

# ROCHESTER, MINNESOTA

## LAND DEVELOPMENT REGULATIONS UPDATE INFILL, REDEVELOPMENT, AND TOD

October 2018



**CLARION**



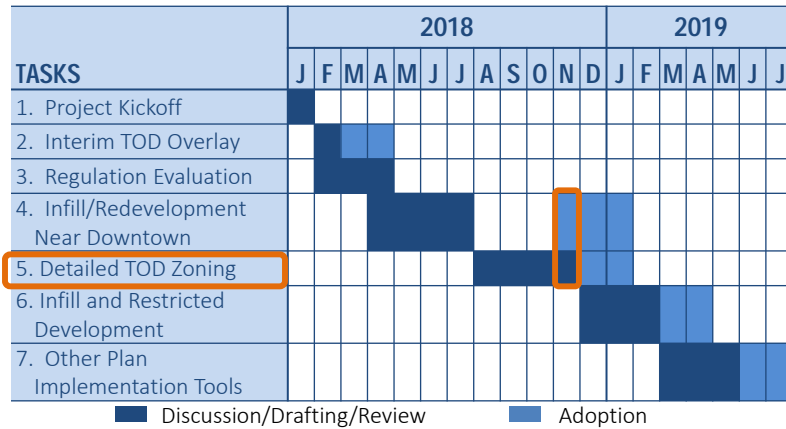
## The Project

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

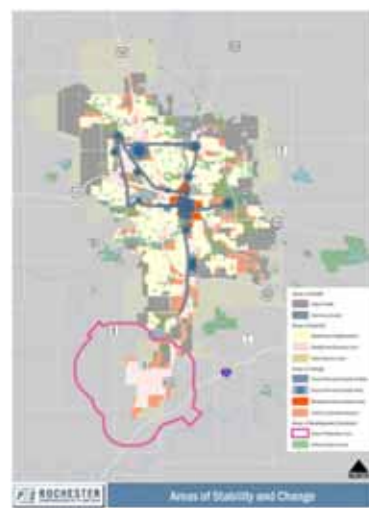
Transit-Oriented Development

### 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



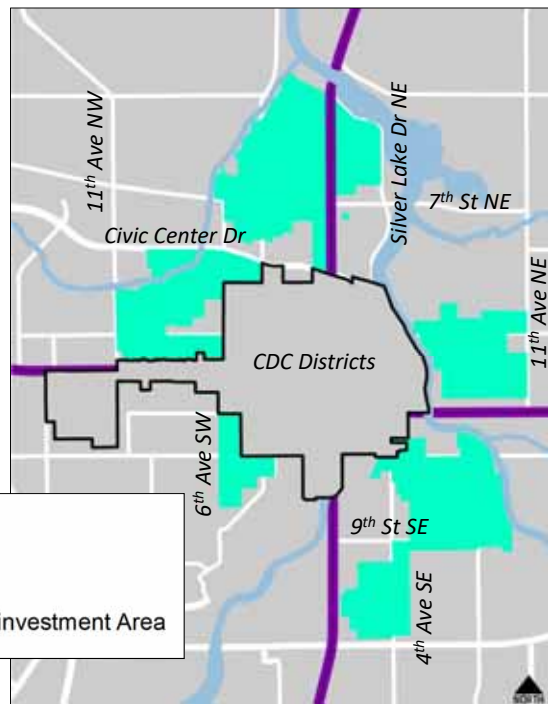
## Start with Adopted Plan Maps



## 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

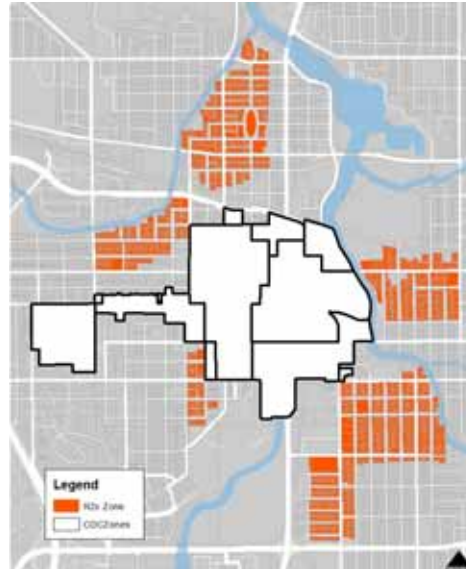
### R-2x Zone District

- 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
<b>Max. FAR</b>		
Residential	4.0	3.0
Mixed Use	5.0	4.0
Nonresidential	3.0	2.0
<b>Max. Height</b>		
Standard	70 ft.	60 ft.
Bonus available along 2 <sup>nd</sup> St., 4 <sup>th</sup> 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 2<sup>nd</sup>, 4<sup>th</sup>, 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



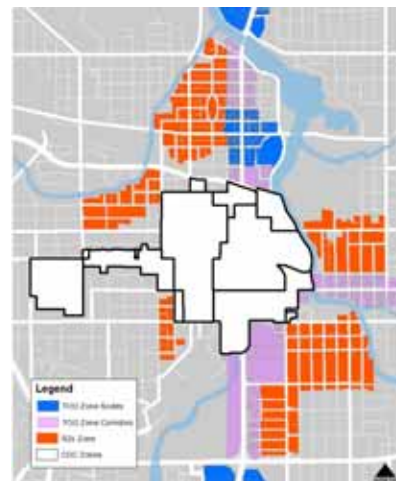
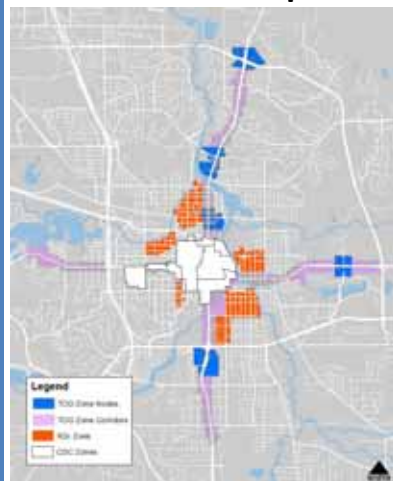
## Transit-Oriented Development

**TOD Zone  
District  
Proposed  
Map**



## Transit-Oriented Development

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



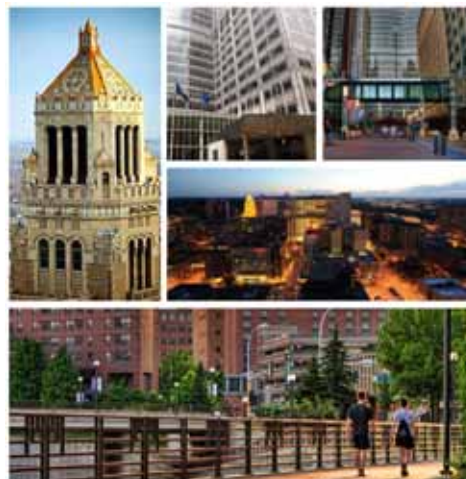
## Next Steps

- 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

