

2. Mixed Use

This segment **between Quincy and St. Andrew Streets** is the most distinctive part of the Mt. Rushmore corridor, featuring a mix of residential, commercial, and office uses; historic buildings; and a pedestrian-scaled cityscape. This area has some overlap with the Downtown Core and Commercial Corridor.

GOALS

- Encourage adaptive reuse of existing building in coordinated, high quality projects.
- Provide a green cityscape in the transition between Downtown and more automobile-oriented segments to the south.
- Improve traffic management and pedestrian safety.

ISSUES

1. *Parking.* Parking is critical for this urban corridor segment. Off-street parking is inconvenient and not immediately visible, and existing on-street parking increases traffic conflicts.
2. *Deteriorating retaining walls, fencing and railing.*
3. *Cruising.* Night-time cruising, once an issue along Mt. Rushmore Road and in the adjacent West Boulevard neighborhood, has apparently been reduced when northbound left turns off Mt. Rushmore were prohibited.
4. *Street clutter.* Overhead wires and poorly located poles create visual clutter along the street.
5. *Pedestrian movements.* The current sidewalk is narrow and obstructed. Short retaining walls at street level force people to walk in the street and poles mounted in the sidewalk reduce clearance.

PUBLIC IMPROVEMENTS

- *Raised Landscaped Median with left turn lanes at intersections.* These medians control unnecessary and sometimes illegal turns and improve the appearance and function of the street.
- *Streetlights with signature banners.*
- *New retaining wall and planters and street-level sidewalk between South and Clark Streets.* This east side sidewalk is elevated above street level by a low retaining wall and is not accessible. Removal of little-used on-street parking allows a generous tree lawn, sidewalk at street level, and new planters. This encourages the mixed use village concept outlined below and enhances both the streetscape and a row of architecturally distinctive buildings.
- *Cooperative Parking.* Combining adjacent parking lots increases the supply and efficiency of parking. This will require cooperation among private business/property owners and the City. Redirecting Fulton Street at the Mt. Rushmore intersection discourages possible cruising.
- *Remove No Left-Turn Poles.* Removing these installations will reduce visual clutter and confusing signage.
- *Parking Streets and Replacement of On-Street Parking.* The half-blocks west of Mt. Rushmore along Clark, Fairview, and Franklin Streets should be converted to parking streets, as described in the previous section. This eliminates the need for on-street parking and provides buffers for adjacent res-