PLANNING P2S 2 SUCCEED

ROCHESTER COMPREHENSIVE PLAN 2040

Joint Meeting – Rochester City Council and Olmsted County Board

March 28, 2016

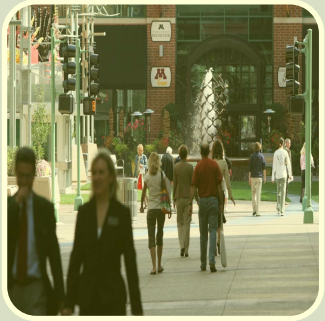
Hoisington Koegler Group Inc.
Planning · Landscape Architecture · Urban Design

NELSON NYGAARD

Rochester Olmsted Planning Department

Today's Major Themes

Integrated, Comprehensive, Strategic



Health

Intro to Health & the Built Environment

Connections to Comp Plan

Features

Land Use

What's New

How supports Success

Transportation

Key Issues

New Strategies

Multi-Modal Solutions

Urban Design

It's Importance

Value of Place

Relation to Land Use & Transit

Tying It Together

Integrated Strategies

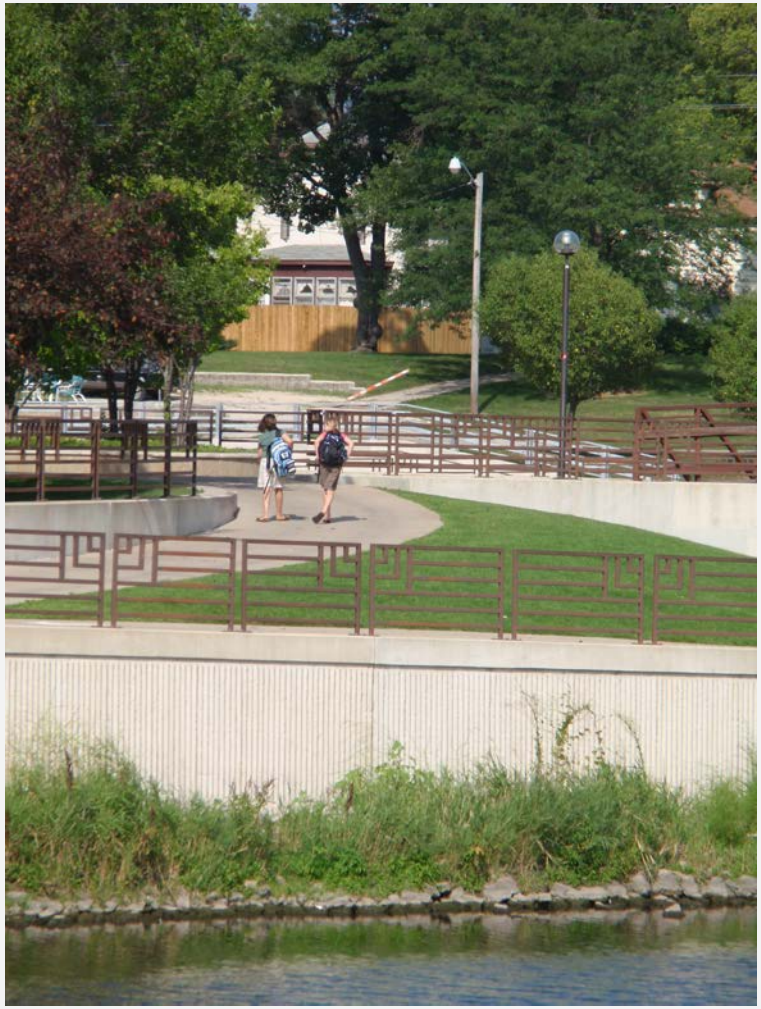
Benefits

Moving Forward

Health & Community

Cities – Address Health Every Day

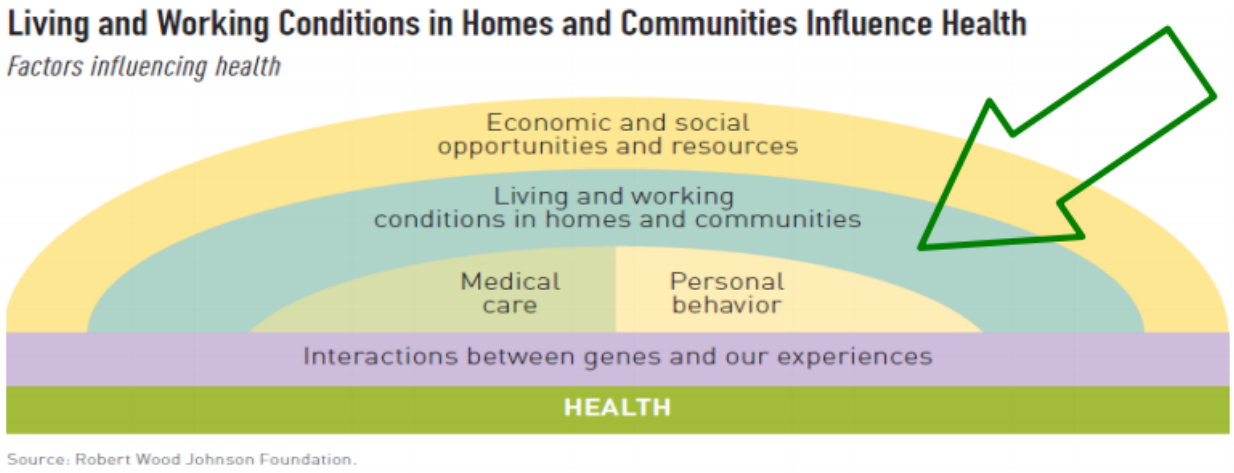
- Clean, Safe Water
- Sewage Collection & Treatment
- Public Safety
- Parks & Open Space
- Tree Planting
- Urban Gardens
- Flood Protection
- Access & Transportation
- Land Use & Proximity
- Zoning
- Affordable & Safe Housing
- Building Safety
- Hazard Mitigation



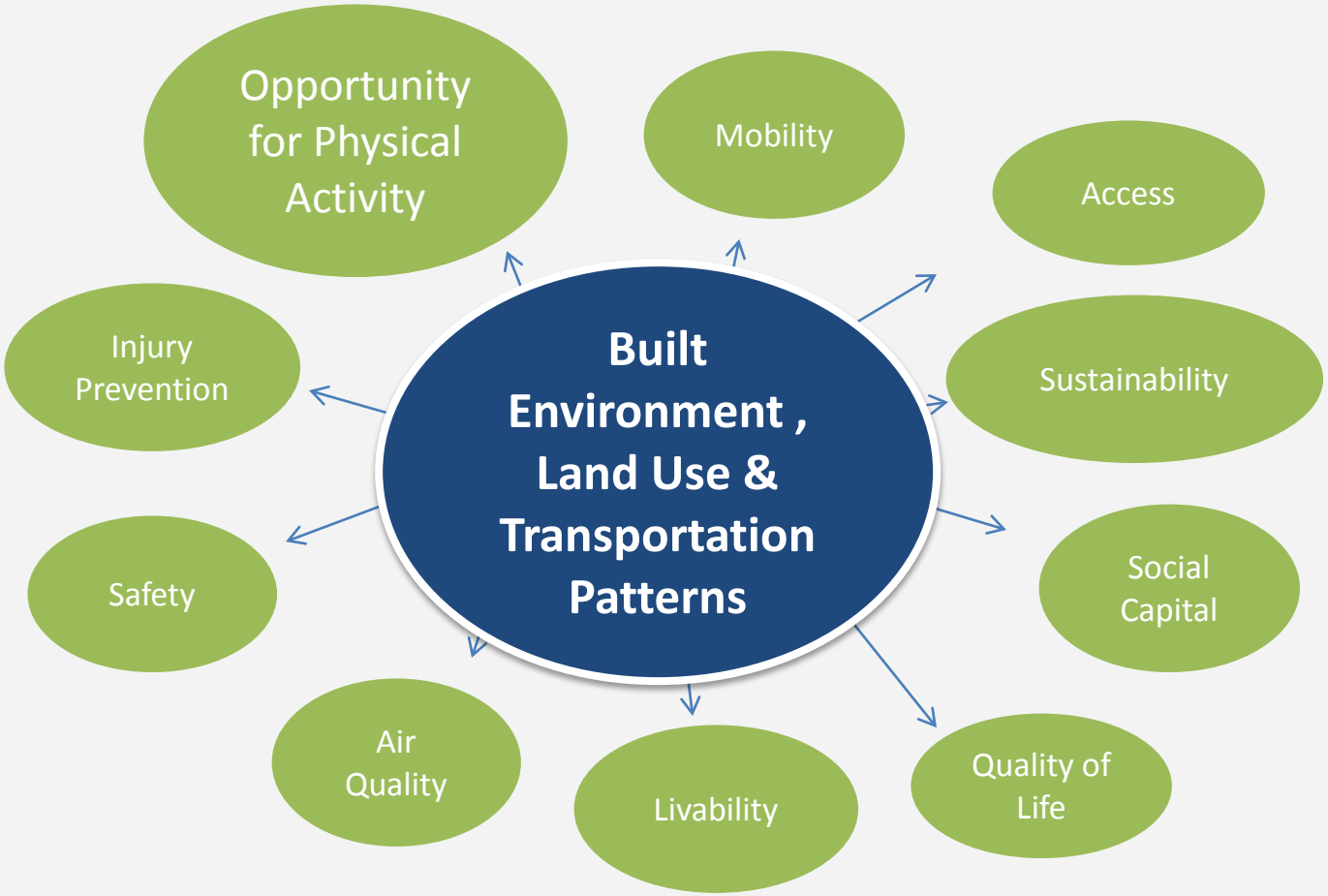
Defining "Health"

Health is a state of complete physical, mental, and social well-being and not merely the absence of disease or infirmity.

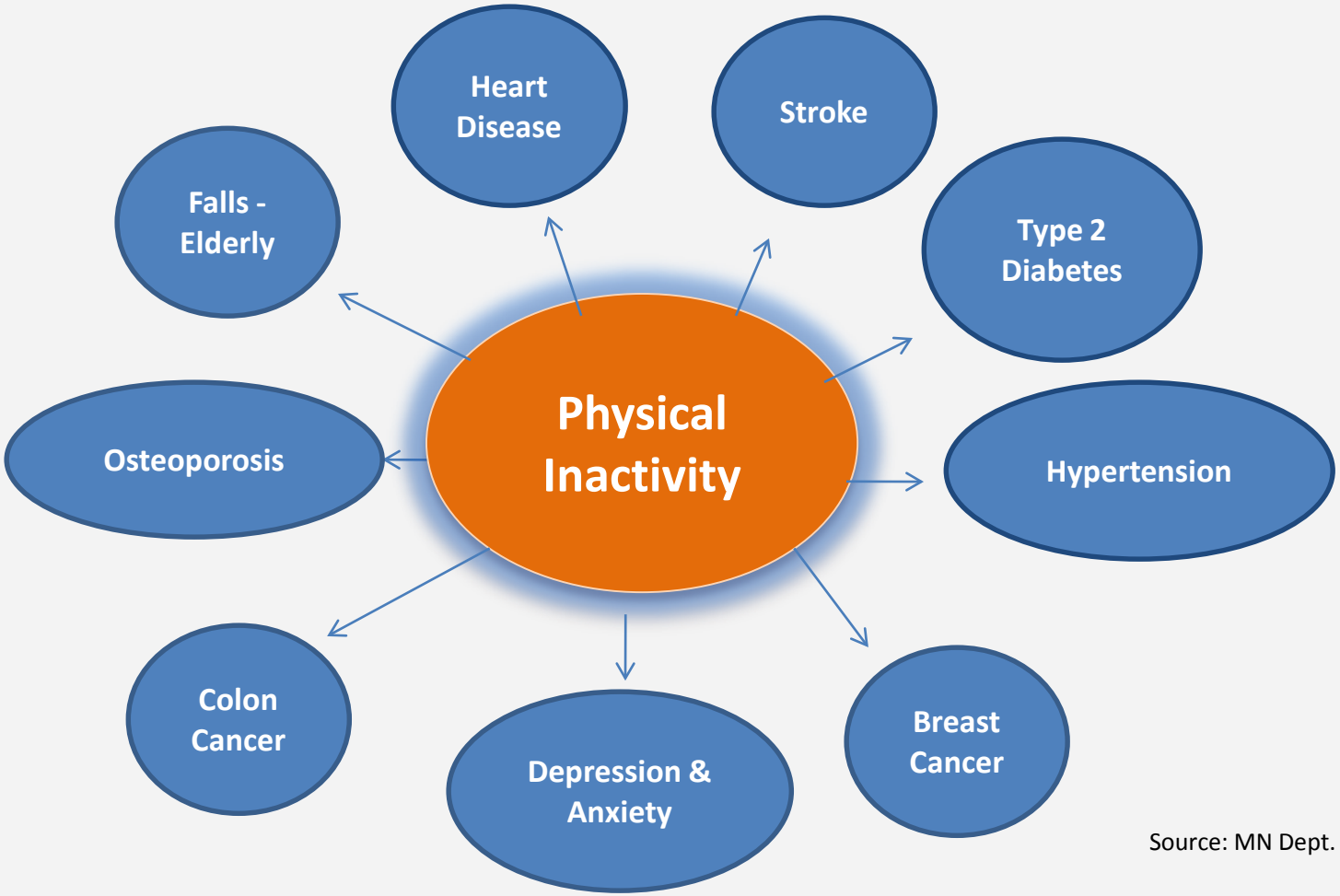
—World Health Organization



Built Environment



Physical Activity Matters



Source: MN Dept. of Health

Research Findings

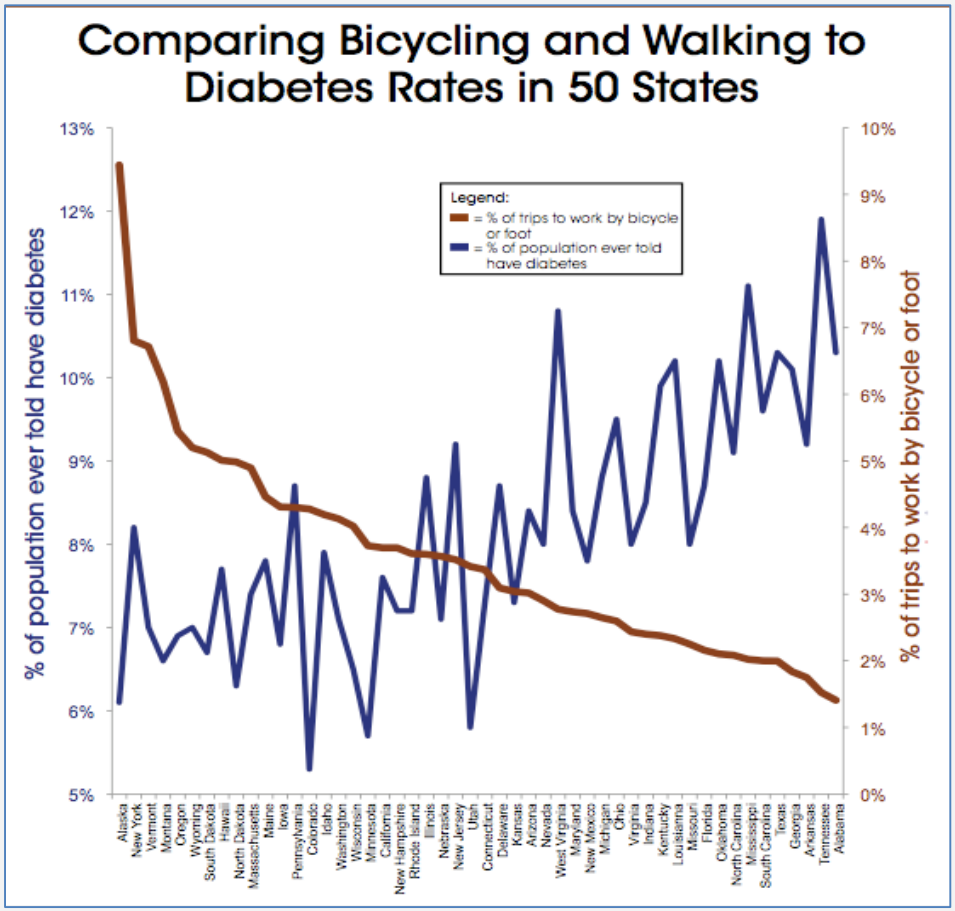
"…studies show that residents of communities designed to be walkable both drive fewer miles and also take more trips by foot and bicycle..."

"… studies… have established statistically significant relationships between some aspect of the built environment and the risk of obesity."

Source: Growing Cooler – The Evidence on Urban Development and Climate Change, 2007, Ewing, Bartholomew, Winkelman, Walters, Chen

Connections that Count

Higher levels of biking and walking are correlated with lower rates of obesity, diabetes, and high blood pressure.



Bicycling and Walking in the United States: 2010 Benchmarking Report, Alliance for Biking and Walking
(r = -0.66)

Active Living Research

Built Environment Features Correlated with Physical Activity:

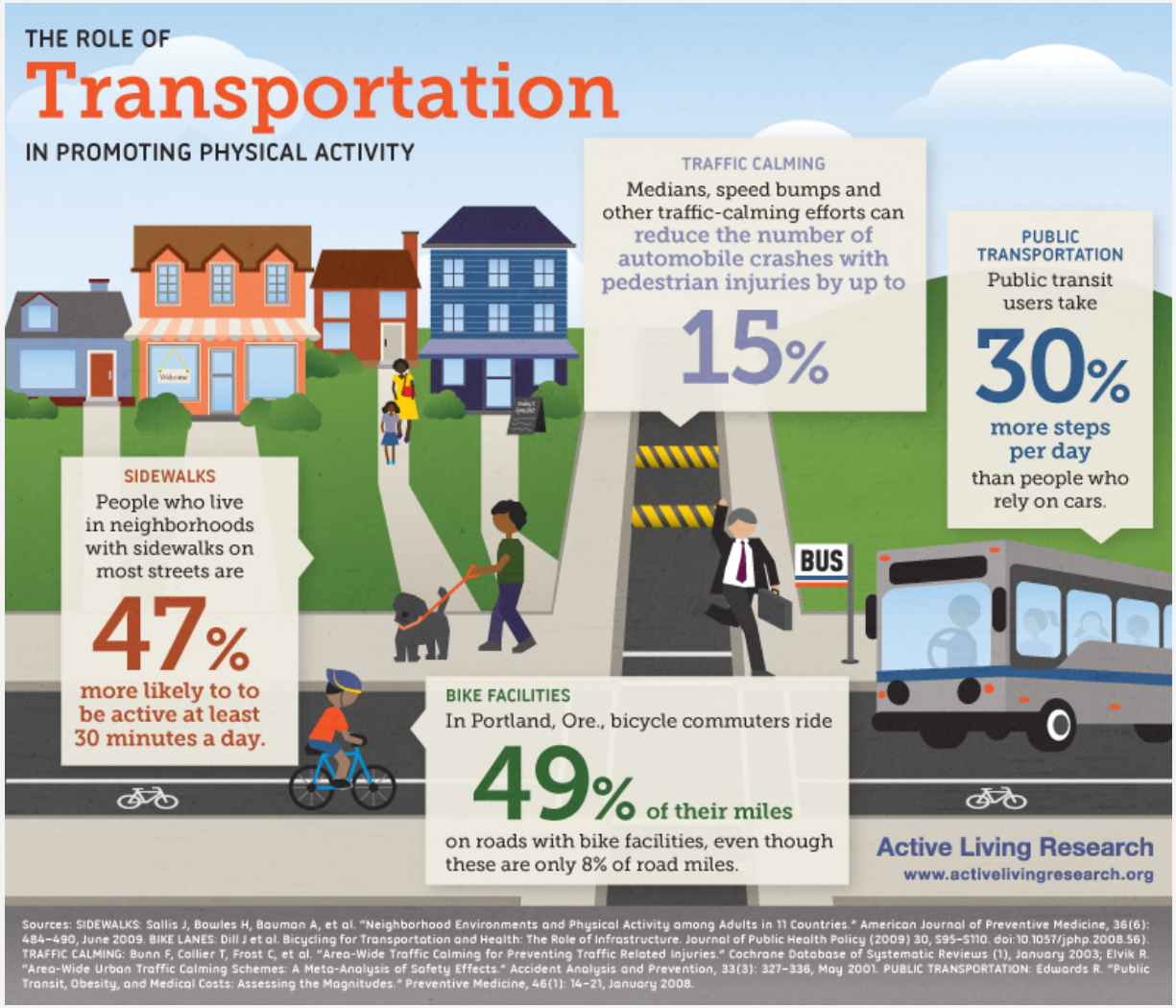
- Open Space Parks/Trails
- Urban Design & Land Use
- Transportation Systems
- Schools
- Workplaces/Buildings

2015 Synthesis Report

Table 1: Outcomes of Activity Supportive Built Environments

OUTCOME / CO-BENEFIT	DESCRIPTION
Physical health	Chronic diseases, obesity
Mental health	Depression, anxiety, well being, quality of life
Social benefits	Neighborhood/social cohesion, human capital
Environmental benefits	Carbon dioxide emissions, pollutants
Injury prevention	Crime, violence, car crashes
Economic benefits	Land value, governmental infrastructure costs, real estate profitability, productivity/job performance, health care costs, economic performance of cities
Other	Automobile congestion, findings related to disparities, polls showing public support or opposition to an environmental feature

Transportation



Healthy Communities Through Collaboration

- **American Planning Association** (APA) and the **National Association of County and City Health Officials** (NACCHO)
  - Providing tools, options and strategies
  - Promoting interdisciplinary approach to creating and maintaining **healthy communities**

- **Policies, Systems, and Environment**
  - CDC, State & Local PH
  - Planning, Public Works, Park/Rec
  - Medical Profession

National Interest

Centers for Disease Control and Prevention
CDC 24/7: Saving Lives, Protecting People™

SEARCH

CDC A-Z INDEX

Healthy Places

Healthy Places is the home page for CDC's Healthy Community Design Initiative (also known as the Built Environment and Health Initiative). The Initiative is part of the National Center for Environmental Health's Division of Emergency and Environmental Health Services.

Physicians Advocate

"If we built communities that were welcoming to people, that encouraged exercise, that made it easy to get good quality, nutritious fruits and vegetables… we would have a much healthier, much happier population."

Dr. Richard Jackson, MD

Attributes of Healthy Communities

Ten Principles for Building Healthy Places

1. **Put People First**
2. **Recognize the Economic Value**
3. **Empower Champions for Health**
4. **Energize Shared Spaces**
5. **Make Healthy Choices Easy**
6. **Ensure Equitable Access**
7. **Mix It Up**
8. **Embrace Unique Character**
9. **Promote Access to Healthy Food**
10. **Make It Active**

Sample Matrix for Examining the Links between Comprehensive Planning and Health

	Physical Activity	Social Capital	Mental Health	Air Quality	Water Quality	Food Access	Safety (crime & traffic)	Access	Env and Housing
Land-use plan									
Future land use	x	x	x	x	x	x	x	x	x
Housing plan	x	x	x	x		x	x	x	x
Resource Protection	x	x	x	x		x	x		
Transportation									
Traffic Analysis Zone (TAZ) allocation	x			x			x	x	
Highway & roads plan	x			x			x	x	
Bike & pedestrian plan	x	x	x	x		x	x	x	
Special traffic situation	x	x		x		x	x	x	
Transit plan for facilities & services	x	x		x		x	x	x	
Aviation plan			x	x			x	x	
Water Resources									
Wastewater & sewer plan					x		x		x
Surface water management plan			x		x				x
Water supply plan					x				x
Parks & Open Space									
Identity, plan, map & plan for regional parks and open space	x	x	x	x	x	x	x		
Optional Elements									
Economic development						x	x		x
Intergovernmental coordination				x	x				
Urbanization & redevelopment areas	x	x		x	x	x	x	x	x

Envisioning Vibrant Places – Existing / Auto Oriented Landscape

Existing conditions

Live Oak, CA

Envisioning Vibrant Places – Adding / Enhancing Public Amenities

Public street improvements: wider sidewalks, crosswalks, medians, new signals, street trees, street lamps

Urban Advantage

Envisioning Vibrant Places – Attracting Urban Style Development

New mixed-use infill on the corner

Urban Advantage

Envisioning Vibrant Places – Collective Impact

Infill on all corners, increased pedestrian activity

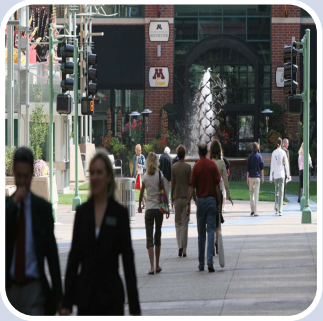
UrbanAdvantage

Remove Barriers – Support Opportunity

Construction

Doing it Right!

Integrated, Comprehensive, Strategic
Land Use



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It starts with the Vision

- Key characteristics of the vision statement:
  - Orients the community to the **future**, adopting a **long-term** view, 20-25 years into the future
  - Requires imagination, the direction it sets for the community is **ambitious** and **aspirational**
  - Is specific to Rochester, reflecting **local** priorities, assets, and character
  - Looks to **current conditions** and **community history** for clues to the appropriate future
  - Identifies what the community desires based on **shared understandings**
  - Serves as a **tool for evaluation** of proposals, projects, and future directions
  - Provides an a way of finding **common ground** and **shared values**
  - Basis for **coordination** and **cooperation**
  - Source of **energy** and **enthusiasm** for the future of Rochester

Working Vision Statement

A longstanding center for growth and innovation, and hub of cultural activity, Rochester offers unique destinations for business, life, and leisure. Rochester is a city that cares about the health and prosperity of its people, businesses, and institutions, the land, and environment; where residents, employees, and visitors enjoy a high quality of life; where business and industry thrive; and where the land and environment are renewed and sustained for the benefit of all.

Supporting Principles

- Encourage Compact Development and Mixed Use
- Expand Housing Choices
- Emphasize Financial Sustainability
- Improve Connectivity
- Encourage Transit Supportive Development
- Enhance the Integrity of Existing Neighborhoods

Community Input Highlights

Over **5,000** points of input from community members, through:

- P2S Toolkits
- Review of past plans/studies
- Stakeholder interviews
- Surveys
- CrowdGauge
- Workshops

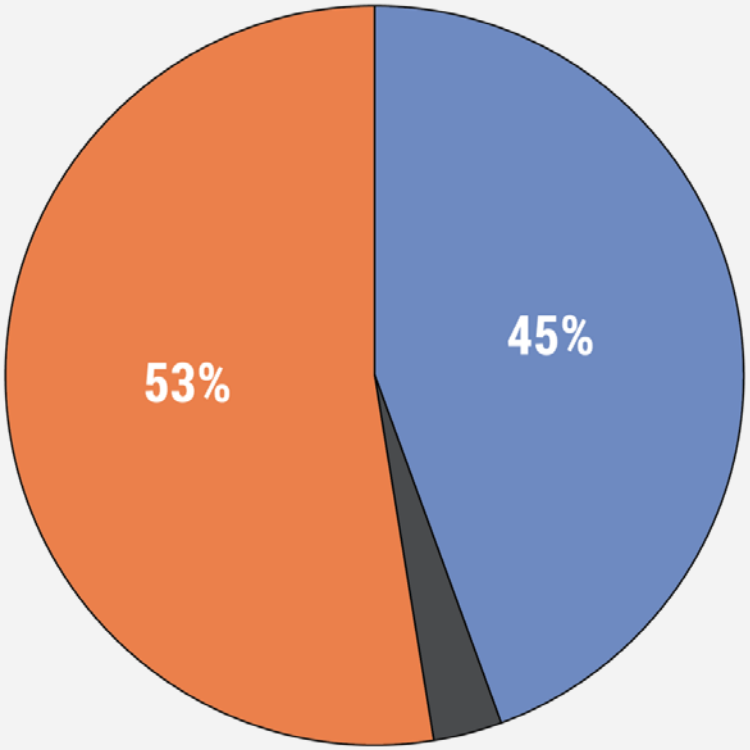
What we've heard (emerging topics):

- Educational Quality and Opportunity
- Employment and Economic Development
- Environmental Sustainability
- Governance and Leadership
- Housing
- Transportation
- Vibrancy and Livability
- Welcoming, Safe, Diverse, and Inclusive Community
- Wellness

Rochester Today…

What kind of neighborhood would you prefer to live in?

COMMUNITY A:
The neighborhood has a mix of houses and stores and other businesses that are easy to walk to.



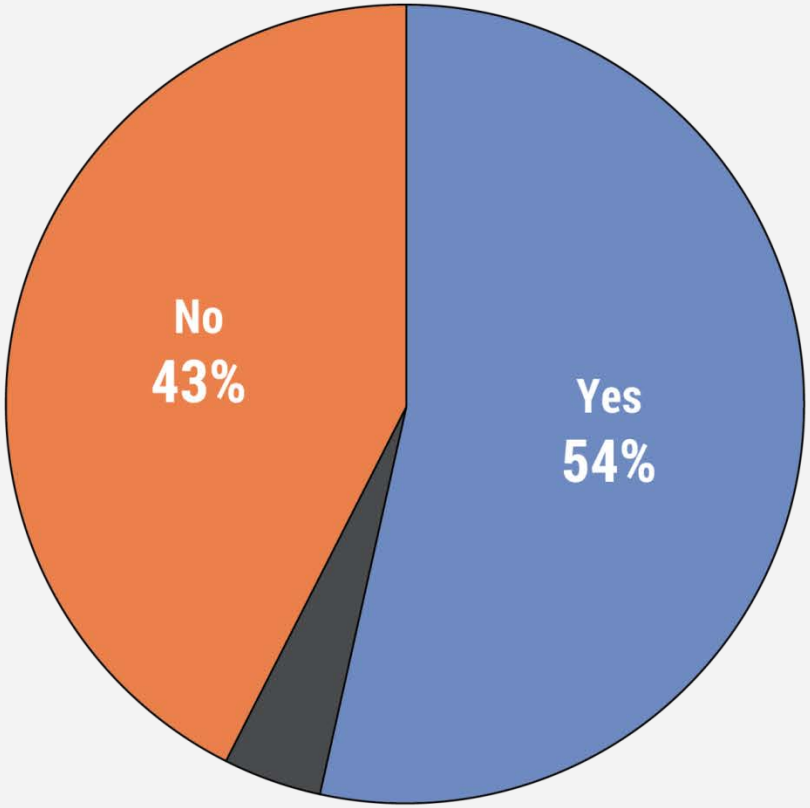
COMMUNITY B:
The neighborhood has houses only and you have to drive to stores and other businesses

2015 Survey of Rochester Residents - MN Association of Realtors

Rochester Today…

Would you say there are enough different housing options in Rochester?

Housing options such as apartment buildings, townhomes, single family homes…



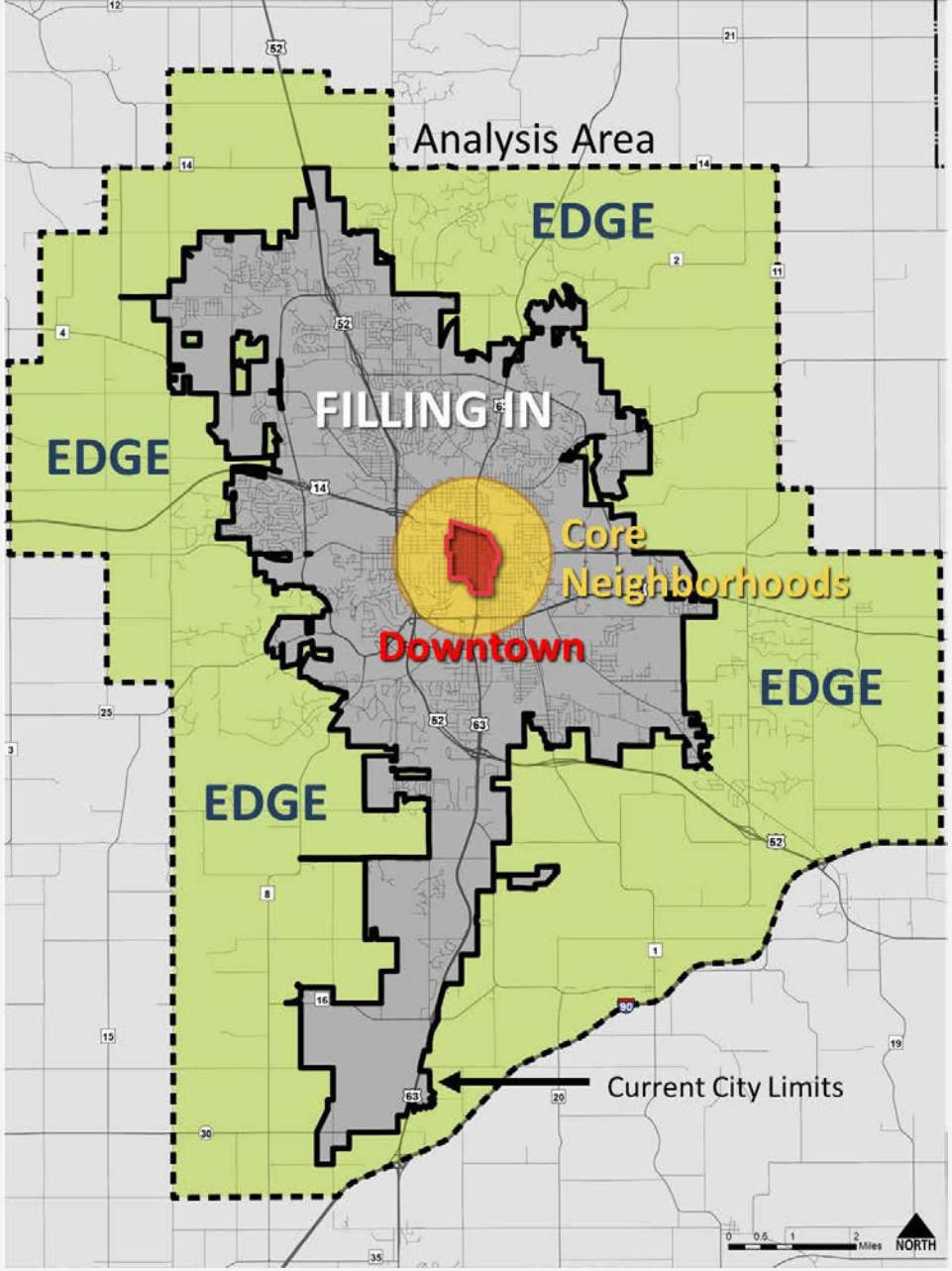
2015 Survey of Rochester Residents - MN Association of Realtors

An Integrated Approach to Land Use and Transportation Planning

- Land use and development patterns, transportation and public infrastructure systems- are fundamentally **interrelated** aspects of how the city grows and functions, and are critical to the overall **quality of life** and **sustainability** of the community

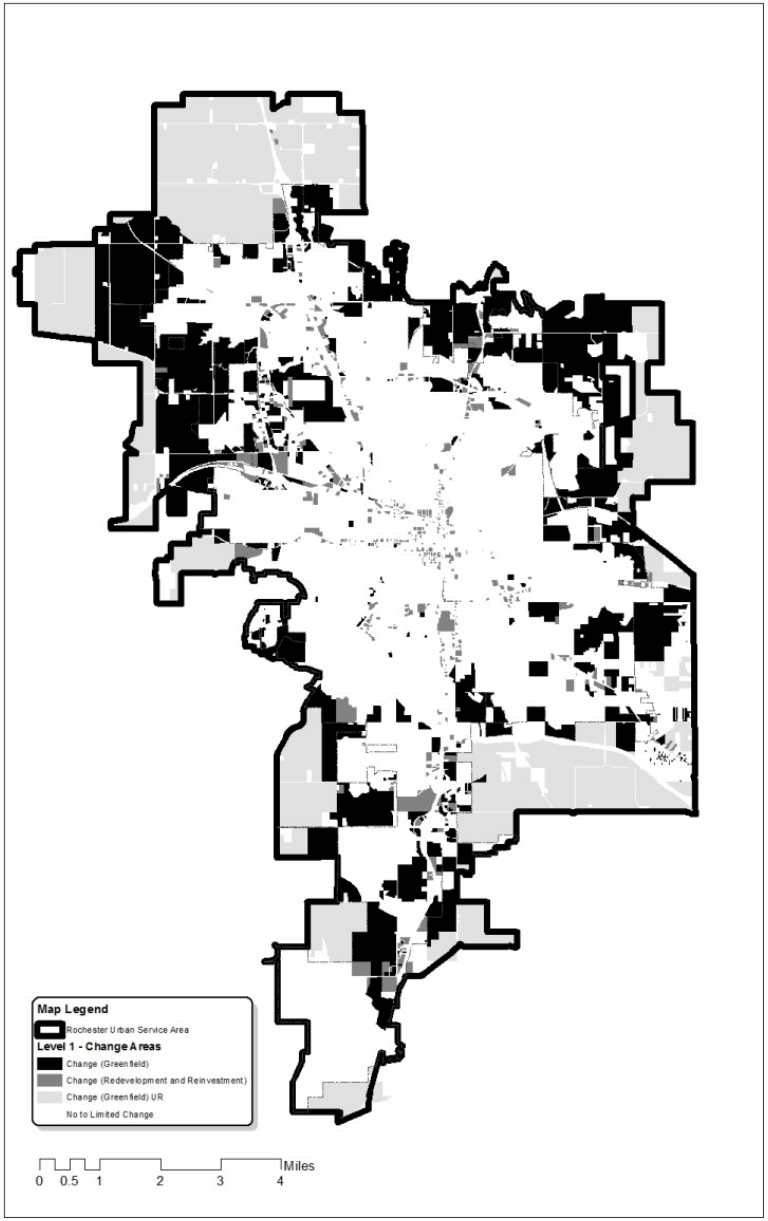
Land Use and Growth

- Current land use planning accommodates growth projected to 2040 entirely within the existing Urban Services Area boundary.
  - Strikes a ***balanced*** approach to growth including:
    - Growth on the edge, outside of current city limits.
    - Growth that fills in vacant land within current city limits
    - Growth that strategically redevelops and revitalizes existing sites or areas

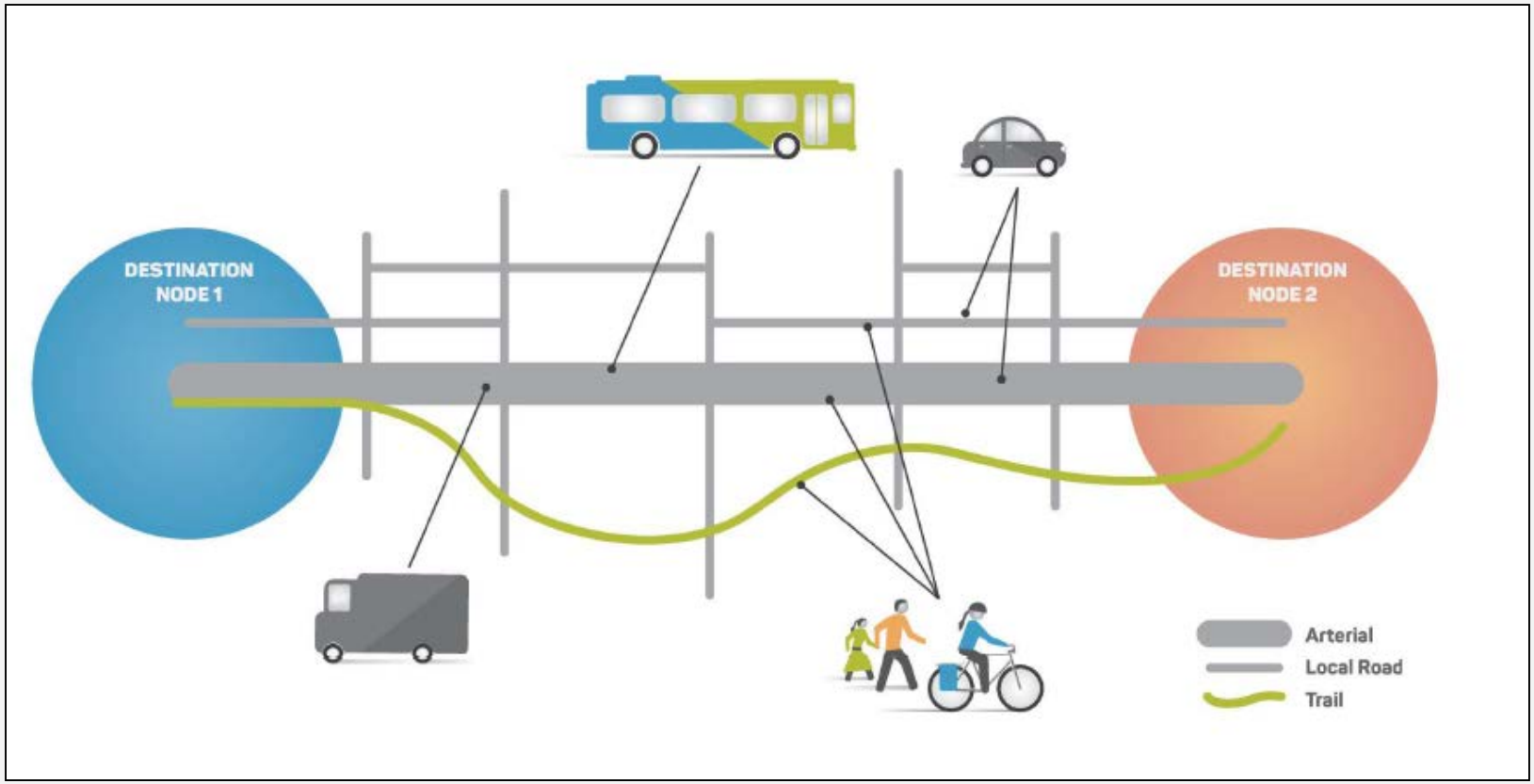


Growth at the Edge Continues

- Where is growth planned to occur?
  - Greenfield (vacant lands)
  - Redevelopment or Revitalization
- Where growth occurs is a function of capacity
  - Sanitary sewer (pipes and lift stations)
  - Roads and transit service

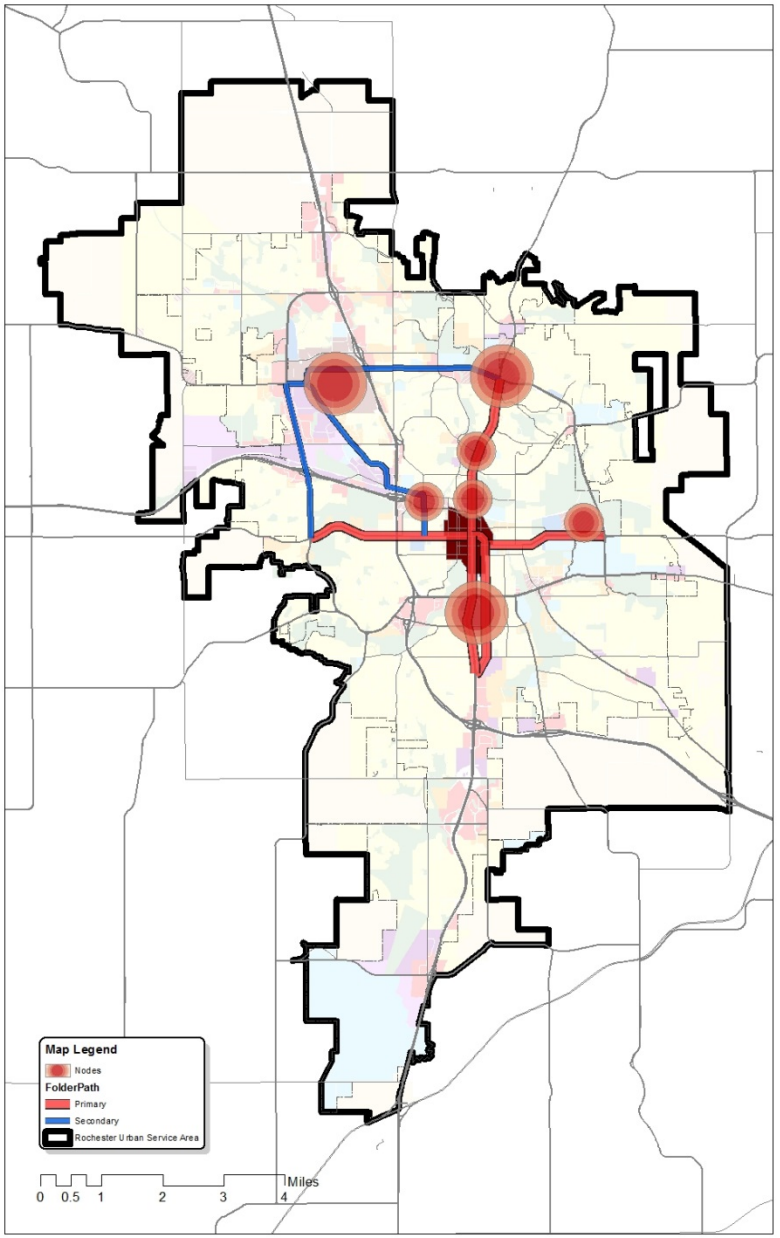


Concentration of Growth Along Key Corridors and at Key Nodes



Corridors and Nodes

- A primary transit network (PTN) policy – Transit Oriented Development (TOD) and transit supportive design
- Corridors with greatest potential to connect a critical mass of jobs, housing, and key destinations
- Nodes where strong anchors exist - crossroads with greatest potential to support a critical mass of jobs, housing, and key destinations
- Strongest ability for creation of great places



Corridor Design Character

UrbanAdvantage

Node Design Character

Urban Advantage

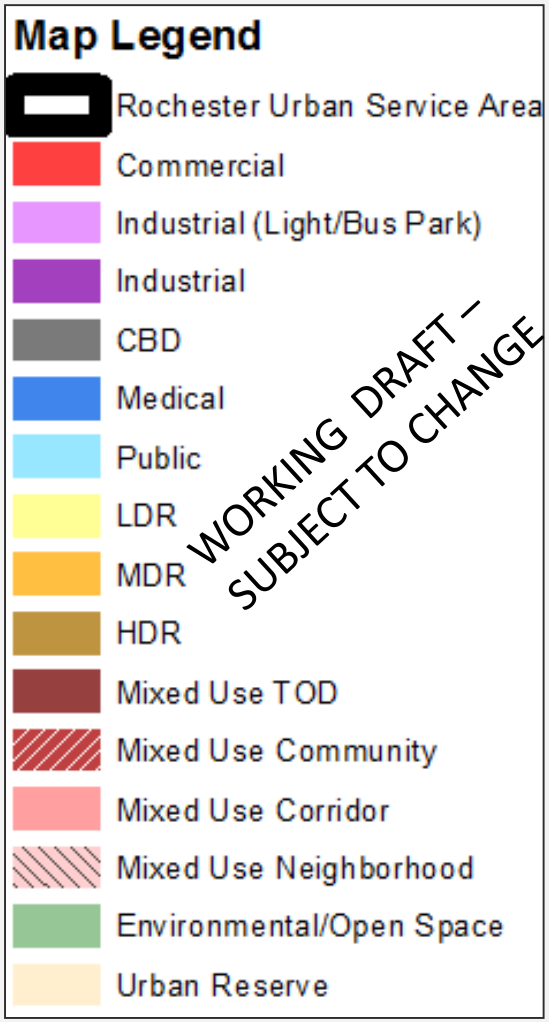
Mixed Use in General

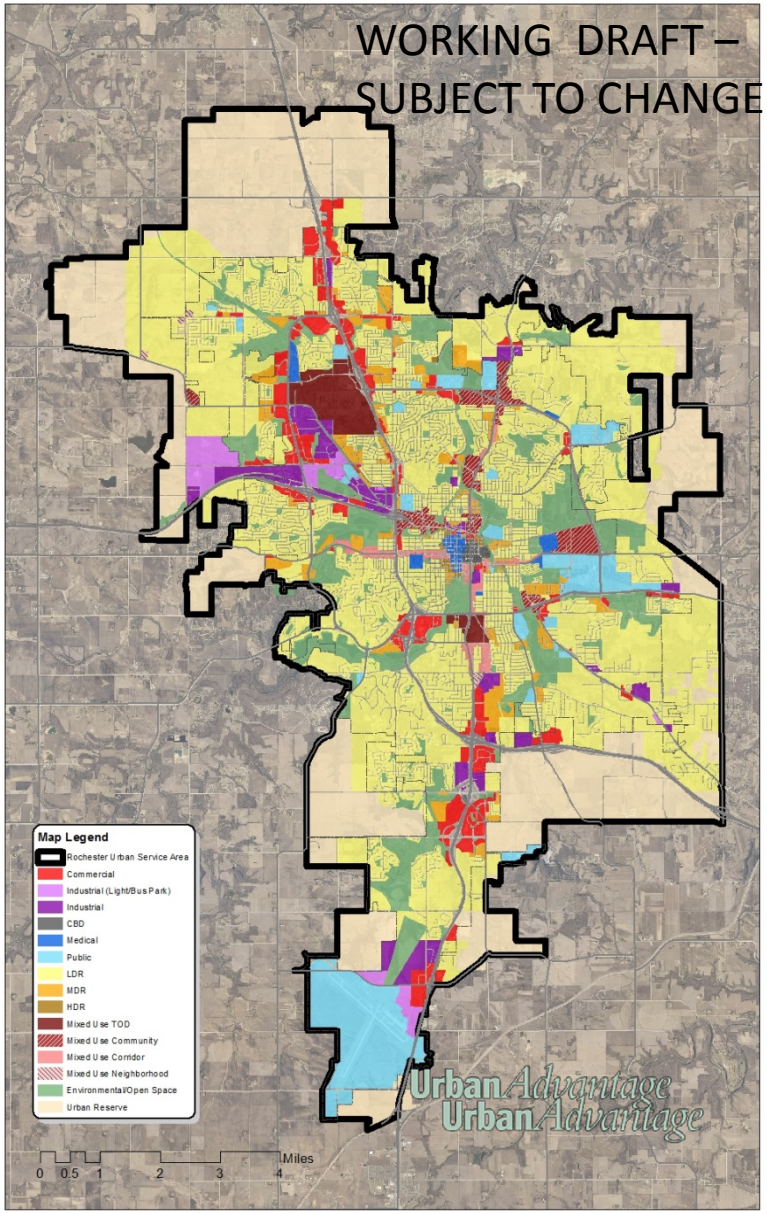
- Development that occurs within any of the mixed use areas should emphasize a character that promotes the following:
  - priority towards multi-modal transportation with emphasis on walking, biking, and transit;
  - a greater intensity of building, jobs, and/or population density;
  - a mix of uses with opportunities to live and work in the same building or within walking distance.
  - an attractive, safe, desirable public realm and street level architecture;
  - a highly connected street grid and sidewalk network;
  - enhanced opportunities for energy efficient building and site design;
  - enhanced opportunities for active/healthy living programs and urban design;

Draft Land Use Categories

- Retained many of the existing land use categories and associated policies and location criteria.
- Introduce new land uses designations
  - Mixed Use TOD
  - Mixed Use Community
  - Mixed Use Neighborhood
  - Mixed Use Corridor

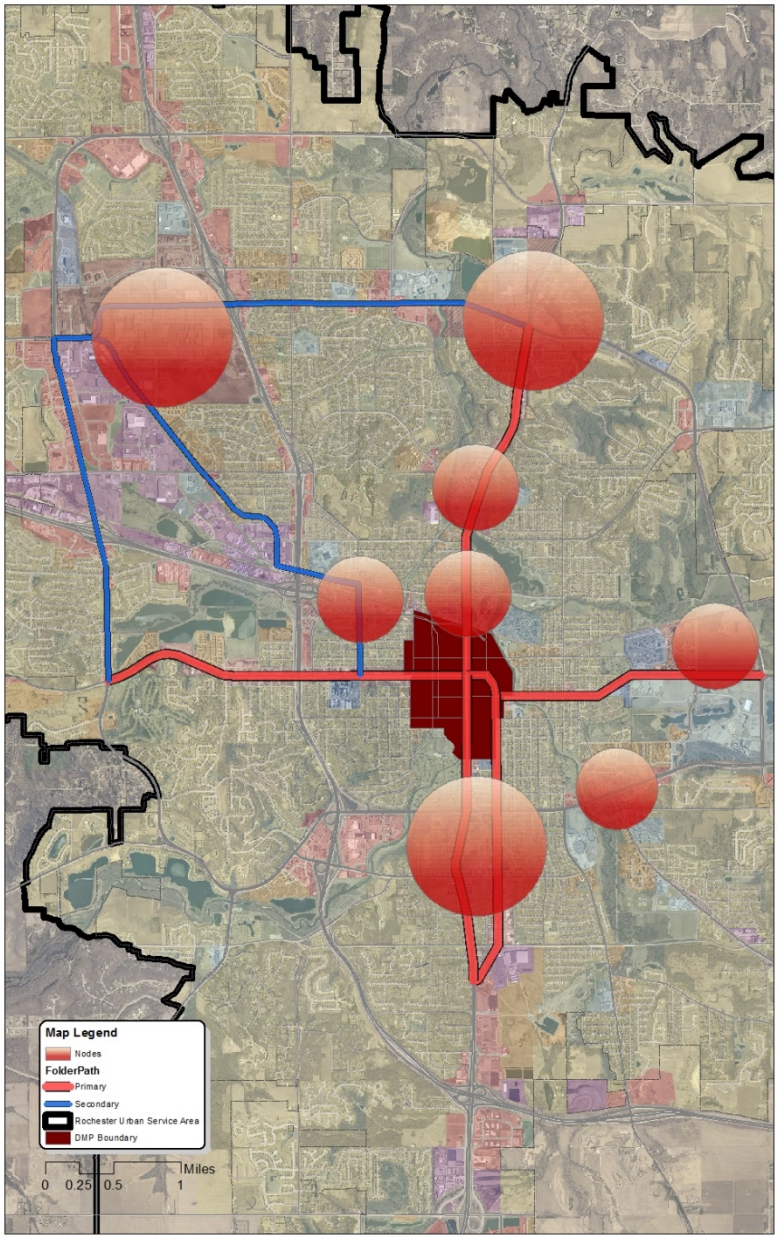
Working - Draft Land Use Plan



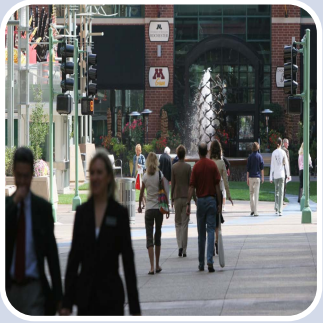


Transit Supportive Mixed Use

- Mixed Use TOD
- Mixed Use Community
- Mixed Use Neighborhood
- Mixed Use Corridor



Integrated, Comprehensive, Strategic
Transportation



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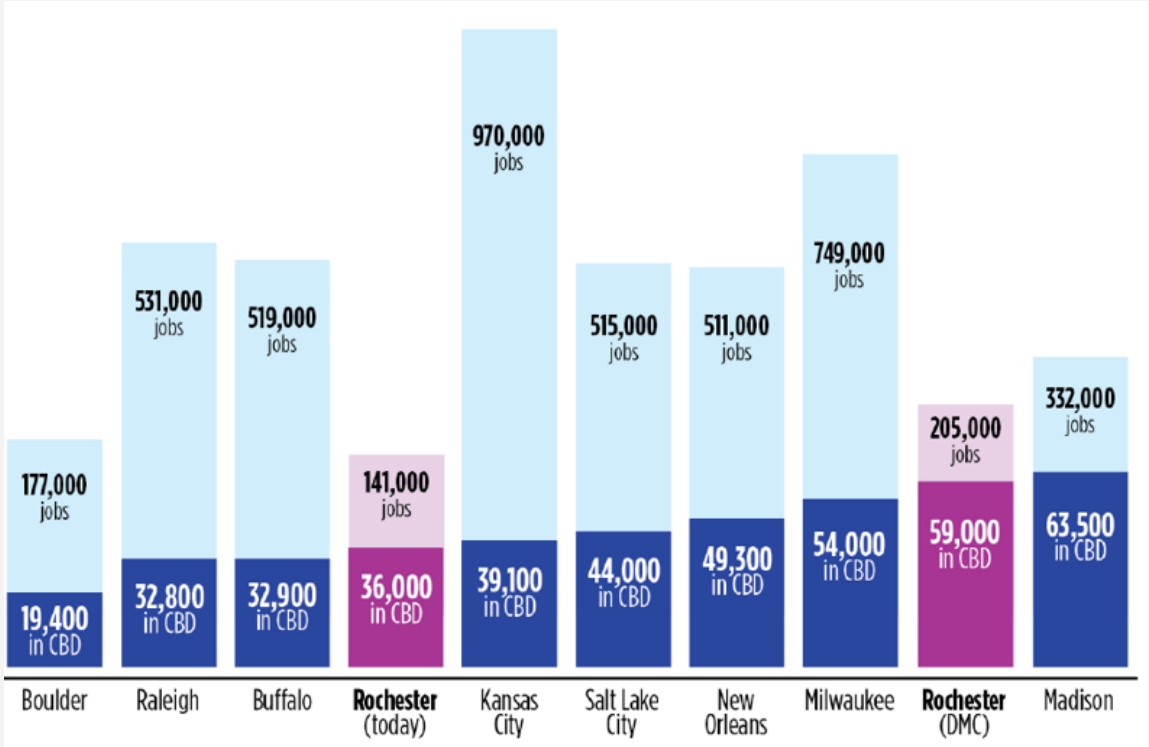
Key Issues Informing the Project

- Insuring Sufficient Travel Capacity to Support Growth is available – CBD/DMC area
  - Shift Focus to "People Moving" Capacity not solely Vehicle Capacity
- Respond to changing Travel Behavior / Needs
  - Changing mobility patterns of Younger and Older Generations
- Improve/Expand Transportation Choices
  - Low income / Zero Vehicle Households --- Disabled / Non-Drivers
- Fiscal Constraints
  - Not adequate $$ to do everything

Issue Background: Downtown Growth

- Workforce Growth



- Population

	Today	Growth
Population	1450	2700 - 3800
Housing	1200	2200-3100

- Visitors

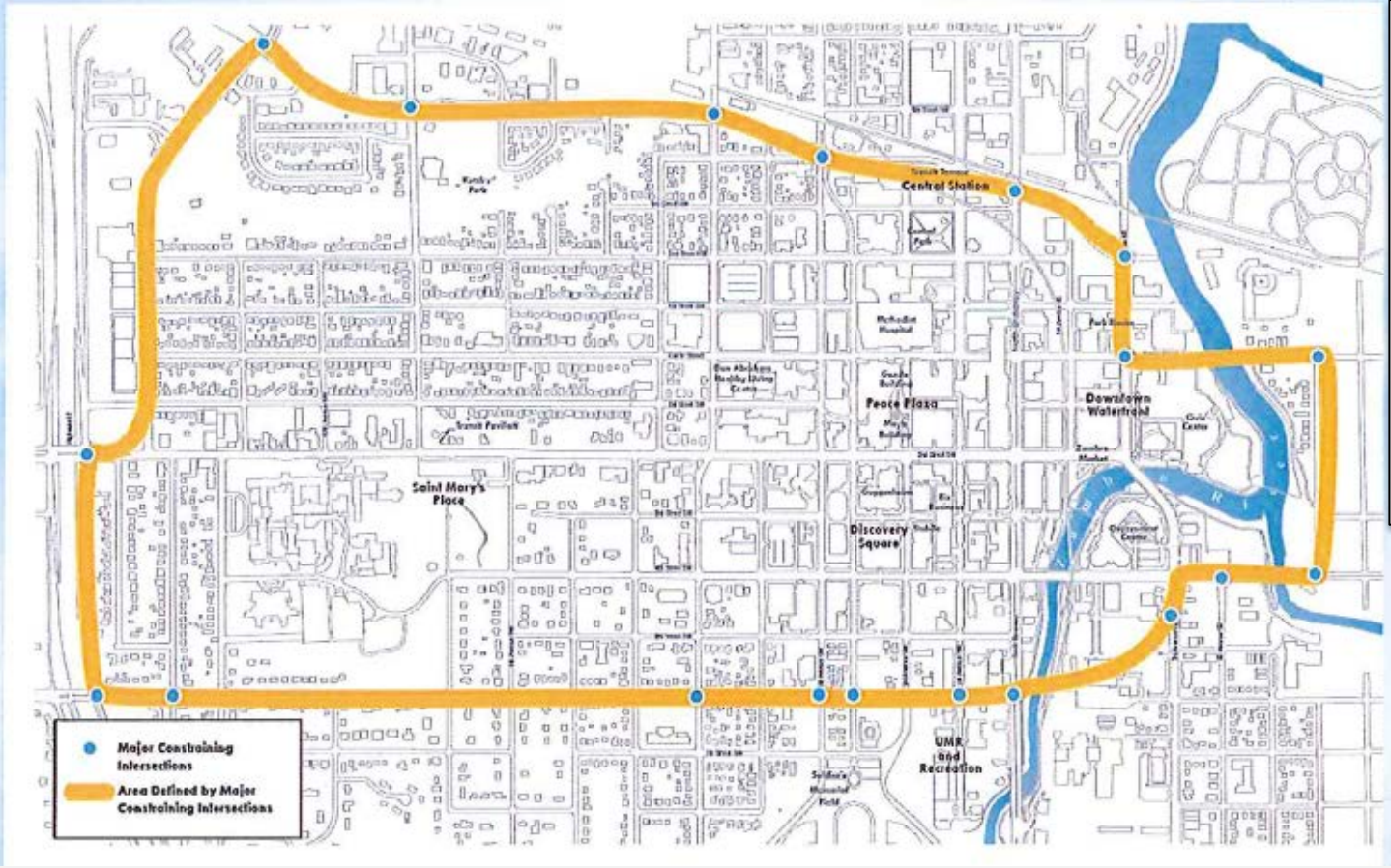
	Today	Growth
Medical	1,500,000	
Convention / Sporting	130,000	

The Challenge

How to Fit 30.000 to 35,000 net new workers / double the visitors / increased retail – entertainment – service customers with road capacity for about 16,000 – 20,000 net new vehicles

Trips Crossing Cordon Today

~170,000

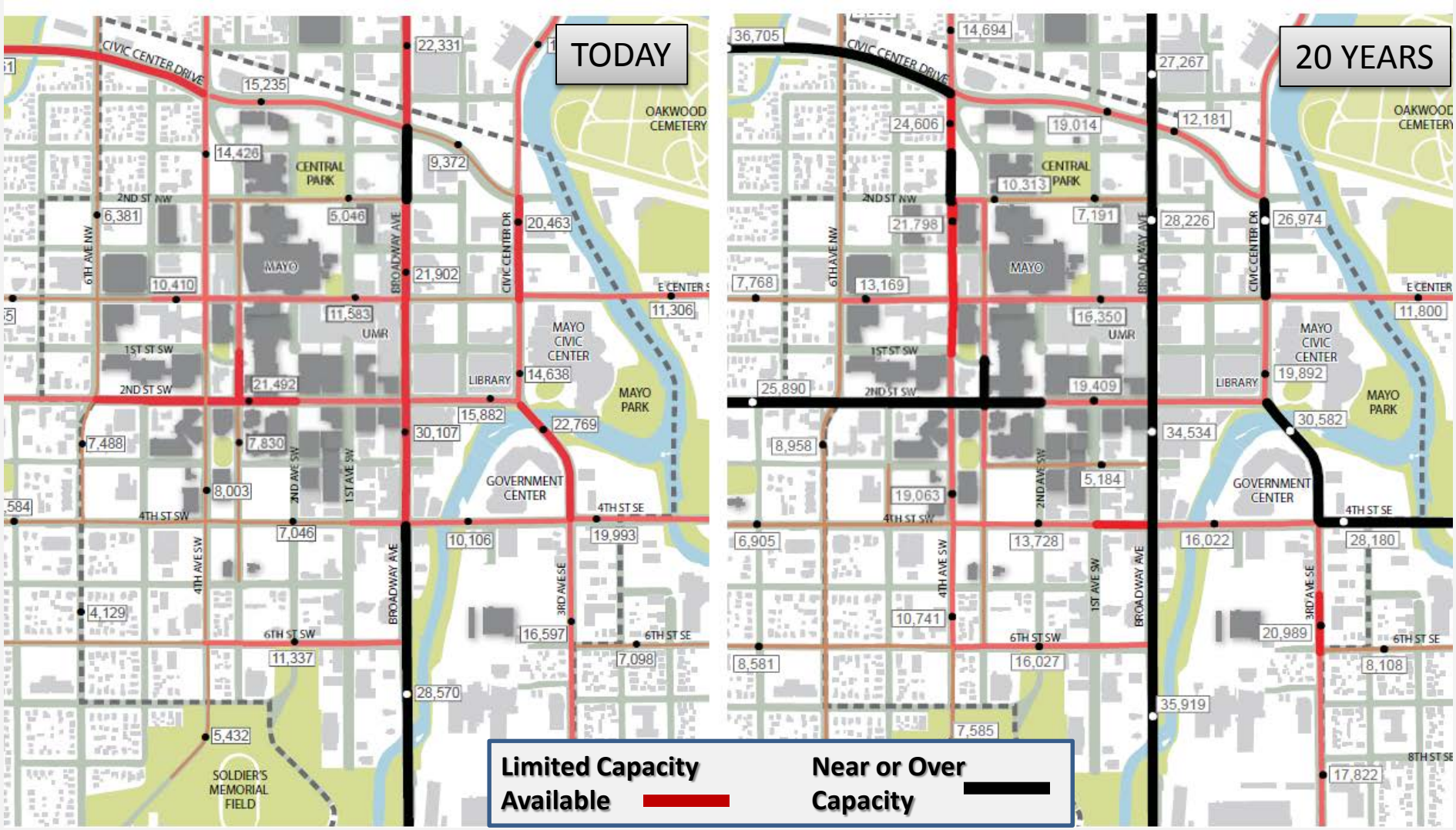


Trips Crossing Cordon in 2035

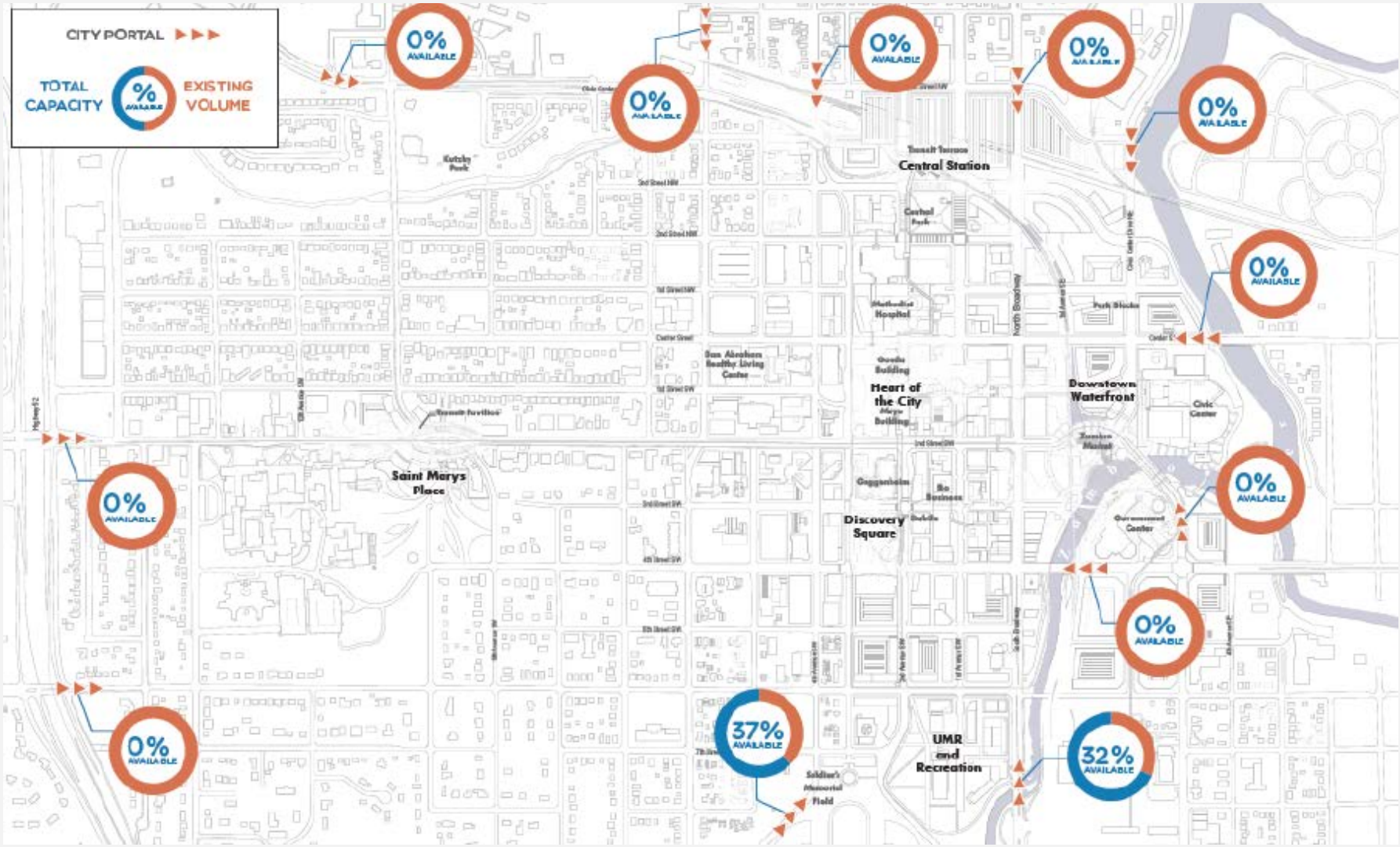
Base Case

~270,000

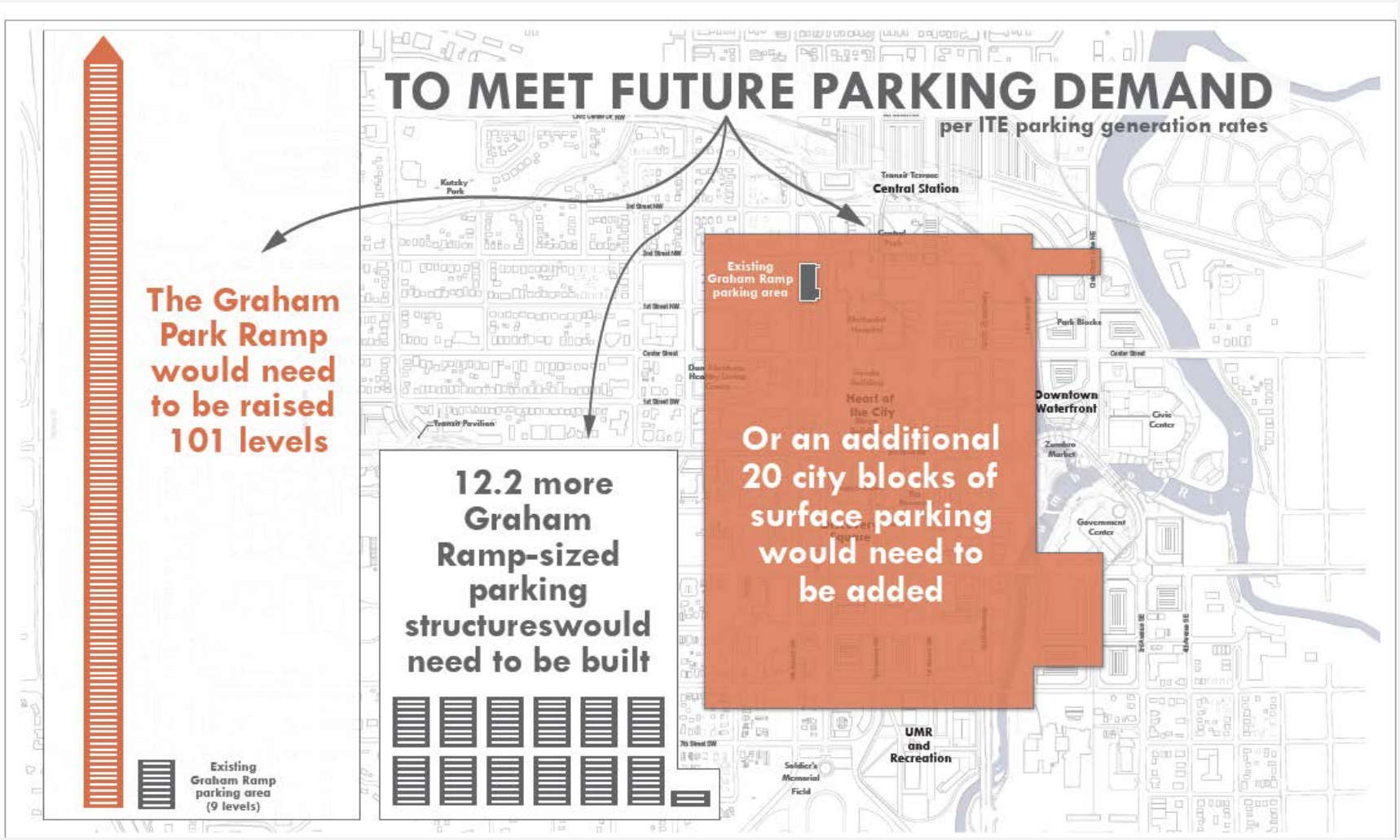
With no significant change in Behavior: Downtown Traffic Congestion Expands



With no change in Travel Behavior: Downtown Access Capacity Exhausted in 20 years

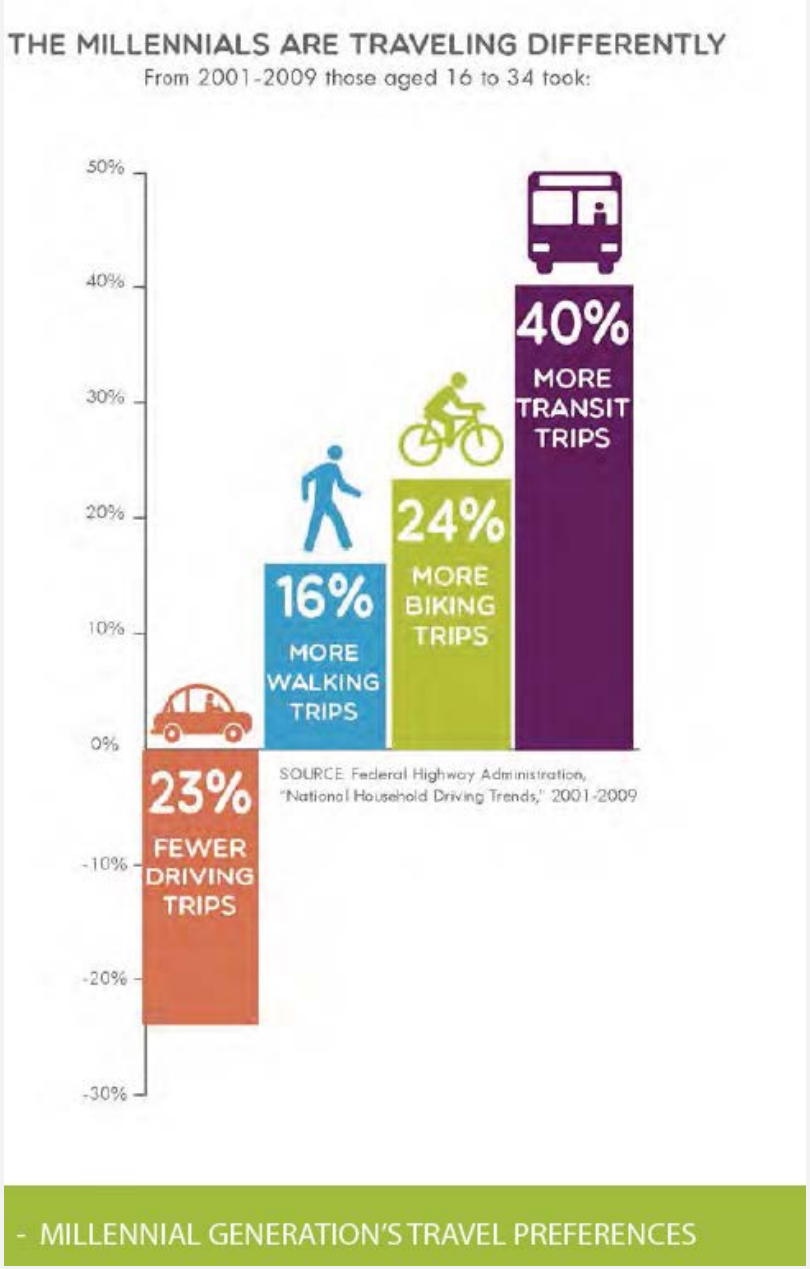


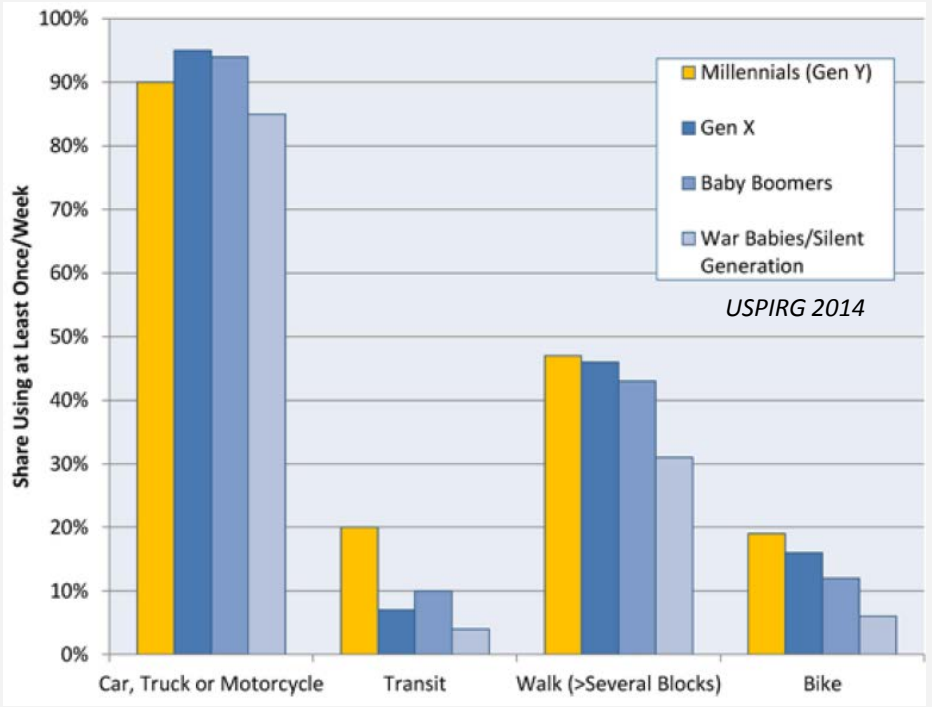
With no Change in Travel Behavior
Demand for Downtown Parking "Ramps Up"



Issue Background: Changing Preferences

- 20 to 24 Year Olds
  - 1983: 92% had driver's license
  - 2014: 76% had driver's license





Issue Background:
New View of Housing Affordability

- Traditional Affordability measures considered only Housing cost ~ 30/35% of income
- Reassessments of affordability looks at combined cost of Housing + Transportation ~ 45% of income.
- Estimates for Rochester suggest near 40% of households may exceed this threshold

% Share of HH Income Devoted to H+T	Households	% of Households
< 24%	0	0%
24 - 36%	7,440	19.5%
36 - 45%	15,917	41.7%
45 - 54%	11,045	28.9%
54 - 66%	3,662	9.6%
66 - 78%	119	0.3%
78 - 87%	0	0%
87% +	32	0.1%
Total	38,215	100%

39% Of HH

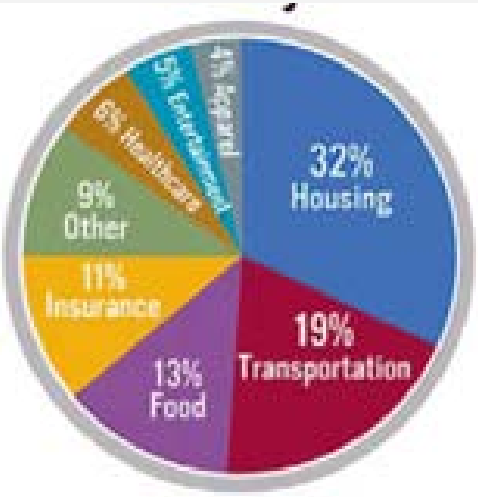
*Source: Center for Neighborhood Technology

Rochester Olmsted Planning Department

How Housing Location affects H+ T Cost

Location Efficient Environment

Average American Family

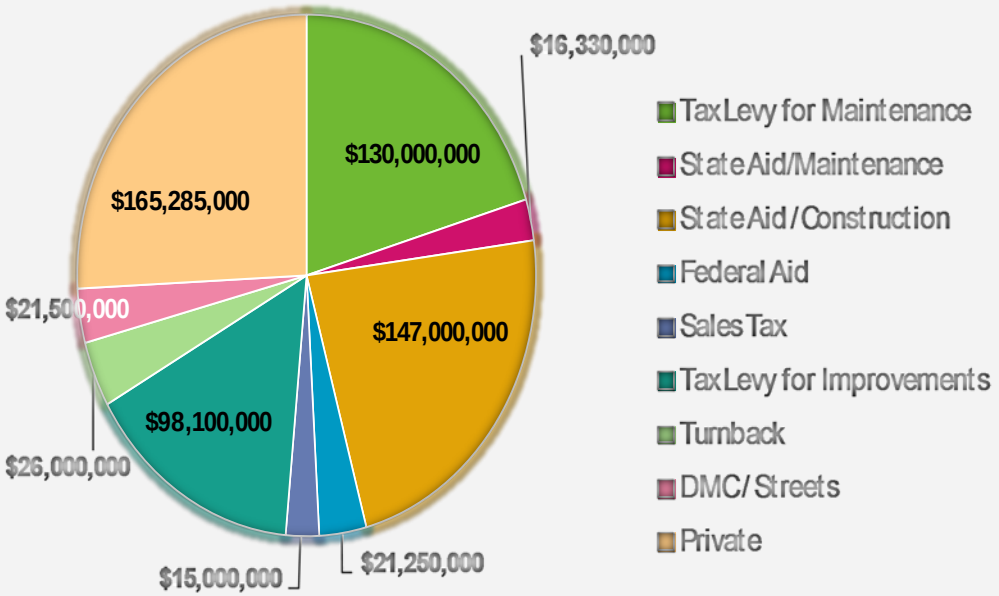


Auto Dependent Environment

Households living in auto dependent locations spend 25 percent of its income on transportation costs. Housing that is located closer to employment, shopping, restaurants and other amenities can reduce household transportation costs to 9 percent of household income

Source: U.S. Department of Transportation Federal Highway Administration

Issue Background: Fiscal Limitations *(ROCOG 2015 LRTP)*



Rochester Funding Ratio

Category	$$ *(millions)*
Cost/Need	
Preservation	$615
Improvement	$286
Total	$901
Projected Revenues	$640
NET	($261)
Ratio	71%

How does Plan Respond to these Issues?

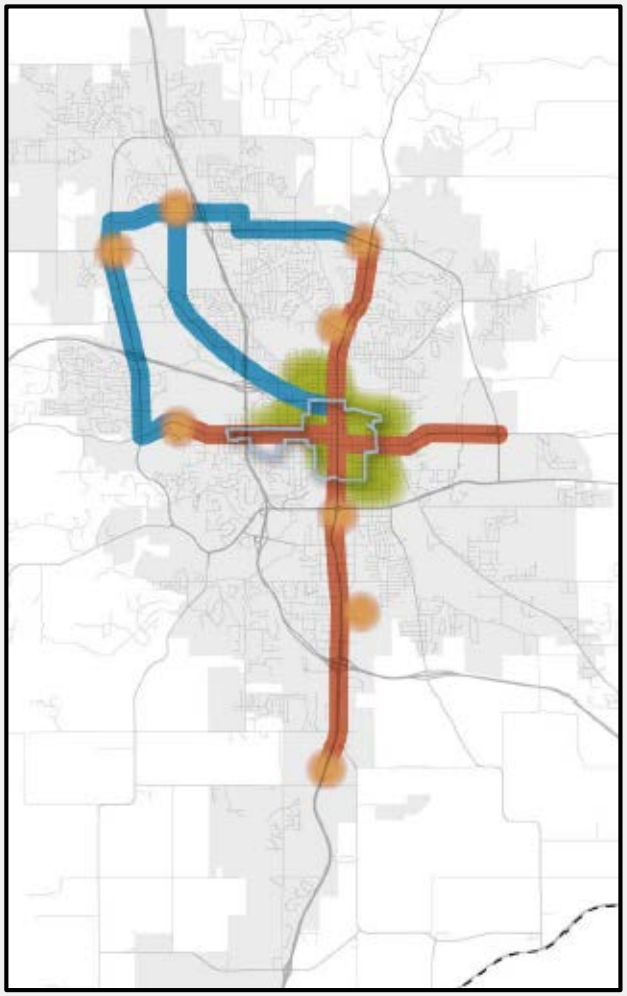
- Strategic Road Improvements still will be needed
  - *P2S will Refine, not Replace, ROCOG developed Roadway Plan*
- Expand Transportation Options
  - *View Transit as **not just as a service but a Foundational Infrastructure Infrastructure***
  - *Meet larger share of need with Walk & Bike Connections*
- Use Land Use Plan to Support Expanded Options
  - *Current densities generally too low to support more frequent / longer hour transit*

Transit

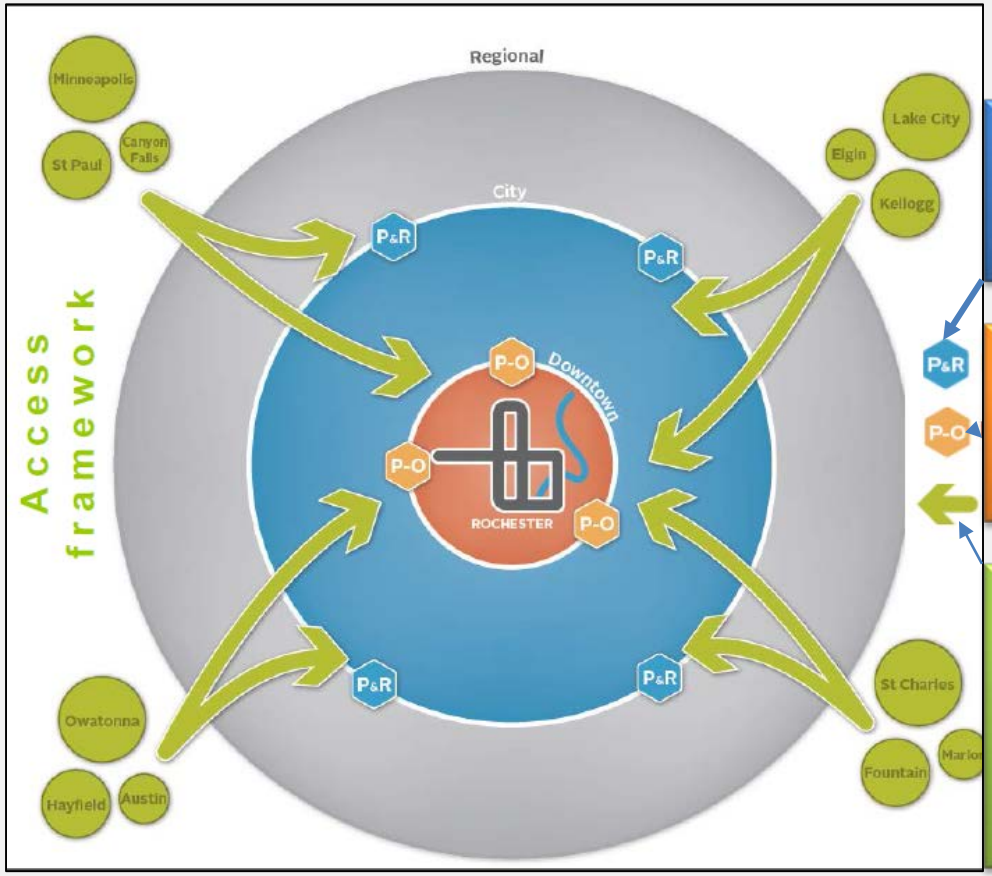
EXPANDING TRANSPORTATION OPTIONS

Expanded Transit Service

Primary Transit Network



Expanded Commuter Parking System



Park & Ride with PTN Express Service to Downtown

Park- Once with Circulator to major Downtown Destinations

SOV / Carpool / Regional Bus with connections at P&R or Circulator Stations

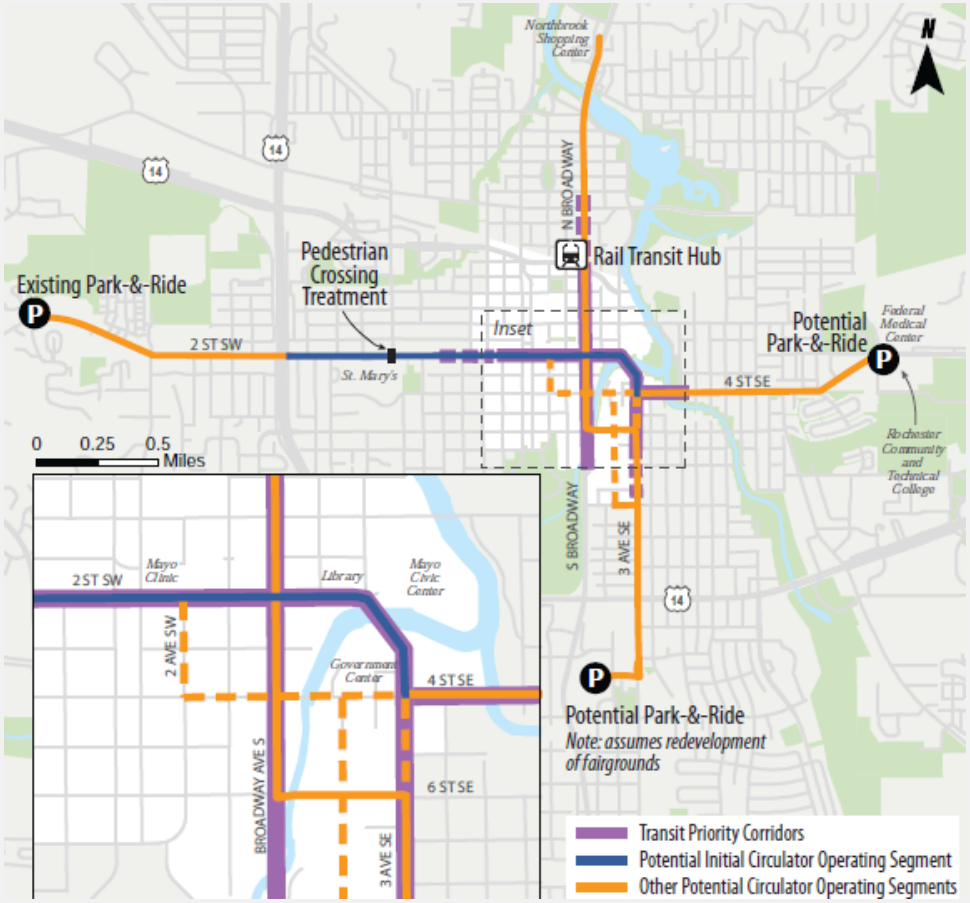
PTN Overview

A city-wide network of corridors where transit is given priority and is (relatively) permanent

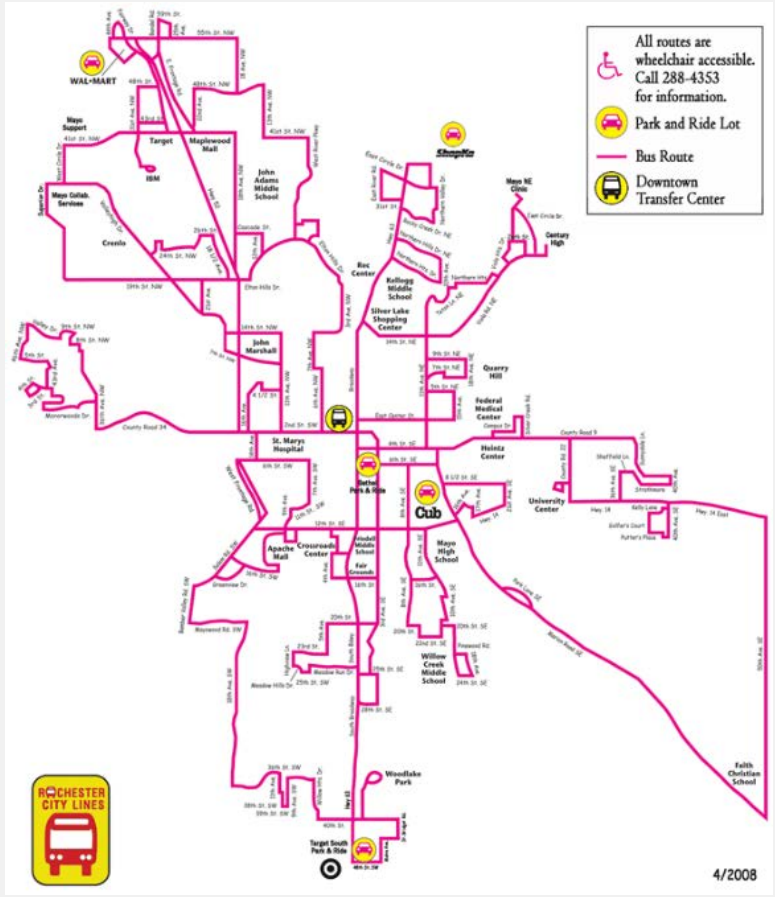
- Identifies a Network of Corridors that will
  - feature enhanced transit service – higher frequency and extended hours of service
  - Serves most major destinations / link all to downtown
  - Focus transit-oriented development around corridors where transit can be provided cost-effectively
- A policy statement about where the city plans the highest level of service and capital investment in transit.
- Goal is to develop a service that will support economic development AND allow a person to plan their life without a vehicle.
- PTN should strive to provide
  - **Speed and reliability: O**n-time and competitive with the private automobile in connecting key destinations
  - **Capital infrastructure.: S**ervice environment supports high quality, reliable, and fast service
  - **Commuter Service**: Connect high demand park-and-ride facilities

PTN Integration

Shares Circulator route to increase frequency of transit in high activity areas



Shares key routes with Fixed Route Bus to increase frequency, hours, convenience outside CBD



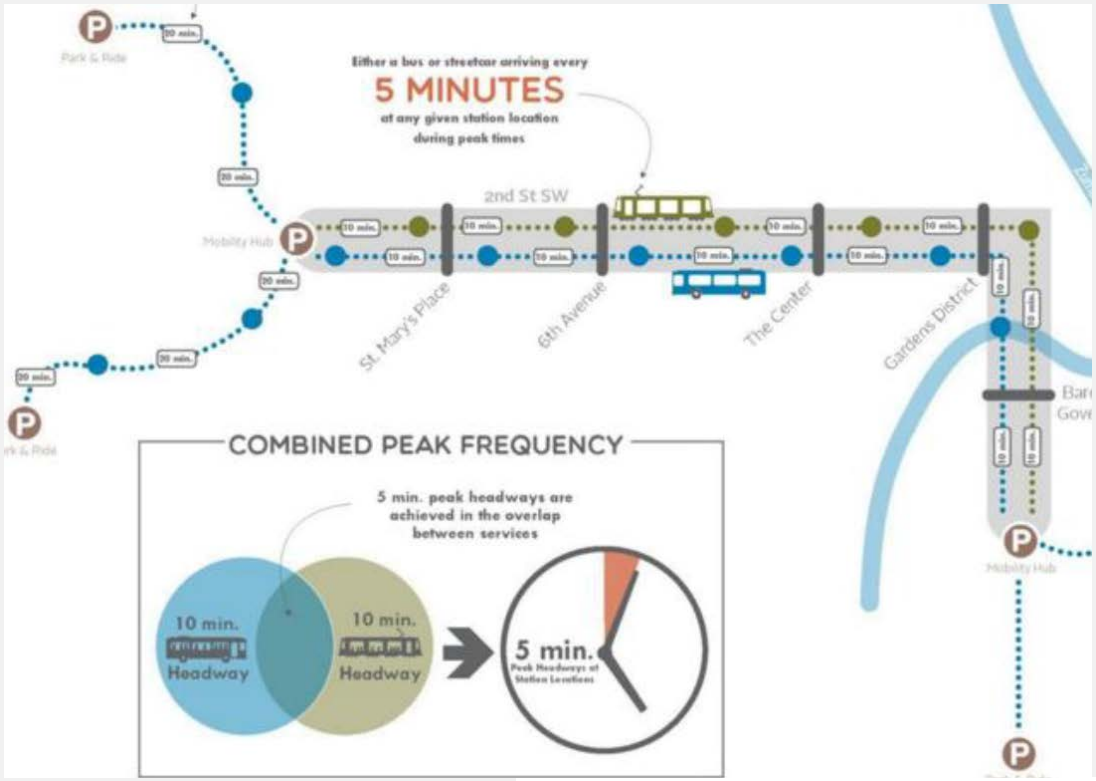
Key Features of Integration

Integrated Branding of Vehicles

Shared Information Platforms

Coordinated Fare Media

Interlining of Routes to increase Frequency of Service in High Activity Areas



How is PTN Change the Transit game?

PTN has several key features that distinguishes it from other transit services and help establish its role as a long-term foundation for the transit system

Ridership and Productivity Potential.

The 15-minute headway represents the point at which you no longer need to consult a schedule to use transit service / Permits transfers to be made rapidly even without timing of connections.

Lines operating at or better than this frequency have the highest potential to capture discretionary ridership while improving service for transit dependent populations.

Permanence

The PTN is not just service; it's infrastructure.

Integrated into the fabric of the community through good design and amenities, the PTN will be visibly permanent, something around which the community can continue to build with confidence. Developers are often attracted to this level of permanence given the commitment that the transit corridor will not be moved elsewhere.

Synergy with Land Use.

The PTN should provide a level of service that makes it possible to live without a car (by choice or by need), or to have fewer cars than adults in a household, or for businesses to require fewer parking spaces.

The PTN also establishes a land-use transportation nexus, identifying corridors where it is most cost-effective to site new transit dependent development because a high level of service is already there.

In general, the PTN requires a minimum concentration of jobs and housing to support the high level of service, and it also acts as a guide for siting land uses that create high levels of transit demand

What does it mean for transit service?

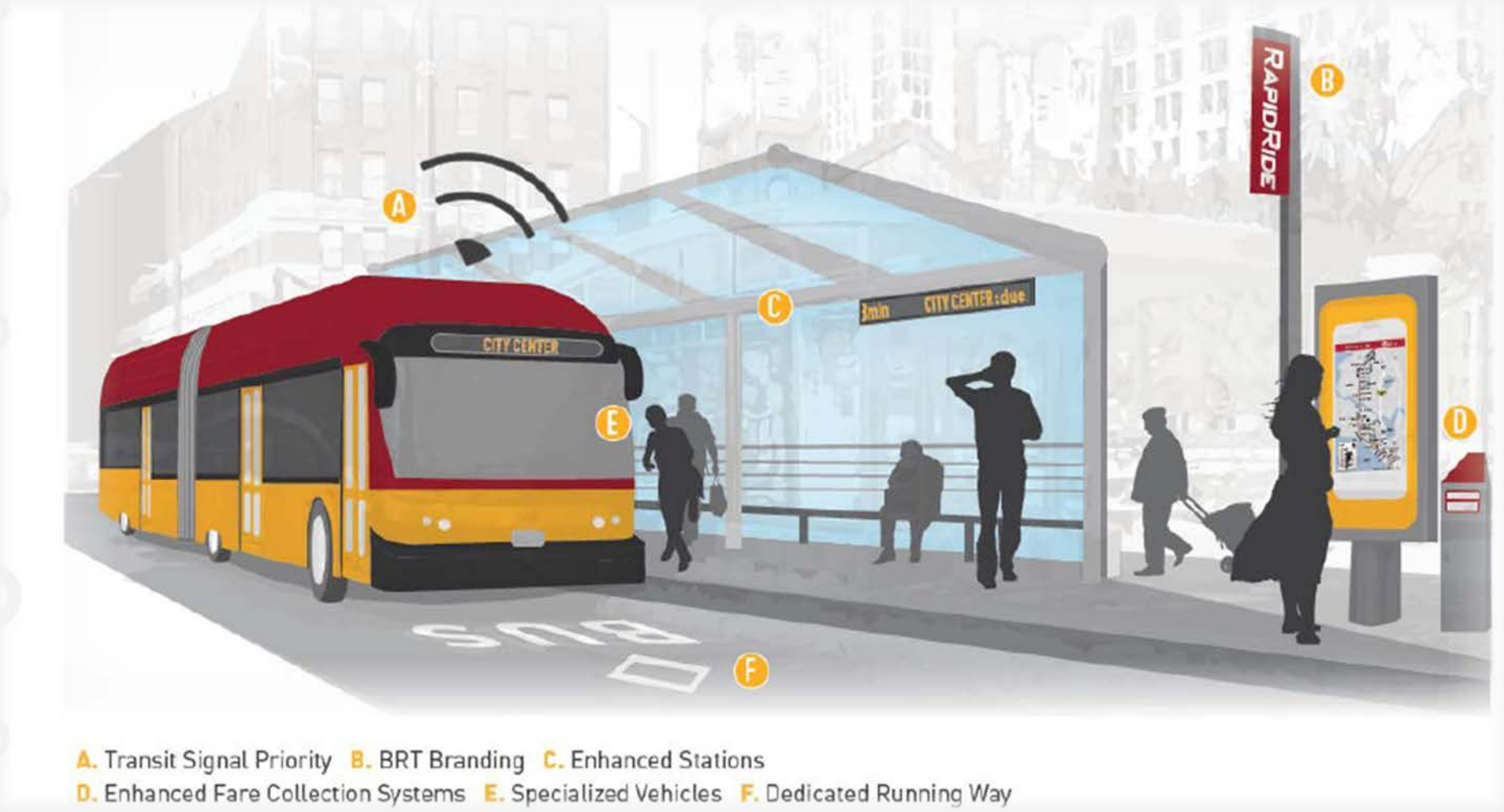
Current Base Service: Off Peak

Current Base Service Peak Periods

Future PTN Base Service

Future PTN Peak Period

PTN Features



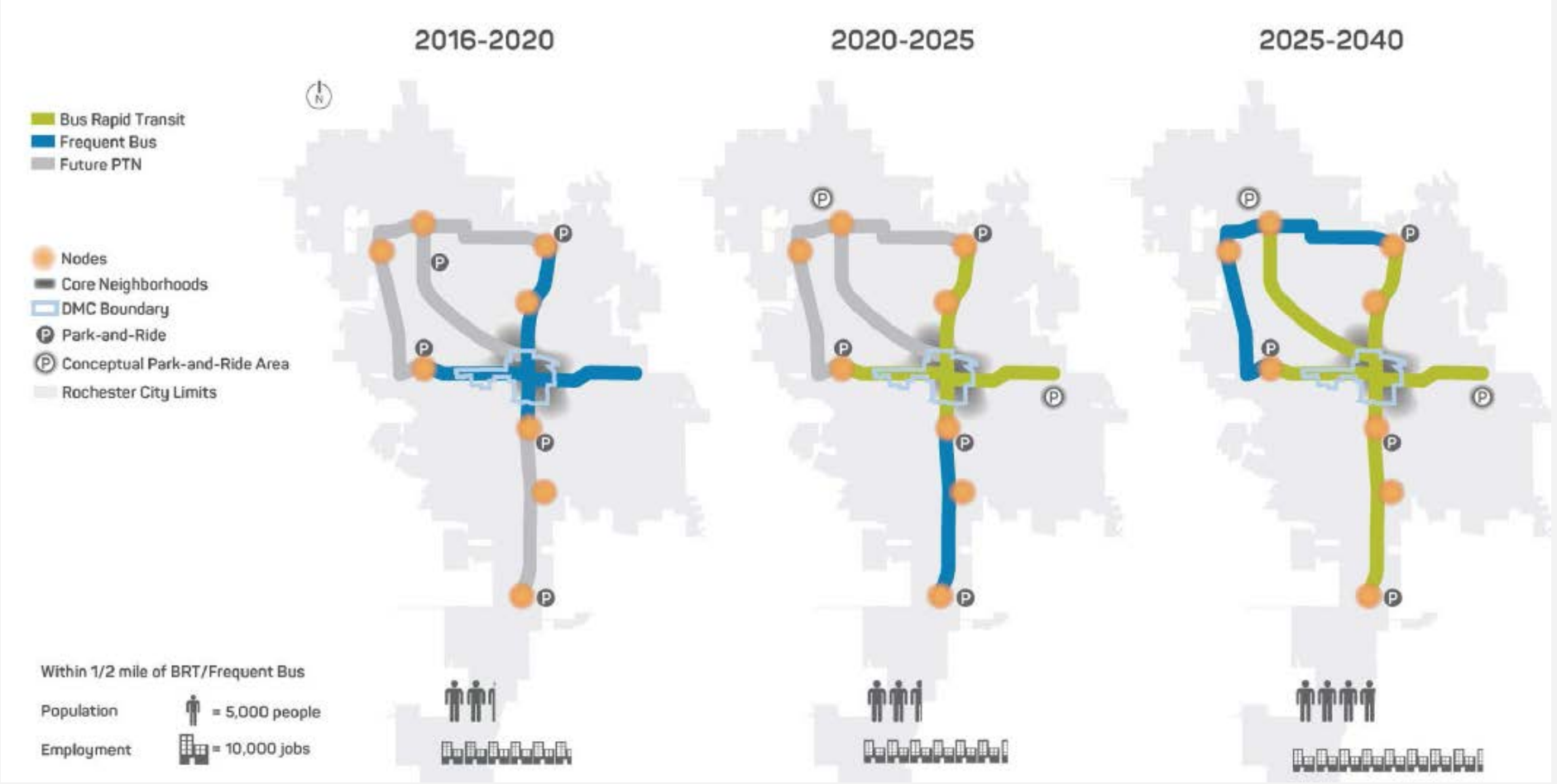
A. Transit Signal Priority B. BRT Branding C. Enhanced Stations
D. Enhanced Fare Collection Systems E. Specialized Vehicles F. Dedicated Running Way

PTN Service can be Phased in

Cumulative Investment Over Time

	Transit Service Quality	Land Use and Placemaking	Transit Capital Facilities	Pedestrian and Bicycle Connectivity
Other Services	**LOCAL** 30-60 minute frequency	• Corridor-level land use plans and policies	• Assume current bus stops • Basic stop infrastructure	• Sidewalk infill and ADA accessibility • Identify parallel and connecting bicycle routes
Other Services	**ENHANCED LOCAL** 15-30 minute frequency	• Station area land use plans and policies (parking, mixed-uses, housing diversity, etc.)	• Enhanced stop amenities at high-ridership stops and future station areas • Right-of-way preservation / acquisition	• Improve street crossings • Pedestrian cut-throughs or accessways • Implement bike facilities along and across corridor
PTN	**FREQUENT** All-Day 15 minute frequency	• Foster transit-supportive development (infill or greenfield) • Foster strong anchors • Strategic placemaking opportunities • Car and bicycle sharing	• Stop consolidation • Transit signal priority (TSP) and spot improvements (e.g., queue jumps) at key intersections • High-quality transit information, e.g., real-time information, and amenities	• Focused access improvements in ¼ to ½ mile station areas
PTN	**BRT** All-Day 15 minute or better frequency	• Enhanced public spaces • Mobility hubs • Car share	• Dedicated lanes and corridor-wide transit priority • Enhanced fare collection	• Station wayfinding • Bike share

How Phasing Might Look

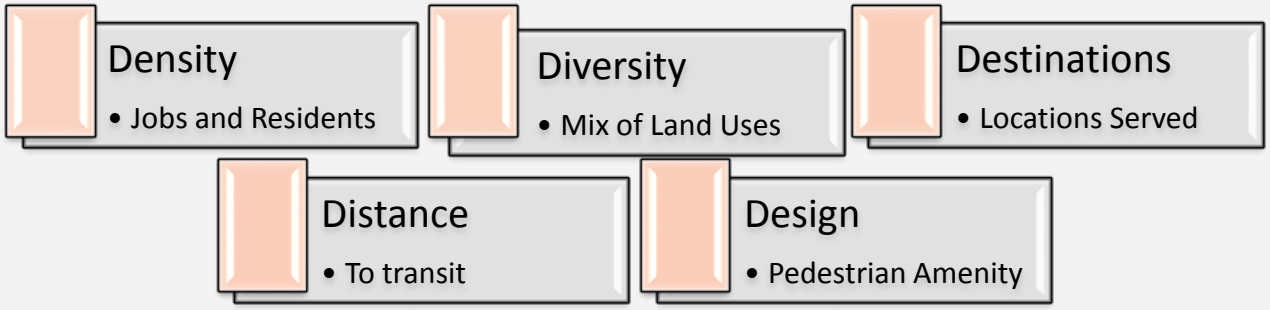


Land Use / Non-Motorized

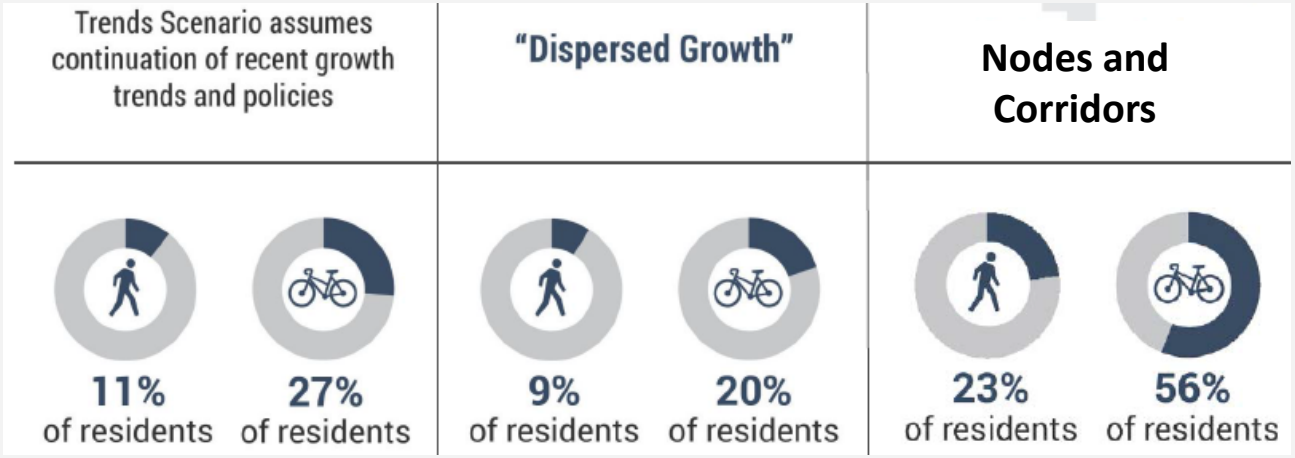
COMPLEMENTARY ELEMENTS TO TRANSIT SERVICES

How Land Use Impacts Travel Behavior:
The case for Transit Supportive Land Use

Built Environment Factors Affecting Transit Trip Generation



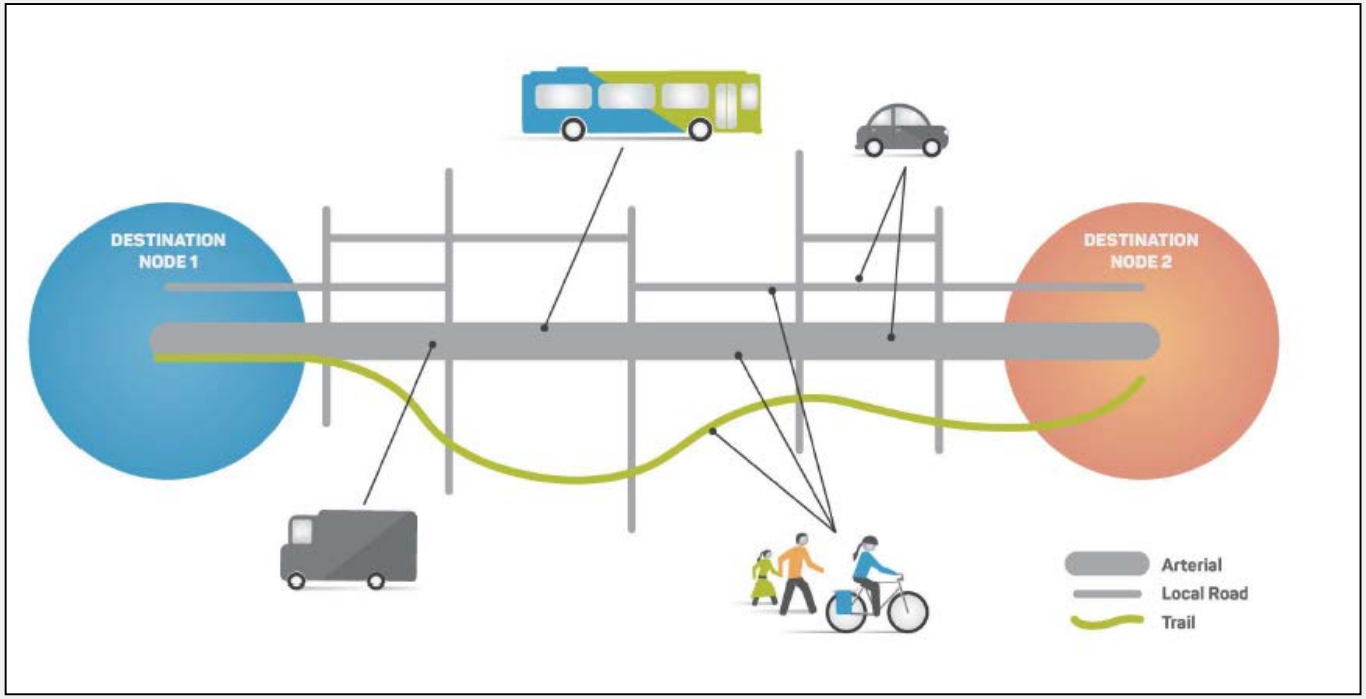
Projected % of Residents Residents with comfortable comfortable walk (1/2 mi) mi) or biking distance (2 distance (2 mi) of PTN PTN Transit



“Last Mile” Connections

Pedestrian Amenities

Complete Corridors



Implementing PTN and Other Multi-Modal Improvements

OUTCOMES / BENEFITS

Limiting Downtown Traffic Growth

Mode Shift Goal

Downtown Work Trips

Mode	Today	25 Year
Private Auto	71%	43-50% *(MAX)*
Carpool	6%	14%
Transit	10%	23% *(MIN)*-30%
Walk / Bike	8%	13%

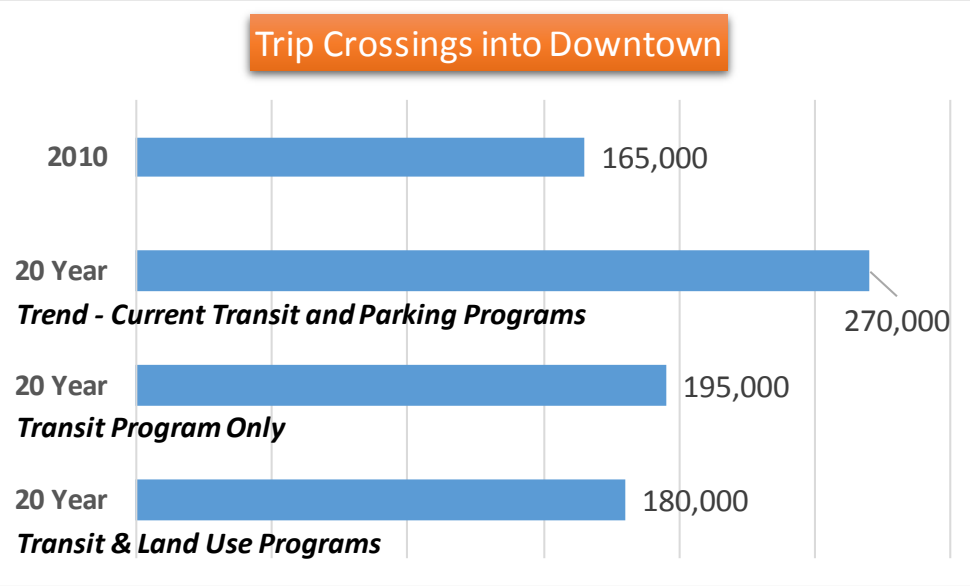
Downtown Non-Work Trips

Mode	Today	25 Year
Private Auto	90%	75%

Nodes & Corridors along PTN

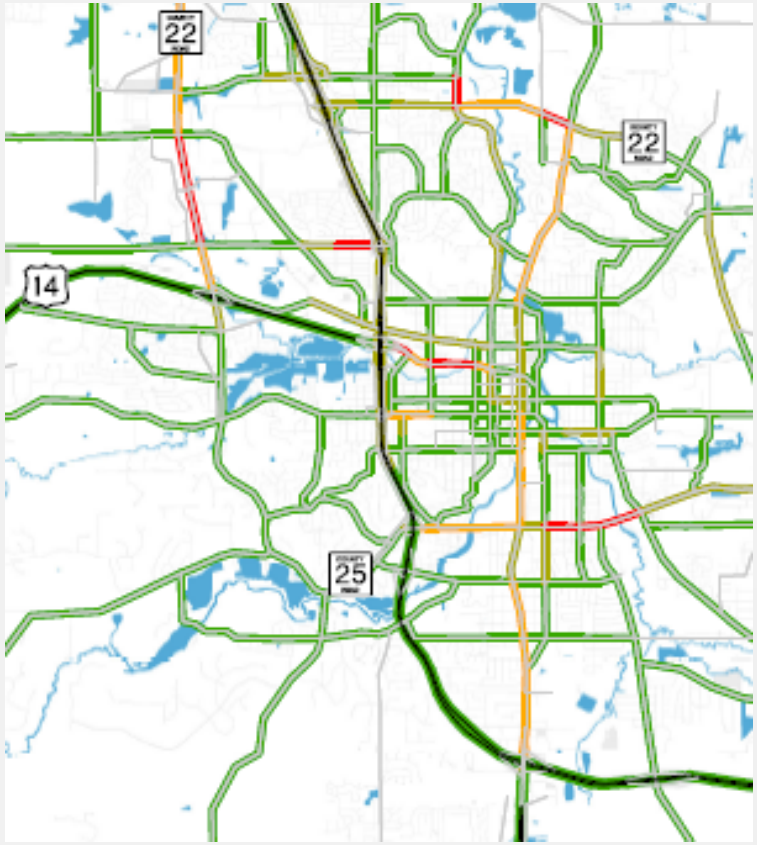
Mode	Today	25 Year
Transit	2-3%	10-15%

Trips Entering Downtown

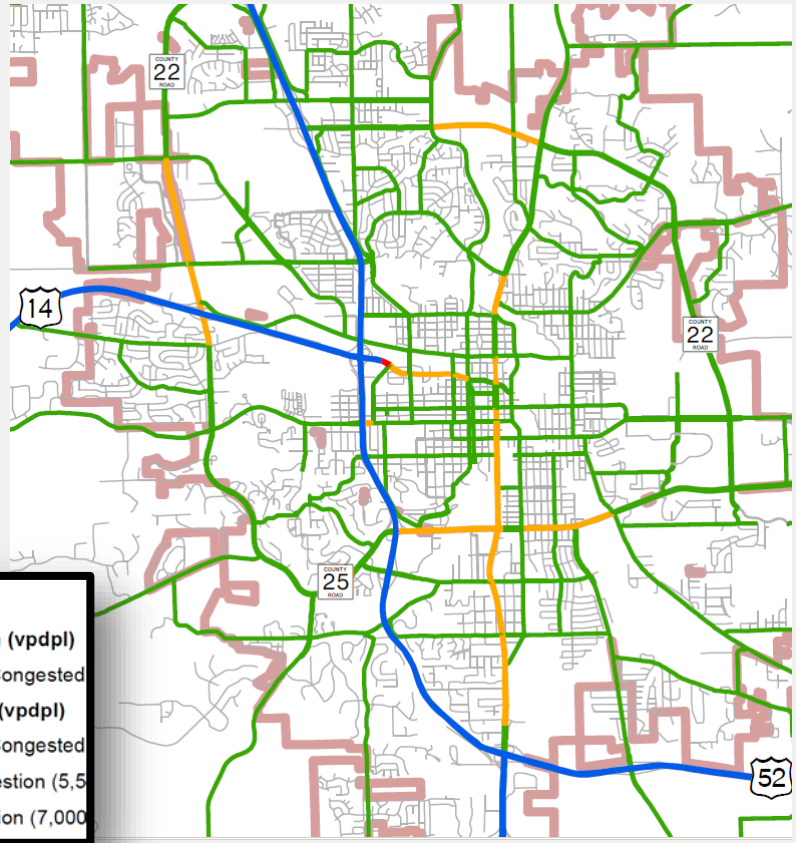


System-wide Roadway Effects

2040 Congestion / Without PTN



2040 Congestion / With Land Use Program & PTN



Segments Operating Under Moderate to Severe Congestion cut 25-30%

Per Capita VMT holds steady - Overall VMT 15% lower

Avoided Improvement Costs during Planning Period

Cost of meeting Mode shift goals

Annualized cost of capital – Operations – Maintenance for all Modes

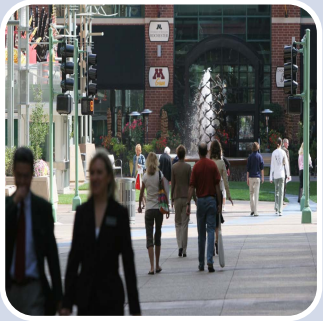
Continuation of Trends	Alternative Approach	
	"Compact Growth"	
"Dispersed Growth"	1 Multiple Nodes/ No edge growth	2 Supernodes/ Limited edge growth
~~$422~~ $510 per capita	$488 per capita	$459 per capita

Transit Operating Share of Costs

Continuation of Trends	Alternative Approach	
	"Compact Growth"	
"Dispersed Growth"	1 Multiple Nodes/ No edge growth	2 Supernodes/ Limited edge growth
~~$51~~ $177 per capita	$141 per capita	$107 per capita

XXX - *Cost to meet mode share w/o enhanced transit & maintaining current land use pattern*

Integrated, Comprehensive, Strategic
Urban Design



Health

Intro to Health & the Built Environment

Connections to Comp Plan

Features

Land Use

What's New

How supports Success

Transportation

Key Issues

New Strategies

Multi-Modal Solutions

Urban Design

It's Importance

Value of Place

Relation to Land Use & Transit

Tying It Together

Integrated Strategies

Benefits

Moving Forward

Urban Design

- Urban design is the process of shaping the physical setting for life in cities, districts, and neighborhoods. It is the art of making great places truly "great".
- It involves the design of buildings, groups of buildings, public and private spaces, and landscapes.
- It involves establishing the processes that make successful development possible and more likely.




Urban Design Principles

- Preserve (as much of the natural environment as possible) and restore the natural environment (in urban settings).
  - Greater sense of well being
  - Value added development
  - Green infrastructure, sustainability
  - Economic/financial resilience

- Preserve and restore the built environment.
  - Diversity and variety of the built environment offers greater choice

Urban Design Principles

- Enhance existing neighborhoods and create new ones.
  - Diverse (choice in housing styles)
  - Walkable
    - Street connectivity/block patterns
    - Sidewalks and trails
    - Destinations and Access to: open space/recreation - healthy food - shops and services - jobs - schools

Urban Design Principles

- Make commercial districts "park-once" districts (make them more walkable)
  - Lesser traffic impacts - Organized access - short trip reductions
  - Less space devoted to parking and drive aisle, more to development
- Make streets the center of the public environment
  - Public realm
  - Streetscape enhancement
  - Integrating transit

Transit Supportive Land Use

- Broad mix of land uses at a higher density - limited auto-oriented land uses
- Increased emphasis on public realm and walkable environments
  - Buildings oriented and set closer to street
  - On street parking or structured parking wrapped with street level active spaces
  - Active building frontages
  - Short block (high degree of street connectivity)
  - Fewer driveways/curb cuts – less conflicts for the pedestrian
  - Diversity of income levels/affordability
  - Diversity of residential/housing choices
  - Good wayfinding /directional signage "make it easy to connect to transit"
  - Convenience goods and services conveniently located

Transit Supportive Land Use

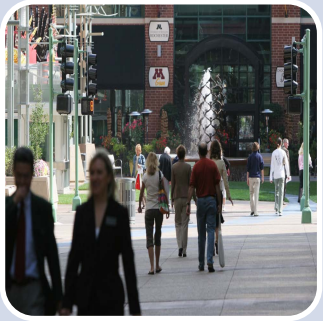
Urban Advantage

New Implementation Strategies Needed

- Transit Supporting Development Standards
- Urban Design Policies/Standards
- Travel Demand Management Strategies
- Density Incentives
- Coordinated Land Use and Transit Implementation Phasing
- Infrastructure Phasing and Prioritization
- Tools to enhance aesthetics

Integrated, Comprehensive, Strategic

Tying it all Together

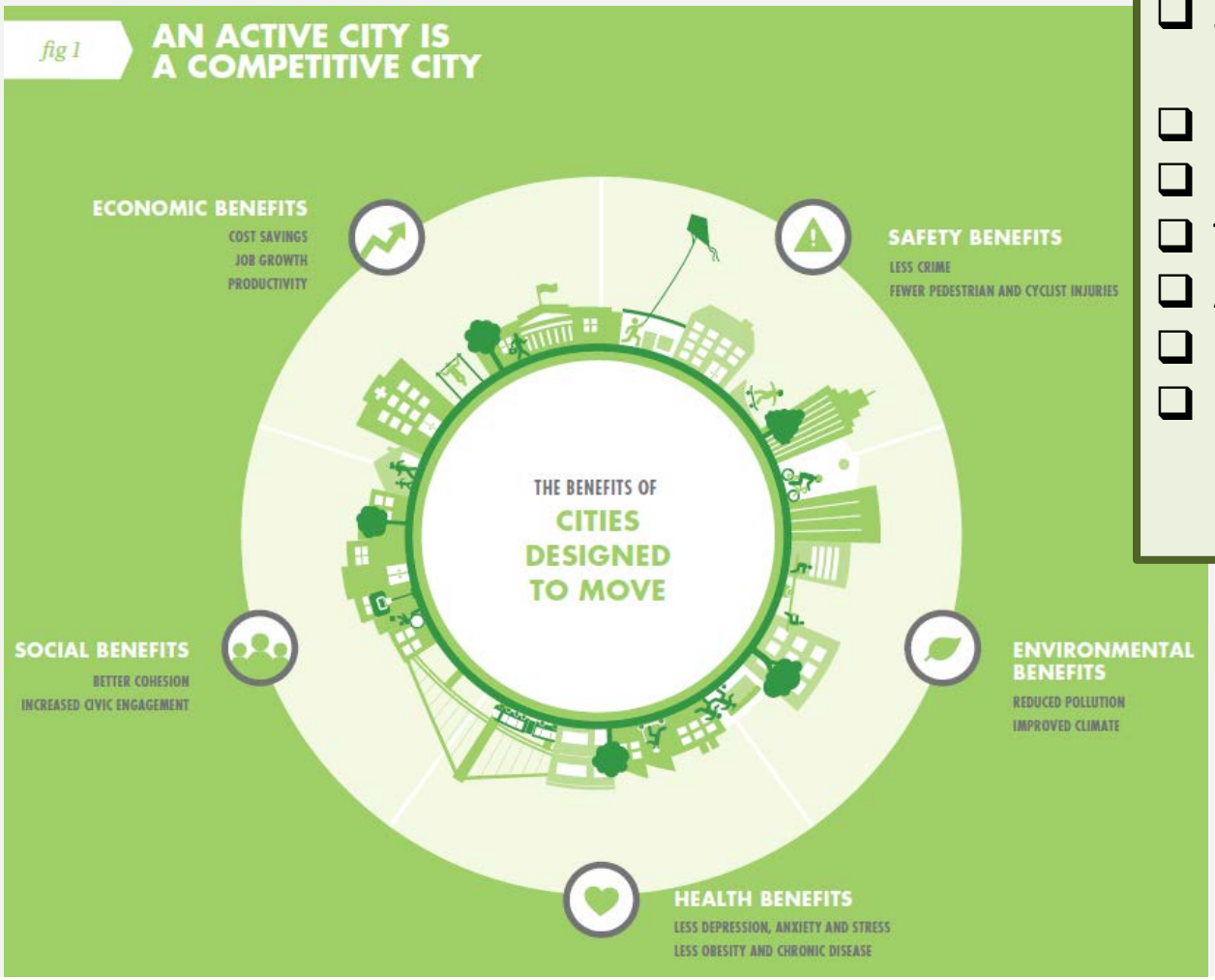


Health	Land Use	Transportation	Urban Design	Tying It Together
Intro to Health & the Built Environment	What's New	Key Issues	It's Importance	Integrated Strategies
Connections to Comp Plan	How supports Success	New Strategies	Value of Place	Benefits
Features		Multi-Modal Solutions	Relation to Land Use & Transit	Moving Forward

Competitive City
Beyond Health

Source: Designed to Move: Active Cities

Competitive City
Beyond Health



DMC AREAS OF FOCUS

- ❑ Livable City
- ❑ Sports, Recreation and Nature
- ❑ Hospitality and Conventions
- ❑ Learning Environment
- ❑ Transportation
- ❑ Arts/Culture/Entertainment
- ❑ Health and Wellness
- ❑ Entrepreneur, Small Business, Commercial Research and Technology

Source: Designed to Move: Active Cities

Proven Interventions (Initiatives)

Experts identified five "settings" in any city where physical activity has a solid return. Here are some of the biggest needle-movers in each:

OPEN SPACES/ PARKS

- Everyone lives near a park
- Everyone has access to park programs
- Urban areas feature green space
- Trails are safe, usable and nearby

SCHOOLS

- Schools are near students' homes
- Schools have recreation and exercise facilities
- Agreements let others use school facilities when school is out

URBAN DESIGN/ LAND USE

- People live in mixed use communities
- Urban streets have greenery
- Streets are designed for safe, enjoyable walking and cycling
- Streets are connected to each other

BUILDING/ WORKPLACES

- Surrounding outdoor space is designed for people to move through
- Buildings encourage activity (e.g.,visible stairs, bike parking and exercise equipment)
- Employees move thanks to active meetings, reimbursement for not parking, gym memberships and stairwell signage… to name a few

TRANSPORTATION

- Infrastructure, equipment and services accommodate and encourage walking and cycling
- Traffic calming measures make active transport safer and more enjoyable
- All residents have access to safe, reliable public transport

Source: Designed to Move: Active Cities

Benefits

- Economic Development
- Cost Avoidance & Fiscal Responsibility
- Housing Choices
- Transportation Choices
- More Efficient Use of Infrastructure

- More Residents close to jobs or high freq. transit
- More Efficient Transit System
- Lower Energy Demand & CO2
- Better Air Quality
- Health

New Implementation Strategies Needed

- Transit Supportive Development Standards
- Urban Design Policies/Standards
- Travel Demand Management Strategies
- Density Incentives
- Coordinated Land Use and Transit Implementation Phasing
- Infrastructure Phasing and Prioritization
- Tools to enhance aesthetics

Coordinating Plans

- ROCOG
- Rochester Public Transit & Transit Development Plan
- Downtown Master Plan
- DMC
- Infrastructure
- Parks/Open Space
- Other

Rochester Comprehensive Plan

- **Land Use**
- **Transportation**
- **Urban Design**
- Housing
- Infrastructure
- Parks and Open Space
- Active Living
- Cultural Heritage
- Community Facilities

Thank You

Rochester-Olmsted Planning Department

507-328-7100

https://www.co.olmsted.mn.us/planning/Pages/default.aspx

Comprehensive Plan Web Page

http://www.rochestermn.gov/departments/planning-and-zoning/planning-2-succeed-comprehensive-plan-update