

Imagine Slatterly Vision Plan

DRAFT 10 January 2012

Revised 24 January 2012

Revised 03 May 2012

Revised 14 November 2012

Background and Characteristics:

The historic Slatterly Park Neighborhood (also previously referred to as Southeast Settlers) is bisected by a fork of the Zumbro River known as Bear Creek and is representative of the other pre-WWII urban neighborhoods that surround downtown Rochester. Originally much of the area was a part of the Graham Estate and Farm (original farm buildings including the Chick Hatchery still remain). In 1931 William Slatterly donated his homestead to become what is now Slatterly Park. It has since developed into a beautiful traditional urban neighborhood identified by its grid-street development pattern, small lot sizes, mature boulevard trees, and predominantly single-family homes. In the current Rochester Land Use Plan, the Slatterly Park Neighborhood is a combination of both Hawthorne and Mayo Run districts.

Its proximity to downtown Rochester employment, shopping, and dining as well as its connection to Rochester's extensive bicycle and trail network ensure that these smaller, more affordable homes will form the foundation of a strong neighborhood for generations to come.

Vision Plan General Goals:

- Formation of public/private partnerships to achieve long-range goals of the neighborhood.
- Promote open, timely, honest, and continuous communication with all neighborhood stakeholders.
- Work to receive commitment to this planning process for the preservation and enhancement of the neighborhood from agency officials and local leaders.
- Work to improve community perceptions about Slatterly Park Neighborhood through advocacy, education and public relations & marketing strategies.

Vision Plan Specific Goals:

- Develop a leadership group from within the neighborhood who are educated on issues to make decisions regarding implementation.
- Collaborate with City and County staff members to produce incentives and action items to achieve the neighborhood's vision.
- Begin to weave together the recommendations from the Rochester Downtown Master Plan with the Imagine Slatterly Vision Plan.
- Through strategic implementation, preserve and sustain the character and "sense of place" of the Slatterly Park Neighborhood as it grows and develops.
- Review the Imagine Slatterly Vision Plan in June of 2021 following the 2020 census and update as necessary to ensure the relevance and applicability of the plan.

Neighborhood Mobility

Goal:

Create a safe, functional and attractive mobility system comprised of a variety of transportation alternatives that connects residents from within the neighborhood to outside the neighborhood.

Objectives:

- Eliminate high speed, cut-through automobile traffic corridors.
- Encourage and promote alternative modes of transportation including bicycles and mass transit.
- Create a network of street, trail, and sidewalk infrastructure within the neighborhood to ensure residents have multiple means of access to surrounding amenities.
- Identify key intersections of multiple transportation systems and promote design that accommodates mobility in a safe manner.
- Invest in the public realm and make streets safe, comfortable and attractive for pedestrians, bicycles, and vehicles.
- Provide a mix of parking opportunities that balances the needs of residents and businesses in mixed use and higher density areas.
- Plan for potential light rail and/or trolley line infrastructure by facilitating connections to mass transit.
- Protect the existing street grid and attempt to reconnect it when redevelopment occurs.
- Encourage the provision of rear drives or alley-type access for property redevelopment so that vehicular access is provided to residential side streets rather than relying on direct driveway access to arterial streets.
- Reduce traffic speeds in principle traffic corridors through appropriate traffic calming measures.

Recommendations:

- Develop a comprehensive, phased, traffic-calming program in the neighborhood to be included as a part of City's Capital Improvement Plan (Aim to reduce traffic accidents)
- Create a "basket weave" of stop signs and signalized intersections throughout the neighborhood to reinforce the hierarchy of streets.
- Add on-street parking, bump-outs on strategic corners, and painted parking lines to assist with traffic calming.
- Add pedestrian crossing elements (e.g. bold, white reflective paint, special colored paving, etc.) through a hierarchy of crossing treatments based on street type.
- Work with the City and County staff to develop a neighborhood approach to the complete streets initiative.
- Provide for parking on both sides of the street and encourage angled parking in mixed-use, commercial and high-density residential areas.
- Preserve parking on at least one side of the street in low-density residential areas.
- Add bike lanes and sharrows with conspicuous signage where appropriate to facilitate safe bicycle transportation.

- Preserve existing and work to provide wide, accessible sidewalks, street trees, and boulevard depth throughout the neighborhood.
- Encourage the development of multi-use parking structures to accommodate employee and non-neighborhood parking needs and relieve demand on neighborhood streets.
- Utilize permit parking where needed.
- Improve wayfinding and trail connections to the street grid at appropriate locations.
- Complete all areas of missing boulevard sidewalks to connect the pedestrian grid.
- Implement traffic circles where appropriate at designated intersections.
- Add dedicated bike lanes to 9th Street SE between Broadway and 3rd Avenue SE.
- Work with Bethel Lutheran Church to enhance their pedestrian mid-block connection across 3rd Ave SE between 8th and 9th St SE.
- Ensure that the intersection at 3rd Avenue SE and 6th Street SE is designed in conjunction with the bridge connection over the river that allows safe and pedestrian-friendly access without increasing traffic volumes along residential streets.
- Redesign intersection at 9th Street SE and Broadway to include an at-grade bike/ped crossing with pedestrian refuge island.
- Create a street connection between 5th Avenue SE and 5th Street SE. Ensure that the school drop-off, traffic volume and speed are controlled to ensure children's safety.
- Work with Riverside School to redesign the parking lot and drop-off to better accommodate pedestrian and bike access to 4th Street SE.
- Reconstruct the street grid on the K-Mart and AMPI plant sites when future redevelopment occurs.
- Provide a pedestrian and bike connection to the river in addition to a street through the K-Mart and AMPI plant sites when future redevelopment occurs.
- Improve the Mayo Run (dry creek bed running from the cul-de-sac of 9th Ave SE north of 6th St SE) to accommodate an elevated trail connection. This unofficial trail used by the neighborhood extends all the way to OMC and RCTC property.
- Redesign the intersection at 6th Street SE and 13th Avenue SE to create a stronger and safer gateway.
- Advocate for a vehicular entrance to Slatterly Park that is well designed, safe, and pedestrian-friendly.
- Explore a modified parking lot location and design to discourage cut-through and high speed automobile traffic through Slatterly Park.
- Work to develop a multi-modal transportation hub along Broadway in between 9th Street SE and 8th Street SE adjacent to railroad R-O-W. Plan for future light rail, bus, car, and bicycle interchange.

Public Realm

Goal:

Conserve and enhance the public open space and natural environment to improve the wellness of residents, and preserve the unique identity of Slatterly Park Neighborhood.

Objectives:

- Emphasize streets as underutilized public space and reintroduce public serving amenities throughout.
- Strengthen the neighborhood's connection to the natural environment by improving pedestrian access to existing open spaces through "green corridors."
- Encourage outdoor dining and street activity such as vendors and musicians on the sidewalks of principle boulevards (e.g. 4th Street SE, 3rd Avenue SE, 9th Street SE)
- Create a variety of open space types (e.g. trails, woods, athletic fields, plazas, etc.) and remove accessibility barriers in the public realm to accommodate changing demographics.
- Intensify the use of natural storm water management and sustainable landscape practices to enhance water quality.
- Strengthen neighborhood identity through development of entrance features and public art at key locations (signs, historic markers, etc).
- Improve public safety of open spaces with enhanced street lighting, clear sight lines, sound design and police patrol.
- Continue street festivals and park events that utilize the available amenities for the public good.
- Identify centrally located open spaces for potential public meeting places and/or community gardens.
- Promote the preservation and enhancement of the natural environment as a positive asset to the neighborhood.

Recommendations:

- Slatterly Park Neighborhood Association continues the un-official "adoption" of Slatterly Park and Bear Creek through semi-annual park clean-up events.
- Increase frequency of lighting elements along the river trail system.
- Improve signage along the river trail system and at key intersections connecting the trail system to the street grid.
- Improve landscaping, green space, and public seating in and around parking lots.
- Install entry markers at the major intersections/entrances of Slatterly Park Neighborhood (e.g. 9th St SE and 3rd Ave SE, 6th St SE and 13th Ave SE, Highway 14 E and 15th Ave SE, Highway 14 E and 3rd Ave SE)
- Support utilizing empty lots as a Community Garden or pocket park in the interim before redevelopment occurs.
- Explore the feasibility of Slatterly Park programming improvements (e.g. adding a leisure ice skating rink, upgrading playground equipment).

- Incorporate green connection or larger urban park through K-Mart and AMPI plant sites when they redevelop.
- Decrease road width and widen boulevard along 9th Street SE between Broadway and 3rd Avenue SE.
- Create public “greenways”—pedestrian paths or sidewalks with landscaping to soften the environment—along existing mobility connections and in the absence of sidewalks along 12th Street SE from 15th Avenue SE to the river, 12th Street SE from 3rd Avenue SE to Broadway, and Broadway from 12th Street SE to 8th Street SE.
- Work with property owners along the river to thin out the heavily wooded areas to create a more open and safe environment while retaining adequate vegetation as a buffer between the natural and built environment.
- Work with the City in the redesign of the bridges along 6th Street SE to incorporate landscaping and a safe and accessible pedestrian environment.
- Incorporate responsible and innovative storm water retention and infiltration systems into new developments.
- Work in partnership with the Riverside School and local government to redesign the parking lot northwest of the school and create a public promenade/plaza that connects 5th Avenue SE to 4th Street SE and the trail connection.

Work with public and private interests in creating better pedestrian environments along principle corridors and connections:

1. Along 3rd Avenue SE
2. 9th Street SE from Slatterly Park to Soldiers Field across Broadway via at-grade crossing with pedestrian refuge island
3. 6th Street SE from 13th Avenue SE to UMR campus across Broadway
4. Along 8th Avenue SE
5. Along 11th Avenue SE from 4th Street SE to River
6. From Slatterly Park to Cub Foods
7. From Riverside Elementary to Farmer’s Market
8. Along Hwy 14 from Broadway to 15th Ave E
9. Along 4th St SE from 3rd Ave SE to 13th Ave E

Homes, Yards & Marketplaces

Goal:

Restore and maintain the charm and historic character of the traditional urban built environment, while enhancing areas of commerce consistent with the original neighborhood context.

Objectives:

- Promote a balanced supply of housing units that include a variety of incomes, tenure, and family types.
- Establish regulations to protect historic structures and encourage adaptive reuse.
- Identify and encourage reinvestment into former single-family homes that have been converted into multi-unit apartments and explore options for redevelopment.
- Identify blighted or crime-ridden properties and work closely with the Building Safety Department and law enforcement to identify key issues, solve problems and make improvements.
- Encourage infill development with well-designed compatible new structures.
- Maintain affordable housing that contributes to socio-economic diversity and the diversity of housing stock.
- Encourage remodeling projects that maintain the character of homes through incentives and guidelines.
- As redevelopment occurs, encourage the integration of locally and family owned businesses as well as a diversity of uses and business types.
- Utilize current businesses as the cornerstone for future development.

Recommendations:

- Prohibit further conversion of single-family homes to multi-unit apartments.
- Design building openings that are oriented to the street, including well illuminated windows and welcoming entrances.
- Carry out a PIE survey to inventory types of housing stock and property conditions; identify improvement needs and target investment areas.
- Create/identify funding programs that provide incentive and opportunity for those undertaking rehabilitation and reinvestment in residential structures.
- Build a partnership program between landlords and neighborhood residents.
- Produce design guidelines and/or standards for new developments and major remodels.
- Consider adaptive reuse of structures identified by the neighborhood as being landmarks (e.g. Chick Hatchery, AMPI factory building)
- Design infill redevelopment projects using quality materials that fit in with the neighborhood.
- Develop housing density in northwest corner of the neighborhood proximate to downtown to facilitate walking to work, amenities, and recreational opportunities.
- Relax height requirements for developments that add residential units to the top floors.
- In mixed use areas, bring buildings to the street (property line) and place parking behind or in the middle of the site.

- Prohibit highway style commercial development with expansive parking lots along street frontage and large free-standing signs.
- Encourage additional commercial development along street frontage at K-Mart and Cub Foods sites that share existing parking.
- Prioritize the 4th Street SE redevelopment from 3rd Avenue SE to 9th Avenue SE to eliminate blight and promote higher density, mixed-use buildings.
- Work with Cub Foods to orient a building entrance toward the neighborhood side.

Land Use

Goal:

To create a sustainable, compact, cohesive urban neighborhood where residents can live, work, shop and play.

Objectives:

- Encourage a compatible mix of land uses that protect natural and built assets and create a sense of place.
- Connect mixed-use areas with a network of landscaped “green” streets and walks.
- Ensure that development contributes to the social and economic life of the community through quality design of the physical environment.
- Strengthen small business activity in commercial and mixed-use areas that is compatible with the social and physical make-up of the neighborhood.
- Encourage quality building practices that are enduring and will accommodate future alternative uses.
- Plan for growth and density through design at intentional locations in the northwest corner of the neighborhood in concert with the Rochester Downtown Master Plan.
- Encourage demolition of unsafe and condemned buildings and infill with architecturally compatible uses.
- Recapture historical population losses through strategic and compatible land use modifications.
- Set the stage for redevelopment of blighted areas of Slatterly Park Neighborhood that will enhance livability.

Recommendations:

- Encourage the design and placement of buildings that incorporate human scale design details and promote pedestrian walkability.
- Eliminate industrial land uses from future growth patterns within the neighborhood.
- Preserve and create walkable commercial and mixed-use areas while eliminating suburban-style vehicular dominated design.
- Consider deleting auto repair and maintenance, car washes, drive-thrus, sales and storage lots, convenience retail, wholesaling, motor freight/warehousing, trade shops, and advertising signs in commercial areas to enhance walkability.
- Provide opportunities for redevelopment in areas adjacent to downtown close to jobs, services and amenities.
- Preserve the low-density residential areas of Slatterly Park Neighborhood.

Create on-site parking that:

1. Is carefully and judiciously placed as to not create a void breaking the continuity of the neighborhood.
2. Places parking above, below, behind, or beside the building.

3. Assures safe vehicular and pedestrian circulation, minimizes negative visual impact and is well landscaped.
4. Integrates parking with buildings whenever feasible through interior site design and podium parking using structures whenever feasible.
5. Discourages over-supply of parking by setting caps on parking and facilitating shared parking.

Modify existing land use plan to the following:

- Along 4th Street SE, change areas closest to downtown to high-density residential to allow for future redevelopment to promote a walkable mixed-use corridor with ground floor active commercial uses.
- Where high and medium density residential abuts low density residential land use, the massing of the buildings should step down to the scale of the low density residential areas.
- Eliminate industrial land use along west edge of the neighborhood and railroad R-O-W.
- Plan for redevelopment of AMPI property and future 6th Street SE continuation by changing to high-density residential.
- Allow commercial land uses along railroad R-O-W south of 9th Street SE to promote walkable neighborhood oriented uses along 1st Avenue SE.
- Commercial uses at the intersection of 12th Street SE and 3rd Avenue SE should be limited to those that promote walkability and prohibits strip mall style highway commercial development.
- Plan for a commercial node at the intersection of 12th Street SE and 11th Avenue SE by extending the existing commercial land use on the east side of 11th Avenue SE north to the entrance into Slatterly Park.