
-  RAPID TRANSIT ROUTE
-  EXISTING AND PLANNED ON-STREET BIKEWAY
-  EXISTING AND PLANNED MULTI-USE PATH
-  TOD-IDENTIFIED OPPORTUNITY SITES
-  DMC IDENTIFIED OPPORTUNITY SITES
-  DESTINATION MEDICAL CENTER

Government Center Station Area Concept

View to Northeast



Development Potential	Homes	Gross Square Footage
Residential	420	462,000
Retail		20,000
Mayo Clinic/Health Care		223,000
Office		165,000
Hotel		150,000
TOTAL	420	1,020,000

Development Approach

The station area will be an inter-connected transit hub, served by rapid transit and other bus routes that converge here. It will also be a new central city neighborhood, with a full grid of streets and blocks, public spaces and new jobs and homes replacing surface parking lots and older industrial, warehouse and service facilities. This station has the potential to unite existing growth and development along Broadway Avenue and on the west side of the Zumbro River.

The existing employment anchor and service destination for residents at the Government Center is a foundation for future jobs growth. The intersection of 4th Street and 3rd Avenue SE can bring a mix of activities to all corners, including employment or a hotel. Moving further away, there will be a more residential emphasis. New residential development can be oriented towards the waterfront at the east.

Existing streets and intersections will be enhanced to encourage walking. Design of safe pedestrian cross walks that consider the user experience will need to be considered as station design progresses.

A planned bikeway along 4th Street SE is proposed to extend over the Zumbro River and eastward to Collegeview Road.

As new development occurs, a network of linked, smaller open spaces will be created to allow people access to the outdoors within a few minutes of home or places of work. This will be an additional benefit in the event of any future shelter in place events.

- MIXED-USE RESIDENTIAL
- RETAIL
- HOTEL
- OFFICE
- RAPID TRANSIT ROUTE
- EXISTING BUS ROUTE
- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH

2.3.4 The Intersection

Guiding Themes: S Broadway Avenue and 4th Street

1. Strengthening Rochester's Main Street



2. A New Central City Neighborhood Hub



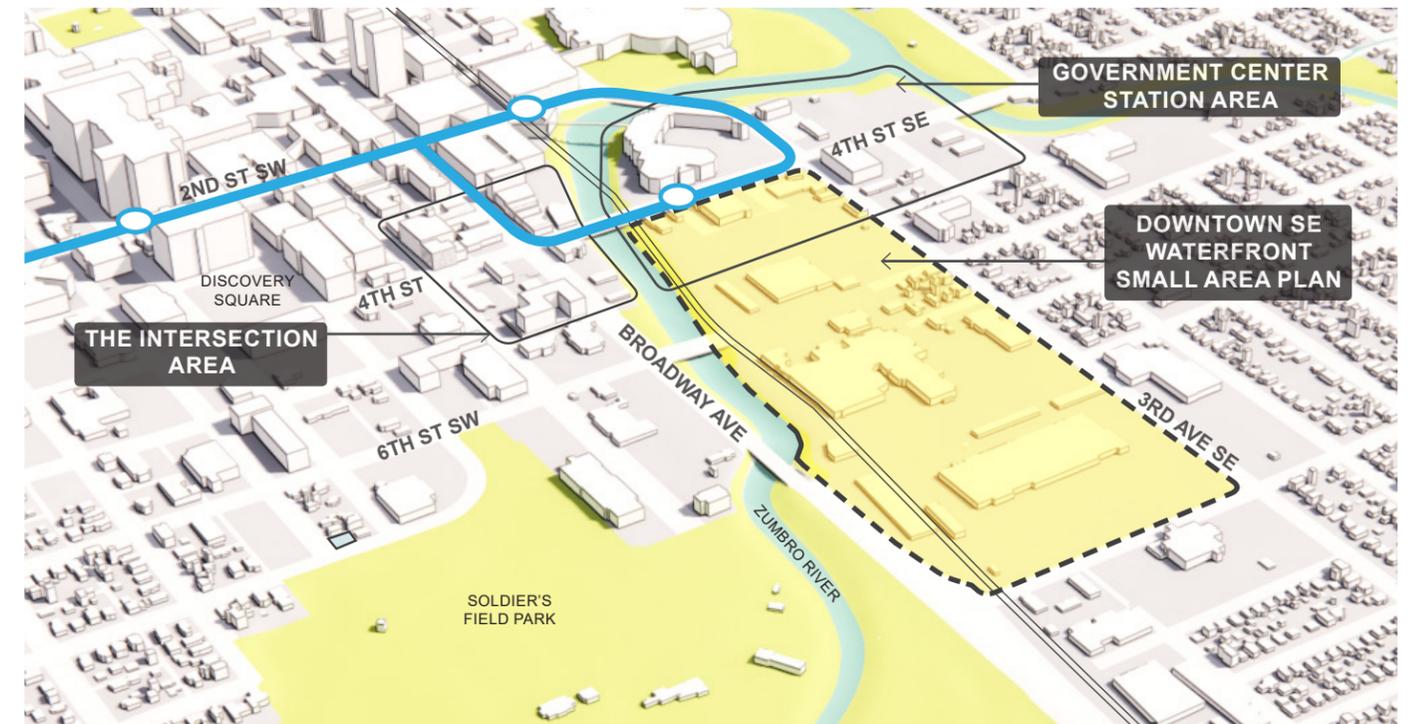
3. A Place for Intersection and Collaboration



4. A New Zumbro River Open Space

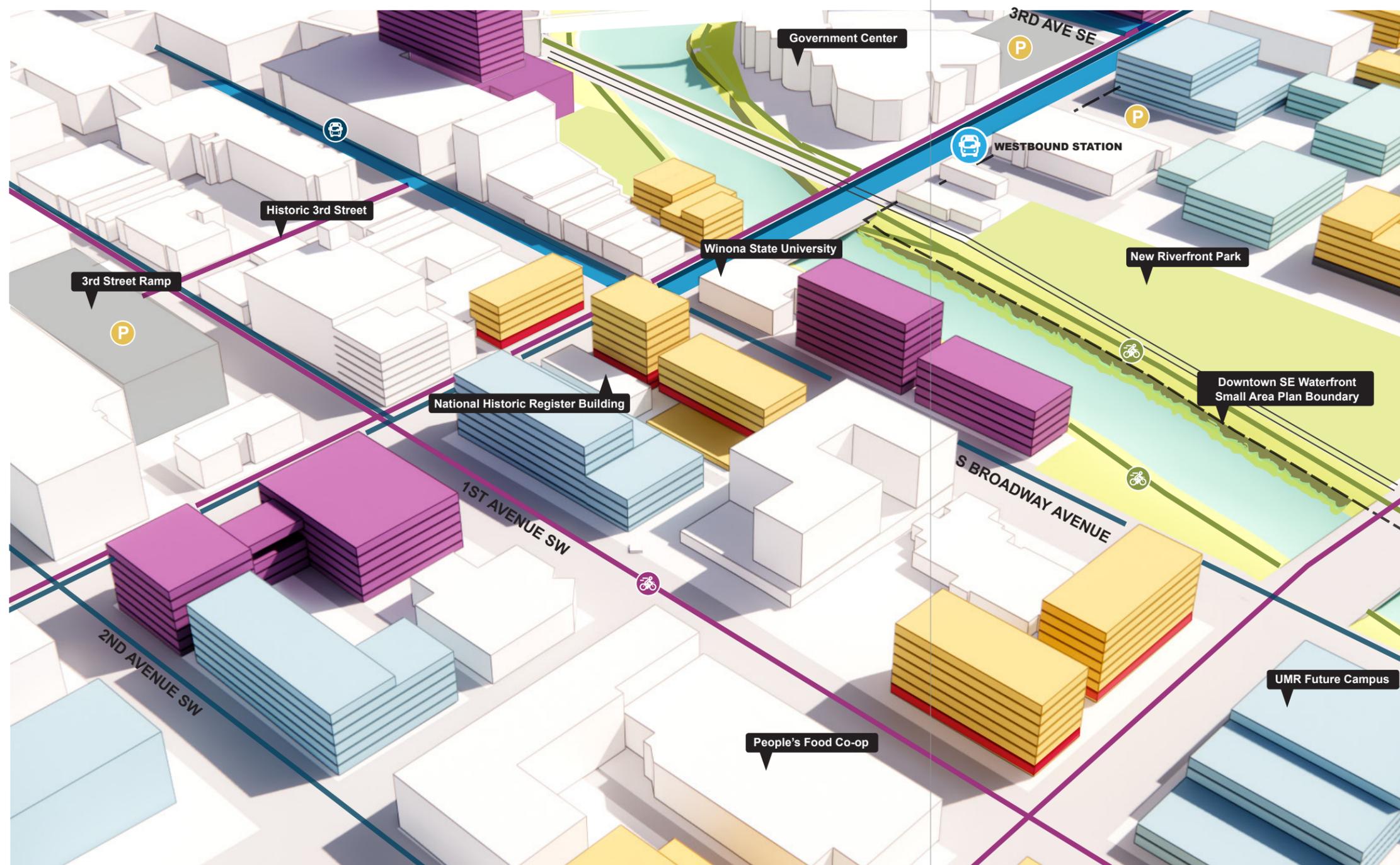


S Broadway Avenue Looking South to 4th Street and Beyond



The Intersection Area Concept

View to Northeast



Development Approach

This location will be strongly influenced by future rapid transit service, which will be accessible within a few minutes-walk. Broadway is a major gateway street, which has retained its historic fabric on the block north of 4th Street. 4th Street has a nearby bridge over the Zumbro River, and Riverwalk access is nearby. A freight line crosses the river here. Today it is a diverse and somewhat complex intersection of natural features and infrastructure that Rochester has grown around. The future will bring a diverse mix of hotel, office, co-working, housing, retail and food and beverage activity. One of the key public features will be a new riverfront park, and enhanced access to the riverfront. This is a gateway location for visitors, supporting hotel, and could support economic activity spinning out from Discovery Square.

Development Potential

	Uses	Homes	Gross Square Footage
Residential		115	125,000
Retail			34,000
Mayo Clinic/Health Care			0
Office			100,000
Hotel			100,000
TOTAL		115	359,000

- MIXED-USE RESIDENTIAL
- RETAIL
- HOTEL
- OFFICE
- RAPID TRANSIT ROUTE
- EXISTING BUS ROUTE
- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH

2.4 Downtown Southeast Waterfront

District Connectivity



- EXISTING BUS ROUTES
- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH
- RAPID TRANSIT ROUTE

Rochester's Downtown Southeast Waterfront is potentially the most significant future opportunity in Rochester.

This area is close to a growing downtown which is becoming a more diverse central city. It is also neighbored by the Government Center at the north, and the surrounding long-standing Slatterly Park and Sunnyside neighborhoods to the east and south. These are predominantly single family neighborhoods. Natural and open space resources include Soldiers Field Memorial Park to the west, the Zumbro River and Slatterly Park to the east.

Several large development opportunities can help realize Rochester's growth as a dynamic and unique city and advance the key role of the Downtown Southeast Waterfront.

There is an opportunity for a significant new and holistic vision. This is also an opportunity that should be approached with care and sensitivity. In addition to a concentration of larger land owners, there are also smaller interests and activities that may remain on site for some time. Community residents and businesses see the opportunity for new amenities and services, but are also sensitive to the relationship to their own blocks, streets, homes and neighbors. TOD Plan concepts for the Government Center and Intersection areas will also need to be integrated.

A focused Small Area Plan will be completed by early 2021 to build agreement among stakeholders and the community. It is recommended that a set of planning and development principles be used to guide this process.

Opportunity Sites and Planning Area



- TOD-IDENTIFIED OPPORTUNITY SITES
- DMC IDENTIFIED OPPORTUNITY SITES
- RAPID TRANSIT ROUTE

Opportunity Sites

Opportunity sites are locations with both nearer and long term potential. This includes vacant land, surface parking lots and older, low-density uses likely to see change in the next 20 years. Some sites in the Downtown Southeast Waterfront include historic or cultural resources in the form of buildings, infrastructure and materials that could be preserved or utilized in redevelopment.

Downtown SE Waterfront Opportunity Sites Development Potential

	Uses	Homes	Gross Square Footage
Residential		1,635	1,800,000
Other			100,000
TOTAL		1,635	1,900,000

Potential Land Allocation	Area
Land Area	44.4 AC
Streets (15%)	6.6 AC
Open Spaces (20%)	8.9 AC
Net Land Area	28.9 AC
Potential at 1.5 FAR	1,886,000 SF
Potential at 2.0 FAR	2,515,000 SF

Planning and Development Principles

Enhance Mobility Options

- Create a new street framework south of 4th Street SE.
- Integrate the street grid with the surrounding Rochester neighborhood street grid.
- Create great streets with high quality sidewalks and bike facilities, sustainable landscaping, street trees, and pedestrian scale lights.
- Anticipate a central north-south street linking major sites, with more generous sidewalks, landscape strips, street trees, landscaping and bike facilities.
- Pursue a study for a new 6th Street bridge over the Zumbro River, resolving whether this a pedestrian and bikeway link, traffic link to Broadway Avenue or integrated with a full signalized intersection at 6th Street SE and Broadway Avenue.
- Enhance bike connections to surrounding neighborhoods.
- Investigate options for new north-south bike routes through this area.

Prioritize Well-Being

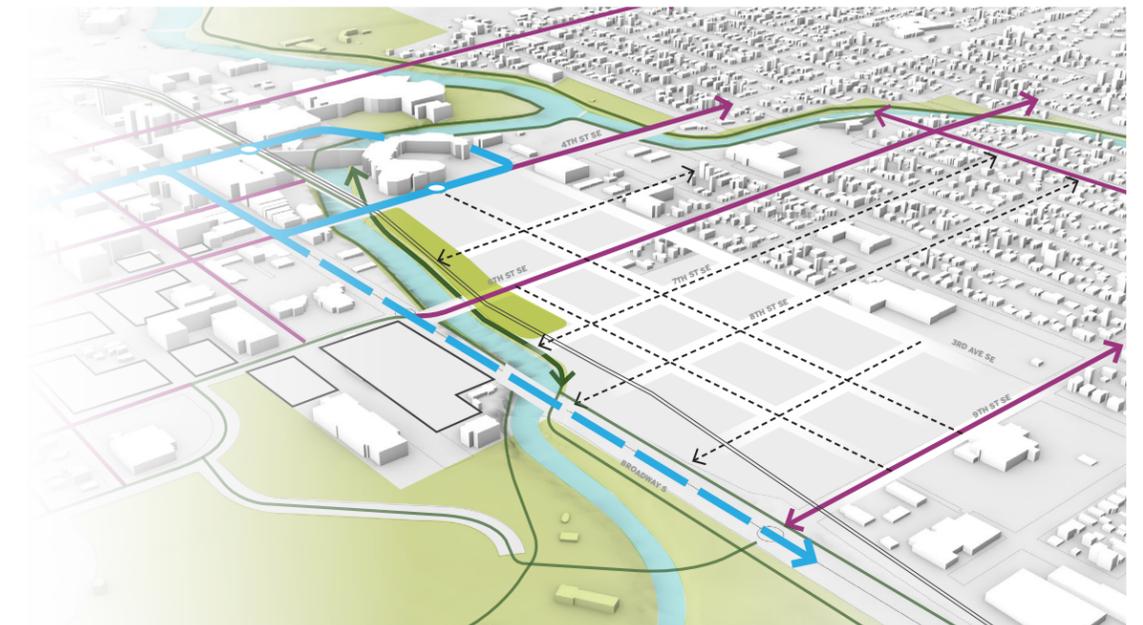
- Enhance pedestrian and bike crossings across the Zumbro River at the Broadway Avenue 8th Street bridge.
- Extend bike and pedestrian links between Soldiers Memorial Field and Slatterly Park.
- Create a new neighborhood park and multi-use open space.
- Explore the potential for enhancing public use of the river corridor and a new riverfront open space.
- Explore the potential for a network of smaller open spaces close to homes and places of work.

Guide Smart Growth

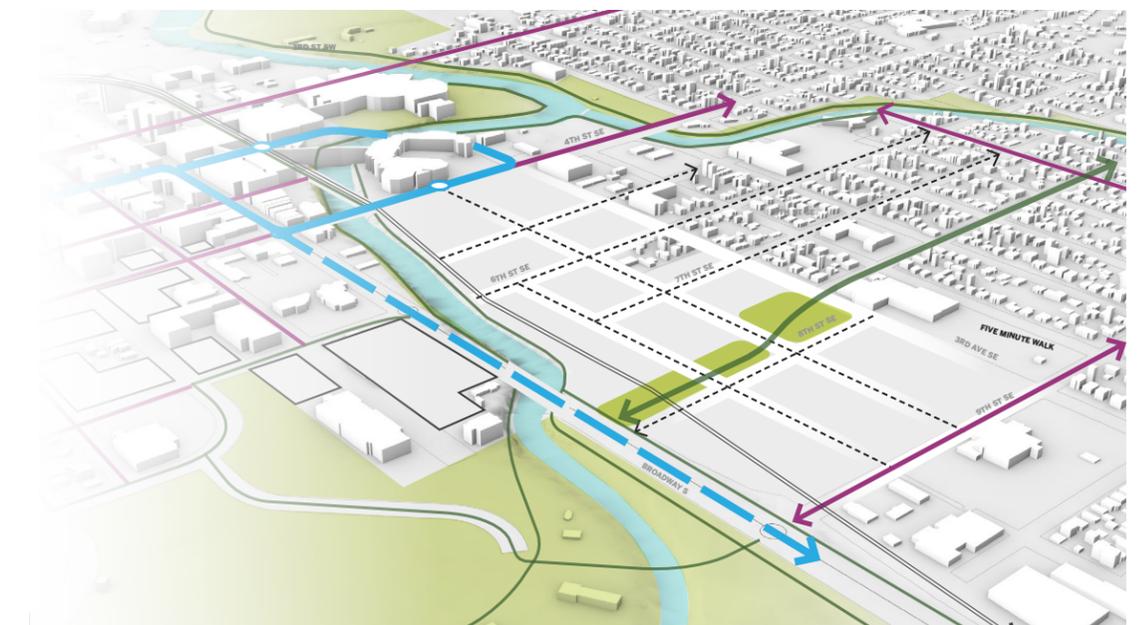
- Incorporate a range of housing types to meet community needs and manage height transitions to surrounding single family neighborhoods.
- Align uses and development densities to future rapid transit stations.
- Use a townhome scale around the 3rd Avenue and 9th Street SE intersection.
- Allow taller buildings closer to 4th Street SE and South Broadway or where rapid transit stations are located.
- Establish a fine-grained approach to building typologies, heights, densities and dimensions that reflect the scale of neighboring development heights, street dimensions and view corridors.
- Include a range of affordable housing typologies and unit sizes to meet a range of household size and space needs, and a range of tenures to reflect differing income levels.
- Incorporate public art.
- Incorporate legacy industrial buildings, elements of brick structures, re-use of industrial facility materials on site in buildings or public realm, or the use of production equipment as educational or art features.
- Establish a phasing strategy that creates complete places made up of streets, blocks, public spaces, and existing properties as appropriate.
- Study the feasibility of a district heating and cooling systems, which can use a variety of fuels and secondary heating and cooling sources.
- Study the feasibility of district storm-water systems, including the use of the public realm for stormwater best management practices.

Framework Concepts to Explore

Concept One



Concept Two



- PROPOSED OPEN SPACE
- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH
- RAPID TRANSIT ROUTE
- LOCALLY PREFERRED ALTERNATIVE LATER PHASE

Downtown Southeast Waterfront Concepts

New Neighborhoods



An Enhanced Public Realm



2.5 TOD Corridor Design Aspirations

Development

The following aspirations communicate overall design intentions that can create and support transit-oriented development and create a high-quality development, open space and street framework. Their application is encouraged as property owners and public agencies consider new development. The incorporation of existing properties, especially historically significant properties is encouraged. Examples and illustrations are provided as guidance. These guidelines should be considered alongside applicable zoning requirements and development standards in the Land Development Manual and DMC Design Guidelines.

Bring Buildings to the Street

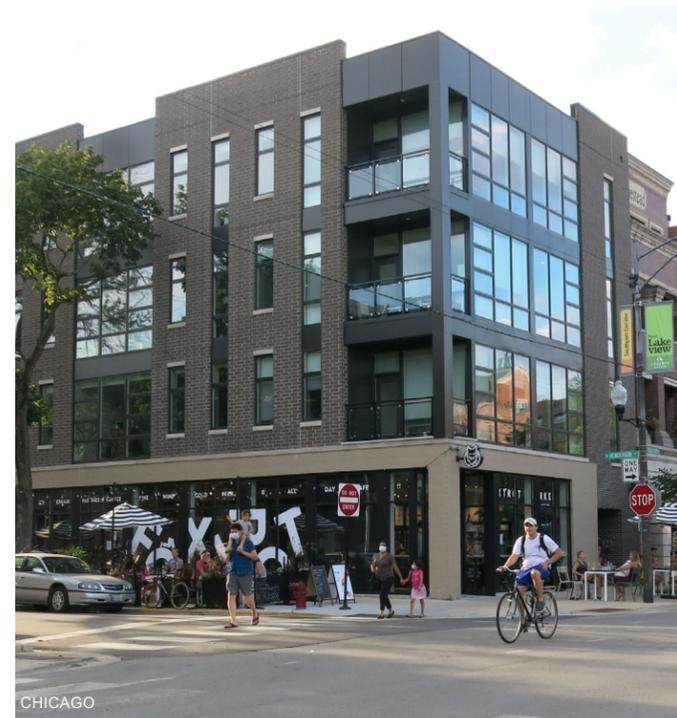
- Buildings should be placed so they address streets directly and support an active and high quality pedestrian realm.
- Buildings should be brought close to sidewalks, while providing a minimum 10 feet setback from the property line along the rapid transit route, except where this conflicts with predominant and historic street-walls within blocks.
- The 10 feet setback can be used for cafe, outdoor seating or plaza space where retail, hotel or employment uses are at the ground floor.



- Where the ground floor is residential, this space can be landscaped or have low fences to provide a separation between public and private spaces.

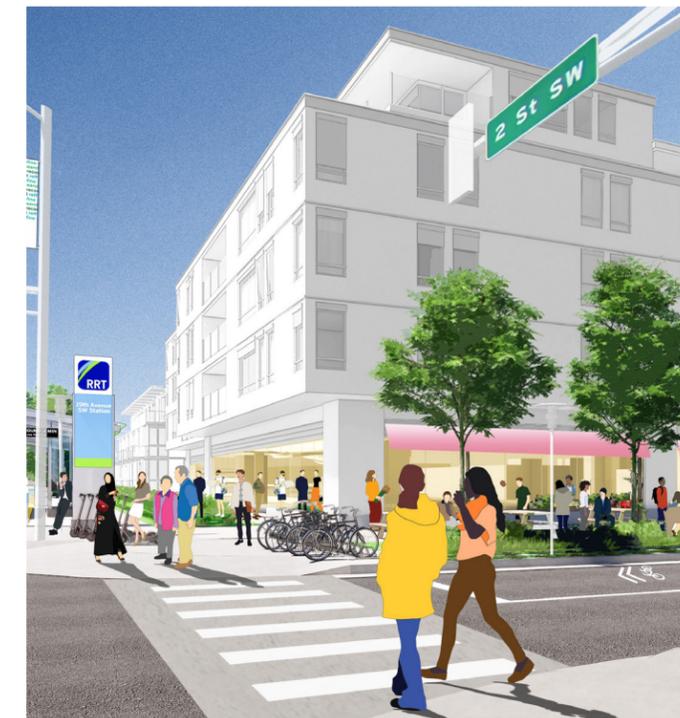
Activate Ground Floors

- Building frontages facing streets, pedestrian connections, and public open spaces should have active uses on the ground floor.
- Active uses include retail, office, health care, community and residential uses. Active uses are encouraged on ground floors close to rapid transit stops and street intersections along the rapid transit route, where they are visible to passing traffic and transit users.
- Where retail uses are not supported because of market factors, residential ground floors are encouraged.
- Public-use areas such as lobbies, receptions, retail and dining along ground floor facades should face and be accessible from the street.
- Active uses should be extended to as many sides of buildings as possible
- Blank ground floors facing 2nd Street SW or immediately adjacent blocks are discouraged.



Encourage High-Quality Ground Floors

- Ground floor elements such as windows, retail displays, landscaping and lighting are encouraged to provide a high-quality pedestrian experience.
- Entries should be located and designed to maximize visibility from sidewalks and rapid transit stops to support retail, healthcare, office and community service uses.
- Ground floor residential uses along the rapid transit route can use low level landscaping and fencing, raised ground floors and partially translucent windows to create privacy for residents.
- Mixed-use ground floors in buildings with residential upper floors are encouraged to be constructed to allow conversion between non-residential and residential uses over time, with dimensions that allow flexibility of use and convertibility.



Create Attractive Facades

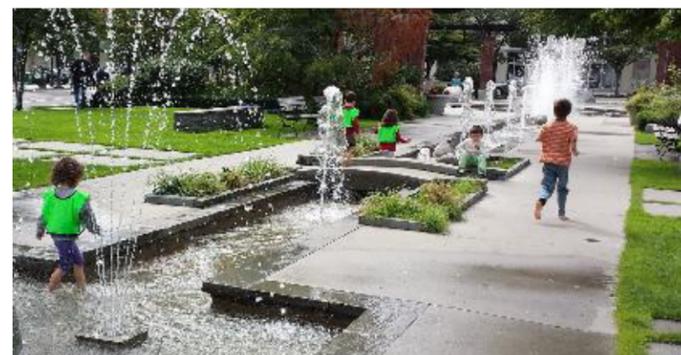
- Facades are encouraged to be articulated with reliefs, openings, expression of individual floor levels and variation in materials.
- Facade are encouraged to achieve visual coherence through complementary materials, colors and window and door types.
- Balconies can be cantilevered, semi-recessed or fully recessed, and are encouraged to have a minimum depth of 4 feet to create usable spaces.



Public Realm

Parks and Plazas

- As development occurs at larger sites, a network of smaller open spaces, reflecting diverse uses and recent recognition of the importance of easily accessible open spaces close to work or home should be created.
- Landscaping, seating, lighting and public art are encouraged as ways to signal public use is welcomed.
- Larger developments of more than 1 acre are encouraged to allocate 10% of the site area for open spaces, parks and plazas.
- Spaces should be designed to include spaces for use by workers, visitors and residents, including landscaping, seating and lighting.
- Spaces on residential blocks should provide play space.
- Open space designs are encouraged to provide spaces for tactical and temporary uses, such as play, festivals, performance events, markets and temporary food kiosks or trucks.



- Design approaches should respond to Rochester’s climate, mitigating wind and understanding the desire to be outdoors in winter months.
- Sidewalk signs should confirm public access to plazas within blocks.
- Parks and plazas should be designed to encourage use by those with limited mobility or sight and hearing limitations.
- Surrounding development should address open spaces with entrances, stoops, windows, active ground floors or other features to provide eyes onto the public realm.
- Historic landscapes should be maintained or sensitively enhanced.

Public Art

- Public art is encouraged to be integrated into new developments and the public realm.
- Public art can celebrate Rochester’s geographic features, unique healthcare role, architectural history, local identity and today’s diverse communities.



Streets

Encouraging Walking, Cycling and Rapid Transit Use

- New streets should incorporate generous sidewalks, landscape planting zones, best practices in storm-water management and a coordinated palette of pedestrian and highway lights.
- Calm traffic and support pedestrians with mid-block curb extensions on longer blocks, curbs extensions at intersections and planted medians.
- ADA compliant curbs at intersections and raised crosswalks are recommended.
- Bike facilities are encouraged within new streets as appropriate and in co-ordination with Public Works. Selections can be from among “sharrows” or painted, buffered or protected lanes.
- Include bike parking facilities close to intersections.
- Where major new development abuts existing streets, the above street features should be incorporated. Streetscape modifications should be sensitive to the character of historic areas and properties, when present.



- Support navigation to rapid transit stations with a set of signs for pedestrians and cyclists, including:
 - Primary - Feeder Signs leading to a ‘5-minute walk’ circle around stations.
 - Secondary - Wayfinding to the nearest station.
 - Station signs - You are in the area of a station.



Parking

- Shared use and joint use parking strategies are encouraged, particularly across healthcare, office or community and residential uses which have different peak hours across the work-week and weekend, allowing a reduction in total parking space demands.
- Parking is encouraged to be placed within structures, or below them where possible.
- Parking structures are encouraged to have facades that are screened with active uses on rapid transit route streets.
- Open parking elements are encouraged to have high quality architectural screening of parked vehicles and structural elements.
- High quality landscaping, including trees should be placed to provide additional screening of open parking structure elements.
- Level parking structure floors are encouraged on exposed outer bays with to minimize visual disruption for neighbors, and to allow potential future conversion to other uses.
- Parking structures are encouraged to be designed to allow potential conversion to other uses using level floors, appropriate and higher floor to ceiling heights and speed ramps between floors.



- Exposed top floors of parking structures are encouraged to incorporate solar photo-voltaic panels, which can screen views of cars from other buildings and generate energy.
- Parking within residential structures should be enclosed, with a usable outdoor space on the roof for residents.
- Vehicle entrances should be located away from corners to reduce on-street car queuing impacts on pedestrians and vehicle traffic and transit operations at intersections.



Pay Attention to Visible Roofs

- Roof utility features should be consolidated, enclosed and screened with high quality materials.
- Mechanical equipment should be screened with materials which are of a similar quality and compatible with the materials used in the building facade.
- The use of photo-voltaic panels on roofs to increase solar energy use is encouraged.
- Rooftops that can be used by building occupants are encouraged.
- Rooftop landscaping is encouraged, and should be designed for the Rochester climate.

Social Distancing Design Considerations

The final phases of this plan have been prepared as the Covid-19 Pandemic has become a major global public health crises. This has had an immediate, visible and personal impact on our economy and ways of working, living, meeting daily needs, and socializing. It has also raised understandable questions regarding the size and scale of public spaces such as parks, plazas and sidewalks.

Initial responses by governments, municipalities, business improvement districts, chambers of commerce and major visitor destinations have focused on limiting access and the density of people in public. More recently, such organizations have actively investigated technologies which monitor the density of people in public spaces, provide on-site public information and advice, and broadcast information via phones and apps to people planning to visit or on their way to a location.

This plan anticipates that current social distancing recommendations will be reduced over the 2020 and 2021 period and that in the medium and long term, social practices will steer back to historic norms. Over this period, the availability of real time information on crowd densities, as well as high-profile public health advice on shelter-in-place and social distancing requirements is expected to increase.

This plan has recommended the continued evolution of a network of open spaces that people can access within a few minutes of their home or place of work. It also recommends dimensions for street sidewalk and landscaping spaces which reflect best practices to support pedestrian activity. Enhanced public information, behavior change and tactical responses can be overlaid with these to become an active part of city resilience strategies.

Rapid Transit Wayfinding

The purpose of the wayfinding plan is to facilitate navigation to the rapid transit stations from the surrounding neighborhoods and business districts. The study area is comprised of a '5-minute walk circle' around each of the stations. A family of typologies has been defined, but not designed. A custom logo should identify and separate the rapid transit line from other bus lines within the city of Rochester for this program to be effective within the community.

Several of the signage locations are at the end of a skyway or subway route. It is recommended a signage study of internal skyway and subway routes determine if rapid transit wayfinding should be incorporated into these signage systems.

Legislation for multi-lingual signage and ADA signage for the blind and hearing impaired was reviewed. It is recommended that the wayfinding be comprised of three specific pictogram groupings for international understanding: First the brand of the Rochester Rapid Transit that will be the primary wayfinding icon, second an arrow (that is internationally recognized) and third the use of international pictograms for biking and walking (with minutes to the destination). Pedestrian crosswalks will have appropriate equipment to establish connection to the platforms and ramping for wheelchairs will be appropriate as required.

Each sign type provides a unique purpose to the Rochester Rapid Transit program. The locations are predictable and easy to read.

Sign Type A –
Primary - Feeder Signs into the '5 minute walk' circle.

Sign Type B –
Secondary - Wayfinding to the nearest station.

Sign Type C –
You are in the area of a station within viewing distance.

These sign faces are templates only and a full design study should be conducted during future phases for rapid transit branding, final messaging, and placement. Signs can be pole mounted as shown or added to existing light standards or signage posts.

Sign Type A

A Primary Wayfinding sign that is located on the outskirts of the '5-minute walk circle'. It is considered a 'feeder' onto the path and directs to the nearest station - and in several areas directs to two different stations that are equidistant. This is a larger faceplate with potential for more shared information.

These sign faces are templates only- A design study is to be conducted in future phases. Signs can be pole mounted as shown or added to existing light standards or signage posts. This sign type is designated by a green dot on the maps in Appendix B.

Sign Type B

A Secondary Wayfinding sign that is central to the circle. This provides information that you are on the right path to get to the Rapid Transit Station. These are typically within a block or so from the station intersection. This sign type is designated by a blue dot on the maps in Appendix B.

Sign Type C

identifies that you are in the vicinity of the Station. You are either approaching the primary street or on the primary street defining that you have reached your destination. This sign type is designated by a pink dot on the maps in Appendix B.

Wayfinding Sign Types

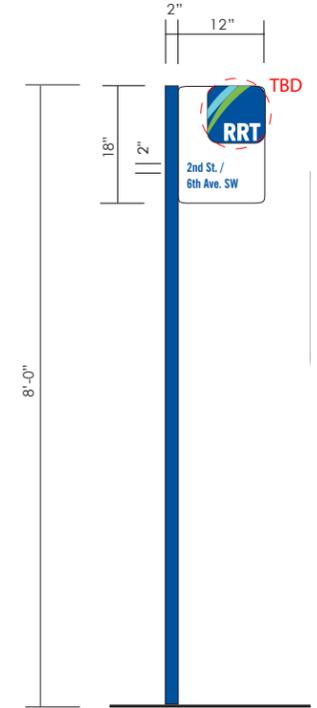
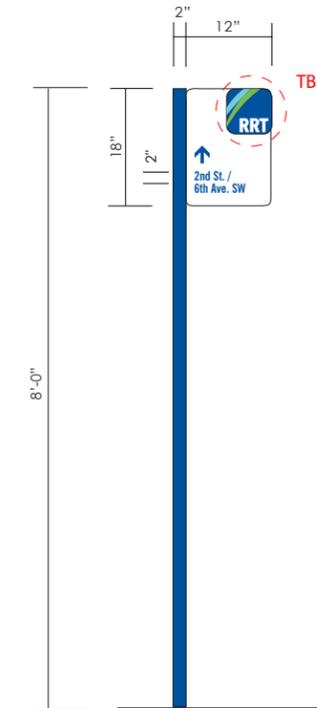
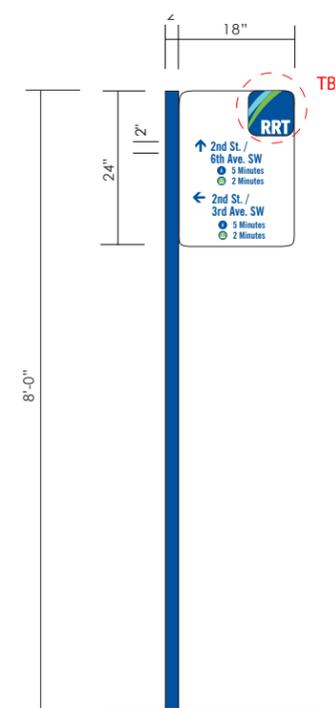
Sign Type A
Single or Double Faced Sign



Sign Type B
Single Faced Sign



Sign Type C
Single Faced Sign



7

IMPLEMENTATION



7.1 Development Summary

Land Supply in the Rapid Transit Corridor

This plan has identified Opportunity Sites along phase one of the rapid transit corridor as well as for the Downtown SE Waterfront area which will be served by later phases.

Opportunity Sites are locations with both nearer and long term development potential which will be supported and enhanced by rapid transit investment. This land supply includes vacant land, surface parking lots and older, low-density uses likely to see change in the next 20 years.

These opportunity sites are not required to change, and realization of the plan will be based on strong market growth projections and decisions by land owners.

With 395 sites over 188 acres there is a flexible land supply resource. However, only a small proportion are currently completely vacant. Redevelopment of surface parking lots will be required. In addition, either infill or full redevelopment of sites with low density uses will also be required. Where the footprints of existing uses are redeveloped, either relocation off-site or re-provision on-site as part of higher density scenarios will be necessary.

TOD Plan development capacities have made an allowance for the re-provision of some existing uses, such as retail, within station area development scenarios. It is assumed larger single uses, such as industrial uses, will relocate outside of the area by 2040.

Supply Type	Number of Parcels	Area in Acres	Area in Square Feet
Vacant Land	37	8	338,000
Surface Parking	156	68	2,945,000
Low Density Uses	202	112	4,901,000
TOTAL	395	188	8,183,000

Market Demand and TOD Plan Development Outputs

Development volumes in the primary use categories are aligned between the lower and upper market demand forecast to 2040. Development volumes for Station Areas have also included provision for future Mayo Clinic health care activities where this is known, such as at St Marys Place between 11th and 9th Avenues on 2nd Street SW.

Uses	Market Demand Range		Total Corridor Development	
	Lower SF	Upper SF	SF	Homes
Residential	4,500,000	5,000,000	5,106,000	4,640
Retail	360,000	400,000	407,000	
Mayo Clinic/Healthcare			2,051,000	
Office	838,800	932,000	900,000	
Hotel	844,200	938,000	823,000	
TOTAL			9,195,000	
TOTAL (Excluding Mayo Clinic)	6,543,000	7,270,000	7,146,000	

Phase One Development Distribution by Use

Land use proposals have a strongly residential emphasis. Residential development is 55% of all development identified. This would be a higher proportion of solely market led development, if Mayo Clinic health care use accommodated in the plan were considered separately.

Uses	SF	Homes	%
Residential	5,106,000	4,640	55%
Retail	407,000		4%
Mayo Clinic/Healthcare	2,051,000		22%
Office	900,000		10%
Hotel	823,000		9%
TOTAL	9,195,000		100%
TOTAL (Excluding Mayo Clinic)	7,146,000		

Phase One Station Area Development by Use

Overall 66% of the phase one rapid transit market development potential is in identified Station Areas. These locations are considered to be the most likely to develop.

Station Area	SF	%
West Transit Village	589,000	12%
2nd Street at 19th Avenue SW	393,000	8%
2nd Street at 1th Avenue SW	1,063,000	23%
2nd Street at 6th Avenue SW	508,000	11%
Civic District	460,000	10%
Government Center	1,262,000	27%
Broadway Avenue and 4th Street	446,000	9%
TOTAL near Station Areas	4,721,000	
Development TOTAL (Excluding Mayo Clinic)	7,146,000	

Route Segment and Phasing Distribution

For phase one, the Downtown Core area has the highest proportion of development. This area also has the largest land supply. Where phase one and the later phase of the rapid transit route are considered together, the Downtown SE Waterfront, generally south of 6th Street, will also play a significant role. This area will also require full agreement and participation in comprehensive redevelopment across all multiple properties to achieve the full development output.

Route Segment Station Areas	SF	Share of Development Phase One	Share of Development Later Phase
West Gateway	1,058,000	20%	15%
City Corridor	1,218,000	23%	17%
Downtown Core	2,970,000	57%	42%
Downtown SE Waterfront	1,900,000	0%	27%
TOTAL	7,146,000	100%	100%

7.2 Implementation Strategies

Land Supply Contingency Factors

This process has created a plan with a focus on phase one rapid transit route and station area concepts. It has also provided a resilient and flexible approach to accommodating growth. This recognizes that a development contingency is required because it is possible not all identified sites will be developed by 2040. The plan shows a development total that is greater than the market forecast up to 2040, to provide a contingency in case not all sites are available for development.

A total of 395 individual sites across 188 acres are included in the land supply. Considerations here include that 36% of the land supply is currently used as surface parking lots. Surface parking spaces will require relocation outside of the corridor or re-provision in parking structures within it.

Similarly, 60% of the land supply is on sites that will require either intensification of under-used areas within sites or full site redevelopment. There is approximately two million square feet of existing development use within low density use site. Some of this is projected to relocate already, while other parts have uses which are aging out or becoming obsolete given changing market directions. However, where redevelopment does occur, some allowance for existing uses remaining on site needs to be factored into the development volumes the plan identifies.

It is also possible that across surface lots or low density use sites, existing landowners or users may not pursue full redevelopment in all cases, and to the full available densities by 2040.

There is also the potential that some of the identified development volumes will incorporate more above-grade rather than recommended below-grade parking, reducing the volume of market development on individual sites.

To address these factors, this plan offers a development framework and densities that can accommodate projected market demand to 2040, plus an additional development contingency factor. The market forecast suggests an overall development range of 6.54 million 7.27 million square feet. For phase one of the rapid transit route, site analysis and site massing diagrams indicate development potential of 7.28 million square feet. Density analysis of the Downtown SE Waterfront area suggests 1.7 million square feet of development potential. This is a total of 8.98 million square feet of development in the area addressed by the market analysis, providing an approximate contingency factor of 23% to balance the above land supply factors.

If a high proportion of identified sites do see full development by 2040, the planning framework is set for continued development to 2045, if that pace of development is continued.

Implementation of this plan will depend on continued market and institutional investment. This will require continued coordination, investment and intentional action on the part of the City of Rochester, DMC, and other partners to achieve fill growth potential and an integrated, high-quality transit corridor.

The following sets out a series of implementation strategies relating to key development sectors.

Additional recommendations are provided to advance Opportunity Sites.

This is followed by an Implementation Matrix identifying key investments that should be made prior to the opening of Rochester Rapid Transit in 2025. This primarily addresses public realm and connectivity investments associated with new rapid transit stations.

Strategies to Realize Growth Potential

Economic and employment projections and real estate market analysis have highlighted Rochester's recent development momentum and significant future development potential.

Forecasts reflect the increasing vitality of Rochester's downtown and surrounding areas and the multiplier impact of the proposed rapid transit investment.

Key initiatives such as Discovery Square and residential and hotels development demonstrate City and DMC success in diversifying the regional economy and enhancing quality of place. Realizing development forecasts and strengthening the area as a competitive employment hub on the national level will require continued efforts by public and private stakeholders across sectors.

Key strategies needed include enhancing Discovery Square as a nationally recognized innovation district, increasing the number of market rate and affordable housing units, and fostering neighborhood amenities.

Strengthen and Brand the Discovery Square Innovation District

Discovery Square already has the critical ingredients for becoming a successful innovation district – the clustering of major R&D and education anchors including Mayo Clinic, University of Minnesota Rochester and Winona State University, and startups in multiple incubator or co-working facilities seeking to commercialize research.

Discovery Square is in the early stages of becoming a world class innovation hub. Adding critical mass, density and vibrancy to facilitate serendipitous encounters to lead to idea generation and commercialization is needed next. Building on the multiple incubators and co-working spaces within the district with a coherent strategy that identifies specific research pathways, and economic sectors that can be nurtured is recommended. The opportunity for Rochester is to create a deliberate innovation strategy that builds on its competitive economic strengths, create a denser and more vibrant place to raise its national and global profile and attract world-class talent. Recommendations include the following.

1. Dedicate 50% of land use at Discovery Square to R&D, business incubation, professional/corporate office uses.
 - Encourage Mayo Clinic to continue with new research facilities.



- Enhance business incubator services for start-ups, especially medical technology sectors.
 - Attract Mayo Clinic vendors, medical technology companies and other office users.
2. Dedicate 30-50% of land use within Discovery Square to residential and local-serving amenities to support a vibrant live, work and play environment.
 - Encourage higher-density, mixed-use development.
 - Provide neighborhood-serving retail and commercial uses for residents and employees.
 - Coordinate public and private efforts for placemaking, and provide open space amenities to facilitate synergistic development.
 3. Raise the visibility of the Discovery Square innovation district at a national level to build awareness and attract educators, entrepreneurs and companies in the medical, technology and bioscience fields.
 - Work with the chamber of commerce, brokerage and development community to directly market to Mayo Clinic vendors and other potential tenants.
 - Evolve a unique identity and brand among national innovation districts.
 - Develop a national marketing/PR campaign targeting life science sector and real estate media.
 4. Conduct a study to identify the most effective mechanisms to enhance Rochester’s innovation district.
 - Identify the specific economic sectors driving the innovation economy.
 - Conduct surveys and focus groups of existing players in the entrepreneurial ecosystem including researchers, entrepreneurs and collaborators.
 - Assess the roles and function of existing R&D centers, incubators and co-working spaces.
 - Conduct case studies of other successful innovation districts to identify key ingredients of success.
 - Identify models for incubation/co-working that are best suited for the local economy.
 - Identify key Mayo Clinic vendors and collaborators that would benefit from co-location with Mayo Clinic.

Increase Downtown Living with a Focus on Fostering a Mixed-Income, Mixed-Age Community

The plan area, which includes the downtown core, currently has over 50,000 workers but less than 18,000 residents, most

of whom live in neighborhoods adjacent to the downtown. Additionally, over 3.3 million visitors come to Rochester for medical tourism, business and leisure. Historically downtown retail and commerce has catered to workers and tourists.

Vibrant places with a live-work-play environment are more competitive. Rochester has a tremendous opportunity to increase downtown living and in turn make the city more competitive in attracting talent by supporting residential development throughout the study area. This is the area influenced by the Locally Preferred Alternative phase one rapid transit route and a later phase extending south of downtown. The area is already experiencing a wave of residential development with 1,100 multifamily housing units built since 2010 and over 700 multifamily units in the pipeline. This development momentum should continue, to foster a sense of community and increase the viability of additional retail, cultural and recreational activities. A diversity of housing is required to meet the needs of Rochester residents at different ages, life stage and incomes.

1. Develop 4,000 new residential units in the study area over the next 20 years.
2. Target 20-25% of new residential units (1,000-1,200 units) for affordable housing, at 80% AMI level or below.
3. Promote diverse housing typologies at a range of scales and formats.
 - Multifamily apartments or condominiums within the downtown core and close to station locations.
 - Transition areas between existing single-family neighborhoods and higher-density development with townhomes or mid-rise developments.
 - Test the economic value of zoning and permitting incentives such as reduced and joint use parking requirements, density bonus and permit fee waivers as ways to encourage affordable housing.

Establish an Affordable Housing Toolkit to Preserve Naturally Occurring Affordable Housing (NOAH) and Increase Construction of Legally Restricted Affordable Housing

High land prices in the downtown are a significant barrier to the economic feasibility of developing affordable housing. However affordable housing near transit tends to create the most benefits by combining reductions in the two largest expenditures for households – housing and transportation costs. HUD research (in the Guidebook for Creating Connected Communities) shows that transportation costs of households in auto-dependent

neighborhoods decline from 25% to 9% of their income when a variety of mobility options are provided. The savings related to affordable housing and decreased transportation costs allow families to save for homeownership or market-rate housing, spend more money in the local economy, and on essential services such as healthcare, leading to wider societal benefits. New funding sources and a policy priority for the creation or preservation of affordable housing near transit is needed to fulfill the demand for affordable housing. A potential affordable housing toolkit is outlined below.

1. Expanding Rochester Area Housing Coalition role to acquire, manage and distribute funds for the preservation and creation of affordable housing.
2. Prioritize the development of affordable housing units on publicly-owned land (20-25% of total residential units).
3. Consider zoning and permitting incentives for mixed income developments that include 10 to 20% affordable housing including:
 - Parking requirement reductions and density bonuses.
 - Fee waivers and expedited permitting.
4. Explore gap funding tools to increase construction of legally restricted affordable housing
 - Estimate the range of public and philanthropic dollars needed to support the target range of 1,000-1,200 affordable units within the study area.
 - Prioritize TIF use for new affordable housing.
 - Create a low-cost loan or grant LIHTC gap funding program.
 - Seek funds from local philanthropic partners, DMC, major employers, and public sources (e.g. CDBG).
5. Preserve NOAH properties
 - Establish Rochester-based NOAH Impact Fund to provide equity to mission driven developers, owner-operators and investors to acquire NOAH properties and maintain long term affordability.

Increase Retail, Service and Recreational Offerings to Enhance Downtown Vibrancy

Retail and service offerings in the downtown have historically catered to tourists and workers. As the residential population in the downtown and study area increases, there is an opportunity to enhance evening and night life through entertainment anchors such as performing arts centers, bars and restaurants and from retail amenities such as a dry cleaner, fitness studio, urban format general merchandise store, pharmacies, and an additional grocery store. New retail within the study area will need to be developed

in transit-supportive mixed-use formats. Over 72,500 square feet of new retail in mixed-use formats is currently in the development pipeline.

1. Encourage mixed-use development with ground-floor retail.
2. Focus in the downtown and at rapid transit station areas.
3. Expand local-serving retail offerings for residents: pharmacy, convenience, restaurants, general merchandise, grocery, fitness/yoga studios and salon.
 - Work with partners existing property owners and the development community to market directly to target retailers and service businesses.
4. Support Downtown Alliance programming and events to attract downtown patrons.
5. Expand live performances, sports and business conventions.

Ensure Adequate Parking Options for Employees, Residents and Visitors in the Downtown Area

Flexible downtown parking will be required to accommodate a more diverse range of employers and uses, and make more efficient use of parking resources. Future transit villages will allow different commuter parking locations to emerge, while releasing surface lots for more productive uses. Active marketing of rapid transit is recommended to achieve mode shift.

It is recommended that a full strategic parking plan be carried out to manage the transition in parking activity and locations as jobs, population and movement activity increase.

1. Conduct a strategic parking study.
 - Quantify current inventory and demand for parking.
 - Assess future demand based on study area development projections.
 - Recalibrate the employee and visitor parking strategy within the downtown core.
 - Develop a joint use parking policy to optimize use of available parking downtown.
 - Allow and facilitate joint use parking arrangements in public and private garages to minimize construction of new parking spaces.
 - Consider reducing/eliminating parking minimums for new developments within the TOD study area.
 - Set process and timing for relocating a proportion of employee parking from the downtown core to transit villages.
 - Identify the future parking demand and geographic distribution for 2025, 2030, 2035 and 2040.

Advance Opportunity Sites

Advance Identified Opportunity Sites and Prime them for Future Development

Downtown Rochester land prices are comparable to those in downtown Minneapolis, while achievable rents for residential, retail and office uses are lower, creating economic feasibility challenges. In some cases, this leads to requests for City subsidies through tax increment financing (TIF). The City of Rochester will need to engage major land owners to ensure Opportunity Sites identified in the TOD planning process are brought into the market for development. Increased supply will moderate land costs. The City of Rochester should review its approach to the use of TIF, and consider prioritizing use for key policy initiatives such as affordable housing, while discouraging use for hotel and market rate residential projects.

Recommendations include:

1. Prioritizing development on vacant sites and surface parking lots.
2. Working with landowners in the study area to bring opportunity sites to market.
3. Prioritizing development of parking structures at transit villages, relocating employee parking and releasing surface parking lots for development.

Ensure zoning, land use and other regulations encourage the desired type and scale of development

TOD Corridor and TOD Node zoning includes limits on building lengths and widths. The objective is to limit the length of street walls without breaks, and to avoid monotony.

The maximum lengths identified can present challenges to achieving a full range of development typologies that could otherwise meet City goals for a range of housing types, including affordable housing. This includes development types associated with transit station areas in other cities. Block length buildings, with appropriate facade articulation and regulation of heights and densities are frequently found.

Maximum dimensions can also conflict with the objective of including parking structures within developments. Such structures have minimum feasible dimensions, which cannot be accommodated if structures are also being wrapped with residential or other use. A parking structure is almost always longer than 150', and residential buildings with parking embedded in them would most likely be longer than this as well. 200' x 120' minimum parking garages are a rule of thumb minimum used for architectural design, especially for larger garages wrapped with other uses. This may conflict with the objective of transitioning from surface parking to parking structures within residential and mixed use buildings.

It is recommended that building dimension maximums be reviewed as part of future policy and planning processes including the update to the Land Development Code. This should identify the dimensions of specific building typologies, including affordable housing, mixed-use and wrapped parking structure forms associated with heights and densities identified within the Code and future parking goals for the corridor. Lengths, depths and heights can be reviewed to confirm the relationship between them for contemporary development and construction types. Typologies that also include internalized parking structures can also be reviewed. This process can also review minimum side-yard or setback requirements between buildings to achieve separation.

Alternative dimensions could be considered within an eighth of a mile of a rapid transit stop. Where the objective is to place lower height buildings and development densities and achieve height transitions immediately adjacent to single family neighborhoods, mapping could be refined to apply within two blocks of single family neighborhoods. It is recommended this be reviewed and considered as part of future Small Area Plan processes.

It is also recommended that heights indicated as Height Bonus Available on the TOD District Map be adopted into the zoning code and considered in future small area plan processes. Where least 20% of the gross floor area is residential 12 additional feet in height is available, 30% of the gross floor area is residential offers 16 additional feet in height and 40% of the gross floor area as residential offers 22 additional feet in height. This would allow for a greater variety of building types and sizes within the TOD districts.

Review Zoning on 2nd St SW between 11th Avenue and Highway 52

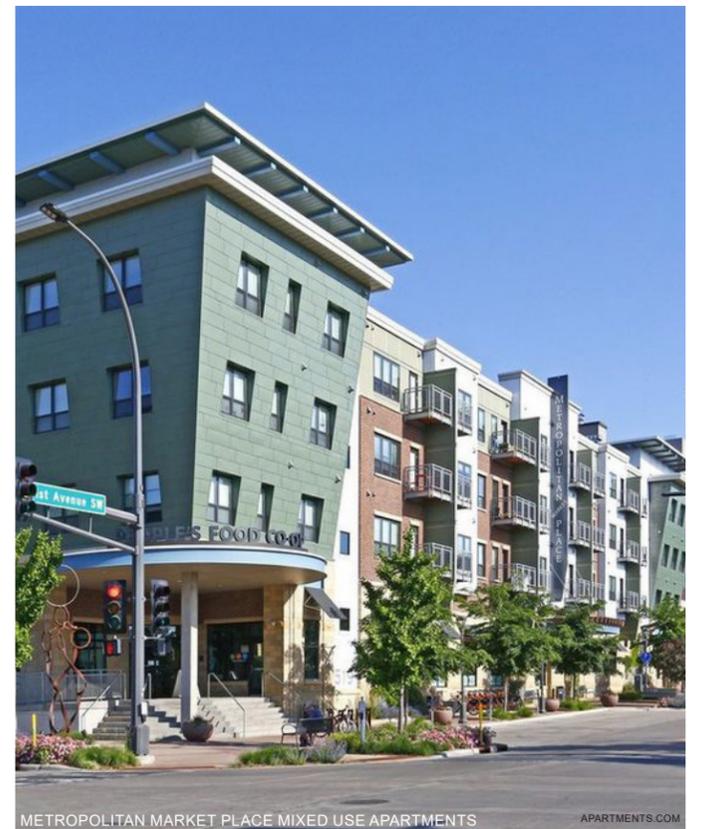
This segment of the rapid transit corridor includes the Saint Marys Hospital Campus and the recently developed Berkman Building on the south side of the street. Both have substantial footprints and have heights ranging from eight to 14 stories.

The blocks adjacent to 2nd Street SW between 11th Avenue and Highway 52 have multiple zoning designations, including B1, B4 and R3 areas. This segment was defined as "Mixed Use Transit Supportive Corridor" land use in the Comprehensive Plan. The area to the east has retained its CDC Residential zoning, while the area to the west of Highway 52 was updated to become TOD-Corridor in 2019.

It is recommended zoning for this area be reviewed, with consideration of rezoning to CDC Fringe within the boundaries defined as "Mixed Use Transit Supportive Corridor" in the Comprehensive Plan. This will provide clarity of development objectives and a more consistent and holistic regulatory framework for the area as growth occurs.

Review CDC Fringe Zoning Parking Requirements

Rochester's CDC zoning also includes more traditional parking space ratios for residential and retail uses, while the DMC Parking Overlay District reduces parking requirements. It is recommended that parking requirements be revised within CDC zoning districts.



7.3 Implementation Matrix

The following tables provide an implementation framework for core components of the Rapid Transit project, and associated projects that will create a complete connectivity framework while enhancing the user experience and quality of place. Tables are

organized by route segment and Station Area. They identify components it is recommended be in place in time for opening of the Rapid Transit route in 2025, and others which can follow on from this.

Station Area: West Transit Village

	Item / Action	Pre-2025 Implementation	Post 2025 Implementation	Lead Agency / Department	Implementation Partners	Immediate Action
New Streets	Construct all Transit Village streets, as they are needed for transit service and circulation to/from Mayo parking ramp	X		Administration/RPT	Land Owner / Development Partner, Public Works	Define ownership structure for property beneath public streets and sidewalks. Final Engineering Design.
Roadway Modifications	Construct curb and gutter on north side of 2nd Street SW		X	Public Works	Land Owner / Development Partner (West Transit Village Development)	Final Engineering Design
	Reduce posted speed limit on 2nd Street SW between 23rd Avenue and West Circle Drive to 30 mph		X	Public Works		Speed re-designation.
	Modify intersection of 2nd Street and center Transit Village street to function as right-in/right-out only	X		Administration/RPT	Land Owner / Development Partner (West Transit Village Development)	Final Engineering Design
Traffic Signal: New	Install two traffic signals on 2nd Street SW	X		Administration/RPT	Land Owner / Development Partner	Final Engineering Design
Traffic Signal: Transit Priority	Install with new traffic signals	X		Administration/RPT		Final Engineering Design
Right-of-Way	Bury overhead powerlines concurrent with new development		X	Public Works/RPU		
Overhead Utilities						
Bikeways	Re-stripe travel lanes to reallocate space from thru and turn lanes to buffered bike lanes		X	Public Works		
Multi-Use Paths	Widen multi-use path south of 2nd Street SW to 10-foot width, as space allows		X	Public Works		
	Construct multi-use path through West Transit Village between Cascade Lake Trail and 2nd Street SW		X	Land Owner / Development Partner	Public Works/Parks & Recreation	
	Build-out of station area multi-use path network		X	Public Works	West Transit Village Development	
Station Facilities	Construct platform, shelter, fare vending/payment system, signage, and user amenities	X		Administration/RPT		Final BRT Engineering Design
Sidewalks & Crosswalks	Construct sidewalks between parking ramp and platform. Construct sidewalk access from 2nd Street to platform.	X		Administration/RPT	Land Owner / Development Partner (West Transit Village Development)	Final Engineering Design
	Construct crosswalks at 2nd Street signalized intersections	X		Administration/RPT		Final Engineering Design
	Construct sidewalks along all remaining West Transit Village Streets (includes 2nd Street) and crosswalks at designated intersections		X	Land Owner / Development Partner (West Transit Village Development)		Design Concept
	Construct crosswalk and rectangular rapid flashing beacon at multi-use path crossing of 2nd Street		X	Public Works	Land Owner / Development Partner (West Transit Village Development)	Design Concept
	Construct sidewalk on north side of 2nd Street from West Circle Drive to West Transit Village.	X		Public Works		Final Engineering Design
	Convert existing multi-use path on north side of 2nd Street to sidewalk (23rd Avenue to West Transit Village)	X		Public Works		Final Engineering Design
ADA Improvements	ADA compliant curb ramps for all new sidewalks	X	X	Consistent with sidewalk construction lead agency		Final Engineering Design for first blocks
Bike Parking	Provide near platform	X		Administration/RPT		Determine expected level of use and appropriate parking features (i.e., bike racks, covered storage). Final BRT Engineering Design.
Micro-Mobility Parking	Provide staging area space near platform	X		Administration/RPT		Confirm types of micro-mobility that may be available. Final BRT Engineering Design
Wayfinding Signage	Design signs, refine placement and install	X		Administration/RPT		Rapid transit branding. Final Design.
Street Lighting	Install pedestrian level lighting along sidewalks between parking ramp and platform. Construct pedestrian level lighting along sidewalk between 2nd Street SW and platform	X		Administration/RPT	Land Owner / Development Partner (West Transit Village Development)	Final Design
	Install pedestrian level street lighting along all remaining Transit Village Streets (includes 2nd Street)		X	Land Owner / Development Partner (West Transit Village Development)		Design Concept
	Install pedestrian level street lighting along 2nd Street outside of West Transit Village	X		Public Works		Final Design
Landscape	Street boulevards as designated		X	Land Owner / Development Partner (West Transit Village Development)	Parks and Recreation Community Development	Design Concept
Street Trees	Along all West Transit Village Streets		X	Land Owner / Development Partner (West Transit Village Development)	Parks and Recreation Community Development	Design Concept
	Infill along 2nd Street SW		X	Parks & Recreation		
Stormwater BMPs	Harvest stormwater runoff as source of irrigation water for street trees		X	Land Owner / Development Partner (West Transit Village Development)		Stormwater Design Concept
Open Space: Upgrade	n/a					
Open Space: New	Construct Central Open Space connection between Cascade Lake and 2nd Street SW		X	Land Owner / Development Partner (West Transit Village Development)	Parks and Recreation Community Development	Park Design

Station Area: 2nd Street & 19th Avenue Station

	Item / Action	Pre-2025 Implementation	Post 2025 Implementation	Lead Agency / Department	Implementation Partners	Immediate Action
New Streets	n/a					
Roadway Modifications	Close driveways along 2nd Street as feasible with new development		X	Community Development/ Public Works		Property Owner Outreach
Traffic Signal: New	n/a					
Traffic Signal: Transit Priority	Install at 19th Avenue	X		Administration/RPT		Final BRT Engineering Design
Right-of-Way Overhead Utilities	Bury overhead powerlines concurrent with new development		X	Public Works	Utility Company	
Bikeways	New on-street bikeway connection to Cascade Lake Park. Buildout of on-street bike network	X	X	Public Works Public Works		Final Design
Multi-Use Paths	Buildout of station area multi-use path network		X	Public Works		
Station Facilities	Construct platform, shelter, fare vending/payment system, signage, and user amenities	X		Administration/RPT		Final BRT Engineering Design
Sidewalks & Crosswalks	New sidewalk connection to Cascade Lake Park and on 19th Avenue from Center Street north 1/2 block to existing sidewalk	X		Public Works		Property owner engagement and final engineering design
	Widen sidewalks along 2nd Street to 10-foot width		X	Community Development		
	Construct raised crosswalks across 19th Avenue		X	Public Works		
	Buildout of sidewalk network		X	Public Works		
ADA Improvements	ADA compliant curb ramps for all new sidewalks	X	X	Consistent with sidewalk construction lead agency		Final Engineering Design for first blocks
Bike Parking	Provide near platform	X		Administration/RPT		Determine expected level of use and appropriate parking features (i.e., bike racks, covered storage). Final BRT Engineering Design.
Micro-Mobility Parking	Provide staging area space near platform	X		Administration/RPT		Confirm types of micro-mobility that may be available. Final BRT Engineering Design.
Wayfinding Signage	Design signs, refine placement and install	X		Administration/RPT		Rapid transit branding. Final Design.
Street Lighting	Install pedestrian level street lighting along 2nd Street	X		Public Works		Final Design
	Install pedestrian level street lighting along 19th Avenue (2nd Street NW to 5th Street SW) and connection to Cascade Lake Park	X		Public Works		Final Design
Landscape	Infill street boulevards concurrent with redevelopment		X	Community Development	Public Works/Parks & Recreation	Design Concept
Street Trees	Infill street trees concurrent with redevelopment		X	Community Development	Public Works/Parks & Recreation	Design Concept
Stormwater BMPs	n/a					Stormwater Design
Open Space: Upgrade	Increase Zumbro West Park programming		X	Parks & Recreation		Programming and Design Concept
Open Space: New	Develop new plaza along 19th Avenue (includes removal of on-street diagonal parking and landscape plantings)		X	Community Development	Public Works/Parks & Recreation	

Station Area: 2nd Street at Saint Marys Hospital

	Item / Action	Pre-2025 Implementation	Post 2025 Implementation	Lead Agency / Department	Implementation Partners	Immediate Action
New Streets	Realignment of 16th Avenue south of 2nd Street		X	Public Works		
Roadway Modifications	Reconstruction of 2nd Street (16th Avenue to 11th Avenue)	X		Administration/RPT	Public Works	Final BRT Engineering Design
Traffic Signal: New	n/a					
Traffic Signal: Transit Priority	Install at Saint Marys	X				Final BRT Engineering Design
Right-of-Way Overhead Utilities	n/a					
Bikeways	On-street bikeway on 13th Avenue (Cascade Creek trail to 2nd Street)	X		Public Works		Final Design
	Buildout of on-street bike network		X	Public Works		
Multi-Use Paths	Buildout of station area multi-use path network		X	Public Works		
Station Facilities	Construct platform, shelter, fare vending/payment system, signage, and user amenities	X		Administration/RPT		Final BRT Engineering Design
	Construct transit center	X		Administration/RPT		Final BRT Engineering Design
Sidewalks & Crosswalks	Construct new sidewalk (10-foot minimum width) along north side of 2nd Street (16th Avenue to 11th Avenue)	X		Administration/RPT		Final BRT Engineering Design
	Construct new sidewalk (10-foot minimum width) along south side of 2nd Street (16th Avenue to 11th Avenue)		X	Public Works and Saint Marys Hospital		Policy or regulation to support 10-foot sidewalk widths along 2nd Street (east of Highway 52)
	Construct mid-block sidewalk connection from 2nd Street to 1st Street concurrent with redevelopment		X	Community Development	Private Property Owner	
ADA Improvements	ADA compliant curb ramps for all new sidewalks	X	X	Consistent with sidewalk construction lead agency		
	Upgrade signalized intersections as indicated on proposed pedestrian connectivity maps		X	Public Works		
Bike Parking	Provide near platform	X		Administration/RPT		Determine expected level of use and appropriate parking features (i.e., bike racks, covered storage). Final BRT Engineering Design.
Micro-Mobility Parking	Provide staging area space near platform	X		Administration/RPT		Confirm types of micro-mobility that may be available. Final BRT Engineering Design.
Wayfinding Signage	Design signs, refine placement and install	X		Administration/RPT		Rapid transit branding. Final Design.
Street Lighting	Install pedestrian level street lighting along 2nd Street	X		Public Works		Final Design
Landscape	n/a					
Street Trees	Install street trees along 2nd Street (16th Avenue to 11th Avenue)	X		Administration/RPT	Parks & Recreation	Final Design
Stormwater BMPs	Harvest stormwater runoff as source of irrigation water for street trees	X		Administration/RPT		Final Design
Open Space: Upgrade	St Marys Entry Plaza	X		St Marys Hospital	Administration/RPT	Coordinate Design with Final BRT Engineering Design
Open Space: New	n/a					

Station Area: 2nd Street & 9th Avenue Station

	Item / Action	Pre-2025 Implementation	Post 2025 Implementation	Lead Agency / Department	Implementation Partners	Immediate Action
New Streets	n/a					
Roadway Modifications	Close driveways along 2nd Street as feasible with new development		X	Community Development		Final BRT Engineering Design
Traffic Signal: New	n/a					
Traffic Signal: Transit Priority	n/a					
Right-of-Way Overhead Utilities	n/a					
Bikeways	Build out of on-street bike network		X	Public Works		
Multi-Use Paths	Construct multi-use path through Saint Marys Park (4th Street to 2nd Street)		X	Public Works		
	Buildout of multi-use path network		X	Public Works		
Station Facilities	Construct platform, shelter, fare vending/payment system, signage, and user amenities		X	Administration/RPT		Final BRT Engineering Design
Sidewalks & Crosswalks	Construct raised crosswalk across 9th Avenue		X	Public Works		
	Construct mid-block sidewalk at 9th Avenue (2nd Street to Center Street)		X	Public Works		
	Widen sidewalk (10-foot minimum) along 2nd Street		X	Public Works		Policy or regulation to support 10-foot sidewalk widths along 2nd Street (east of Highway 52)
ADA Improvements	ADA compliant curb ramps for all new sidewalks	X	X	Consistent with sidewalk construction lead agency		
	Upgrade signalized intersections as indicated on proposed pedestrian connectivity maps		X	Public Works		
Bike Parking	Provide near platform		X	Administration/RPT		Design to be coordinated with Opportunity Sites Development
Micro-Mobility Parking	Provide staging area space near platform		X	Administration/RPT		Design to be coordinated with Opportunity Sites Development
Wayfinding Signage	Design signs, refine placement and install		X	Administration/RPT		Design to be coordinated with Opportunity Sites Development
Street Lighting	Install pedestrian level street lighting along 2nd Street	X		Public Works		
Landscape	Install landscape plantings adjacent mid-block sidewalk connection		X	Parks & Recreation		
	Retrofit existing bus stop locations to typical streetscape treatment		X	RPT		
Street Trees	Infill as space is available	X		Parks & Recreation		
Stormwater BMPs	n/a					
Open Space: Upgrade	n/a		X	Saint Marys Hospital	Parks & Recreation/Community Development	
Open Space: New	New plaza concurrent with redevelopment		X	Community Development	Parks & Recreation	Design to be coordinated with Opportunity Sites Development

Station Area: 2nd Street & 6th Avenue Station

	Item / Action	Pre-2025 Implementation	Post 2025 Implementation	Lead Agency / Department	Implementation Partners	Immediate Action
New Streets	Reconstruct 6th Avenue adjacent new hotel development	X		Public Works	Hotel property owner	Design to be coordinated with Final BRT Engineering Design
Roadway Modifications	Close driveways along 2nd Street as feasible with new development		X	Community Development		
Traffic Signal: New	n/a					
Traffic Signal: Transit Priority	Install at 6th Avenue	X		Administration/RPT		Final BRT Engineering Design
Right-of-Way Overhead Utilities	n/a					
Bikeways	Construct new on-street bikeway along 6th Avenue (Cascade Creek trail to Soldiers Filed)	X		Public Works		Design to be coordinated with Final BRT Engineering Design
	Buildout of on-street bike network		X	Public Works		
Multi-Use Paths	Buildout of multi-use path network		X	Public Works		
Station Facilities	Construct platform, shelter, fare vending/payment system, signage, and user amenities	X		Administration/RPT		Final BRT Engineering Design
Sidewalks & Crosswalks	Widen sidewalk (10-foot minimum) along 2nd Street		X	Public Works		Policy or regulation to support 10-foot sidewalk widths along 2nd Street (east of Highway 52)
	Widen sidewalks along 6th Avenue concurrent with redevelopment (8-foot minimum north of 2nd Street and 7-foot minimum south of 2nd Street)		X	Community Development		
ADA Improvements	Reconstruction curb ramps on north side of 6th Avenue/2nd Street intersection to better align curb ramps with direction of pedestrian flow	X		Public Works	Hotel property owner	Final Engineering Design
Bike Parking	Provide near platform	X		Administration/RPT		Determine expected level of use and appropriate parking features (i.e., bike racks, covered storage). Final BRT Engineering Design.
Micro-Mobility Parking	Provide staging area space near platform	X		Administration/RPT		Confirm types of micro-mobility that may be available. Final BRT Engineering Design.
Wayfinding Signage	Design signs, refine placement and install	X		Administration/RPT		Rapid transit branding. Final Design.
Street Lighting	Install pedestrian level street lighting along 2nd Street	X		Public Works		Final Design
	Install pedestrian level street lighting along 6th Avenue (2nd Street NW to 4th Street SW)	X		Public Works		Final Design
Landscape	Infill street boulevards concurrent with redevelopment		X	Community Development		
Street Trees	Infill street trees concurrent with redevelopment		X	Community Development	Parks & Recreation	
Stormwater BMPs	n/a					
Open Space: Upgrade	n/a					
Open Space: New	Opportunity for new plazas associated with redevelopment		X	Community Development	Parks & Recreation	

Station Area: Downtown Core

	Item / Action	Pre-2025 Implementation	Post 2025 Implementation	Lead Agency / Department	Implementation Partners	Immediate Action
New Streets	n/a					
Roadway Modifications	To Be Determined					
Traffic Signal: New	To Be Determined					
Traffic Signal: Transit Priority	Install at transit route signalized intersections	X				Final BRT Engineering Design
Right-of-Way Overhead Utilities	n/a					
Bikeways	Buildout of on-street bike network		X	Public Works		
Multi-Use Paths	Buildout of multi-use path network		X	Public Works		
Station Facilities	Construct platform, shelter, fare vending/payment system, signage, and user amenities	X		Administration/RPT		Final BRT Engineering Design
Sidewalks & Crosswalks	To Be Determined					
ADA Improvements	To Be Determined					
Bike Parking	Provide near platform	X		Administration/RPT		Determine expected level of use and appropriate parking features (i.e., bike racks, covered storage). Final BRT Engineering Design.
Micro-Mobility Parking	Provide staging area space near platform	X		Administration/RPT		Confirm types of micro-mobility that may be available. Final BRT Engineering Design.
Wayfinding Signage	Design signs, refine placement and install	X		Administration/RPT		Rapid transit branding. Final Design.
Street Lighting	Install pedestrian level street lighting along 2nd Street	X		Public Works		Final Design
Landscape	To Be Determined					
Street Trees	To Be Determined					
Stormwater BMPs	To Be Determined					
Open Space: Upgrade	To Be Determined					
Open Space: New	n/a					

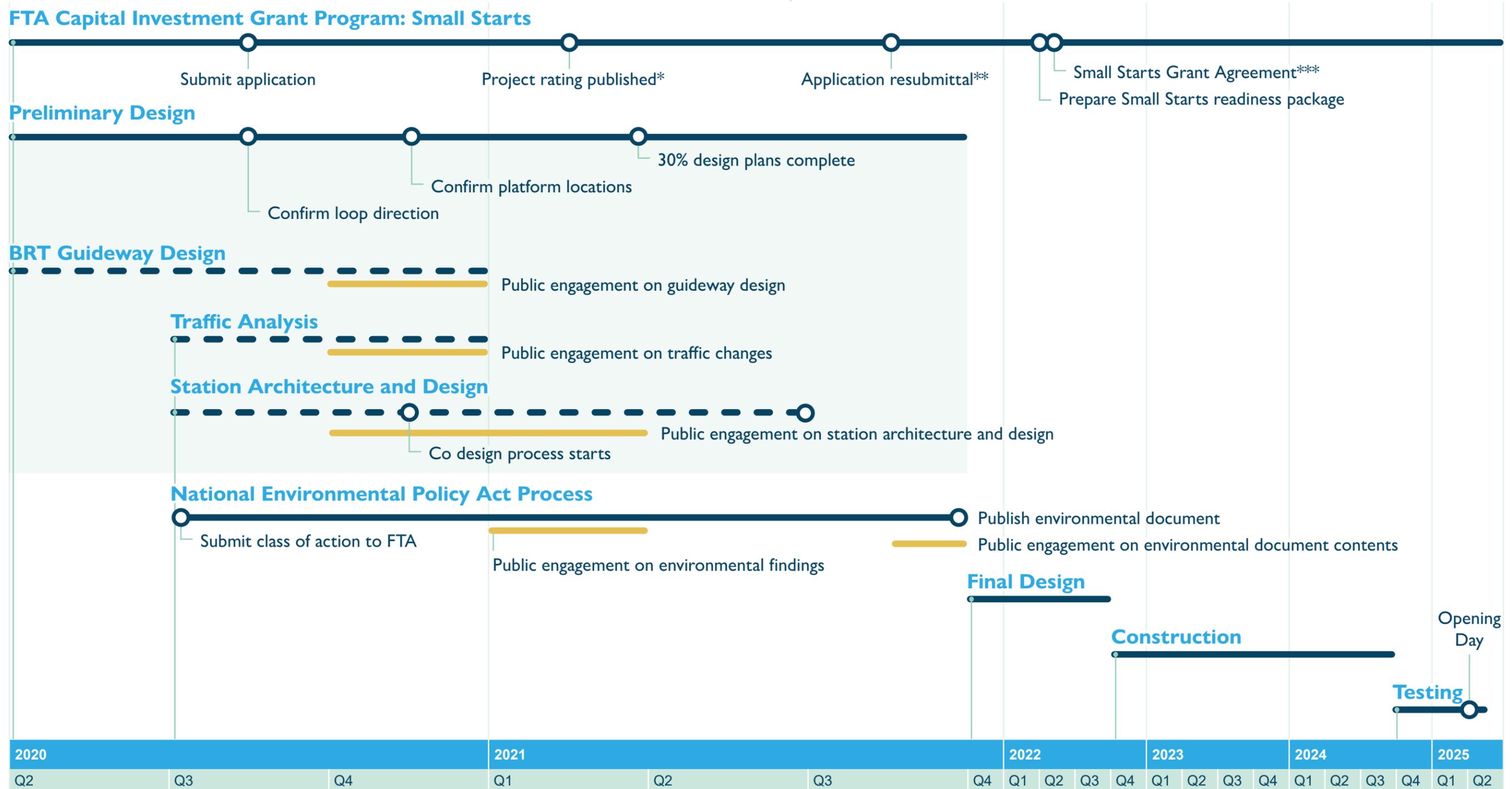
Station Area: Civic District

	Item / Action	Pre-2025 Implementation	Post 2025 Implementation	Lead Agency / Department	Implementation Partners	Immediate Action
New Streets	n/a					
Roadway Modifications	To Be Determined					
Traffic Signal: New	To Be Determined					
Traffic Signal: Transit Priority	Install at transit route signalized intersections	X				Final BRT Engineering Design
Right-of-Way Overhead Utilities	n/a					
Bikeways	Buildout of on-street bike network		X	Public Works		
Multi-Use Paths	Buildout of multi-use path network		X	Public Works		
Station Facilities	Construct platform, shelter, fare vending/payment system, signage, and user amenities	X		Administration/RPT		Final BRT Engineering Design
Sidewalks & Crosswalks	Enhance Crosswalk across 4th Street.	X		Administration/RPT		Coordinate with Final BRT Engineering Design
	Enhance crossing across 4th Street at 3rd Avenue	X		Administration/RPT		Coordinate with Final BRT Engineering Design
ADA Improvements	To Be Determined					
Bike Parking	Provide near platform	X		Administration/RPT		Determine expected level of use and appropriate parking features (i.e., bike racks, covered storage). Final BRT Engineering Design.
Micro-Mobility Parking	Provide staging area space near platform	X		Administration/RPT		Confirm types of micro-mobility that may be available. Final BRT Engineering Design.
				Administration/RPT		
Wayfinding Signage	Design signs, refine placement and install	X				Rapid transit branding. Final Design.
Street Lighting	Install pedestrian level street lighting along 2nd Street	X		Public Works		
Landscape	To Be Determined					
Street Trees	To Be Determined					
Stormwater BMPs	To Be Determined					
Open Space: Upgrade	n/a					
Open Space: New	n/a					

Station Area: Government Center

	Item / Action	Pre-2025 Implementation	Post 2025 Implementation	Lead Agency / Department	Implementation Partners	Immediate Action
New Streets	SE Waterfront Redevelopment		X	Land Owner / Development Partner	Community Development	Advance framework through SE Waterfront Small Area Plan
Roadway Modifications	To Be Determined					
Traffic Signal: New	To Be Determined					
Traffic Signal: Transit Priority	Install at transit route signalized intersections	X				Final BRT Engineering Design
Right-of-Way Overhead Utilities	n/a					
Bikeways	Construct on-street bikeway along 4th Street (1st Avenue SW to College Drive SE)	X		Public Works		Coordinate with Final BRT Engineering Design
	Buildout of on-street bike network		X	Public Works		
Multi-Use Paths	Buildout of multi-use path network		X	Public Works		
Station Facilities	Construct platform, shelter, fare vending/payment system, signage, and user amenities	X		Administration/RPT		Final BRT Engineering Design
Sidewalks & Crosswalks	Mid-block and/or intersection crossing enhancements.					
ADA Improvements	To Be Determined					
Bike Parking	Provide near platform	X		Administration/RPT		Determine expected level of use and appropriate parking features (i.e., bike racks, covered storage). Final BRT Engineering Design.
Micro-Mobility Parking	Provide staging area space near platform	X		Administration/RPT		Confirm types of micro-mobility that may be available. Final BRT Engineering Design.
Wayfinding Signage	Design signs, refine placement and install	X		Administration/RPT		Rapid transit branding. Final Design.
Street Lighting	Install pedestrian level street lighting along 4th Street and 1st Avenue (4th Street to Fullerton lot)	X		Public Works	Land Owner / Development Partner	
Landscape	To Be Determined					
Street Trees	To Be Determined					
Stormwater BMPs	To Be Determined					
Open Space: Upgrade	To Be Determined					
Open Space: New	To Be Determined					

7.4 Rapid Transit Project Timeline



*If project receives a rating of medium or better it is eligible for a Small Starts grant. Timing of the Small Starts grant is at the discretion of the federal government.

**Only if project has changed substantially.

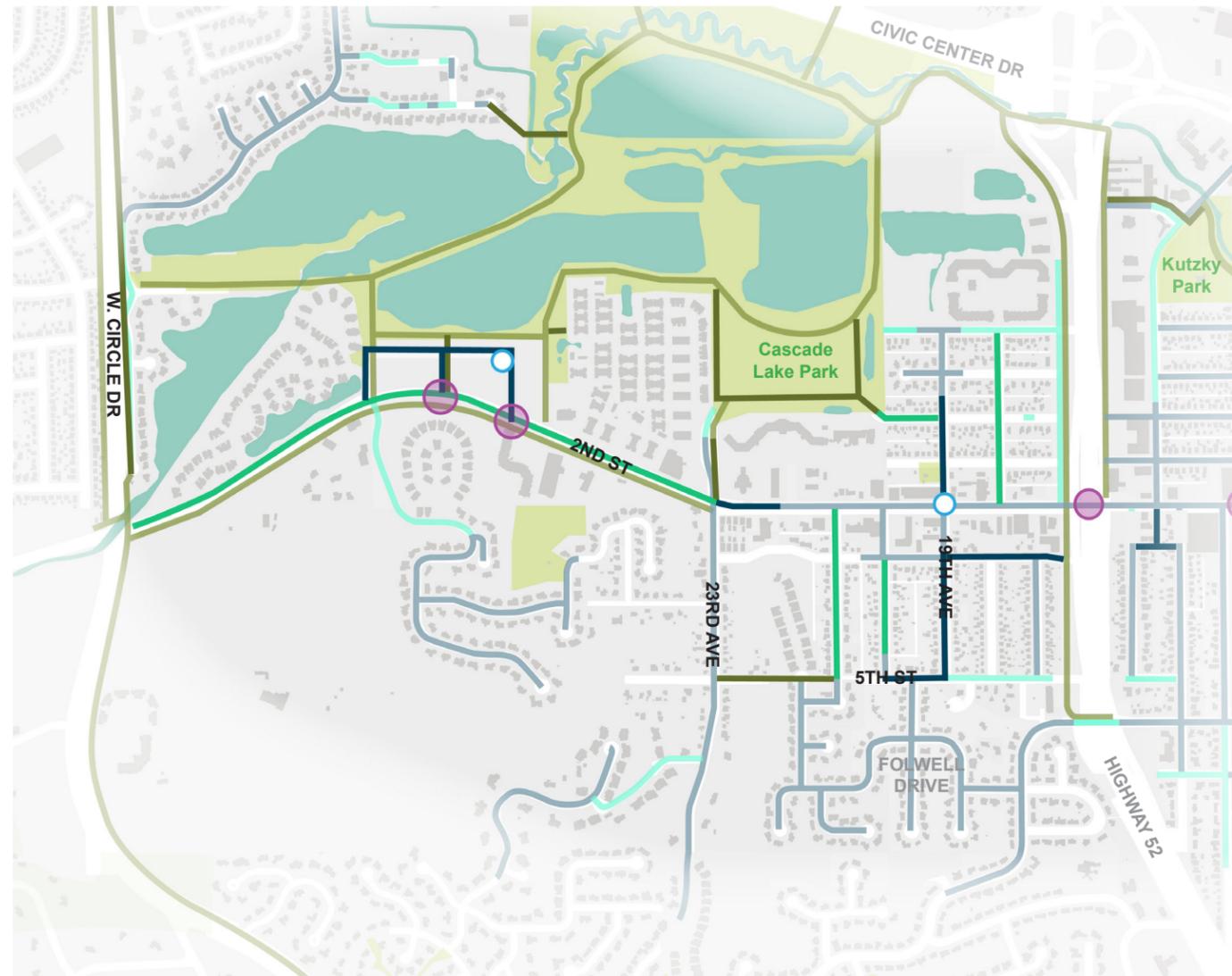
***Award of the Small Starts grant is at the discretion of the federal government. Date shown is an estimate.

APPENDIX A PEDESTRIAN AND BIKE CONNECTIVITY



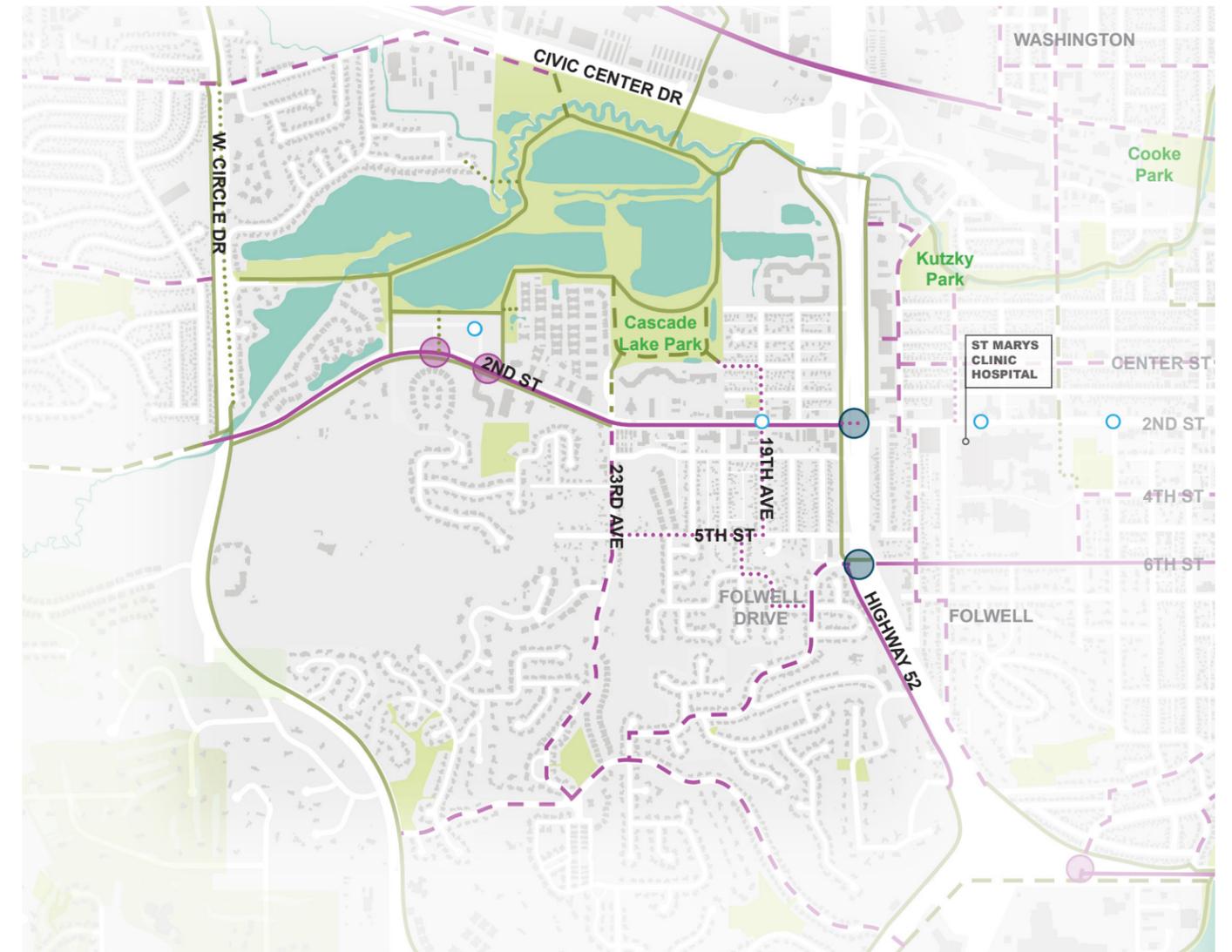
Pedestrian and Bike Connectivity

West Gateway: Proposed Pedestrian Connections



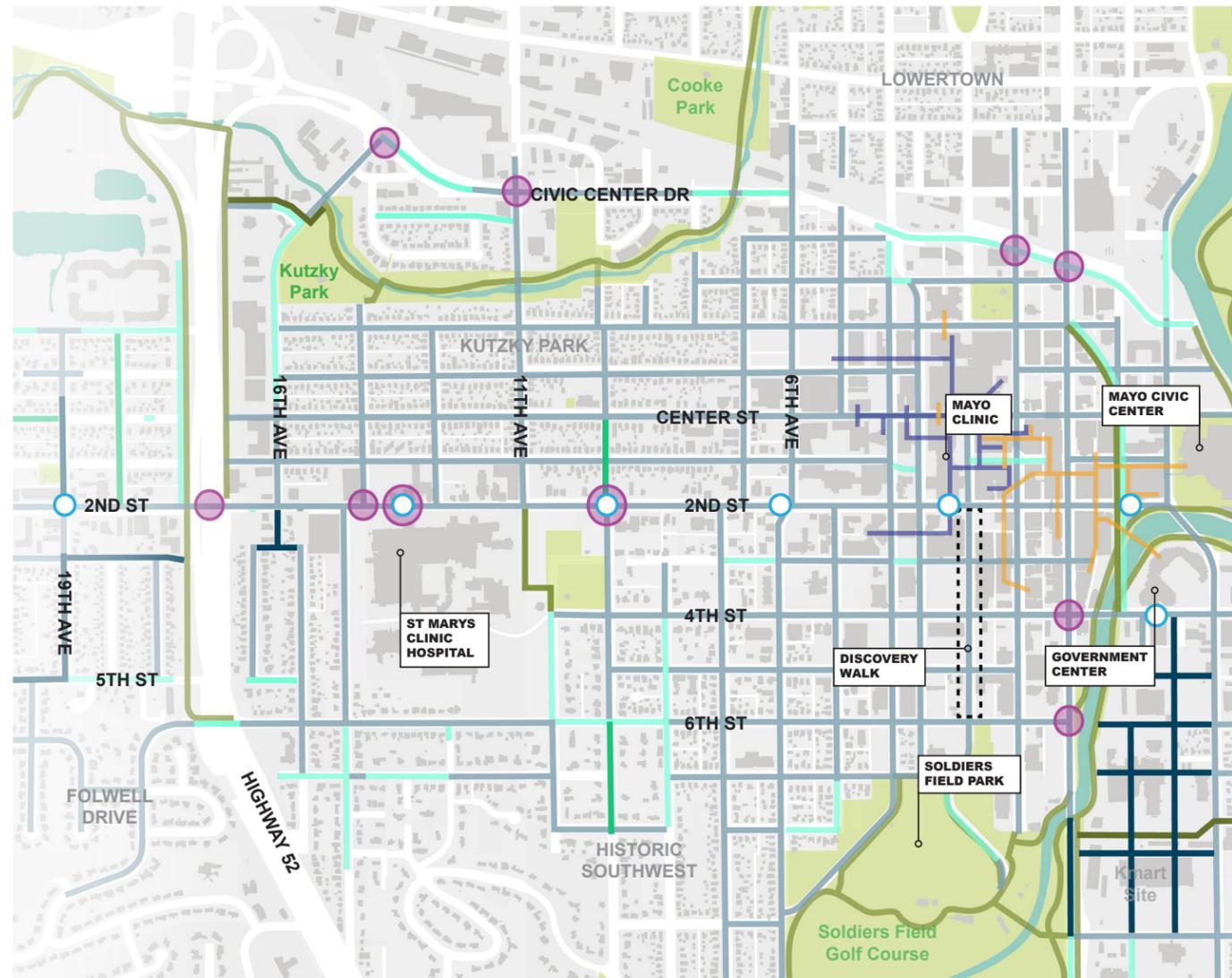
- Existing sidewalk
- Existing sidewalk (Both sides of street)
- Existing multi-use path
- Proposed sidewalk
- Proposed sidewalk (Both sides of street)
- Proposed Multi-Use Path
- Proposed crossing improvement
- Proposed station

West Gateway: Proposed Bike Connections



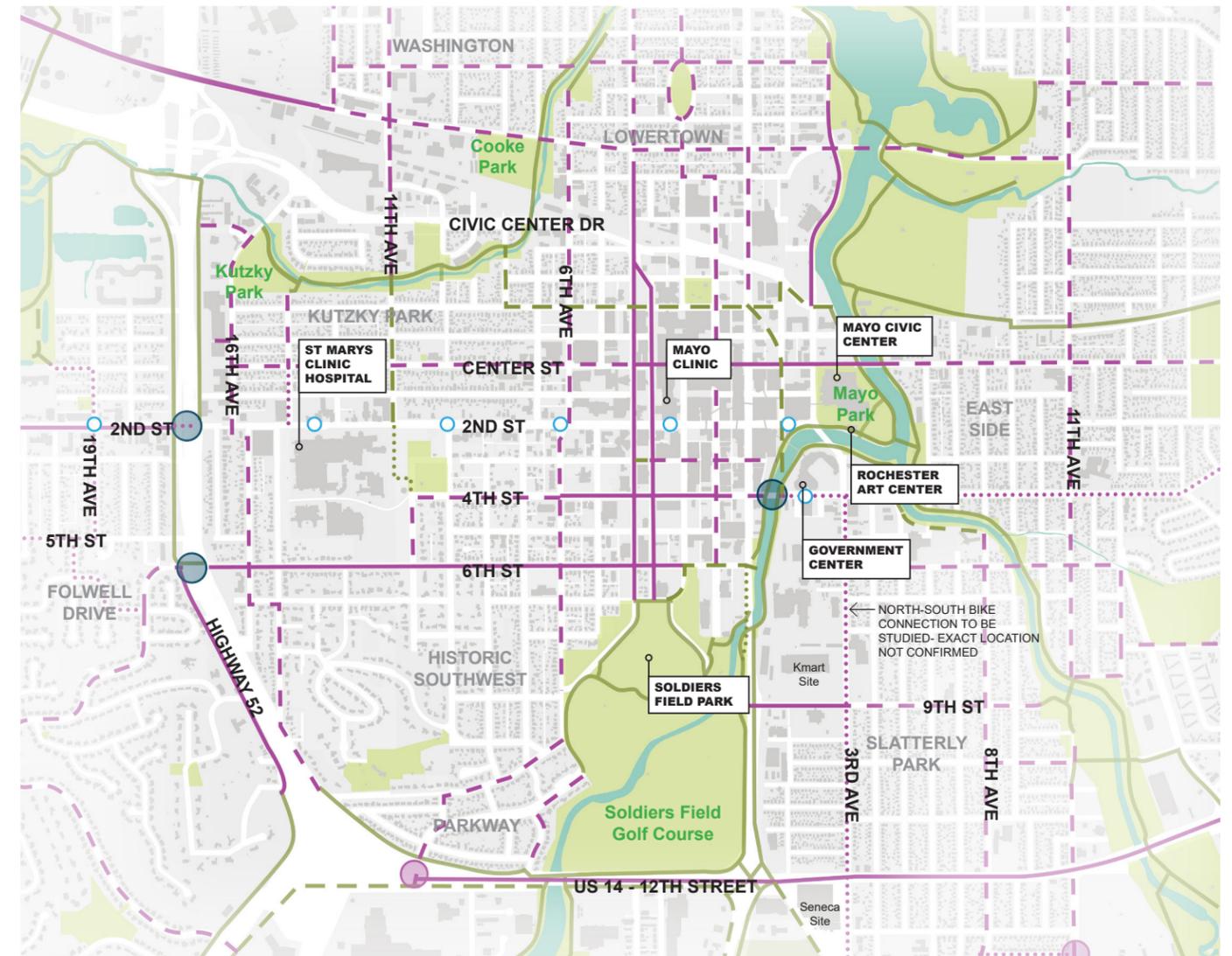
- Existing On-Street Bikeway
- Existing multi-use path
- - - Planned On-Street Bikeway
- - - Planned multi-use path
- Proposed On-Street Bikeway
- Proposed multi-use path
- Planned Crossing Improvement
- Proposed crossing improvement
- Proposed Station

City Corridor and Downtown Core: Proposed Pedestrian Connections



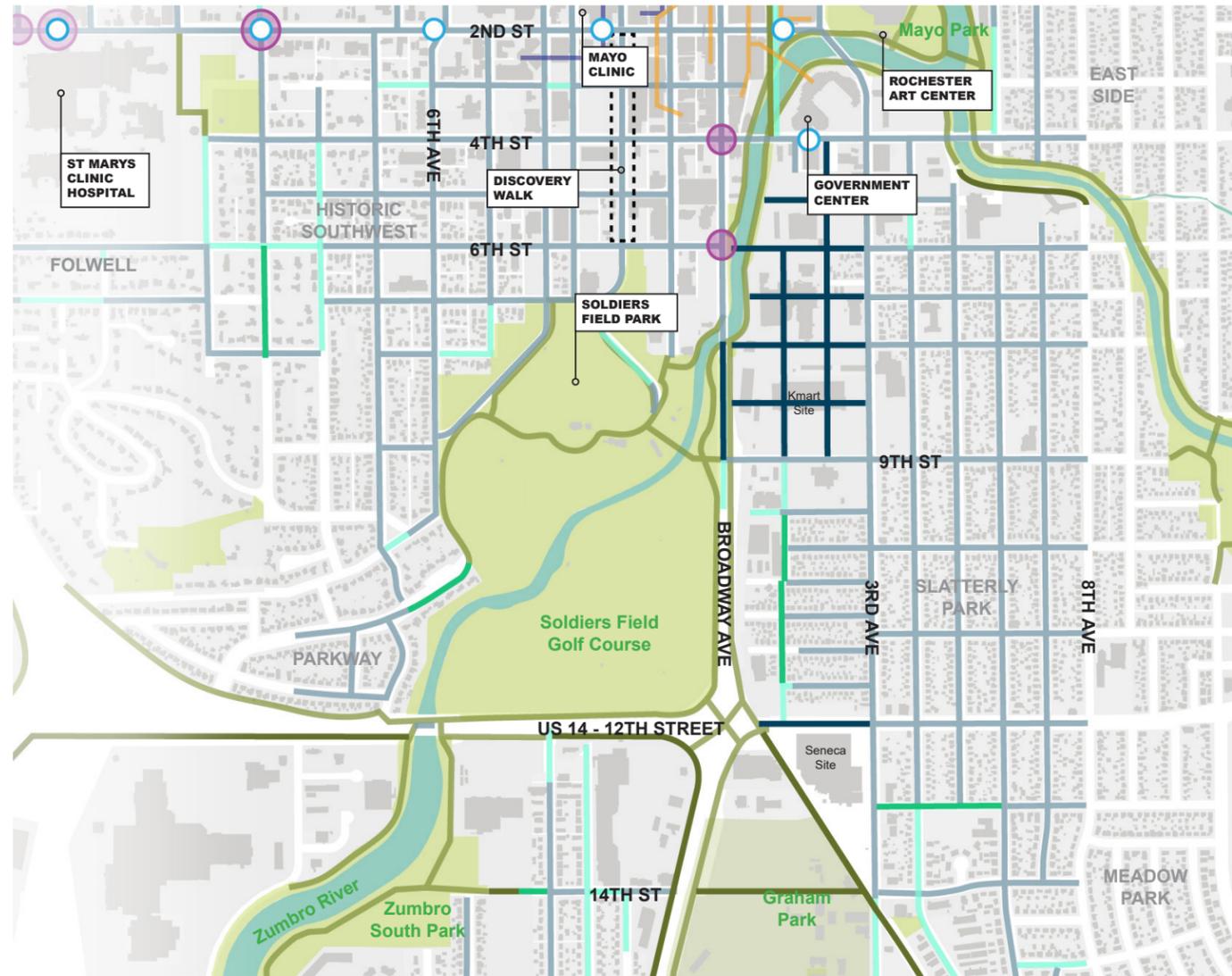
- Existing sidewalk
- Existing sidewalk (Both sides of street)
- Existing multi-use path
- Subway
- skyway
- Proposed sidewalk
- Proposed sidewalk (Both sides of street)
- Proposed Multi-Use Path
- Discovery Walk
- Proposed crossing improvement
- Proposed station

City Corridor and Downtown Core: Proposed Bike Connections



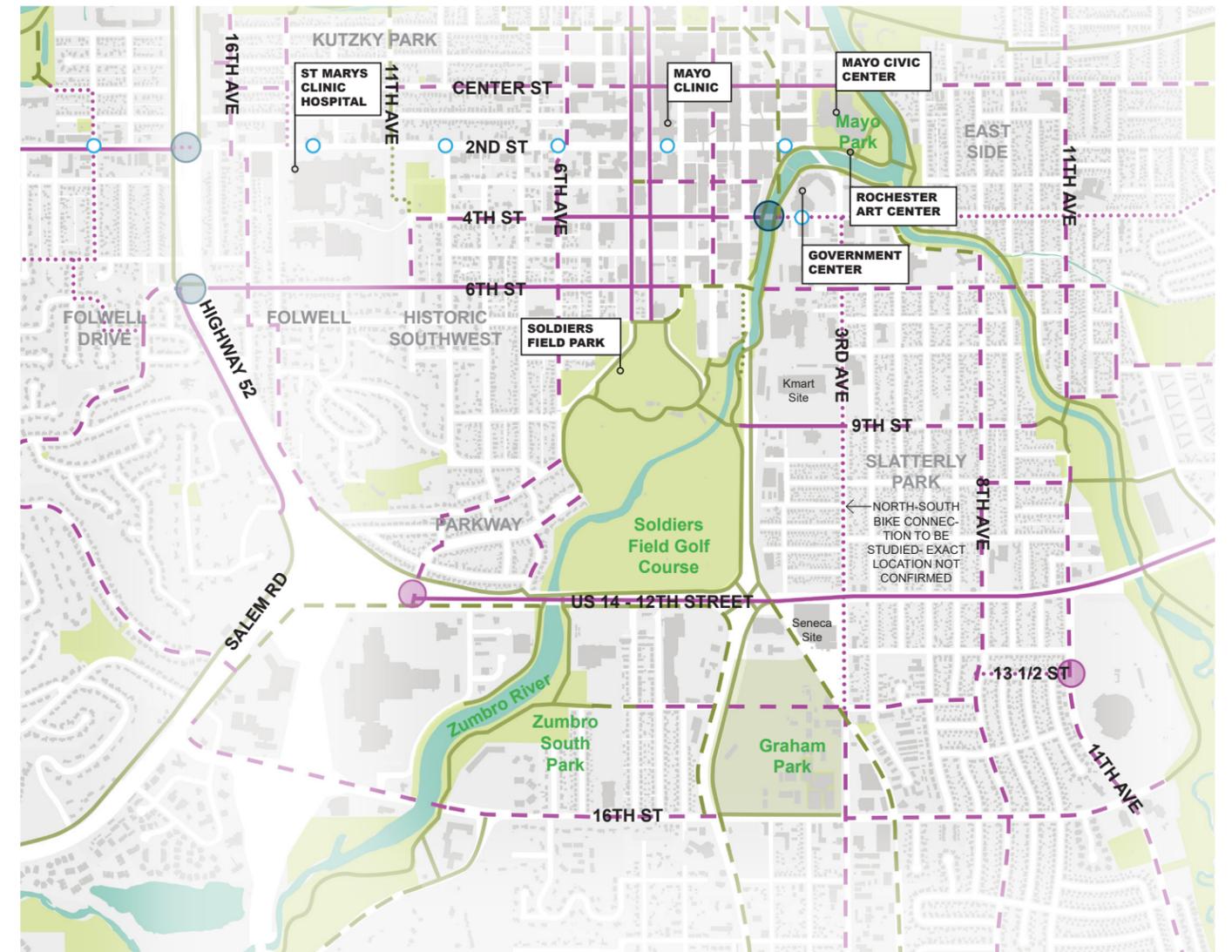
- Existing On-Street Bikeway
- Existing multi-use path
- - - Planned On-Street Bikeway
- - - Planned multi-use path
- - - Proposed On-Street Bikeway
- - - Proposed multi-use path
- Planned Crossing Improvement
- Proposed crossing improvement
- Proposed Station

Southeast Waterfront Scenario One: Proposed Pedestrian Connections



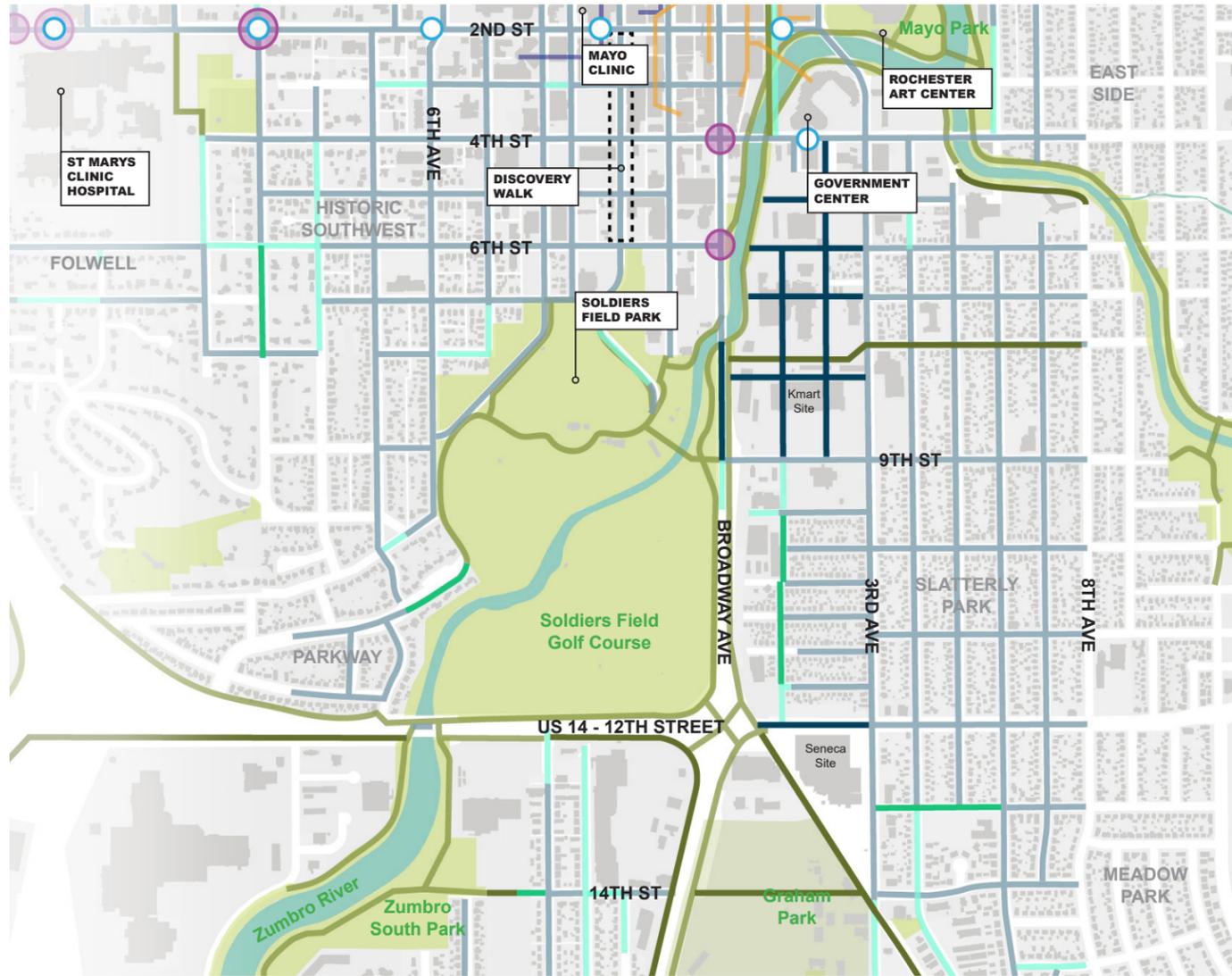
- Existing sidewalk
- Existing sidewalk (Both sides of street)
- Existing multi-use path
- Subway
- Skyway
- Proposed sidewalk
- Proposed sidewalk (Both sides of street)
- Proposed Multi-Use Path
- - - Discovery Walk
- Proposed crossing improvement
- Proposed station

Southeast Waterfront Scenario One: Proposed Bike Connections



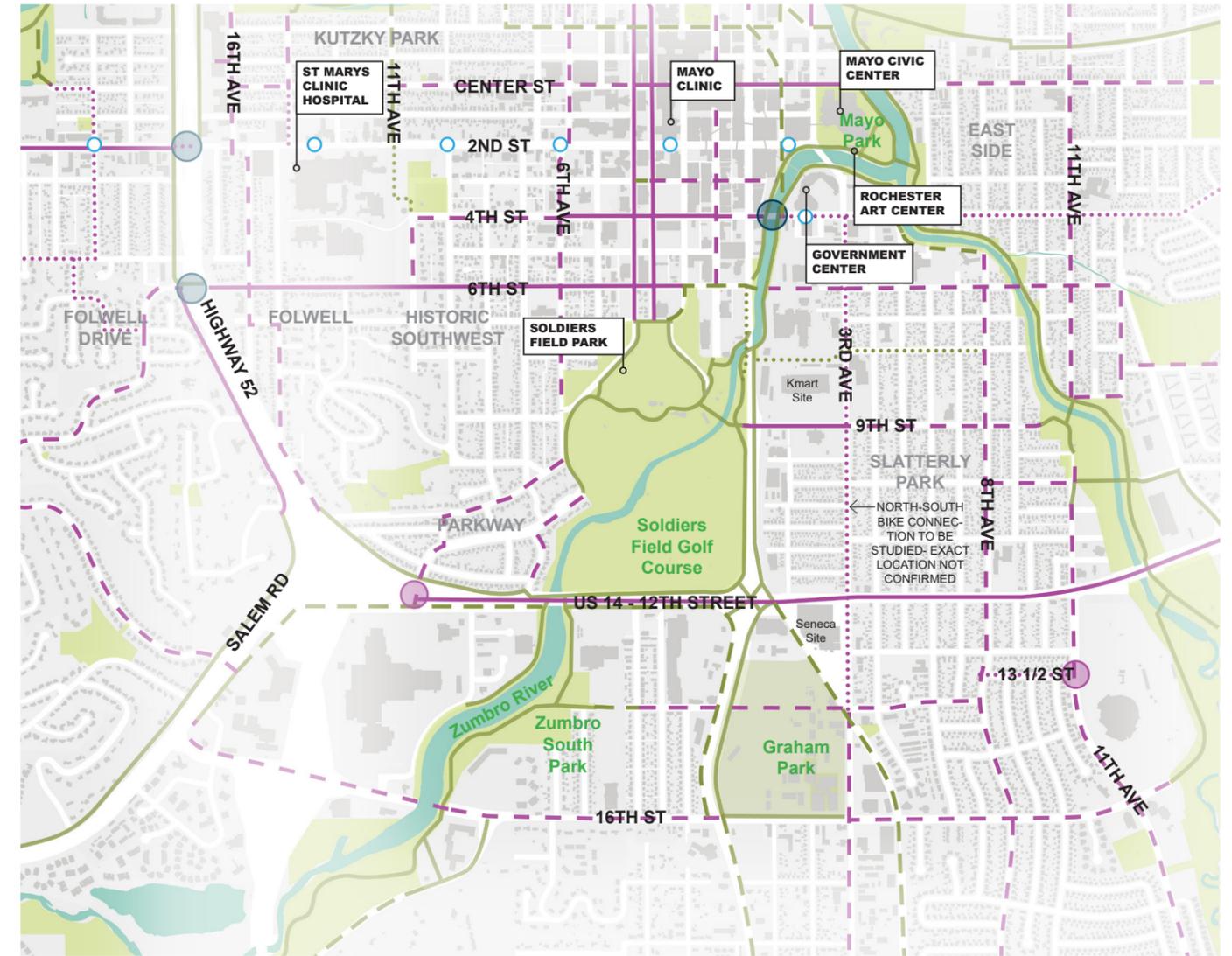
- Existing On-Street Bikeway
- Existing multi-use path
- - - Planned On-Street Bikeway
- - - Planned multi-use path
- - - Proposed On-Street Bikeway
- - - Proposed multi-use path
- Planned Crossing Improvement
- Proposed crossing improvement
- Proposed Station

Southeast Waterfront Scenario Two: Proposed Pedestrian Connections



- Existing sidewalk
- Proposed sidewalk
- Existing sidewalk (Both sides of street)
- Proposed sidewalk (Both sides of street)
- Existing multi-use path
- Proposed Multi-Use Path
- Subway
- Skyway
- - - Discovery Walk
- Proposed crossing improvement
- Proposed station

Southeast Waterfront Scenario Two: Proposed Bike Connections



- Existing On-Street Bikeway
- Existing multi-use path
- - - Planned On-Street Bikeway
- - - Planned multi-use path
- Planned Crossing Improvement
- Proposed crossing improvement
- Proposed Station
- Proposed On-Street Bikeway
- Proposed multi-use path

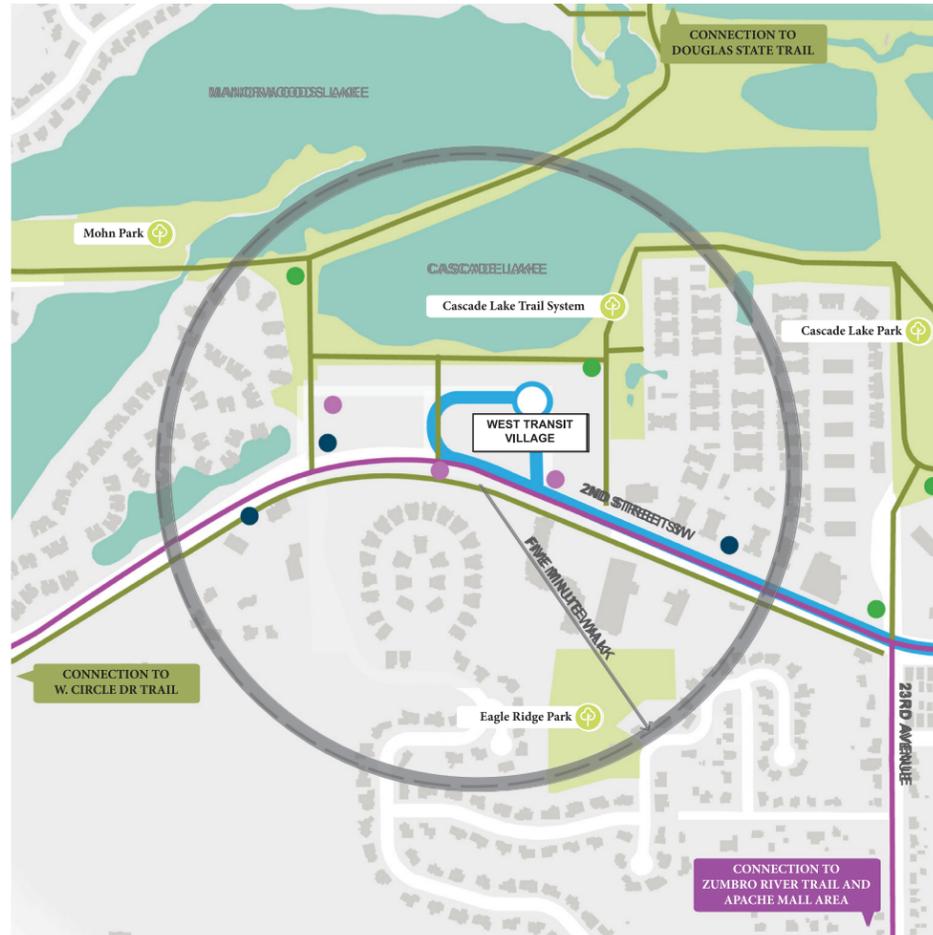
APPENDIX B

WAYFINDING TO RAPID TRANSIT STATIONS



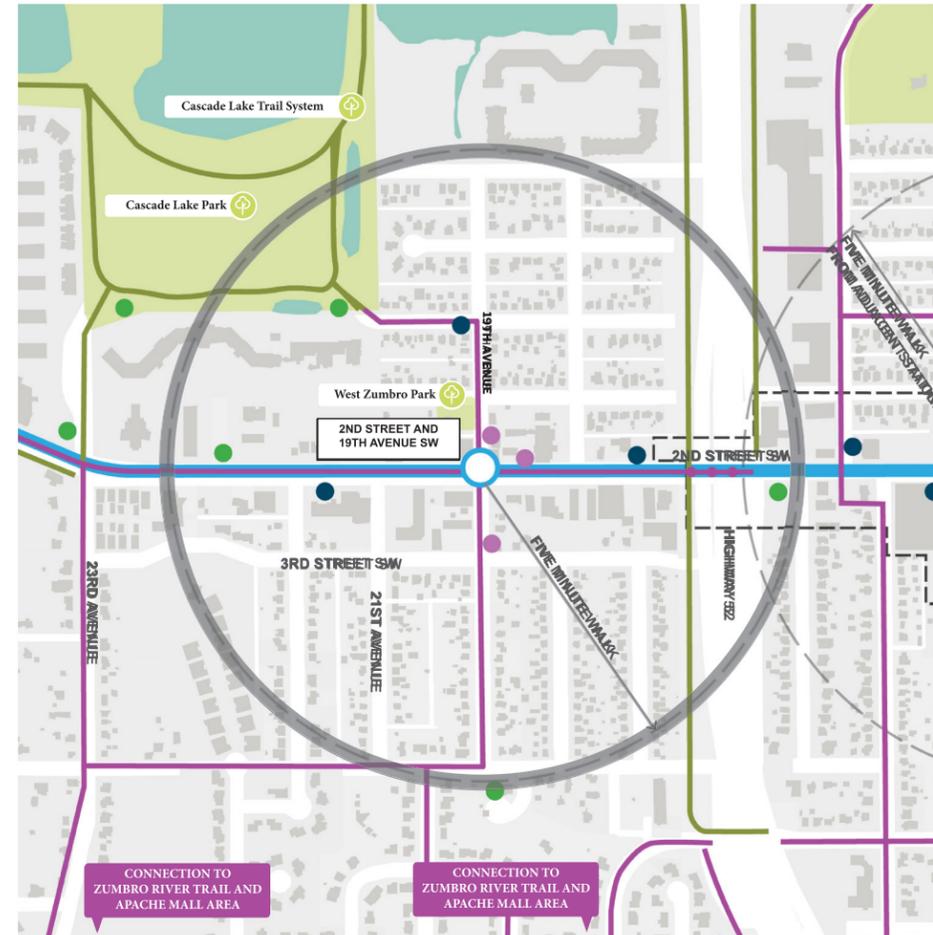
Wayfinding Signage Locations

West Transit Village



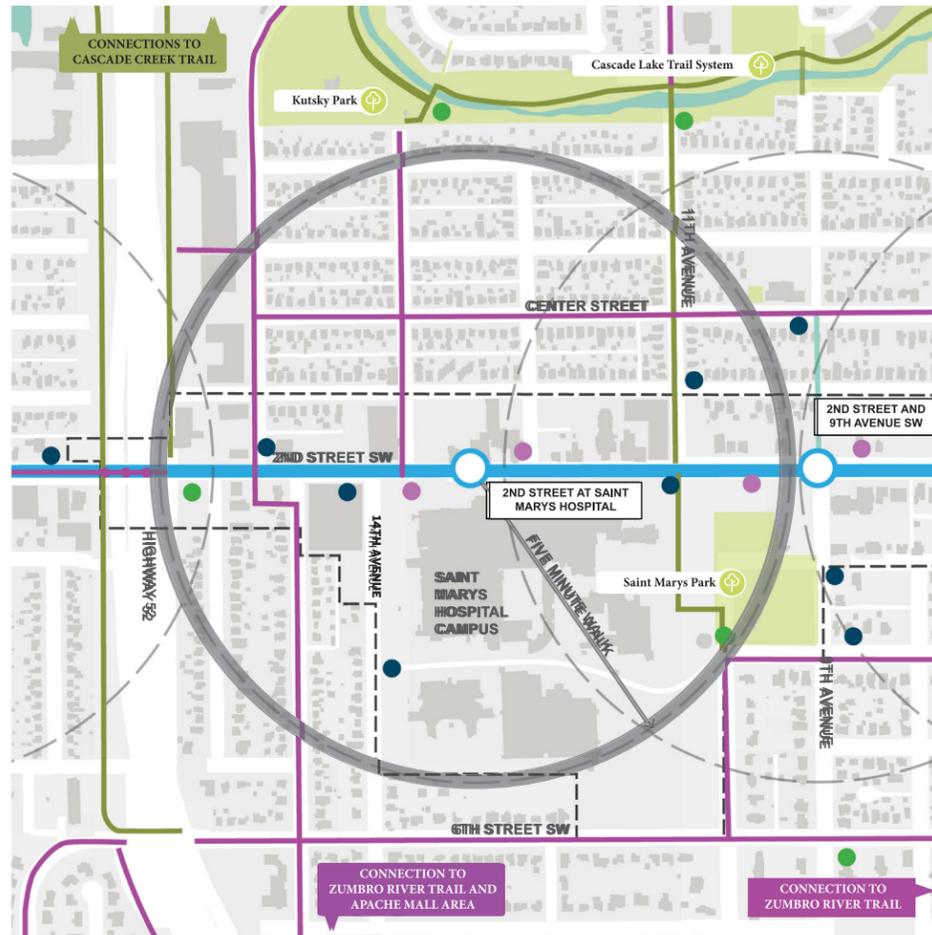
- | | |
|---|---|
| WAYFINDING | CONNECTIVITY |
| ● PRIMARY WAYFINDING AT 5 MINUTE WALK | — EXISTING AND PROPOSED ON-STREET BIKEWAY |
| ● SECONDARY WAYFINDING AT 2 MINUTE WALK | — EXISTING AND PROPOSED MULTI-USE PATH |
| ● PRIMARY WAYFINDING AT STATION CORNER | — PROPOSED RAPID TRANSIT ROUTE |
| | ○ PROPOSED RAPID TRANSIT STATION |

2nd Street and 19th Avenue SW



- | | |
|---|---|
| WAYFINDING | CONNECTIVITY |
| ● PRIMARY WAYFINDING AT 5 MINUTE WALK | — EXISTING AND PROPOSED ON-STREET BIKEWAY |
| ● SECONDARY WAYFINDING AT 2 MINUTE WALK | — EXISTING AND PROPOSED MULTI-USE PATH |
| ● PRIMARY WAYFINDING AT STATION CORNER | — PROPOSED RAPID TRANSIT ROUTE |
| | ○ PROPOSED RAPID TRANSIT STATION |
| | [] DESTINATION MEDICAL CENTER |

2nd Street at Saint Marys Hospital



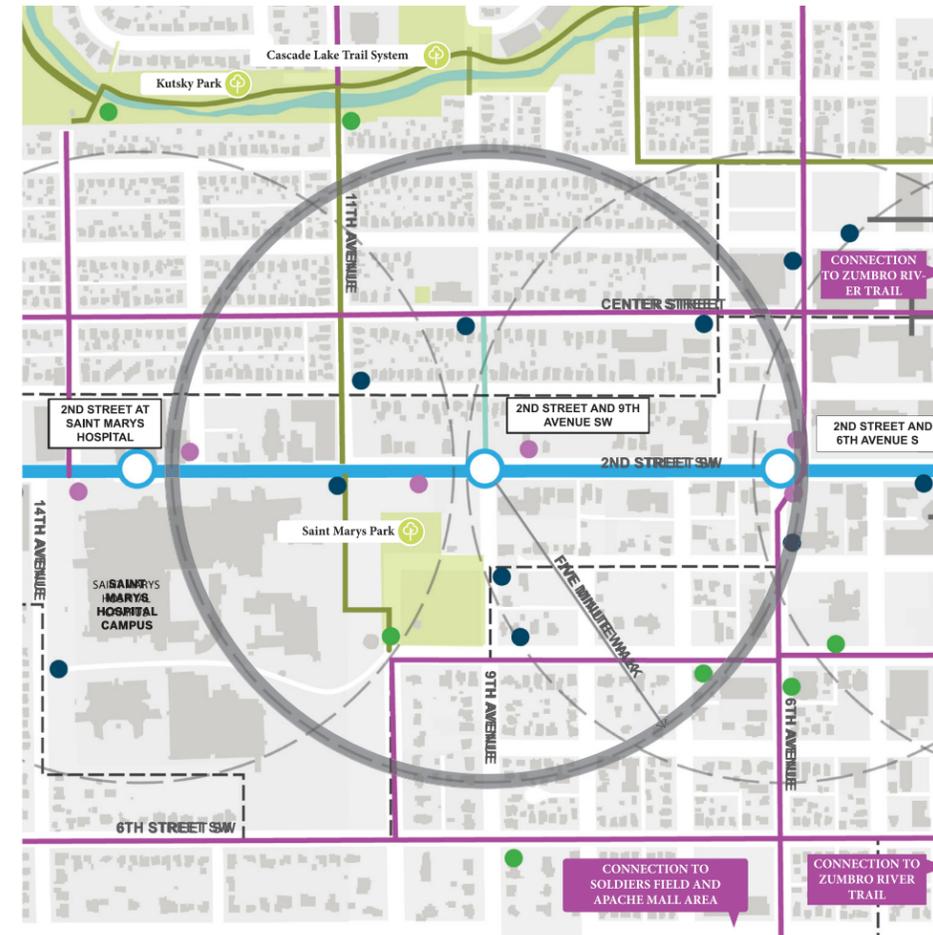
WAYFINDING

- PRIMARY WAYFINDING AT 5 MINUTE WALK
- SECONDARY WAYFINDING AT 2 MINUTE WALK
- PRIMARY WAYFINDING AT STATION CORNER

CONNECTIVITY

- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- PROPOSED RAPID TRANSIT ROUTE
- PROPOSED RAPID TRANSIT STATION
- [- -] DESTINATION MEDICAL CENTER

2nd Street and 9th Avenue SW



WAYFINDING

- PRIMARY WAYFINDING AT 5 MINUTE WALK
- SECONDARY WAYFINDING AT 2 MINUTE WALK
- PRIMARY WAYFINDING AT STATION CORNER

CONNECTIVITY

- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- SUBWAY AND SKYWAY
- PROPOSED RAPID TRANSIT ROUTE
- PROPOSED RAPID TRANSIT STATION
- [- -] DESTINATION MEDICAL CENTER

2nd Street and 6th Avenue SW



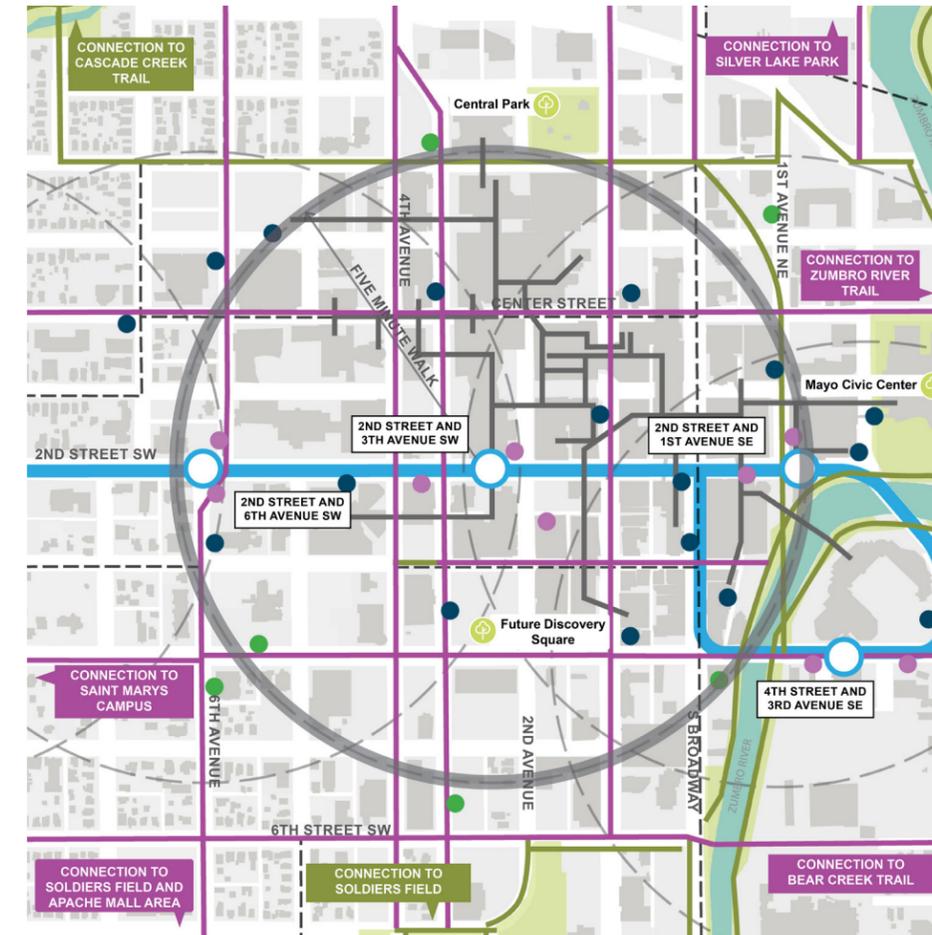
WAYFINDING

- PRIMARY WAYFINDING AT 5 MINUTE WALK
- SECONDARY WAYFINDING AT 2 MINUTE WALK
- PRIMARY WAYFINDING AT STATION CORNER

CONNECTIVITY

- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- SUBWAY AND SKYWAY
- PROPOSED RAPID TRANSIT ROUTE
- PROPOSED RAPID TRANSIT STATION
- [] DESTINATION MEDICAL CENTER

Downtown Core



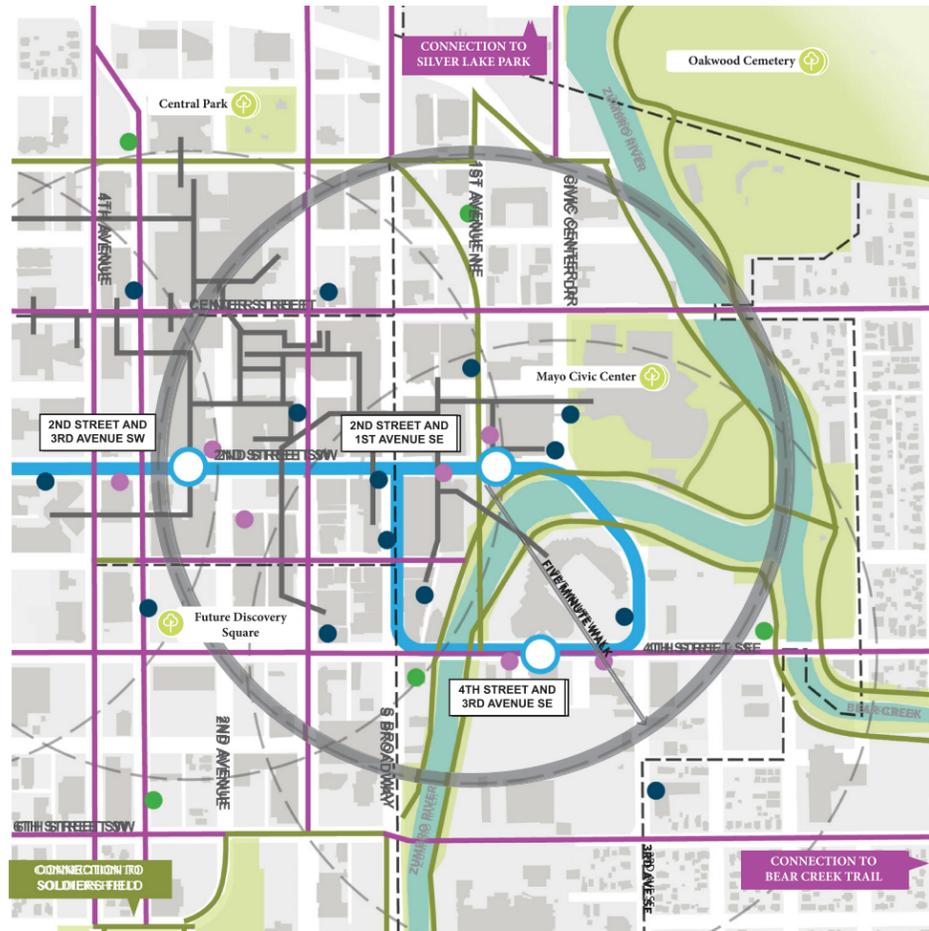
WAYFINDING

- PRIMARY WAYFINDING AT 5 MINUTE WALK
- SECONDARY WAYFINDING AT 2 MINUTE WALK
- PRIMARY WAYFINDING AT STATION CORNER

CONNECTIVITY

- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH
- SUBWAY AND SKYWAY
- PROPOSED RAPID TRANSIT ROUTE
- PROPOSED RAPID TRANSIT STATION
- [] DESTINATION MEDICAL CENTER

Civic District



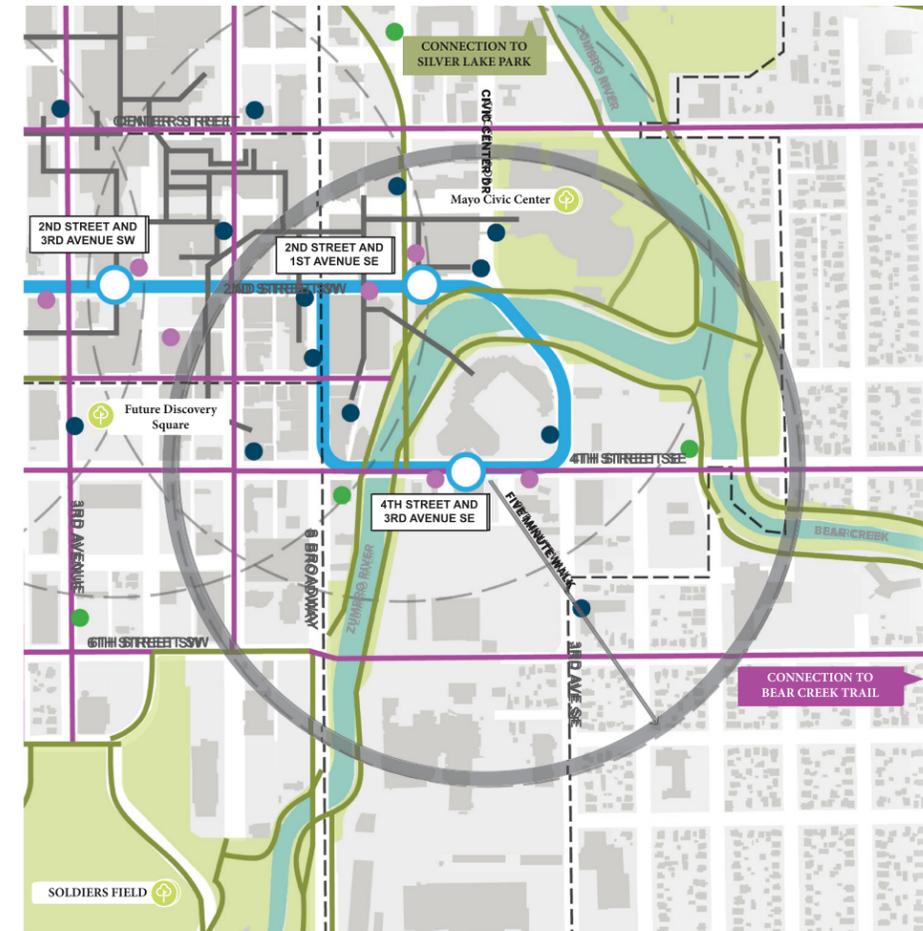
WAYFINDING

- PRIMARY WAYFINDING AT 5 MINUTE WALK
- SECONDARY WAYFINDING AT 2 MINUTE WALK
- PRIMARY WAYFINDING AT STATION CORNER

CONNECTIVITY

- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH
- SUBWAY AND SKYWAY
- PROPOSED RAPID TRANSIT ROUTE
- PROPOSED RAPID TRANSIT STATION
- [- -] DESTINATION MEDICAL CENTER

Government Center



WAYFINDING

- PRIMARY WAYFINDING AT 5 MINUTE WALK
- SECONDARY WAYFINDING AT 2 MINUTE WALK
- PRIMARY WAYFINDING AT STATION CORNER

CONNECTIVITY

- EXISTING AND PROPOSED ON-STREET BIKEWAY
- EXISTING AND PROPOSED MULTI-USE PATH
- SUBWAY AND SKYWAY
- PROPOSED RAPID TRANSIT ROUTE
- PROPOSED RAPID TRANSIT STATION
- [- -] DESTINATION MEDICAL CENTER

APPENDIX C HISTORIC AND CULTURAL RESOURCES



Cultural Resources and the Rapid Transit Project

The Rapid Transit project must complete a cultural resources review to comply with Section 106 of the National Historic Preservation Act. This review will be conducted by others. The following analysis relies on information that was previously collected and is publicly available.

What is historic?

In the cultural resources field, properties are considered historic if they are designated or eligible for designation by specific government programs. Rochester has individual historic properties and historic districts designated by federal and local authorities:

1. Federal: There are two historic designation programs administered by the National Park Service under the Department of the Interior. The National Register of Historic Places acknowledges properties worthy of preservation because of their significance to American history, architecture, archaeology, engineering, and culture. A smaller group of properties representing the nation's most significant places are National Historic Landmarks. Nearly 100,000 individual properties and historic districts are listed in the National Register; there are less than 2,500 National Historic Landmarks.
2. Local: The City of Rochester has a Heritage Preservation Commission (HPC) that designates Landmark Properties and Potential Landmark Properties.

In addition to above-ground properties, archaeological sites from both prehistoric and historic eras might be historic. Virtually any property listed in the National Register would qualify for local HPC designation. Not every HPC-designated property would meet National Register criteria, but some might. It is important to note that the historical and architectural significance of many properties has not been evaluated, so the number of properties potentially affected by the rapid-transit project is not known.

How do historic resources relate to transportation planning?

Many transportation projects receive federal funding or must obtain permits from federal agencies. Before providing the funds or permits, the federal agency must consider whether the project will affect properties listed or eligible for listing in the National Register or designated as National Historic Landmarks. If the project will affect historic properties, the agency and project sponsors must complete a review process (known as "Section 106") with the State Historic Preservation Office (SHPO) and other interested agencies, groups, and individuals, including the Rochester HPC and members of the public. The process aims to avoid or minimize damage to historic properties that might be caused by the project.

The State of Minnesota has a similar review process for state-owned property and projects receiving funds generated by the sale of state bonds.

Proposed alterations to locally designated Landmark and Potential Landmark Properties must be reviewed and approved by the Rochester HPC.

The West Gateway District

Stations in this route segment will include:

- West Transit Village
- 2nd Street & 19th Avenue SW

The area west of Highway 52 has experienced substantial development and redevelopment in recent decades. This part of 2nd Street was once part of State Trunk Highway 14, an important east-west transportation corridor in southern Minnesota. US Highway 14 now runs to the north.

While a windshield survey identified at least one building that appears to date from the first half of the twentieth century, this property and other older buildings along Second Street have been updated, eliminating their potential to qualify for the National Register from their original construction era.

The City Corridor

Stations in this route segment will include:

- 2nd Street at Saint Marys Hospital
- 2nd Street & 9th Avenue SW
- 2nd Street & 6th Avenue SW

East of Highway 52, a broader span of the city's history is embedded in the built environment. Not every historic property has been identified or designated. The following individual properties and districts have national and/or local historic designations.

National Register of Historic Places—Individual Listings

The following properties within three blocks of the corridor are individually listed in the National Register of Historic Places:

- Dr. Donald C. Balfour House, 427 6th Avenue SW
- William J. Mayo House, 701 4th Street SW

National Register of Historic Places—Historic District

The Pill Hill Residential Historic District is located south of 2nd Street between 7th and 12th Avenues. It has an irregular shape. The northern edge runs along the bluff line between 2nd and 3rd Streets and 8th and 10th Avenues. From there, the western boundary extends south on 10th Avenue to 6th Street, then jogs west to include properties along 7th Street. To the east, the boundary goes south from the bluff to 3rd Street and east on 3rd Street to 7th Avenue, then zigzags southwest. The southernmost property in the district is at the northwest corner of 9th Avenue north of 9th Street. Saint Marys Park, including the water tower, are within the district's boundaries.

Rochester HPC—Landmark Properties

The following properties within three blocks of the corridor have been designated Landmark Properties:

- Dr. Donald C. Balfour House, 427 6th Avenue SW
- William J. Mayo House, 701 4th Street SW

Rochester HPC—Potential Landmark Properties

The following Saint Marys properties directly adjacent to the route have been designated Potential Landmark Properties:

- Francis Building, 1216 2nd Street SW
- Joseph Building, 1216 2nd Street SW
- Alfred Building, 1216 2nd Street SW
- Convent Building, 1216 2nd Street SW
- Chapel, 1216 2nd Street SW



In addition, these properties within three blocks of the corridor have been designated Potential Landmark Properties:

- House, 103 6th Avenue SW
- Dr. David M. Berkman Residence, 622 5th Street SW
- Former Lourdes High School (original and 1950s addition), 621 W Center Street

The Downtown Core

Stations in this route segment will include:

- 2nd Street & 2nd Avenue SW
- 2nd Street & 1st Avenue SE
- 4th Street & 3rd Avenue SE

The Mayo Clinic and Rochester’s downtown commercial district anchor this segment. Second Street has long served as an important east-west transportation corridor for the city, and Broadway has played a similar role for north-south travel. A collection of buildings from the first half of the twentieth century are on the blocks edging Broadway for a few streets north and south of 2nd Street SW.

Not every historic property in this segment has been identified or designated. The following individual properties and districts have national and/or local historic designations.

National Historic Landmark

One property, the Plummer Building at 110 2nd Avenue SW, has the distinction of being a National Historic Landmark, a designation reserved for the nation’s most significant properties. It is directly adjacent to the route.

National Register of Historic Places—Individual Listings

The following properties directly adjacent to the route are individual listed in the National Register.

- Plummer Building, 110 2nd Avenue SW
- Rochester Public Library (Mitchell Student Center-Mayo Medical School), 226 2nd Street SW

In addition, these properties within three blocks of the corridor are individually listed in the National Register of Historic Places:

- Chateau Dodge Theatre, 15 1st Street NW
- Maass and McAndrew Company Building, 12-14 4th Street SW (a.k.a. Conley Camera Factory/Bleu Duck)
- Rochester Armory, 121 N Broadway Avenue

National Register of Historic Places—“Considered Eligible”
The State Historic Preservation Office has found that the Kahler Grand Hotel (20 2nd Avenue SW) qualifies for listing in the National Register.

Rochester HPC—Landmark Properties

Based on a study completed in 2019, the Rochester HPC recommended to the City Council the designation of a local historic district on S Broadway Avenue between 3rd and 5th Streets. Sections of the proposed district extend west along 3rd Street SW to 1st Avenue SW and north to include properties on 2nd Street SW. The City Council did not proceed with the designation. On June 17, 2019, the City Council tabled a decision on the proposed district and it remains tabled (as of June 25, 2020).

The following properties directly adjacent to the route have been locally designated as Landmark Properties:

- Plummer Building, 110 2nd Avenue SW
- Rochester Public Library (Mitchell Student Center-Mayo Medical School), 226 2nd Street SW

In addition, these properties within three blocks of the corridor have been locally designated as Landmark Properties:

- Chateau Dodge Theatre, 15 1st Street NW
- Conley Camera Factory/Bleu Duck, 14 4th Street SW (a.k.a. Maass and McAndrew Company Building)
- Rochester Armory, 121 N Broadway Avenue

Rochester HPC—Potential Landmark Properties

The following properties directly adjacent to the route have been designated Potential Landmark Properties:

- Calvary Episcopal Church, 111 3rd Avenue SW
- Commercial Building (I. O. O. F. Building / Eagle Grocery), 23 2nd Street SW
- Massey Building, 202 1st Avenue SW
- Mayo Building, 200 1st Street SW
- Trinity Lutheran Church, 532 2nd Street SW
- McGoon’s/Goonie’s, 7 2nd Street SW
- Olmsted County Bank and Trust Company, 7 2nd Street SW
- Northwestern National Bank of Rochester, 21 2nd Street SW
- Associated Bank, 206 S Broadway Avenue
- Dayton’s Department Store, 195 S Broadway Avenue
- John J. Fulkerson Grocery, 211 S Broadway Avenue
- Clausen and Adler Hardware, 307 S Broadway Avenue
- F. J. Paine Company, 309 S Broadway Avenue
- F. J. Paine Company/Palace Block, 311 S Broadway Avenue
- F. J. Paine Company/Palace Block, 313 S Broadway Avenue

SE Waterfront/Broadway Corridor (Later Phase)

On Broadway south of 5th Street, many older properties have been eliminated by modern development. The historical, architectural, and archaeological significance of the remaining industrial, residential, and public properties and landscapes has not been evaluated.

Rochester HPC—Potential Landmark Properties

The following properties within three blocks of the route have been designated as Potential Landmark Properties:

- Seneca Water Tower, 1217 3rd Avenue SE
- Soldiers Memorial Field, 7th Street SW

- Bach Music Company, 315 S Broadway Avenue
- Bach Music Company, 317 S Broadway Avenue
- A. J. Bjerring Barbershop/Bjerring Hotel, 318 S Broadway Avenue
- Baker and Hanson/The Council Saloon, 319 S Broadway Avenue
- Baker and Hanson/The Council Saloon, 321 S Broadway Avenue
- Rochester Egg and Poultry Company, 210 S Broadway Avenue
- C. J. Morrill and Son, Wholesale Grocer, 324 S Broadway Avenue
- Black’s Lunch, 323 S Broadway Avenue
- Great Atlantic and Pacific Tea Company, 328 S Broadway Avenue
- Columbia Hotel, 330 S Broadway Avenue
- Riverside Building, 400 S Broadway Avenue
- F. A. Poole Building, 11 4th Street SW

In addition, these properties within three blocks of the corridor have been designated Potential Landmark Properties:

- Christ United Methodist Church, 400 5th Avenue SW
- First Presbyterian Church, 512 3rd Street SW
- Franklin Heating Station, 119 3rd Street SW
- The Kahler Grand Hotel, 20 2nd Avenue SW
- Qwest Communications, 320 2nd Avenue SW
- William W. Mayo Statue, 1st Street SW between 3rd and 4th Avenues SW
- Residences of Old City Hall, 224 1st Avenue SW
- Charlton Building, 201 W Center Street
- Eisenberg Building, 201 W Center Street
- Blakeley Building, 210 1st Avenue SW
- Rochester Commercial Club Building, 212 1st Avenue SW
- Holland’s Food Shop, 216 1st Avenue SW
- Stebbins Building, 218 1st Avenue SW
- Chuck’s Tire and Auto, 102 N Broadway Avenue
- Chicago Great Western Depot (El Loro Mexican Restaurant), 20 4th Street SE
- William’s Block, 22 3rd Street SW
- Union National Bank Building, 4 3rd Street SW
- Kennedy Building, 10 3rd Street SW
- Lawler Laundry Building, 14 3rd Street SW
- Hotel Francis, 17 4th Street SW





SOM