

ROCHESTER, MINNESOTA

LAND DEVELOPMENT REGULATIONS UPDATE INFILL, REDEVELOPMENT, AND TOD

October 2018



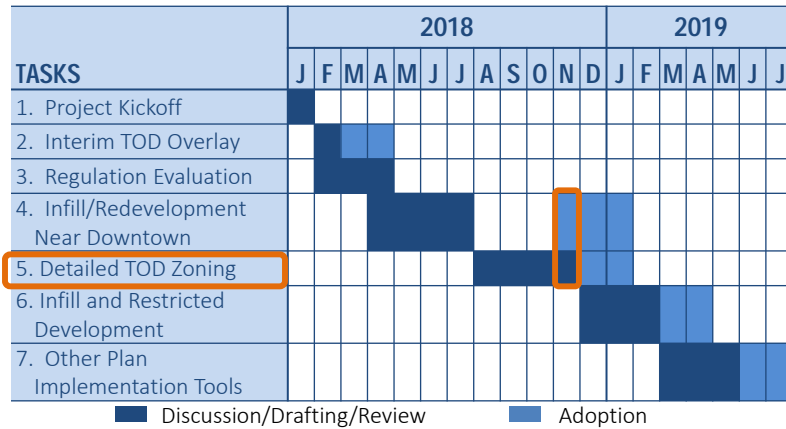
The Project

Targeted updates addressing:

- Infill & Redevelopment in Neighborhoods near Downtown
- Transit-Oriented and Transit-Supportive Development
- Incentives & Restricted Development
- Other Updates to Implement the Comprehensive Plan



The Schedule



Planning 2 Succeed

Infill and Redevelopment

Goal 8. Accommodate a greater share of future urban growth using infill and redevelopment techniques

- Focus on areas with infrastructure capacity
- Ensure it is compatible & high quality
- Reduce barriers to reinvestment



Planning 2 Succeed

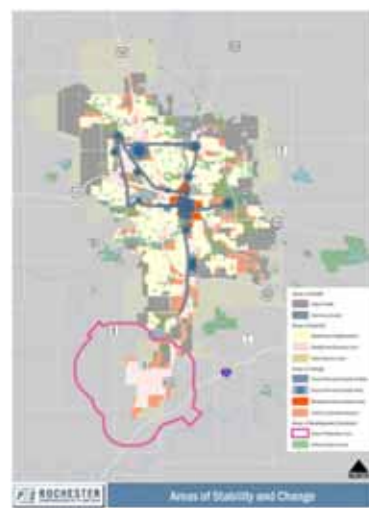
Transit-Oriented Development

Goal 6. Develop Node and Corridor based Transit-Oriented Development Opportunities

- Transit-supportive density patterns
- Mixed-use
- An active, pedestrian oriented environment
- Appropriate transitions between TOD nodes and corridors and adjacent residential neighborhoods



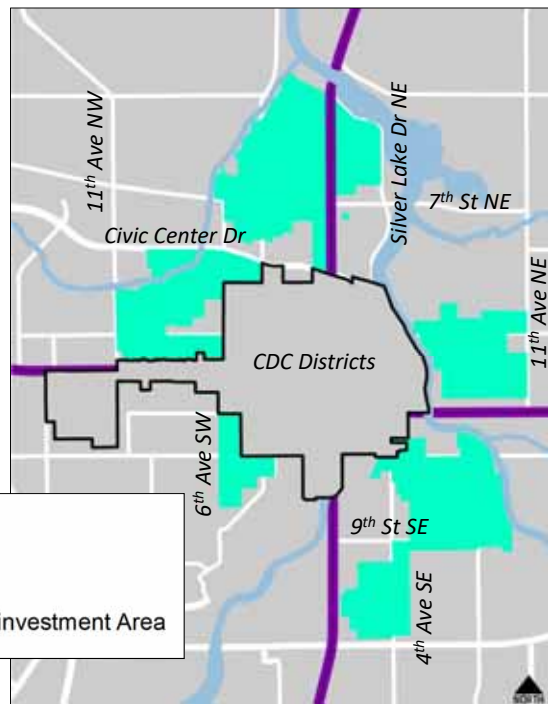
Start with Adopted Plan Maps



Areas of Stability and Change Near Downtown



- Areas of Growth
- Edge Growth
 - Core Area Growth
- Areas of Stability
- Established Neighborhood
 - Established Business Area
 - Urban Reserve Area
- Areas of Change
- Transit Oriented Growth Corridor
 - Transit Oriented Growth Node
 - Residential Reinvestment Area
 - Infill/Current Development



- Legend**
- PTN
 - Residential Reinvestment Area

Infill and Redevelopment Tool

New R-2x Zone District

- A hybrid of R-2 and R-3 permitted uses and intensities

Residential

New housing types permitted:

- Detached Accessory Dwelling Units (in addition to internal Accessory Apartments)
- Live-Work
- Cottage Development



Infill and Redevelopment Tool

New R-2x Zone District

Residential lot sizes reduced

- Generally:
 - 3,000 sq. ft. for single-family homes
 - 4,500 sq. ft. for multi-family

Residential parking reduced

- Generally:
 - 1 space per unit for single-family homes
 - .75 per unit for multifamily



Infill and Redevelopment Tool

R-2x Zone District

Nonresidential

- A wider choice of low-impact, community serving non-residential uses – subject to size standards:
 - Office (currently permitted in R-1, R-1x, R-2)
 - Limited retail
 - Limited office
 - Medical facilities
- Reduced parking for most uses



Infill and Redevelopment Tool

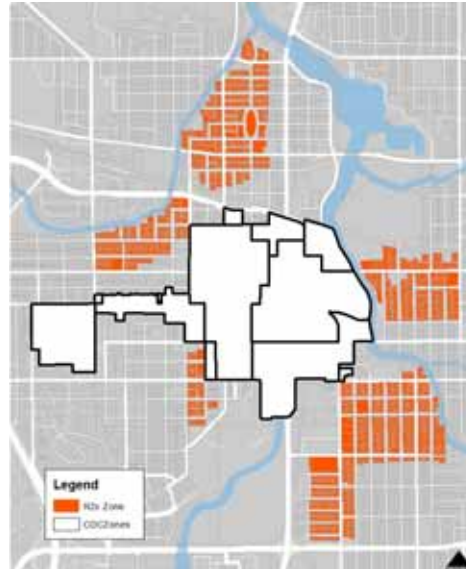
R-2x Zone District

- Many new uses available through Type 1 review to reduce regulatory barriers to approval
- Most limited to low-density residential height and scale
 - Usually 24 or 35 feet
 - Multi-family may be 45 feet in height, but not more than 150 feet in length, and must have residential-scale articulation
- Building envelopes control
 - FAR does not apply



Infill and Redevelopment Tool

**R-2x Zone
District
Proposed
Map**



Transit-Oriented Development

New TOD Zone District

- Generally based on the transit nodes and corridors in the Comprehensive Plan PTN
- Different height and intensity for TOD nodes and lower intensity TOD corridors
- Permitted Uses are generally based on CDC-Fringe uses
- Min. parking generally based on CDC-Fringe, but parking maximums apply



Transit-Oriented Development

New TOD Zone District

	TOD Node	TOD Corridor
Max. FAR		
Residential	4.0	3.0
Mixed Use	5.0	4.0
Nonresidential	3.0	2.0
Max. Height		
Standard	70 ft.	60 ft.
Bonus available along 2 nd St., 4 th St., and Broadway near CDC	-20% GFA residential= 12 additional feet -30% GFA residential= 16 additional feet -40% GFA residential= 22 additional feet	

Transit-Oriented Development

TOD Zone District

- Building frontage requirements generally brought forward from interim TOD ordinance
- Building design standards to promote street orientation and pedestrian activity
 - Façade articulation
 - Min. building heights along 2nd, 4th, and Broadway for street enclosure
 - Revised to prevent overlap with §§ 63.270 thru 275 (Pedestrian & site design standards)



Transit-Oriented Development

TOD Zone District

- Parcels in TOD Nodes larger than 10 acres must obtain General Development Plan approval including at least
 - One pedestrian-oriented street leading to the bus stop
 - One efficient route for cars to access any park and ride garage in the Node without interfering with the pedestrian-oriented street



Transit-Oriented Development

Residential Neighborhood Protection

- Building height limited to 35 feet, and light pole heights limited to 15 feet:
 - More than 250 ft. from TOD Corridors; and
 - Within the outer 100 ft. of TOD Nodes
- Bufferyard type F required along edges of R-1, R-1x, and R-2 zone districts
- No drive-throughs permitted along property edges with, or across a street from, single or two family residential home
- Lots adjacent to R-1 and R-2 zone districts must match front yard requirements of those districts



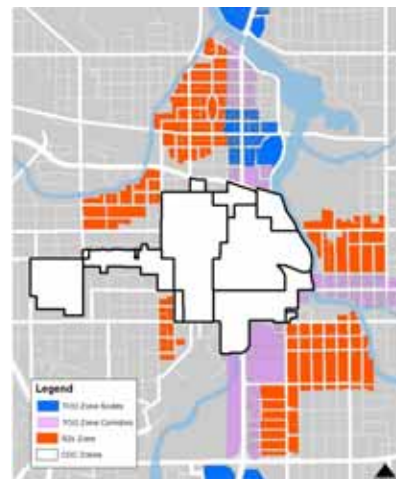
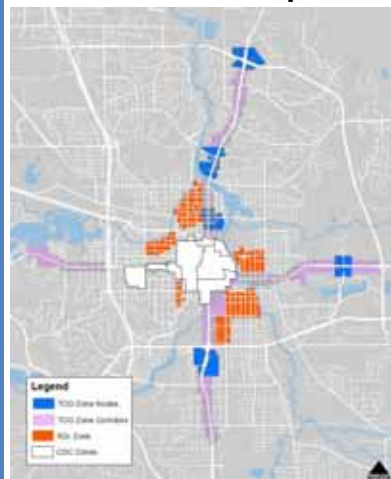
Transit-Oriented Development

**TOD Zone
District
Proposed
Map**



Transit-Oriented Development

**R-2x & TOD Zone Districts Proposed
Combined Map**



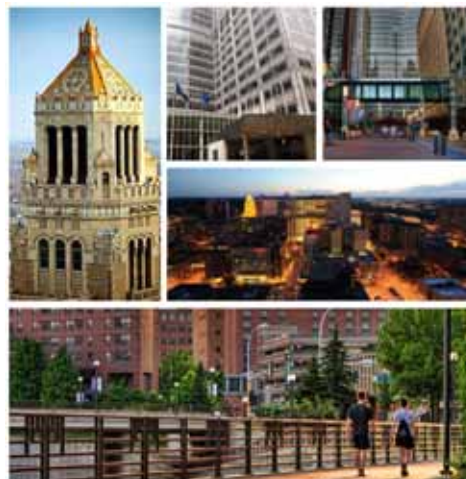
Next Steps

- Continued outreach to and comments from citizens and stakeholders
- Council discussion of Infill-Redevelopment-TOD proposal
- Begin drafting amendments addressing Incentives and Restrictive Development
- Not limited to Infill-Redevelopment-TOD areas



ROCHESTER, MINNESOTA

LAND DEVELOPMENT REGULATIONS UPDATE



CLARION

