

ORDINANCE NO. [REDACTED]

AN ORDINANCE AMENDING SUBDIVISION C OF SECTION 61.215 OF THE ROCHESTER CODE OF ORDINANCES, RELATING TO CRITERIA FOR APPROVAL OF A GENERAL DEVELOPMENT.

THE COMMON COUNCIL OF THE CITY OF ROCHESTER DO ORDAIN:

Section 1. Subdivision C of Section 61.215 of the Rochester Code of Ordinances is hereby amended and reenacted to read as follows:

- C. On-site access and circulation design for pedestrians, bicyclists, transit vehicles and patrons and private vehicles, and integration of these facilities with adjacent properties will support the safe travel of persons of all ages and abilities by minimizing vehicular, pedestrian and bicycle conflicts through the use of appropriate traffic calming, pedestrian safety, and other design features appropriate to the context.
 - (1) The roadway connectivity shall meet a minimum ratio as decided by the number of lots on a development, excluding outlots. Additional pedestrian links shall be provided to increase the overall connectivity index to the minimum, should the development fail to meet the minimum using roadway connections. Proposed subdivisions must meet the access requirements as required by the Fire Code, Complete Streets Policy, and all Ordinances pertaining to access management and roadway placement.
 - (2) Minimum Required Connectivity Ratio
 - I. Development with 10 lots or fewer shall be required to meet a connectivity ratio of 1.0 or greater.
 - II. Development with more than 10, but fewer than 50 lots shall be required to meet a ratio of 1.2 or greater.
 - III. Developments with greater than 50, but fewer than 100 lots shall be required to meet a ratio of 1.4 or greater.
 - IV. Developments with more than 100 lots shall be required to meet a ratio of 1.5 or greater.

(3) Connectivity Index Calculation

- I. Arterial streets shall not be included in the calculation except when it is necessary to travel along the arterial street to reach any two nodes in the subdivision.
- II. Existing intersections outside of the development area shall not be counted as node. However, streets extending into the development from these intersections shall be counted as links.
- III. Stub streets that will eventually be connected from the subdivision to a future abutting subdivision or arterial or collector street shall not be counted as a node. The segment of the stub street shall be counted as a link.
- IV. Alleys shall not be counted as a link, and locations where an alley intersects with a street shall not be counted as a node.
- V. Any location where a street creates a T-intersection with a street of any classification shall be considered a node.

(4) A subdivision may have a roadway connectivity index of less than the required minimum where specific features or constraints of the land being subdivided makes strict compliance impossible or impractical. Such features include the following:

- I. Natural features such as bodies of water, severe elevation changes (12% slope or greater), Decorah Edge, hydric soils or presence of wetlands.
- II. Important cultural or archeological features such as historic landmarks or burial grounds
- III. Adjacent subdivisions which do not provide stub streets or other opportunities to connect to the proposed subdivision
- IV. Situations where intersections, access management, and driveway separation requirements prevent the ability to provide additional connections to a public road.

(5) If the applicant is unable to meet the required minimum ratio listed in subsection A, then the applicant shall attach to the

General Development Plan Application an explanation of how the connectivity of the proposed development is hindered by the presence of any of the features listed above or similar features. The Development Services Team shall recommend the application for approval or approval with conditions if it determines that the connectivity of the proposed subdivision cannot meet the minimum index requirements (62.215, Subd 2, C-2) , due to the site constraints. Alternatively, the Development Services team may recommend denial if it determines that the proposed development's connectivity can be reasonably improved in spite of the presence of said features.

Section 2. This ordinance shall become effective as of the date of its publication.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF ROCHESTER, MINNESOTA, THIS 21st September



PRESIDENT OF SAID COMMON COUNCIL

ATTEST: 
CITY CLERK

APPROVED THIS _____

MAYOR



