10 • Major Street & Highway System Plan

Chapter 10 presents the Major Street and Highway System Plan for the ROCOG planning area. The chapter is organized into three sections, published separately, as shown in Figure 10-1. The sections describe 1) the major roadway classification plan, 2) network development policies and principles, and 3) proposed improvements expected to occur over the next 25 to 30 years. Section A of Chapter 10 begins on the next page.

Figure 10-1: Information included in Sections of Chapter 10

Chapter 10	Chapter 10	Chapter 10
Section A	Section B	Section C
Major Streets and Highways	Major Streets and Highways	Major Streets and Highways
System Classification Plan	Network Policies and Principles	System Improvement Plan
 Major Street & Highway Objectives Overview of Functional Designation Concept General System Development Guidelines Description of Major Roadway Functional Designation Categories Description of Land Use Context Categories Functional Designation Classification Maps 	 Overview of Major Street and Highway Guidelines Description of 1st Principles – Travel Service Description of 2nd Principles – Street Sizing Description of 3rd Principles – Basic Modal Accommodations Description of 4th Principles – Modal Overlay Priorities Right of Way Reservation 	 Introduction to Major Street & Highway Improvement Needs Highway Improvement Groups 1. National Highway System 2. Interregional Corridors 3. Regional Corridors 4. Rochester CBD Strategic Arterials 5. Rochester Growth Management 6. Rochester Economic Development 7.Traffic Management Improvement Programs 1.Intersection Improvement Program 2. Shoulder Enhancement Program 3. Ten Ton Network Program 4. Safety Planning Highway and Bridge Preservation



Section 10-A: Major Streets & Highways: System Classification Plan

Introduction

The Functional Designation map is the tool that frames the Plan's policies regarding road system development and facility level design and operating character. Various classes of roadways establish a framework for identifying the balance between the level of access and level of mobility a corridor is intended to provide. Additional system development policies in Section 10-B of Chapter 10 provide guidance on accommodations for various modes of travel including transit, pedestrian, and low speed vehicles such as bicycles.

The Functional Designation map includes a second level of information referred to as "land use context"; land use context is important for guiding more refined policy decisions that typically occur during project development, as not every class of roadway functions or operates the same in every type of land use environment. A major arterial in a rural area will be significantly different than a major arterial in downtown Rochester; the use of land use context designations clarifies this difference and structure the system development policies in Section 10B of Chapter 10. The benefit of classification and these guidelines is to provide a level of certainty as far as the function of the roadway infrastructure when parties, whether public or private, plan investments in new land development or business operations in a specific area.

Alignment of Street/Highway Objectives with Goals of the Plan

The goals of the Plan in Chapter 1 provide broad guidance on the outcomes which the community is striving to achieve with its transportation investments. Objectives in Table 10-1 identify a general course of action meant to guide the selection of strategies and actions that will help to achieve the stated goals of the plan. These objectives will influence and guide decisions in the areas of planning, programming, and project development, as well informing day to day system operations and maintenance activities.



		ROCOG Long Range Transportation Planning
	Street and Highway Network Objectives	Goals
•	Use a data-driven process to identify preservation needs and prioritize data-supported maintenance projects over expansion projects	Preserve existing transportation infrastructure through systematic maintenance to sustain a state of good repair.
•	Improve travel time reliability and predictability for travel on highway and transit systems	Mitigate current & future
	through use of lower cost traffic management projects.	Congestion by considering
•	Strategically increase vehicle capacity on the roadway system where needed to resolve	operational improvements or
	network bottlenecks	multi-modal options as well as
•	Increase the availability of multimodal travel options, especially in congested highway	capacity expansion.
	corridors.	
•	Make investments based on a complete streets framework which supports the convenient	Improve safety through mitigation
	and safe travel of all ages and abilities as appropriate to a facility's community context	of high risk/high conflict locations/
•	Reduce conflicts at high-risk locations by systematically implementing both reconstruction	behaviors.
	and rapid implementation of low cost, high-impact engineering countermeasures as	
	warranted.	
•	Extend a network of interconnected arterial roads, local streets, bicycle facilities, and	Provide adequate capacity and
	pedestrian facilities to meet local travel needs in urban growth areas as urban expansion	travel options to serve future
	occurs.	2045 urban growth areas.
•	Address potential congestion or capacity impacts from growth in new development areas	
	on existing roadways and prioritize improvements to address emerging issues.	
•	Address remaining ADA barriers and gaps in the sidewalk system according to the ADA	Improve bicycle and pedestrian
	Transition Plans.	connections with and through
•	Prioritize the visibility and safety of pedestrians and cyclists at intersections.	downtown Rochester.
•	Expand the travel network for two-wheeled, low speed vehicles as opportunities arise	
	through the street reconstruction process to re-allocate right-of-way space.	

Table 10-1: Street and Highway Objectives and Alignment with Plan Goals



		ROCOG Long Range
	Street and Highway Network Objectives	Goals
•	Use street design to provide safe routes to transit with strategi e [‡] *such as enhanced pedestrian amenities, quality roadway pavement, and safe intersection crossings.	Support implementation of transit system enhancements to increase transit mode share.
•	Support advanced planning activities such as corridor planning and sub-area studies including consideration of land use to aid in strategic decision making regarding improvements to major streets. Support the preservation of right-of-way needed for future transportation projects.	Plan with long-range future land use as factor.
•	 Plan for efficient and practical options for people walking, biking and using micromobility options or transit throughout the street design process. Partner with developers, utilities, and property owners to provide high-quality pedestrian and public realm improvements. Prioritize visibility and safety of pedestrians at intersections and midblock crossings for all ages and all users 	Provide neighborhood bicycle and pedestrian connectivity to urban trail and path networks and major activity hubs outside of area downtowns.
•	Improve alternative multi-modal access to the Destination Medical Center District Consider placemaking and beautification in any street reconstruction projects in the DMC District.	Support implementation of DMC Development Plans.
•	 Design for people first, not a single mode; most trips consist of at least two transportation modes and users experience mobility in a series of linked conditions and moments through a network serving multiple modes of travel. Plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. 	Provide convenient access to goods, services, j <u>obs</u> and recreation for all residents regardless of socio-economic status, physical ability or age.
•	In areas planned for transit – oriented or pedestrian-oriented development use the project development/street design process to incorporate features supportive of transit and pedestrian travel that can help knit together a corridor of individual developments with a cohesive identity.	Support targeted areas of planned growth at transit supportive densities (TODs) with investment in transit and non-motorized infrastructure.



Street and Highway Network Objectives	ROCOG Long Range Transportation Planning Goals
 Maintain safe and convenient accessibility to key generators of commercial passenger and freight traffic. 	Ensure commercial passenger and freight traffic is convenient, safe, and reliable.

ROCOG Functional Designation Map

As the key transportation network for serving both local and regional travel needs, the major street and highway system plays an important role in achieving the economic, development, and livability goals of the community and region. The full build-out street and highway network plan seeks to further these goals by guiding the development of the major street system, relying on the mapping of street classifications for both existing and planned non-local roadways, along with associated system development guidelines, to define the character of different roadway types.

The Functional Designation Map is intended to account for development occurring throughout areas shown on the City of Rochester's Growth Management Plan and Olmsted County's Future Land Use Plan as having the potential for significant change of land use in the future, irrespective of timeframe. This allows ROCOG to provide a supportive policy basis for right-of-way preservation beyond those areas planned for suburban or urban development in the next 20 years where the long-term vision for an area is ultimately some level of urbanization. Conversely, Section 10-C of Chapter 10 addresses improvement needs focusing on growth assumptions over the next 20 years, forming the basis for the fiscally constrained element of this plan.

The Functional Designation Map includes two types of information.

- The function of roadways is defined in fairly standard terminology which identifies various classes of interregional, arterial, and collector streets. These classifications provide guidance on the relative balance of mobility and land access functions a roadway is intended to serve as well as the primary trip types the corridor will be designed to accommodate.
- Land use context is designated throughout the planning area. Land use contexts can range from rural to suburban to various classes of urban, with a distinction between small city urban areas and Rochester urban areas. These classifications help refine street planning guidance found in this chapter,



as any classification of street, whether it be an arterial or collector, will function and operate somewhat differently depending on whether the road is located in a rural, suburban, or urban area.

Network classification is based on the premise that there is a hierarchy of roads in any regional network, each of which provide different degrees of access and mobility. Figure 10-2 highlights how a typical road network will usually be organized in terms of the percentage of streets in each class.

Figure 10-2: Functional Classification Concept



Generally, a small proportion of major arterial roads will be needed to primarily serve a mobility function, while a much larger percentage of local roads will serve an access function.

Classification of major streets is also important as a programming tool, helping to guide design decisions, capital improvement programming, and planning for corridor preservation. Corridor classification also influences land use decisions, such as right-of-way dedication needs, location and frequency of permitted access, and the desired operational features and characteristics of a roadway.

The proposed Functional Designation Map replaces the classification system used in earlier ROCOG Plans that had relied on three maps (Functional Designation/Street Design/Land Use Overlay). In this plan, the function of those three maps is combined into one, supplemented by information in Section 10-B, *Street Planning Guidance*, reflecting the following considerations:

 The Functional Designation Map focuses solely on roadways that serve regional and major urban travel demands. The ROCOG street system map will no longer classify streets serving a local street function or local collector streets since most municipal jurisdictions now include guidance on local streets in local plans and regulations.



- ROCOG Functional Designation is NOT the same as the Federal Functional Classification of roads, which controls which roadways are eligible for federal funding and is often consulted during the TIP development process. The federal map classifies roads based on current or near-term function with a horizon generally of up to five years. The ROCOG Functional Designation Map has a horizon of 20-40 years and is focused on ultimate corridor function.
- Relative to prior plans, the goal in this plan update has been to address street design guidance in a less prescriptive manner, with more flexibility afforded to road authorities to meet policy goals. This recognizes that in most instances some level of corridor engineering evaluation is needed/completed before major design elements are ultimately defined.

Roadway Classification Categories

Figure 10-3 lists the roadway classifications used on the 2045 Long Range Transportation Plan Functional Designation Map. Roadways are classified according to a simplified system reflecting prior ROCOG Plans but with fewer sub-categories, as only two subclasses are used for each major category.

Roads assigned a subclass of "Maintain" (indicated by "M" in Figures 10-3, 10-4 and 10-5) are anticipated to not change significantly over the 20-year horizon of the Plan, with the principal work associated with these roads

Figure 10-3: Major Functional Designation Map Classifications



being preservation of the existing pavement. Roads assigned to a subclass of "Improve" (indicated by an "I" in each respective figure) are expected to see future changes which may include major safety or operational improvements, capacity addition, or significant multimodal improvements, any of which are significant enough to require some level of construction activity and possible right-of-way impacts.

Three new categories are also included in this Plan:

- Commercial/Industrial Access Road
- 2050 Arterial Corridors
- 2050 Collector Corridors

Commercial/Industrial Access Roads were added as a Functional Designation class to recognize the importance of certain roadways to the local economy in providing first/last mile access for delivering freight and goods as well as commuter access to areas of significant commercial or industrial activity.

The 2050 Arterial and Collector classes of roadways are mapped in areas that are outside of a near term urban growth areas but within areas that cities have identified for long term growth beyond the year 2045. Areas where these corridors are mapped largely are found in Post-2050 growth areas mapped by Rochester, Byron, and Oronoco around their current planned urban service areas. Mapping of these corridors should assist with issues related to the preservation of future corridors if interim or rural development is proposed in an area where long term a major street may be needed to facilitate future urban growth.

Interchanges and Grade Separation

The Functional Designation Map also assigns different classes of grade separation to locations, primarily along the National Highway System (NHS), where interchanges or overpasses exist or are planned to provide access to the NHS. While primarily designating interchanges and overpasses, the map also identifies locations where future railroad grade separations are planned.

The category of "Grade Separation Study" identifies locations where a definitive decision regarding future construction of a grade separation structure is still in discussion or the subject of an anticipated future study. These locations are judged to



require further planning, engineering, environmental, or concept design work before a final decision regarding construction of an interchange or overpass is made.

Functional Designation Map Content

Figure 10-4 illustrates the Functional Designation Map for the entirety of the ROCOG Planning Area. Figure 10-5 which follows illustrates at an expanded scale the Functional Designation of major roads in the Rochester urban subarea of the ROCOG Planning Area.





Figure 10-4: Functional Designation System Plan (ROCOG Planning Area)





Figure 10-5: Functional Designation System Plan (Rochester Urban Area

Following Figure 10-5, Table 10-2 provides a detailed description of each of the road classification found on the Functional Designation Map. Table 10-3 provides a detailed description of the various grade separation classifications included on the map. After Table 10-3, there is a discussion of general system development guidelines, followed by detailed discussion of the various Land Use Context classifications found on the map.



Classification	Description	Examples
Interstate	 Serve inter-city, inter-regional or interstate higher speed travel, with minimal 	Interstate 90
and	interruption to traffic flows and a high level of continuity to minimize indirection of	Trunk Highway 52
	travel between regional origins and destinations	north of I-90
Interregional	 Serve as primary freight routes, handling movements having trip length and travel 	West
<u>Corridors</u>	density characteristics indicative of substantial statewide or interstate travel.	West
Stratogic	 On a regional basis, strategic arterials supplement the Interstate / Interregional 	Regional:
Autoriala	System by providing connections to smaller cities and other important economic	
Arterials	activity centers not on the interregional system.	Trunk Highway 63
	 The major function of strategic arterials is to provide for the mobility of traffic. 	North of Rochester
	Service to abutting land is a secondary concern. The speed limit on strategic arterials	east of TH 52
	can range from 30 to 65 mph depending on the land use environment in which they	
	are located, with lower speeds in urban areas	Urban:
	 By nature of their size, most small urban areas will not generate internal travel 	
	warranting an urban strategic arterial network. The strategic arterial system for	East and West Circle
	these small urban areas will largely consist of extensions of rural strategic arterials	Drive
	into and through an area.	TH 63 north of TH 52
	 In larger urban areas, strategic arterials are of regional importance, carrying high 	
	volumes of higher speed traffic, including through traffic, with limited service to	
	abutting land and design characteristics such as medians and limited traffic	
	signalization to enhance traffic flow.	
Major	 Major arterials provide service to trips of moderate length at a somewhat lower level 	Regional:
Arterials	of travel mobility than Interregional Corridors or Strategic Arterials. This system	
	distributes travel to smaller geographic areas than the travel sheds typically	CSAH 4
	associated with the higher order systems.	CSAH 9
		CSAH I

Table 10-2: Roadway Network Category Descriptions



Classification		Description	Examples
	•	On a regional basis, major arterials serve trip lengths characteristic of intra-county	
		service. Travel served will primarily be between significant traffic generators (either	Urban
		individual uses or concentrations of development) or will be part of a collection function routing travel to higher-level routes. Major arterials in the greater regional ROCOG area are roadways generally not of statewide importance but of countywide importance.	2 nd St SW 4 th Ave SW/NW 4 th St SE
		with population density, that all developed areas of the county are within a reasonable distance of a major arterial or higher order highway.	
	•	While major arterials allow for the integration of both local and regional travel, the majority of traffic on the system is not typically low-speed local access traffic. Major arterials should be managed to provide safe and efficient through movement, while providing limited access to abutting lands.	
		On an urban basis, major arterials serve to connect major activity centers or sub- areas not served by higher order streets. Major commercial streets will typically be of a major arterial classification. Arterials are important in providing the "last mile" link for commuters and freight service to major employment areas within cities. Such facilities will typically carry local bus routes and provide important network connectivity and continuity, but ideally should not penetrate identifiable neighborhoods.	
<u>Secondary</u> <u>Arterials</u>		Secondary Arterials are similar in function to primary arterials but carry lower volumes, serving trips of shorter distances and with a higher degree of property	Regional: CSAH 15(Rock
	-	access. Corridors will typically be shorter length routes that serve important mobility functions within urban or regional subareas. Secondary arterials will improve the connectivity of the overall network on a	Dell/Salem) CSAH 19(Pleasant Grove)
		localized basis and will typically provide access to a mixture of land uses. In non-	Eyota)



Classification	Description	Evamples
Classification Primary Collectors	Descriptionresidential or higher density residential areas, these routes will be important for truck and transit accessibility. They serve secondary traffic generators such as community business centers, neighborhood shopping centers and multi-family residential areas.Primary collector streets typically provide land access and traffic circulation among multiple adjacent residential neighborhoods and within commercial districts and industrial areas. They distribute traffic movements from such areas to the arterial street system and keep local area movements off the major road system. Collectors typically do not accommodate through traffic and are not continuous for any great length.In rural areas primary collectors should be spaced at intervals, consistent with population density, to collect traffic from local roads and provide service to insure all properties are within a reasonable distance of a collector or higher order road.	Examples CR 112(Oronoco) Urban: 16th St SW/SE 41st St NW Regional: CR 105(Kalmar) CSAH 30(Elmira) CR 117(Salem/Rochester) Urban: 11 th Ave SW in Willow
•	Primary collectors are predominantly two lane roads, with at-grade intersections. Individual access for every lot should be discouraged unless lots are of sufficient frontage to provide adequate spacing between driveways. The cross section of a collector street may vary widely depending on the type, <u>scale</u> and density of the adjacent land uses. This type of roadway differs from the arterial system in that: On-street parking is typically permitted Posted speed limits typically range between 30 and 35 mph. Traffic volumes typically range between 2,000 and 7,000 vehicles In the central business district, and in other areas of like development and traffic density, the collector system may (and desirably will) complete a grid of streets in combination with arterial streets to form a logical network for traffic circulation.	Creek Center St Pinewood Road



Classification	Description	Examples	
Commercial/	 Commercial-Industrial Access Roads are mapped in limited circumstances to 	Maine St SE between	
Industrial	recognize the importance of certain roadways to the delivery of freight and goods or	48 th ST & St Bridget's	
	as commuter access, serving multiple businesses in areas of commercial or industrial	Rd	
Access	development with significant employment or commercial vehicle traffic.		
		Scott Dr NW between	
		19 th St and 26 th St	
2050	 2050 Arterial and Collector roadways are mapped in areas that are beyond planned 	34 th St NW between	
Arterial and	urban or suburban growth but within areas where long term urban or suburban	CSAH 3 and CSAH 33	
Collectors	development beyond the horizon of this plan is anticipated. These corridors will		
	ultimately serve a function similar to a Primary Arterial or Collector. Mapping of	50 ^m Ave NW between	
	these corridors at this time is for the purpose of providing a policy basis for	CSAH 14 and CSAH 12	
	establishing right of way protection for future major street corridors, which can		
	happen as part of a corridor study or during the land development approval process		
	of local governments.		



Facility Type	Description
Future Interchange	Planned location of a future interchange, typically found on interstate/interregional highways, providing access between two similar high-level roadways or between an interstate/interregional corridor and a regional or urban major arterial that provides access to the local community. Interchanges typically provide for all movements
Future Overpass	Planned location of a future structure providing continuity for an arterial or primary collector road across an access-controlled interstate/interregional highway in order to provide for local circulation needs but not the interchange of traffic
Grade Separation Study A location where further study of interchange or overpass needs is anticipated	
Upgrade Interchange	An existing interchange where capacity or safety improvements are needed to improve service provided by the interchange
Existing Interchange or OverpassExisting interchanges or overpasses are locations where a facility is already in place, but n enhancement of safety measures is anticipated to be needed over the horizon of the plan	
Rail Crossing	Locations that have been identified as potential locations where construction of a grade separated rail crossing is anticipated SHOULD rail traffic levels increase so significantly as to cause increased rail/vehicular conflict, crashes, or congestion on a regular basis; given the low level of rail traffic currently seen through Olmsted County, rail crossing locations are considered in this plan as illustrative-only at this time

Table 10-3: Grade Separation Category Descriptions

System Development Guidelines

Table 10-4 provides general system development guidance in terms of the density of primary and secondary roads needed to adequately serve different types of land use environments. These guidelines are important in areas undergoing a transition in development density, such as from rural to urbanizing, since they imply a denser network of major streets in urban development areas as opposed to rural development areas.

This intensification of the roadway grid implies that existing rural roads, which may have been functioning as secondary travel corridors, will need to transition to a primary corridor as areas urbanize. New corridors may need to be preserved in future growth areas where no road corridor currently exists.



Land Use Environment	Major High Speed & High Capacity Roads	Primary Through Roads	Secondary Through Roads	Local Streets
Rural Areas	6 to 12 Miles	4+ Mile	1 to 2 miles	As needed to provide land access
Suburban Areas	3 to 6 Miles	1 to 2 Miles	1/2 to 1 Mile	As needed to provide land access
Developing Areas	2 to 3 Miles	1/2 to 1 Mile	1/4 to 1/2 Mile	As needed to provide land access
Core Urban Areas	2 to 3 miles	¼ to ½ mile	1/8th to ¼ mile	As needed to provide land access

Application of these guidelines occurs in both the longrange planning process as well as the development planning process as specific land use changes are considered. In addition to these general spacing guidelines, additional system development principles are identified for specific facility types. These include:

Roads Built as Freeways/Expressways

- Frontage or backage roads should be provided in conjunction with all new commercial or industrial development and where possible in areas undergoing redevelopment along freeway or expressway corridors.
- Supporting arterial or collector routes consistent with the spacing suggested for Secondary Through Roads

in Table 10- should be developed parallel to freeways and expressways to serve as reliever routes that will keep short and medium length local trips off the major road system and help distribute traffic to and from the designated access points along the limited access freeway or expressway facility.

Arterials

• Lack of continuity in the arterial street system will tend to place burdens on adjacent collector streets resulting in unintended travel on local thoroughfares and neighborhood streets. Efforts should be made to create continuous arterial street corridors ending at connections with similar or higher-level streets.



Arterial roadways should go around, rather than through, residential neighborhoods. Residential neighborhoods will typically cover an area of about 1/2 mile in diameter with 500-750 households. Since 500 households can be expected to generate about 5000 trips per day, street patterns developed to minimize flows to an acceptable level on interior local streets with residential frontage (around 1000 vehicles per day) suggests there needs to be about 5 local street connections for a neighborhood to disperse traffic to major streets through a combination of residential collector and local streets. Local collector streets should intersect arterials or higher order streets at a relatively uniform spacing of one-half to one-quarter mile in order that good progression can be maintained on the arterial network if future signalization is required.

Collectors

- Collector streets are designed to distribute traffic within a commercial district or employment area or across several adjoining neighborhoods within an area of city. Continuity through a district or neighborhood and connectivity with adjacent lands should be provided to address the following street network considerations:
 - The collector and local street network should provide sufficient connectivity so that trips to

destinations within a mile of origin could be made on the local and collector street system. Without sufficient continuity and connectivity, these trips may be forced onto the arterial street system, robbing capacity from that system for through trips as well as local trips with a start or end outside of the immediate area.

- Collector streets should provide relatively direct through routes to provide efficient access for bus routes, minimizing indirection of travel and providing adequate accessibility for transit users in the area.
- The plan assumes that not all collector routes will be pre-defined but instead can be established when the development patterns in an area are defined through a general development plan process.

Whereas the arterial street system in developing areas is generally established along what had been the historic one-mile township grid, there should be within the square mile a minimum of one east/west and one north/south collector corridor provided when development at the lowest density levels is proposed. At higher densities, one-third mile spacing of collectors may be needed to provide adequate access.

Land Use Context Categories

The concept of Land Use Context is used in this Plan as a factor in determining the proper Street Planning Guidelines in Section 10-B to apply to roads and highways. It is based on the premise that corridors may pass through multiple land use areas, ranging from rural to dense urban conditions, as illustrated in Figure 10-6.

Figure 10-6: Illustrative Example of Changing Land Use Character Along a Corridor

accommodation to be provided for transit, pedestrian, and bicycle travel. Other features linked to land use context include operational characteristics such as target operating speed, level of service and access spacing (found in Chapter 14 of the plan).

A total of ten land use classifications are used in the plan as illustrated in Figure 10-7. Table 10-5 describes the Land Use classifications found on the Functional

Designation Map.



By tying functional designation not only to roadway function but also the surrounding land use environment, design and operational guidelines can be better tailored to the character of the surrounding area through which a roadway passes.

Land use context is used in the Plan to help describe modal expectations as far as the need for and level of





Classification	Description	Examples
Rural	Rural land use is a medium to large size, occasionally or sparsely settled area predominantly composed of agricultural or other resource- dependent uses. Very limited, scattered single lot development of housing or small commercial use may be permitted and areas of native use such as forests and waterways are found throughout. Major roads are typically higher speed with limited access, serving longer travel to regional destinations, with access provided via a widely spaced paved or gravel road grid.	
Rural Town	A Rural Town is a small, lightly developed area located at the intersection of two rural roads, typically in an unincorporated or very small community. Uses can be mixed but they are primarily residential with small commercial or industrial uses housed in buildings of small (1-2 story) size with moderate setbacks. Rural towns are generally served by a primary state or county highway "main street" that service predominantly regional traffic and provide connection for local residents to other cities and towns in the region.	
Suburban	Suburban development areas consist of large-lot residential development at low densities with limited commercial and industrial use on scattered sites. Uses of a rural nature such as crop production, animal husbandry, and mineral extraction operations may be found in these areas but are not expected to be long term or permanent uses. Development is reliant on vehicle travel with primary travel service provided by the regional network of state or county highways. Local access is predominantly provided by a network of paved or gravel township roads.	

Table 10-5: Land Use Context Categories



Classification	Description	Examples
Rochester CBD	The Rochester CBD serves the highest intensity and greatest diversity of uses found in the planning area including multi-unit residential, commercial, office, civic, entertainment and institutional uses. Block patterns are regular served by a grid street network, with buildings close to the street. This area has the greatest level of multi-modal connectivity, with a fully developed pedestrian system and the highest level of access to transit found in the planning area. Because of its development density and diversity of uses, this land-use pattern generates a high prevalence of non-motorized trips, including walking, transit, and bicycling. Traffic of all types is expected to be medium to high volume. While the need for mobility through these areas does exist, it is far exceeded by the need for internal circulation within the zone. Vehicle parking is typically in structures.	
Rochester Core	The Rochester Core consists primarily of long-established residential neighborhoods incorporating a variety of moderate density housing located within walking distance of the Rochester CBD. Small retail and service businesses are found at scattered locations along collector or arterial streets. Development is generally compact with an interconnected grid of streets and sidewalks. Access to transit is good, as many city routes connecting the CBD to the greater urban area traverse the core area. Strategic Arterial highways that serve as gateways to the CBD do penetrate this area and generally feature continuous, auto- oriented commercial frontage at a scale of 1-2 story buildings with off- street parking provided.	
Rochester Urban Area	Lands in the Rochester Urban Area account for the largest share in the urbanized area and contain a wide variety of moderate to low intensity residential and non-residential use of moderate size (1-3 story). The majority of residential use is composed of single-family neighborhoods featuring limited areas organized around a historic grid street pattern and most areas organized around the more typical curvilinear street pattern	



Classification	Description	Examples
	common to post-World War II development. Non-residential use is found scattered throughout the area, generally located along major regional or urban arterial street corridors or in business districts situated at locations with good access to the major highway network. Mixed use development is limited, mostly composed of multi-family rental housing located near (but not integrated with) non-residential land use. Most predominant land uses (residential, commercial, industrial) are isolated and buffered from other use types. Transit service is more limited in these areas, and typical distances between residential origins and non-residential destinations makes pedestrian travel less attractive. On-street parking is more common, particularly in residential and small-scale business areas, and access from main roads is typically limited and moderately spaced	
Rochester Urban Edge	The Rochester Urban Edge is an area of low intensity development, with a relatively low diversity of uses, similar in current character to the Rural Area classification but unique in that it's proximate to the Rochester urban service area and could be served with municipal sewer and water services in the future with relative ease. The Urban Edge is intended to serve as reserve for future urban expansion within and beyond the 25-year horizon of this plan; the ability to extend urban services into this area would be expected to materialize under normal conditions in a 10 to 30-year timeframe. Travel in this area will be predominantly auto-oriented in the near term and over time will transition from more of a rural-style travel environment to an urban-style travel environment as expansion occurs. Use of strategies aimed at protecting lands from development that may be needed for future right-of-way is important in these areas.	



Classification	Description	Examples
Small City Core	While smaller and less dense than the Rochester Urban Zones, the Small City Core is similarly characterized by a high diversity of use types, including, office, retail, civic, and cultural facilities, with structures typical of late 19th to early 20th century mid- to low-rise development oriented toward the street with minimal setbacks. Parking is often provided on- street along the main thoroughfare, with additional parking at the rear of the building accessible by alleys or other minor streets. As in Rural Towns, the "Main Street" in the core is often a state or county highway that serves both local trips as well as longer regional pass-through trips. While the need for mobility through these areas exists, it is somewhat exceeded by the need for internal circulation within the zone.	
Small City Urban Area	The Small City Urban Area will be characterized predominantly by residential neighborhoods, sometimes mixed with retail, restaurant, office or institutional uses such as local schools. Block sizes are regular and, depending on distance from the core, will transition from more of a historic grid layout closer to the core to a more contemporary curvilinear layout in newer areas. Small establishments sometimes occupy principal corners in the older areas. Primarily, however, commercial and business establishments will be located along major streets, often state or county highway corridors, in a strip pattern or pods of development with good access to the major street network.	
Small City Urban Edge	The Small City Urban Edge is a transitional area where future urban growth is expected but where current use is more represent of what is seen in rural areas, with rural style agricultural use still predominating along with infrequent, scattered residential or commercial use. These areas are expected to transition over time to urban style development as expansion occurs and access to urban services becomes available over a 10 to 30-year period.	

