Rochester P2S Trends Workshop Results Summary
May 23, 2015

Introduction

On 6-7 May 2015, the City hosted a series of workshop to provide information and gather feedback on initial trend information. These two-hour workshops presented participants with sets of information, followed by tabletop feedback opportunities.

Below are links to videos for each of the presentation sets:
- Background information
- Sustainable growth
- High-value amenities (density, walkability, bikeability)
- High-value amenities (green space)
- Housing

The remainder of this report contains an analysis of results for each of the three major discussion topics; at the end is a compilation of all workshop results by prompt and content category.
- Discussion Topic 1: Sustainable Growth
- Discussion Topic 2: Access to High Value Amenities
- Discussion Topic 3: Quality, Affordable Housing Opportunities for All
- Compilation of Results by Prompt

The City also provided two additional opportunities for people to access and provide feedback on the same information through the end of May.
- Via in-person sessions hosted by City staff and others; see the project website for more information
- Via an online survey

Once these are finished, the *complete* set of results will be compiled, analyzed, and made available on the project website.

For information on the P2S project and process, please contact Jeff Ellerbusch or Sandi Goslee at the Rochester Olmsted Planning Department at 507.328.7100 or email P2S@Rochestermn.gov.

Discussion Topic 1: Sustainable and Efficient Growth
Discussion Topic Themes and Category Summary

Sustainable and Efficient Growth Themes
Cost of Growth/Development The cost of growth and development is an important consideration for many participants, especially as it relates to the cost of land and construction.

Transportation Infrastructure The availability and accessibility of public transportation is often mentioned when considering growth within and outside of Rochester. Additionally, the effects of growth outside city limits and the increase in commuting concern many respondents.

Government Services and Infrastructure Several participants expect extending public utilities outside of city limits to be costly. In addition to utility costs outside of Rochester, some respondents feel that increasing use of local services could be a burden if a large amount of infill development occurs.

Community Identity Community connectedness is important to several respondents but is also seen as a potential hurdle for efforts to re-zone or rejuvenate portions of Rochester.

Environmental Sustainability Preserving farmland, retaining green spaces, and reducing carbon emissions from commuting cars are all mentioned as important to workshop participants.

Business Opportunity Participants often mention the potential for increases in local business as redevelopment changes neighborhoods as well as the potential arrival of big box stores outside city limits.

Edge Growth: Benefits and Potential Costs
Cost and space are very important to a large number of respondents when considering growth outside the city limits of Rochester. The availability of large lots on which to build single-family homes at comparatively low prices is cited as one of the most significant positives of edge growth. Participants also feel that the potential for economic growth is high in the case of edge growth, with both the arrival of big box stores and increase of construction projects. Increased commute lengths and a lack of public transportation outside of city limits is a major concern for many respondents. Finally, the costs of extending utilities and other infrastructure away from the existing systems in Rochester are often mentioned as a costly consequence of edge growth.

Infill: Benefits and Potential Costs
As might be expected, the benefits and costs expressed by participants when considering infill largely contradict those of edge growth. The availability and improvement of public transportation and corresponding decrease of commute time is viewed as an important benefit of infill. Further, several participants feel that growth within Rochester city limits would have the potential to revitalize neighborhoods and sense of community they contain. Conversely, some participants worry that development within Rochester might meet resistance in from existing communities. Cost is viewed as a negative overall when considering infill. Several respondents feel that acquiring property within Rochester would be much more costly than outside city limits. Further, concerns about effective zoning and maintaining economic diversity are also mentioned multiple times.

Redevelopment: Benefits and Potential Costs

Similar to infill growth, redevelopment is viewed as a good way to revitalize local neighborhoods and support local businesses. Further, a significant number of participants mention the positive environmental impact of reusing existing structures. Repairing dilapidated areas of Rochester is also viewed as a potential benefit of redevelopment strategies. Again, maintaining economic diversity concerns some respondents, while others express concern about the conservation of historic buildings and neighborhoods.

Discussion Topic 2: Access to High Value Amenities
Discussion Topic Themes and Category Summary
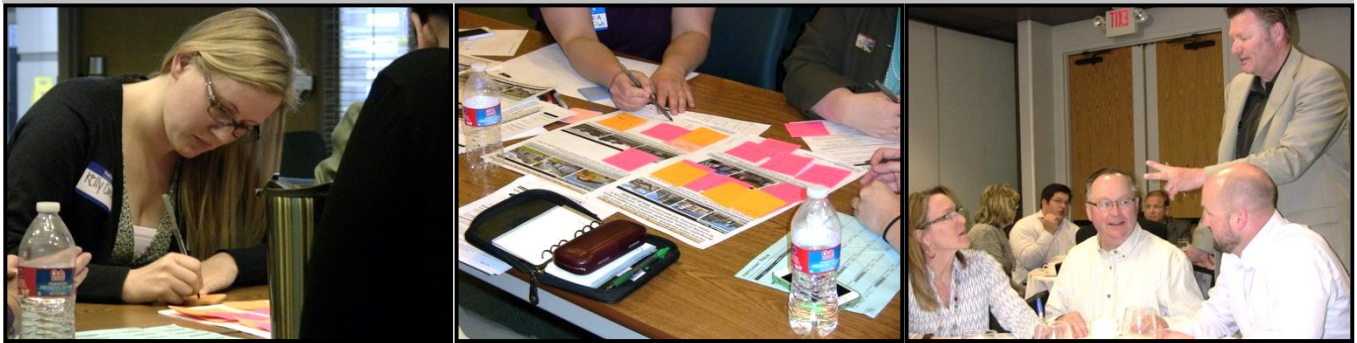
Access to High Value Amenities Themes

Transportation Once again, many participants stress the importance of transportation to daily life in Rochester. Responses in this theme stress increased walkability, decreased traffic, and improved parking within neighborhoods and Rochester as a whole.

Community Climate Rochester's unique feel and history are also important to many respondents. Many responses express a desire to maintain close-knit, mixed use neighborhoods throughout the development process.

Business Opportunity Growth and accessibility of local businesses is mentioned by many participants as an important factor in the vitality of Rochester. The maintenance of local business is also frequently mentioned in the context of preserving neighborhood identity.

Location of Amenities Especially in the context of parks, location of amenities is a concern for many respondents. Many participants suggest locations for new parks while others feel that improved maintenance of existing parks would satisfy Rochester's needs.

Developing Corridors and Nodes: Benefits and Potential Costs

Two main themes emerge when considering the development of corridors and nodes in Rochester: location and community climate. Many participants feel that the development of corridors and nodes will decrease the use of cars in Rochester, allowing residents to either walk or utilize public transit to reach their destination. Conversely, several respondents express worry that public transit in Rochester is not adequate to carry additional demand, and that current infrastructure is not bike friendly enough. Maintaining the unique atmosphere of Rochester is also important to many respondents, some of whom worry that development in isolated areas will cause deterioration in some local neighborhoods. Several responses also indicate a desire to preserve "old-fashioned" mixed-use neighborhoods.

Low-, Moderate-, and High-Density Neighborhoods: Benefits and Locations

Low-Density Participants who find low-density neighborhoods appealing cite the ease of access and parking in less dense, edge-growth areas. There is also an emphasis on the abundance of space and family friendly atmosphere of low-density neighborhoods. While a good number of participants favor low-density neighborhoods, several explicitly prefer more dense communities.

Moderate-Density The accessibility of public transportation and the walkability of moderate-density neighborhoods are very important to a large number of participants. Others praise the unique character of mixed-use neighborhoods as they feel that moderate-density areas provide the "best of both worlds," residential space combined with commercial opportunity. Several participants feel that infill developments are most appropriate for this type of growth.

High-Density Several responses indicate that high-density areas may be especially attractive to young professionals who are seeking walkable neighborhoods near to their employer. Further, some respondents find the opportunity to live and work in the same neighborhood especially attractive. Similar to moderate-density neighborhoods, infill development and downtown renovation are mentioned as the most attractive locations for high-density development.

Types of Parks and Open Space: Types of Facilities, Programming, etc.

The connectivity of the Rochester park system is important to several participants, who advocate for trails linking parks to one another. Two other main themes emerge regarding parks: the features contained and potential park locations. Many participants feel that additional facilities are needed, particularly the construction of an amphitheater and indoor sports facilities in addition to larger areas of green space. Location is also very important to respondents who advocate for parks to be associated with schools, pocket parks in neighborhoods, and improved park space in downtown Rochester. A relatively small number of participants suggested specific programming elements, though some did express a desire for more youth programming in local parks.

Discussion Topic 3: Affordable, Quality Housing Options for All

Discussion Topic Themes and Category Summary

Affordable, Quality Housing Themes

Cost As the name of the theme suggests, the availability of affordable housing is important to many participants. To ensure that new affordable housing is truly cost effective some respondents suggest redeveloping current housing, decreasing the amount of single-family housing, and the use of housing subsidies for rent payments.

Community Climate As with the density of amenities above, the type of housing in a neighborhood is perceived as an especially important aspect of community climate. The appeal of single-family privacy, and likelihood of multigenerational housing are both mentioned as important considerations for the future of housing in Rochester.

Government Services and Infrastructure Several participants express confusion about current city zoning policies and the types of housing that can be legally built in certain neighborhoods. In contrast, a few participants see the availability of services to multigenerational households, as a positive.

Location Many suggestions are made regarding the location of housing with the majority suggesting development take place closer to downtown, and thus closer to the businesses and services provided in downtown Rochester. Proximity to schools, parks, and local businesses were also mentioned as important housing considerations.

Multifamily Housing: Benefits and Locations

The development of affordable multifamily housing is important to several participants, with a few expressing a desire for developments that allow for market rate and subsidized housing. Who lives in multifamily homes is also a consideration for some participants who desire housing development in Rochester to appeal to families coming through the Mayo system in addition to older, more established families. Importantly, several responses indicate that the development of multifamily housing should not detract from the inclusive nature of neighborhoods. Overall, many respondents suggest locating multifamily near downtown Rochester.

Live/Work Housing: Benefits and Locations

Downtown and infill development of live/work housing is appealing to a significant number of participants. While some worry that it will be difficult to fund new live/work housing, others see it as an opportunity to provide space for artists, millennial professionals, and entertainment amenities in one inclusive community. Several participants are also excited about the prospect of live/work housing for the development of local businesses in moderate- to high-density areas.

Multigenerational Housing: Benefits and Locations

Infrastructure and aesthetic considerations are important to many participants when multigenerational housing is discussed. Specifically, the modification of city zoning to allow for larger lots, lower permit costs for remodels, and locating multigenerational housing nearer to services are suggested. Many participants identify the need for multigenerational housing, but worry that it will be difficult to develop in existing neighborhoods. These participants cite single-level housing, duplexes, and senior-specific housing as important but demanding to

develop. Location is not a major concern for most participants, with several suggesting anywhere but downtown could be suitable for multigenerational housing.

Single-Family Housing: Benefits and Locations
Participant opinions about single-family housing almost exclusively concern the neighborhood atmosphere and lifestyle. Some responses value the privacy and space provided by single-family housing, while others appreciate the flexibility of single-family homes and their appeal to multiple types of homeowner. According to some participants, the construction of ranch or patio-style homes could accommodate both young families and older Rochester residents. Development on the edge of Rochester is the primary location suggestion for single-family housing, but infill development near nodes is also mentioned.

Other Housing Types? Where?
Similar to multifamily housing, the availability of affordable housing is very important to respondents. Some suggestions are made to provide more affordable housing, including the retrofitting of current single-family homes as new edge-growth homes create vacancies within Rochester. Other responses indicate some desire to continue developing a variety of housing types, develop more co-op housing, and improve the aesthetics along the corridor from the airport to downtown. Finally, continued improvement of extended stay housing is important to some participants.

Compilation of Results by Prompt
Discussion Topic 1: Sustainable and Efficient Growth

Edge Growth: Pros? Who Benefits?
- Ability to build quickly
- Affordability
- Affordable ROI for development increases
- Bigger lots
- Cheaper development for developers
- Cheaper faster bigger - less barrier to enter in market
- Cheaper/easier development
- Easier to develop, less constrictions
- Easy to develop
- Economically Feasible
- Existing land that is undeveloped so it is less expensive and easier to build on
- Far easier to develop on edge than infill
- Homeowner - lower cost housing
- Land is most likely cheaper, so properties benefit
- Less costly for home owner
- Less costly than redevelopment
- Less expensive
- Less expensive development
- Lower cost to develop
- More land for the $
- More land/$
- Possibly cheaper options for residents
- Pros: Lower costs of development; spread out the population and their needs - businesses, parks, schools, neighborhoods

- Accessibility easier
- Development of future mass transportation
- Parking is better!
- Parking land available

- Expand residential areas outside of current city limits
- Expanding utilities
- Expansion of utilities will increase the tax base
- Increases tax base
- Increases tax base
- Potential savings for roadwork costs if city and townships combined
- Pros are the RPU and citizens have to take over undersized utilities;
- Tax base
- Tax revenue city/county
- Utilization of unused land (tax base)

- Benefits the city/towns on the outskirts of Rochester
- Community
- Diversity of housing
- Easy, fast, low controversy
- Families
- Flexibility to build or design in a way that does not have to conform or fit to expectations of numerous existing neighbors
- Larger lots
- Less conflict from overly dense housing conditions
- Less neighborhood opposition
- Mixed uses- more variety
- Modern homes - more technology within the homes
- More green space for children on the edge
- Opens properties in infill for redevelopment
- Opportunity for more mixed income neighborhoods
- Perception of safety
- Population growth because people want to live there
- Safety
- Spread out
- Suburban living

- New homes are safer, more efficient (landscapers, builders)

- Big Box Retail
- Businesses
- Businesses are attracted to additional areas
- Businesses are attracted to additional areas
- Community benefits from desired business or amenity
- Consumer
- Increases commercial construction
- Job creation
- More living and work options
- Moving heavy industrial out of core -- AMPI, Seneca, & Kemps
- -Who recapture land
- -Safety"
- New business owners
- Provides job opportunity

- Both existing and future stakeholders
- Builders/trades/realtors
- Construction

- Consultants
- Design and construction industries
- Developers
- Developers
- Developers and new property owners
- Developers can make money doing it
- Developers/people selling land
- Existing land owners
- Existing land owners
- Large industrial users who need lots of land - jobs - truck traffic is less objectionable
- Larger families benefit
- Larger lots for homeowners
- New Homeowners
- New residents
- Oil/Gasoline Companies
- People who can afford to drive
- Property owners benefit
- Quality of life is better for homeowners for edge houses
- RPU, Utilities
- SHOULD BE ILLEGAL for fans of that style of housing or work areas it is their desired style
- Single family is still desirable by most everyone
- The developers
- Who benefits: Landowners, developers
- Who benefits: Utility company [thru?] USDA - free money - Admin.
- Who benefits: Young families - affordability, new construction housing

- Easier to [check] out of work
- Easy to develop
- Systematic planned expansion

Edge Growth: Cons? Costs? For Whom?
- Costs
- Long term feasibility is a "con" $ higher for long term
- More $ - for the $
- New homeowners pay most costs thru the development process
- Potential assessments costs to existing landowners
- Process too long, expensive

- Citizens - figuring out how to get there w/o cars
- Commutes become longer
- Costly transportation for those who cannot afford
- Decreased share of population living close to transit/everyone
- Greater investment in public transit

- I am very concerned about moving our underserved population to housing and services into edge growth areas. Transportation and access to services are a need within Rochester. Example is placement of Channel One Bus lines of only 2 lines a day.
- Increase cost of transportation
- Increase in busing needs for Roch. school system which is expensive to RPS and taxpayer
- Increase parking problem downtown
- Increase traffic congestion toward downtown- city cost and citizen frustration/time loss
- Increased commuting distances
- Increased cost of transportation and parking
- Increased traffic
- Increases costs for transit system passed onto city and users
- Kids less able to walk and bike to school
- Lack of public transit
- Lack of public transportation
- Less-efficient transit
- Longer drives for new homeowners
- More challenging for people to bike/walk to destinations, increased cost for commuters and city to offer parking and increase in car/tear on roads
- More difficult to walk and bike i.e. less healthy
- More driving
- More parking needed
- Public transportation
- Transportation commuting time, traffic
- Transportation cost increase
- Transportation costs
- Transportation needs

- Additional costs for roads, transportation, utilities, schools
- Challenge to [creating?] health [care?] dollars
- City loses property tax
- Cost of city services expanding
- Cost of city services expanding
- Cost of infrastructure extension- city cost
- Cost to develop utilities for extended areas
- Costs to extend services
- Costs to the city increased - city sewers
- County
- Expansion of city limits, infrastructure and services
- Expensive services
- Expensive utilities
- High Infrastructure
- Increase in sewer infrastructure and roads which are costly to build and maintain to city and taxpayers
- Increased public service costs

- Infrastructure (cost of)
- Infrastructure costs - it is going to cost a lot of money to put in all the utilities
- Infrastructure expensive
- Infrastructure extension
- Infrastructure growth - $
- Infrastructure growth *expansion of current sewer line and roads
- Insufficient utilities, transportation
- More expense for schools
- More infrastructure - existing capacity exceeded
- More pressure on city wide services to reach edge properties (i.e. police, fire)
- Municipality - Maint.
- Need for more L.E., Fire, EMS to serve larger geographic area, cost to city and taxpayers
- No infrastructure
- Olmsted Co. Social Services
- Public services stress ($)
- Pushes costs for utilities and services back out on everyone
- Rezoning required
- School districts
- Services will [expand/stretch]
- Taxpayers rate [????] must pay for extended services
- Urban sprawl
- Utility costs

- Benefit: citizens "vacant" trash eyesore
- Causes segmentation in the city
- City, residents
- Costs are borne by people who can't afford the cost because it is on the community as a whole
- Do not favor multifamily housing units"
- Impact on townships
- Less cohesive community
- Less community connection - how do we develop neighborhoods?
- Less community connectivity
- Likely to have more "infill" underused
- Loss of community
- People may prefer rural area [for] crop growth? Long term farming families pay the cost
- People who don't want to be annexed will be unhappy
- Township & rural shrinkage
- Worried about the edge growth looking like Downtown MSP/St Paul

- Carbon emissions

- Cons: Loss of prime farmland, permanent loss; more car-dependent
- Encroaching on green space, natural space, ecosystems, wildlife
- Environmental - more storm water runoff, more heat island, more CAR fumes/exhaust
- Environmental impact
- Farm lands
- Farming cleared?
- Greenspace problem
- Hurts farming, wildlife
- Hurts wildlife flora & fauna
- Lose countryside/green space
- More consumption of fuel and increased carbon emissions
- Sprawl
- Takes up farm land
- Taking up farmland
- Urban sprawl
- Urban sprawl- extension of city services
- Urban sprawl, displaced people
- Using resources

- Big box retail competition
- Changing a business model
- Consumer inconvenience
- Economic development/opportunities

- Bad for taxpayers
- Exacerbates income inequality
- Hurts low income
- Taxpayers - city/county government
- Taxpayers- especially businesses bear extra burden
- Who pays for new and new capacity?
- Young people don't want it.

- Growth exceeds planning
- Pulls funding away from existing land that needs refreshing and development

Infill: Pros? Who Benefits?
- Attracts new development
- Best and most efficient use of space - cheaper for services and amenities
- Could be incentives to infill:
  o For current property owner
  o Could be affordable housing, benefits lower income/service workers"
- Increases property value
- Increases residential density, which drives down community costs.

- Lower costs
- Lower income

- Availability to the city increases - more places are close to homes
- Better, comprehensive transit routes
- Development of transit access will make it more viable to the entire downtown area
- Expanding existing transit to offer more service to denser areas
- Increased community parking destinations
- Less driving - drivers save money
- Live near where you work
- Millennial trends: Want to live without cars and next to services
- More likely to allow/encourage active living of bike/walk. Cost to city but cost savings to individuals
- More walkability
- More walkable - closer amenities
- Parks & trails utilized
- Reduce need for auto dependency
- Transportation access
- Walk to schools
- Walkability
- Would aid in walkable neighborhoods

- Brings revenue to city
- Existing infrastructure
- Existing infrastructure already in place - more economically feasible
- Existing utilities and infrastructure
- Generate tax income on land underused
- Health (public)
- Increased staff at building safety department to accommodate future growth
- Increases tax base
- Infrastructure exists
- Less demand service providers, taxpayers may benefit
- Less expensive for city/utilities
- Less purchase costs?
- More infrastructure exists
- Much of the infrastructure is already in place
- Perhaps less costly?
- Schools
- Services exist. schools
- Social benefits
- Use of current infrastructure more efficient for transit
- Utilization of existing infrastructure

- Utilizes existing infrastructure

- Beneficial to main urban village
- Benefits people who want to live in urban core
- Best, mixed-use opportunity
- Builds stronger neighborhoods
- Community
- Continued community; less transit need
- Efficient use of property w/in the city
- Higher social identity - sense of place
- Improves the look of an otherwise bad looking area
- Increased apartment/high rise development
- Infill at its best should improve neighborhoods and provide grocery, medical, park and playground with excellent public transportation!
- Less spread of the community. More "big city" feel to the community.
- Mixed-use dev.
- Mixed use developments
- More attractive, aesthetics
- More density of population per acre
- More usable downtown
- Need to somehow encourage neighborhood commercial
- Neighborhood associations
- Neighborhood development - local retail with residential to allow access using current transportation
- Removal/prevention of blight
- Repurposing buildings
- Sense of community
- Social identity
- Stability of neighborhoods
- The city looks nicer when it has no vacant lots
- Urban Village - attractive to young professionals - easier to recruit

- Clean up our water quality by cleaning contaminants
- Energy Efficiency
- Healthy
- Increases density, less sprawl
- Maximizing areas for developments w/ out increasing footprint
- More efficient
- Pros/who benefits: the environment! Less driving, lower carbon footprint, preserve green space, preserve farmland
- Sustainable

- Access to amenities

- Affordable commercial space
- Amenities become viable
- Local businesses/SM business
- Potential for greater variety of small commercial development
- Benefits people who cannot drive (i.e. elderly, disabled)
- Citizens - higher quality of life - better looking town
- Downtown property owners
- Property owners
- Has an address
- Plans in place to work with
- Taking advantage of existing

Infill: Cons? Costs? For Whom?
- Acquisition costly
- Affordable housing for those who are making non-livable wages
- Cost to developers - no profit incentive
- Costs associated - who owns land?
- Costs- usually the city pays for some of these improvements and they require some subsidies
- Could affect affordability
- Demolition
- Higher cost
- Higher cost; limited options; congestion
- Higher costs
- Higher costs
- Higher costs
- More expensive to rework vs new?
- People already established in these areas have the burden of increased land costs and taxes

- Congested development
- Congestion
- May increase traffic congestion
- More congestion
- More congestion and density only fits certain people
- Parking
- Parking goes up to meet expansion
- Traffic
- Traffic

- Amenities available
- Can overuse existing services and "wear and tear"
- Encroachment on single-unit housing
- Expansion of existing utilities
- Inclusionary zoning is necessary
- Infill services not sized for growth

- Law enforcement
- Must be properly zoned with long-term plans
- Stress on existing utility
- "Not in my neighborhood"
- [issues] in all of community

- Build high density housing in infill area
- Building bike/walk facilities where they aren't already can give a perception that something is being taken away #change
- Change/growth for small neighborhoods
- Character of neighborhood can change
- Conflict points
- Economic "push out" for lower income
- Fear of change
- Fear to take a risk/change
- Gentrification related to infill/red.
- Harder for people to agree on use
- High density housing comes with social problems
- Increased density causes neighborhood stress if it is poor development.
- More arguments/agreements over use
- More conflicts
- Needs strong aesthetic design to adequately increase density
- Neighborhood conflicts
- Neighborhood opposition
- Neighborhoods affected
- NIMBY
- Nimby
- NIMBY
- Opposition in place
- People see a change; different landscape; historical issues to be addressed
- Process difficult
- Rezone difficulty
- Sings of the past
- Social acceptance of denser living - more residents are used to single-family living with a yard
- Struggle with historic preservation issues

- Filling in all green space
- Get rid of parkland - de facto parkland
- Lack of nature - parks, open space, etc - in the city
- less green space for parks

- Develop retail areas to meet development and intensity of area. Does zoning support?
- Existing small businesses may be eliminated

- Will the market provide daily services such as groceries downtown or are incentives/policies needed?

- Competition imbalance with developers
- More expensive for owners of businesses
- Certain uses not appropriate? Industrial
- Development may face land constraints as it grows
- Land constraints

Redevelopment: Pros? Who Benefits?
- Cost Issue
- Don't let developers build as cheaply as possible - set a standard. If they can't afford that - someone else will
- Redevelopment should include affordable housing for newer workers (20%).

- Bike/walk/transit strong
- Can fix current circulation downtown
- Easier to implement mass transit
- Embed amenities into neighborhoods to reduce need for driving.
- Have transportation, address, curb cuts
- I believe we need to protect the transportation corridor where salva army is located. It provides services for homeless, housing for homeless families. This population will increase and the social service needs to be built up to meet that need downtown.
- Less driving - drivers save money
- Redevelop and clean up the Third Ave Superfund sites with dollars set aside; use for parking lots' use transit to move people on existing tracks

- All services already in place with redevelopment
- Better use of space (more efficient for providing services)
- Can reset uses (zoning), e.g. from commercial to multi-family
- Grow customers to RPU
- Infrastructure in place
- Infrastructure like sewer, utilities, and transportation infra. is in place to reduce costs.
- Less expensive for city/utilities
- Opportunity to add infrastructure improvements i.e. sidewalks.
- Pros: don't need as much new infrastructure - water, sewer, power
- Redesign zoning
- Replace old property with new increase tax base
- Revise planning

- Tax Base - increase in values
- Utilities

- Aesthetics better
- Better uses of property as city evolves and grows
- Better/safer buildings (newer)
- Creates a vibrant Downtown
- Density good
- Eliminate blight
- Elimination of poor quality and dangerous
- Elimination of poor quality/dangerous properties.
- Enhance image of downtown
- Exciting diversity of structure
- Get rid of blighted areas and give opportunity for new design
- Get rid of old eyesores
- Gets rid of blighted properties
- Higher density
- Historic preservation possible
- Historical buildings? Who decides?
- Improve neighborhood
- Local/downtown/mixed use
- Might be way to get rid of some blighted areas
- Neighbors benefit
- Opportunity to improve/modernize a declined area
- Possible historic preservation
- Property renewal, also reuse benefits developers, neighboring property value
- Pros depend on if the redevelopment is wanted or needed by the community
- Save and restore historic buildings
- Sense of urban life
- Updating of existing properties that are growing into disrepair
- Upgrade dilapidated space
- Vitality of community

- Better land use
- Clean up our water quality by cleaning contaminants
- Increase density provides more efficient construction, land use, and energy utilization compared to single-family housing
- Replacement of high-energy buildings
- Replacement of high-energy-using uses with more sustainable and efficient uses
- Reuse
- Sustainable
- There needs to be a requirement for renewable energy in dense areas (or all development)

- More business and [sales] coming in to the city
- More competition makes others do more
- Support local business

- Benefits large builders/developers
- Developer often benefits due to TIF incentivized development
- Existing property owners
- Real Estate and Contractor business
- Who benefits: Downtown businesses

- More consistent to needs
- Program
- Similar to infill issues
- Yes.

Redevelopment: Cons? Costs? For Whom?
- Acquisition
- Cost
- Cost
- Cost is higher
- Costs and who bears them: Developers have to pay more to bring buildings up to code
- D&Z process- slow, tedious, expensive
- Expensive
- Expensive
- Expensive
- Incumbent is out- loss of prior income by owner replaced by redevelopment
- Land assembly difficult/costly
- Numerous costs that are impacting all involved
- Property owners who want to build on existing property are going to see huge costs

- Congestion
- Customers have to pay for parking or transit to reach Downtown
- Building codes - cost in repurposing building
- Higher demand for utilities where those were not supplied at that level before.
- Higher taxes for property owners
- In some instances the city/taxpayers
- Limited by zoning
- Need some sort of subsidy from city
- Planning and zoning- process and costs, long process, high fees
- Political clout
- Scope limit
- The cons of redevelopment repurposing will mean we have no major resources in the downtown corridor for those in medical housing, mental and

physical disabilities causing increase in violent crimes

- Beware gentrification.
- Change difficult
- Change is hard so redeveloping buildings is hard for neighborhoods
- Defining historic
- Disruption during construction
- Disruption in neighborhood surrounding
- Gentrification
- Gentrification
- Historic buildings
- Issues like historic preservation, etc.
- Loss of close neighborhoods
- Loss of the story of Rochester with loss of heritage properties
- Meet resistance to change
- More partners
- Need to coexist between new and old neighbors
- New to Rochester
- NIMBY
- Not equal opportunity process
- Push on neighbors
- "Push out" economically
- Requires community to have sensitivity to its history
- Some people don't like change
- What are the rules for redevelopment? They aren't set
- Who decides what gets re-purposed? Historic building issues.
- Who is redevelopment for? Workers? Seniors?

- Businesses receive tax breaks and who regulates that? Who really benefits from it? Who really pays for it? People's property values are impacted by who builds next to them.
- Hard on local business
- High taxes for downtown on all businesses

- Community suffers because of tax $$$ given to developers- which could be used for other more essential government services
- Loss of individual homes
- Forcing seniors to give up single-family homes"
- Who decides (present landowner)

- Are senior citizen homes going to be moved out?
- Commercial redevelopment isn't happening in distressed areas, but because people are speculating,

buying up properties that been nice single-family homes
- "Design by committee"
- Most difficult process

Discussion Topic 2a: Access to High Value Amenities

Developing Corridors and Nodes: Opportunities and Benefits

- Land prices go up with speculation based on plans (DMC) - opportunity for landowners

- Ability to do shopping/dining/entertainment w/o your car and also w/o going downtown
- Access to the corridors on weekends and the [evenings] - so people can get there
- Also: Accessible, easy transit;
- Alternatives to congested downtown
- Better opportunities for transit, walking, biking
- Convenience for residents
- Cross-town traffic should be considered
- Ease of parking and access
- Easier for kids to walk to school if they are placed w/in neighborhoods. These schools can also become neighborhood parks and gathering spaces.
- Existing outlying commercial hubs need to be made accessible to all kinds of modes of transportation... including horseback!
- I think this would be beneficial to families esp. providing safe transportation. It would promote neighborliness - care for the other.
- Less congestion downtown
- Less travelling
- Light rail could be extended west out of town for parking or housing
- Low wage jobs cannot be crowded out of these attractive areas or they are pushed out farther with less accessibility
- Make walkability to local commercial centers easy from neighboring communities
- More accessible to community
- More destinations w/in walking/biking improves health, reduces congestion, and creates a more vibrant environment for livability.
- More efficient transit design
- Multiple nodes would reduce downtown congestion, but it also encourages more chains and possibly negatively competes with the local/unique downtown/infill vitality

- Only on big boys can play here
- Who owns land and will sell?

- Narrow street/lanes [to] help slow traffic - 21st Ave SW + 30th St SW (West of 52)-Help pedestrian/cyclist safety
- Need to be able to pass 2 wheelchairs and have a bike path off to the side
- Need wider sidewalks
- Nodes make travel less necessary
- "Nodes- bike/walk/train
- Center point - European-style"
- Not having to commute is great
- Opportunity to not own a car
- Park and ride option
- Place on Cty 11, by 14; Tie to railroad for transit or busing. Park and Ride- 50th Ave corridor
- Reduces traffic congestion downtown
- Reformat at existing development to promote walkability.
- Residents have nice vehicles and use them on weekend only
- Several high density areas would benefit health and wellbeing of community members who could now walk to amenities
- Transit oriented development
- Transportation
- Transportation easier and more cost-efficient to maintain
- Walkability
- Walkability
- Walking to get convenience items
- Why are we not assuming mass transit

- Affordable to maintain the infrastructure

- Arts & live entertainment need to be expanded to the key nodes and corridors; areas near IBM for example could house a performing arts center
- Builds up activities in nodes are the city
- Choice
- Community character
- Create activity centers
- Creates "suburban" metropolitan areas
- Design: integrated work/housing
- Desire for new museum (science museum)
- Development of housing with commercial sales below

- Downtown should be the hub and access to different areas of town, malls, theater, shopping in the outlying areas
- Fill in "missing teeth"
- Growth of sense of neighborhoods
- Helps prevent gentrification if residential densities and styles are in close proximity to each other
- Identify for neighborhood
- Identity to neighborhoods
- Improve development patterns - make more coherent, less patchwork
- Introduce better landscaping
- Loved because unique. Pleasing to the eye; Surrounded by residential
- Mayo could spread spaces around town creating "neighborhoods" to avoid crowding the Downtown - Research could move out of Downtown
- Mini miracle miles around city areas - need some SE #9 to 52
- Mini-communities
- Mixed use
- Mixed use residential and commercial is great. Apartment with commercial/shopping space on the street level is great
- More locations
- Multi-modal corridors - reinforce (Like Broadway)
- Nodes and corridors development should be separate questions-Corridor suggests more urban sprawl, less "neighborhood"
- People's co-op has 200 people on waiting list
- Reduce pressure Downtown
- Reminds me of an "older" form of development. i.e. coffee shop, hardware store
- Reuse/development of surface parking to higher density uses
- Rise of the "old-fashioned" neighborhood - lots of activity and good relationships
- Safety concerns
- Socio-economic diversity
- Spread out population across different areas of town
- Supports tradition land use/ socio-economic diversity
- Variety of types of development
- We are not and should not be a small town
- Need a bold, radical new town
- We need the nodes as they currently area - keep them as is

- Energy saving
- More efficient all redevelopment

- Building "neighborhood businesses" next to commercial clusters - Restaurants, cleaners, etc. clustered next door
- Builds opportunities for expansion of local businesses
- Businesses breed success
- Development of commercial boutique shopping within each quadrant of the city
- Encourage locally owned business (affordability)
- Encourage more small shops/stores w/ a variety of goods - not just "unique" boutiques but stores with everyday product - i.e. smaller ethnic grocery stores
- Expand commercial base
- Grocery and drugstore
- It's very convenient to spread out businesses throughout Rochester but, it's nice to have separate residential and commercial/business areas to improve neighborhoods in Rochester. For example, some neighborhoods have found themselves on increasingly busy roads due to commercial expansion.
- Local, small groceries
- Neighbor "business cluster", restaurant, convenience, yoga studio - People love these
- Neighborhood scale amenities, restaurants
- Promotes small business
- Smaller stores
- Temporary (pop up) uses to support small businesses and kick start development
- Would like to see more local commercial nodes; use existing commercial strips with vacant spaces like Miracle Mile

- Alternatives to living downtown
- Don't have to come Downtown!
- Health
- More dense developments
- The discussion should be "valued amenities" not HIGH value

Developing Corridors and Nodes: Questions and Concerns
- Charges
- Cost of development reduces affordability
- Speculative land prices around areas to be developed this way

- All season accessibility
- Are people willing to take public transit in winter?
- Bike paths may be "fantasy" and wanted, but won't really get used

- Building higher densities and expecting transit use to climb is a questionable theory
- Enforce cars not giving pedestrians right of way
- For walkability, look at employ grass surrounding new businesses on W. Circle Drive
- How close to walk/what does business need for [origination]
- It's important to make sure all residents of Rochester have access to important amenities, such as places where they can get healthy food and health care, and parks - this could be improved via better public transportation as well
- Jogger and bikers - ticket along with drivers. Not visible or obeying laws
- Let's plan without car dependency!
- Maintenance costs of trails
- Need a good transportation system to make this efficient
- Need year round, system-wide snow & ice removal on trail system to allow year round use, esp. for commuter bike/walk
- Only concern is traffic into some of the existing nodes.
- Pain boldly bike riding areas- use glow in the dark paint please
- Public transit doesn't support daylong access to Downtown and other locations
- Transit 7 days a week - later at night
- Want to jump in my 4x4 and go where I want
- Workers are not just Downtown. We need busing to help people get to work 2-10 shifts

- Code requires too much parking/empty space
- Encourages more development in the "edge" zone
- Expanding infrastructure
- Land assembly issues

- Breeds a sense that downtown is just for workers and visitors
- Building 24/7 communities
- Changing lifestyle
- Concern about impact to existing neighborhoods - changing character, increased traffic
- Concern about neighborhoods not getting involved early enough to shape future development
- Concerns about DMC Plan - impacts on rest of community
- Current Lakes arts and entertainment
- De-emphasize needs for neighborhood
- Design not use
- Development outside of Downtown may not be beneficial due to cold weather

- Do people want to go downtown - not all!
- Hoods opposed
- How do we grow and stay "small town" in character?
- How do we include different levels of income?
- How does the new development connect to the surrounding neighborhoods? Do developers think of this?
- How to keep downtown vibrant? This has been a concern within Rochester for 30 plus years
- "Make sidewalks useful- not decorative
- Sidewalks need to be in the ""desire"" path"
- May take away from vibrancy of downtown
- Mixed use
- Most people don't want to live in a 1,000 sq ft apartment over a coffee shop on a transit line
- Need rules such as no cul-de-sacs to ensure good neighborhood connections
- Not on the edge - don't use an excuse to grow on edge
- People love development but have a "not in my backyard" type of attitude
- Possibility that neighborhoods outside these nodes and corridors will be disinvested in and ignored
- Rochester is #2 now, will it lose its "small town" charm?
- Take away from existing Downtown
- The support for the DMC only goes as far as the community - my experience in speaking to people is concern that Mayo/DMC will not be enough in the right areas.
- This concept detracts from the entire downtown concept - the downtown is dead on the weekends
- Urban Sprawl
- Weather may play a role if we build corridors
- Will getting bigger ruin "Minnesota Nice"
- Will we dilute downtown?

- Climate challenge

- Can the population support the economics of significant/attractive multiple nodes?
- Can we encourage big box or chain stores to allow for those who want to bike/walk and those who use cars?
- It decreases mkt share and forces small businesses to duplicate if they want to grow or survive
- It's still cheaper to take your car and stock up at Target, etc. on edge of town. Even where you have a good node.
- Lots of restaurants converting to pubs - want fine dining establishments

- New restaurants and different cuisine - have been tried but not necessarily surviving
- SE has fewer amenities like childcare, access to green, etc. Make sure to differentiate mode needs
- Sustaining small businesses, competition with big stores
- There would need some incentive for small businesses to develop into these "node" areas

- How do we encourage development?
- If you want to live in a non-mixed use go to small cities.
- Potential have/have not reinforced
- Redevelopment barriers
- Still [con-based]
- Thoughtful planning
- Who defines scope of node

Discussion Topic 2b: Access to High Value Amenities

Low-Density, Single Use, Auto-Oriented: What is Appealing and Why? Where?
- More land available
- Simpler, cheaper to develop, easier economics?

- Accessibility
- Auto: not possible, maxed out
- Be accessible but not in high-demand real estate close to downtown
- Big parking lots make less walkable.
- Can both be walkable and auto-oriented if designed with public transportation and pedestrian access.
- Commuters
- Convenient during winter when you have to take the baby with you to pick up groceries - park close
- Drive from business to business
- Easier auto access
- Easy access
- Easy access
- Easy destination- single specific need.
- Easy to park, but no place to walk
- Can we longer walk from car to business than parking in a garage downtown
- Could be healthy
- For baby boomers, aging population, bigger space, more visual clearance to maneuver in mall (note Savers)
- Low traffic stops and easy driving is important
- Land intensive - use and infrastructure

- All types needed
- Are we planning low density to develop into mix of uses?
- Attractive to new residents
- Combination
- Density
- Design
- High amenity means high-rise, etc.

- How mod/high dependent upon availability; Portland, Chicago
- If I wanted that much open space, I'd buy a farm
- Kids/pets-friendly/appealing
- Like space, green
- Low crime, freedom of land use/property rights, family-friendly, low traffic = walkable (safe)
- Moderate-density mixed use should replace low density commercial - esp. on W Circle Drive
- More mixed use
- Most young families want to raise their kids in a S.F. home and yard
- Need more high-density development
- Node
- Outside Corridors
- Not as confusing for elderly
- Past trend/more suburban
- People work in all 4 corners of the city besides Mayo
- Rooftops
- Safer/more kid-friendly
- Single family
- Single family homes for young families (backyard living)
- Solidarity/land
- Traditional. This is [what] most people in the Midwest have grown up with so it is comfortable
- Ugly
- We have a lot of this type in Rochester. They should try to build big commercial buildings and stores closer to town
- We have too much of this, don't add more

- Air quality concerns w denser options
- Good resource for greater Olmsted and suburban but not efficient use of valuable high-density areas/land
- "Pro: Ultimate flexible
- Con: Not green, wastes space"

- Single use buildings lead to vacancies [zoning] the road
- Water usage- goes into the ground (water runoff problems, no filtration in downtown)

- Food trucks needed

- Edge - not w/in key corridors/nodes
- I'd suggest this unattractive sites on outer corridor
- Marion? & Hwy 14. Good redevelopment
- Not at nodes.
- Nowhere
- Outside or edge
- Put in edge development
- Should happen along corridor towards outer edge of city

- Choices
- Options
- Where will jobs be located in future?

Low to Moderate Density, More Mixed Use, More Walkable/Bikeable: What is appealing and why? Where?

- Gives easy access on foot or bike, but still have room
- Infill - consolidation of existing/related uses - walkable from neighborhoods
- Land use first - not transportation
- More like development on W 2nd St west of 52 - small biz/small office, ability to walk in and see different uses
- Need to quantify
  - o Commuter (work)
  - o Visitors
  - o Patients
  - o Residents
- Pick-up/hot spots for transport across town
- Speed
- Transit "key"
- Transportation
- Walkable
- Walkable diversity of culture (i.e. restaurants)

- All types needed
- Attracts diverse populations (age, family mix)
- Best of both worlds. You have space, yet opportunities in a denser downtown
- Common in Rochester around downtown but not found in newly areas

- Community identity/neighborhood
- Connectivity
- Could be surrounded by residential/multifamily
- Employees like lifestyle
- Everything for everyone
- Grew up in moderate density
- Growth of this development from dt to infill to create more commercial centers on a few blocks within each zip code NE, NW, SE, SW
- Hang out
- Large-scale fell within small neighborhood/town
- Lends itself to mixed use
- Less mix of residential and commercial areas to develop better neighborhoods
- More appealing. Looks unique, has character.
- More mixed use
- More of a community feel. Good for adding some commercial into residential neighborhoods that already exist
- Need for strong HRA
- Need to be able to provide diverse housing needs
- Neighborhood driven convenience
- Nice for young families, drive or walk to a mixed-use restaurant or indoor play space
- Nice mix
- Node development
- Nodes
- Nodes/corridors or within city limits
- Not sure how popular this would be
- We need BOLD, new, fresh - not a 30-year vision - but a 100-year vision.
- Low density is outmoded, 18th/19th century
- We need high-density- less sprawl, more walkable, etc.
- High density must be taller, high-rise!
- Wherever we're expanding - need to provide adequate facilities for all weather conditions

- More efficient use of land

- Ease of shopping for residents within the area - however no one will go grocery shopping on a bike
- Food trucks needed
- I think commercial development should be kept very separate from residential areas
- Look at Beetle's restaurant, Apache Mall, NE Rochester
- Mom and pop shops
- Neighborhoods/nodes within infill but not downtown. Parking becomes to necessary and as

downtown model it becomes hard for locals to take advantage of businesses
- Northeast in the whistle binkies, dentist, Andy's liquor, food and county store, etc.
- Redevelopment/reuse to introduce desired uses (cafe/coffee shop)
- Services for blind use big-box stores since they provide shoppers for clients [all?] have highest clients here
- Widening street on W 2nd may be pushing out small businesses

- Can happen everywhere
- Downtown edge
- Allow high density
- Flexible planning and zoning"
- Infill
- Infill - Outside or redevelop downtown
- Infill areas
- Outside and inside the city limits
- Right on 2nd St by Beetles, the dry cleaner, etc.
- Second St SW has potential - main problem is crossing street - business with 1 light and 1 pedestrian signal in business area
- Why can't density be everywhere

- Example: North edge of Ames, IA - Good fringe

"Higher-Density, Mixed-Use, Highly Walkable/Bikeable: What is appealing and why? Where?"
- Costs are high? Taxes and land values are high

- Allows those who are able to utilize alternative modes to do so
- Connectivity
- Higher-density mixed use is going to be the best option for our population, which is [condenserved]. More access w/out auto transportation. located in city limits
- Like the bike and walkable access
- Needs public transportation
- Next bus technology on buses
- Rochester needs a better way for cyclists to access and traverse the Downtown core- bike lanes on Broadway
- Seems like it should be bikeable, but due to congestion isn't actually safe. Downtown & nodes could work for this, but would need changes to

existing roads/corridors to truly be non-vehicle zones.
- Walkability
- Walkable

- Affordable housing issues
- All types needed
- Appealing to millennials
- Appealing to young professionals (without kids)
- Appropriate for downtown
- Attracting young students and young professionals
- Attractive to transient housing
- Big conservative [corp?]. Downtown seems to encourage docs to live on large lots far out- How do we get Mayo to engage with higher density Downtown and have employees do the same?
- Citizen interactions - "Parisian" feel
- Civic Center Drive & 11th Avenue
- Community identity/neighborhood
- Community involvement/connection...
- Employees like lifestyle
- Fewer nodes, more dense
- It's nice to live closer to Downtown ("Chicago") and work in Downtown. Enjoy walking access to businesses. Live and Work.
- Kutzky Park Place is a new residential example.
- Like design, both modernized redevelopment
- Live/Work environment
- Lots of character, appeal of architecture and historic building
- Mixed use but make sure housing is both market rate and subsidized housing
- Mixed-use doesn't benefit neighborhoods (if it is not good quality, affordable, desired amenities)
- More buildings like coop in Downtown- urban feel
- More mixed use
- Much more in dt.
- Multiple tasks
- Need for strong HRA
- Need more to support community
- Need some affordable housing
- Needs to pay attention to affordable housing (or accessible to) near jobs and services
- Neighborhoods need to be open to higher density commercial dev.
- Neighborhoods opposed
- Nice for newly-retired aged people who want to utilize arts and culture scene
- Nice for younger, carless generation
- People Intense

- Prefer the low to moderate density - Higher density okay in small doses
- Use of current data doesn't reflect what is current in the city day to day (ie. population mix, quantity, etc.)
- Working with activist neighborhood groups can be challenging

- More efficient use of land

- Encourage Mayo and other office buildings to only place on 2nd floor and above to leave retail to sidewalks and walkability
- Food trucks needed
- Food trucks, etc. are good small business opportunities that attract people
- Higher density residences enables more businesses
- Maybe unique businesses could located in these areas
- Mixed use with desirable retail uses- grocery (like existing coop), local businesses
- Need more taco trucks!
- Once the population downtown reaches the critical number - businesses and entertainment will be successful - need young folks downtown
- Population density must pre-exist in an attractive and desirable area for commercial development to be encouraged. Density can be utilized but not created
- Tag-a-long jobs critical! Journey to Growth a great need

- Along major corridors North & South Broadway
- I think H-D areas could also work well in "hubs" (nodes?) outside of "downtown." This could be built around a major commercial or residential area, where there is demand
- I would like to see high-density areas throughout the city. This would however need a high level of public transportation to accompany them.
- In town/redevelopment
- Infill areas
- Infill within city limits and nodes/along corridors
- Infill/redevelopment downtown
- Nodes & corridors are downtown "B" - Increase density to make it viable
- Redevelopment areas
- Second St. West of Hwy 52
- See more downtown in Rochester
- This should probably be located at nodes.

- Condo risk

- Need #s to justify development.
- We don't have high density in Rochester; Chicago is high-density

What types of new parks and protected open space? What types of facilities, programming, etc?

- Need more $
- Need more park $ Funding!
- Taxing Authority
- With increased development the tax base will grow and hopefully there would be more $ for parks, trails, etc.

- Better connections
- Connect all these to job locations
- Connectivity between land
- Connectivity in neighborhoods
- Connectivity of Trails
- CONNECTIVITY!
- Equity study on access to parks, walkability/bikeability
- Fill in trail system & avoid street crossings with the trail system - bridges - underpasses
- Free flow right turn lanes could be reduced
- Good trail connections
- Improved access to existing parks (fishing reservoirs)
- Long enough crossing times for people in wheelchairs
- Mass transit for the facilities
- Parks should be linked
- Walkability, Bikeability
- Wheelchair access / Handicap access on trails
- Work to connect existing parks with ped/bike trails - it will make the park system seem bigger as people can access more, more easily

- Accessible playgrounds
- Adequately staffed and funded to maintain and improve green space
- Amenity driven designs
- Amphitheater - Mankato Example - Does not have to be necessarily downtown
- Arboretum, covered and uncovered, indoor park areas
- Arboretum/gardens
  o Large area for walking
  o Leisure area
  o Education
  o Diverse plant growth

- o Could IBM land [form?] park plus walking areas on old corn fields"
- Areas in the parks for foraging morels, fiddleheads, ramps, etc.
- Bigger sports complex
- Bring a place like Chester Woods into Rochester - nice covered shelter, restrooms, picnic areas, good safe places
- Butterfly house
- Ceremonial parks vs. Active uses parks
- Community Gardens - raised beds, central play area integrated, accessibility for seniors
- Community picnic shelter - put in neighborhoods
- Could there be a go-to gathering spot, or park? A large park version of Peace Plaza.
- Dedicated green space planned in new developments
- Design for four-seasons
- Disc Golf
- Dog Parks
- Dog Parks
- Dog parks
- Dog Parks Downtown
- Equipment for kids and adults
- Event center in wildlife area
- Event center within a park (revenue center)
- Family water park, retail/restaurant and close to activity of sports; no horse track
- Fewer golf courses- convert existing to productive use (sell off) - not all golf, just some
- Green space developed along river
- Green spaces
- I'd highly recommend parks include soccer fields and dog parks, running and exercise tracks, Frisbee golf, river and stream fishing
- Ice rinks outside of Downtown
- Ice skating rinks
- Indoor soccer, indoor track/exercise, fitness
- Indoor vs. outdoor
- Indoor youth facilities
- Inside and ext. amphitheatres
- Large group gathering
- More density, higher number of uses
- More disc golf
- More fishing options
- More picnic-friendly free spaces
- More teen spaces
- Multi-use community centers - for entertainment, practice rooms, meeting room, presentation spaces, kitchen.
- Museums- art, music, children's museum, etc.
- Natural playgrounds & special need playgrounds (alternatives to grass)
- Need a community band shell (larger than our temporary one)
- Need athletic sports center - auditorium, skiing, soccer, football
- Need enclosed spaces for winter
- Need for dog parks for those who live in urban areas and need the space who doesn't have transportation
- Need more indoor facilities so we can use during cold weather
- Need more libraries. I don't go to library because of parking.
- No parks plan
- Off road non paved trails for hiking in summer
- Open some kind of restroom in winter for families
- Open spaces
- Opportunities for free/cheaper recreation areas
- Parks = yes, but activate them with different uses to draw attendance. This means different amenities
- Parks with shelters as well as open space within neighborhoods
- Performance art center, music
- Place priority on boulevard trees - don't let developers out of this
- Places like Miracle Field at Hudson Filed need to have more than purpose. It is under used.
- Places to host community events
- Places to meet others - family-friendly social spaces
- Playgrounds for grownups (climbing wall, etc)
- Pool with water slides and "water park" amenities
- Public market - with extra room for other events
- Public park in atrium spaces
- Repurpose surrounding space
- Rochester needs large gathering spaces
- Roof top gardens
- Skate park
- Soccer fields
- Soldiers field green space more usable- 9 hole and other amenities for passive use - peace gardens, arboretum
- Some of the larger current complexes need better controlled parking where used. It is sprawling into the side streets and is causing major congestion.
- Something like riverside park in Lacrosse
- Something like riverside park in Lacrosse
- Teen center
- Trails are great!
- Utilize the riverfront- more parks that incorporate water features

- Variety
- Variety of parks
- Warming housing for skating; redo Silver lake with warming housing and skating trails
- Water park, in four-season facility (like Kalahari in the Dells)
- We need more indoor facilities to retain and attract talent at Mayo
- Why are restrooms closed in winter
- Winter activities - skating
- With aging population more areas for seniors
- Work-out space in parks like there is play equipment
- Zoo

- Always a part of new development
- As one of the youth members on the Community Advisory Committee, I think it's important to offer recreational opportunities for all youth in Rochester. Getting youth involved in healthy, positive activities that involve things such as Quarry Hill, parks, sports, biking trails, and community involvement really benefits them!
- DNR connection
- Everyone should be able to get involved in nature!
- Expand opportunities like those offered at Quarry Hill, especially for children
- Expand soccer, baseball, softball
- Families stay and grow roots in Rochester
- Great to promote Rochester as a family place
- Kids camps/summer programs
- More events for young people like Thursdays on First
- More rec opportunities that don't require a "team" but individuals can engage them as schedules allow
- Opportunities to expose kids to more sports/activities
- Parks important to growing roots
- Programmed and non-programmed space
- Programming- festivals would be a draw (like Rochfest, neighborhood night out)
- Recreation
- Regional Parks w/ multi-use activities(?)
- Reinforce idea of health
- Sports oriented activities for kids
- X-country ski in winter

- Discourage edge development as much as possible.
- Preserve green space.
- Preserve farmland.

- Good for water quality, storm water runoff, protection of habitat"
- Geese poop is problem for trails along river.
- If roads were as bad as some of the trails, they'd fix the roads
- Maintain winter parks- better than today
- Maintenance of open spaces - plantings, green, etc.
- Maintenance of these areas is a concern (cost/time)
- Natural landscaping not mowing a lot more grass
- Need a conservation plan
- Need a sustainability Coordinator as a permanent position
- Not about cheating NEW, but maintaining what we have - parks, facilities, trails, pools
- Opportunities to be active in winter (clear trails)
- Year-round
- Year-round maintenance of trails/bike paths (Plowing)

- Not sure that Rochester has an appetite for more arts & culture venues that are non-profit. Must figure out how to make $ with these activities
- This could also have a snack bar and refreshment center

- Behind Rosemount Farmington
- Beltline type development
- Cascade Lake
- Cascade Park has potential- back half, towards 14 should stay relatively undeveloped
- Central park in Downtown - could be Soldiers Field
- Develop the riverfront!
- Downtown pocket parks
- Engage people with more than just work-centered downtown
- Event type locations outside of downtown
- Graham Park is an opportunity- Community use
- I would like to see new parks attached to new schools
- I would love to see parks and playgrounds developed in residential areas, especially in some lower-income areas
- Keep neighborhood park system we have
- Lakes area- similar to galleria in Edina, MN
- Less parks, design as nodes instead; neighborhood
- Look at developing future out of town communities
- Meadow Lake
- Meadow Lakes for a park - Cascade Lake connection
- More need for smaller parks in the community. Gamehaven can fit need of regional park

- Need Regional Parks NW
- Need to look at significant improvement & 3 Rivers/Anoka Parks, Elm Creek/Bunker Hills Horse
- Neighborhood park spaces that are accessible for everyone are important. these are available to everyone but likely used in the neighborhoods
- Neighborhood rec centers (beyond current use of schools)
- New parks in neighborhood
- Parks as respite from clinic and hospitals (near to)
- Parks District
- Pocket parks near every development

- Prefer small neighborhood parks w/ well located in city large parks w/ extra amenities
- The trends - for maintenance reasons - has been to large parks, need more neighborhood parks - Rochester does have a pretty good park system.
- Too much recreation too tied to MNSCU sites, land
- Work them into neighborhood develops

- Compromise a [House?] Park - move all excess deer there from Chester Woods; plant apple trees
- Youth facilities are tied to MNSCU- all youth fields- baseball, softball, football, soccer- Could all go away with RCTC expansion

Discussion Topic 3: Affordable, Quality Housing Options for All

Multifamily Housing: What's appealing? Where?
- Affordable housing is going to be cheaper if they don't have to redevelop the land and use vacant land
- Affordable not feasible without help
- Appealing if it allows for market rate AND subsidized housing
- Employee helps [pan] housing
- Higher rents of $1,000/mo lead to the logic of why not pay a house mortgage? Mortgages are harder to qualify for forcing them to pay the higher rent with no long-term gain.
- More subsidy needed
- Need reasonable high density rents ($588)
- Nice - but affordability continues to be a concern

- Ability to live near transit
- Along transit lines
- Build on transit routes or within walking distance of employment/shopping/entertainment
- Great model - tough on parking
- Higher-density/multi downtown and nodes w/ businesses/retail/grocery centers easily accessible w/ public transportation options
- Needs good transportation options - not car only
- People movers between buildings
- Save on transportation costs
- Underground parking/ramp parking
- Underground/heated [parking?]

- Inclusionary zoning apply to it all - no negotiating on a case by case basis
- Mixed use with non-profit services could support low SES families

- Reactive, not proactive planning and zoning. Building safety departments
- Wants zoning that makes sense and not being designed at the neighborhood level at a neighborhood meeting

- All useful, depends on stage of life- young, young with family, older, older with parents
- Appealing: Families in Rochester for 1-5 years for a fellowship want to be close to everything and not own a car while here
- Condos are needed
- Desire for ownership housing - people don't take active ownership/engage with the city
- Easier to have in mixed use neighborhoods
- High density can be socially conscious (making sure people are "in a neighborhood")
- Life cycle housing
- Mix all housing styles including multi-family with SFD TH effectively designed.
- Multifamily currently hot topic- variety not there
- Need "gathering places" - Know your neighbors
- Need more than just 1 or 2 bedroom units (i.e. for larger families) How to incentivize?
- Need multi-family condos where people can buy not just rent
- Neighborhood/or quadrant
- Nodes & transit corridors more conducive to planned development- examples above are good examples
- Options for young people/seniors
- Process to see how these affect existing neighborhoods.
- Transient housing? Clinic patients - Not hotels
- We need a medical and dental clinic and day care downtown for all folk - especially those who cannot

support their families and work 3 "service industry jobs"!

- Would like more green space around/integrated w/ multi-family level (green roof). Not just private but publicly accessible

- Best use of land
- Efficient
- Low maintenance
- Quality and maintenance and built to last

- Clusters of businesses at ground level can bring sense of place
- Around nodes
- As you develop on the fringe of downtown (intensify and fill in) do we box in future growth of downtown?
- But it also forces us to think about density and going up"
- Build more around key commercial nodes & Downtown so families have access to groceries, etc. without a car
- By RCTC
- Close to elementary schools; close to work; walkable to Downtown; & Seneca
- Downtown
- Downtown (see DMC plans)
- Downtown & community nodes
- Downtown only but affordable housing needs to be a part
- Downtown or near downtown
- Edge for multifamily
- Fringe developments block downtown development
- Infill/edge - downtown already happening
- Mid-rise: replacement strategy for single-family post-war houses on 3rd Ave- this works well.
- Multifamily: a) High income res. Downtown Hilton, b) Lower income at edge locations
- N/S Broadway ([Bowlocity]) - where there's already significant activity
- Near amenities like grocery/transit/trail
- Need more affordable housing closer to Downtown - may be 1/2 or mile away from the center
- Not on edge
- On outer-edge of DMC/downtown boundary where street parking is available
- On transit lines
- Outer edges of Downtown
- See it built downtown or around nodes
- This is good - downtown and infill
- This would allow more people to come closer to Downtown and work

- Choices
- D levels of housing
- Manufactured homes
- Sizes of development/challenges
- The Gordon's
- Why aren't more units being built? What is preventing that building?
- Yes to all, anywhere

Live/Work Housing: What's appealing? Where?

- Downtown will likely be costly for many
- Financing difficult for this model
- I rent/mortgage payment
- Limited by lack of supply for redevelopment
- Need creative financing to do
- Needs more renting options between $600-$800/mo
- Owner occupied easier to finance

- Accessibility - buildings, streets, sidewalks, for people with disabilities, wheelchair cut outs, transportation, [ternatoes]
- Over-arching theme is: Need for flexibility: transportation, housing, work, play
- Walkable

- Does zoning support this?

- Appealing for entertainment amenities.
- Could be larger to accommodate communal work space
- Don't see a need for this, except for artists. The arts community does need this type of support!
- Great for community to work
- Lack of suitable old buildings in Rochester
- Live/work good for millennials
- More live/work housing where the living space is extremely flexible - with only basic amenities (bathroom/kitchen) and the rest of the space is undeveloped for the owners to complete
- Really interesting - "old-fashioned" idea to live above your business
- Redevelopment
- Redevelopment area
- Related professions might self-select to group and create idea centers "incubators"
- Very appealing. Many professionals today would allow for this
- We need to develop a social services model downtown that includes high density, the arts,

education, safety, and medical needs. See San Diego "Father Joe's Villages"

- Locally sourced materials - Minnesota green wood

- Near businesses that support small business (printing, banks, easy delivery options)
- Opportunities for business incubators
- Retail on street level, housing/condo - apartment above
- Supports innovation and small bus. Development
- This is an attractive option for small business owners who want to work and live closer to Downtown

- Develop more of these Downtown. Appeals to singles, young people. Might attract/help more of those types of people that right now are leaving Rochester because it doesn't have enough of a "city" feel.
- Downtown
- Downtown
- Downtown by no room or ability
- Downtown using existing space and within infill
- Efficient - downtown or in nodes for these
- Encourage in nodes/downtown
- Good for downtown and infill
- In Paine Furniture building?
- Key corridor & downtown
- More of this downtown - there seems to be demand for this
- Need these on West 2nd St! 1800-3200 West
- Neighborhoods w/ some commercial/retail dev. located on busier streets
- These I think could be good infill housing in existing neighborhoods
- Use Payne Furniture or Rosie Bell - but need subsidies
- Where can we do this?
- Would be good to see in or near downtown and in key nodes

- Yes to all, anywhere

Multigenerational Housing: What's appealing? Where?
- Living near family can save medical and other costs
- More income flexibility
- Some baby boomers can't afford to retire unless they live with children- why don't we allow this? Planning?

- Can't do under current zoning ordinance
- City needs to provide options for diversity
- Closer to services
- Does current city policy allow?
- Efficient use of larger lot sizes w/o needing added utilities
- How would zoning support this?
- Need more land w/ houses to do this
- Need to change zoning
- Permit costs are challenging for remodels

- Aesthetics
- Appealing to our group
- Can see a growing need for this w/ boomers and millennials
- Challenging in existing neighborhoods
- Current thinking at city doesn't encourage creative options
- "Don't do it that way here."
- Great way to minimize construction of assisted living/nursing homes
- Leave this for people with larger lots and develop after they are established
- Lifestyle change- re-utilize existing 6 BR houses in SW to make a rental
- Many homes in our SW neighborhood are being sold to rental companies. Neighborhood is unhappy about that. Could "sell" the idea of "granny flats" to the neighborhoods to combat absentee landlords.
- Maybe the availability of rental spaces within single family - non-family related
- Multi-generational needed
- Provide for all walks of life- income, age, race
- Rental
- Senior housing/ one level housing are going to be important
- There is a need but difficult to do
- This will happen either way
- Twinplexes side by side work best with garage in middle - privacy and convenience with strip mall
- What happens to my neighborhood if we do this?
- Would be nice to add to large lots

- These would be very good - decreasing our "footprint" and very useful for those who are homeless

- Investing option

- All of above locations - downtown would be hard.
- Anywhere - multi-generation learning creates value

- Appealing for infill in subdivisions to better use space.
- Infill/edge
- Multi-generational - go anywhere!
- Multigen. good at "edge"
- Multigenerational with senior housing and younger families where people can take care of each other. Closer to Downtown near doctors, schools, entertainment venues
- Near services/and mixed use corridors

- Discussed tiny-house concept
- Don't limit to family
- INRM
- Look at Tucson, AZ
- More kids are living with parents further into adulthood
- NMBR issues
- Why not [everyone]?
- Yes to all, anywhere

Single-Family Housing: What's appealing? Where?
- Affordable house - [truck in]/pre fad or factory housing
- Land value

- Could narrow streets where on-street parking is not required
- Train, buses and/or subways connect to all types of housing

- Lot should be either over 5 acres or less than 1/8 acre- you're either rural or urban
- Make large lots less appealing due to costs of services to edge growth
- The city does allow a variety of different lot sizes which is good

- Compact SF could be duplexes but must have doors to the street. Good for "infill"
- Design to become multi-generational
- Existing in older neighborhoods - ownership makes the neighborhood strong
- Have space, privacy, room to breath
- Manufactured home
- More ranch/ramblers for multi-generational access
- Only appeal is privacy and place to put my stuff and control
- Patio homes good! Rochester is getting better at acceptance of these

- Prefer compact houses
  o Over apartments as a solution for high-density housing
  o Front doors that open to outdoors"
- Privacy, large family, expansion capability
- Save for other communities to do. People will move and live in Roch. for the growing urban environment
- Senior housing
- Still appeals to families with kids
- Way to retain rural community

- Conserve natural resources
- Design for green space and privacy

- Compact SF closer to parks open space amenities
- Edge
- Edge/outer-infill
- Infill/edge
- Nodes or edge would be only places to have to build
- Not even in edge
- Nowhere in city limits
- Nowhere period.
- On the edge for new
- Pill Hill is enough
- Traditional housing probably on the edges. Unlikely to happen

- Largest population in every area
- More "tiny-house" and maybe whole developments of them
- Ranch-Rambler shortage. Real need in market . Aging populations. Actual market from [Broadway or?] Market
- Yes to all, anywhere

Other Housing Types? Where?
- Affordable housing - CRITICAL - need state funding. HRU housing authority.
- Need affordable housing
- To afford quality housing - the county should adopt a "livable wage" standard for all businesses and construction, see St. Paul, MN
- Subsidized housing w/ in Roch
- Too much emphasis on single-family, too much sprawl, too expensive, not affordable
- New housing development frees up existing single-family homes - opportunities for retrofit; adds naturally occurring affordable homes

- Look at minimum lot size and minimum house size - Why do codes require as large as they do?
- Ban McMansions
- City admin changes needed to be more flexible
- Will single family be affordable? New codes increasing costs for new construction
-
- Diversity of housing types = diversity of people and generations; elegant style of mixing
- I think there is a good variety of housing types - affordability is the biggest issue
- Variety would be good but Rochester is more traditional
- New manufactured homes - not trailers
- Need "wee houses" alternatives
- More Co-op housing
- Improve image from airport to town
- Student housing? UMR, RCTC WSU
- Spruce up corridors from airport to downtown- not very well done
- Extended stay - not a hotel, long-term, not apartment
- Well-planned student campus needed! University Center
- Extended Stay housing - medical condition
- Suburban vs. Urban development - need both
- New/work housing, low & high density, single-family
-
- Cluster development/green space
- Conservation development (eg in Fox Hill)
-
- Locations for any/all types of housing will be determined by the market
-
- Need for apartments with pets

- Urban Growth Boundary Line? Or a line outside the current "boundary line"?

Miscellaneous Comments
- Affordable housing isn't affordable
- Must subsidize affordable housing
-
- Parking [downtown]
-
- [Tiff] tied to livable wage
- Density bonuses
- Earmark $ for affordable housing
- Tie wages to public funding
-
- Build a 24/7 Downtown
- More downtown activities