

Appendix

# Community engagement summary



**Inner Loop North  
Transformation  
Planning Study**



## City of Rochester

### Inner Loop North (ILN) Transformation Planning Study

#### Public Meeting #1

March 24, 2021 • 12:00pm – 2:00pm

Recording: <https://youtu.be/0TPZowqoIVQ>

## SUMMARY OF MEETING

Erik Frisch (City) opened the virtual meeting via Zoom, introduced DES Commissioner Norman Jones to make opening remarks. Commissioner Jones shared a scan of a 1961 report from the City of Rochester, the start of construction on the Inner Loop's North section. Commissioner Jones discussed how the Inner Loop cut through communities and created a moat between Downtown and different neighborhoods. He briefly discussed the history of the Inner Loop and Phase I of the Inner Loop revitalization (Inner Loop East). The City of Rochester secured \$1 million in State funding through the late Assemblyman David Gantt for Phase 2 of the project, the Inner Loop North Transformation Study. Commissioner Jones introduced the City's DES Transportation team, Erik Frisch (Project Manager) and Darin Ramsay (Deputy Project Manager). Erik introduced himself as the City's Project Manager for this project, and introduced Bergmann, the Technical Advisory Committee, and the Community Advisory Committee. Erik then turned the meeting over to Bergmann, where Kimberly Baptiste reviewed the meeting agenda and began the presentation.

A summary of key topics and discussion provided below:

### Introducing the Team

Kimberly Baptiste (Bergmann) introduced herself and the rest of the project team:

- City of Rochester
- Community Advisory Committee: Representatives from 50 organizations within the City
- Technical Advisory Committee: Representatives from City, various departments, Monroe County, NYS, and other regional agencies (i.e. Genesee Transportation Council)
- Consultants
  - Bergmann – Project lead including project management
  - Trowbridge Wolf Michaels Landscape Architects (TWMLA)
  - Kimley Horn
  - Lu Engineers
  - Center for Urban Entrepreneurship
  - SAA|EVI
- Stakeholders: Neighborhood groups, business associations, small businesses, community-based groups, residents, property owners

### Project Overview

Kimberly provided an overview of the project purpose, goals and process. The purpose of the Inner Loop North (ILN) Transformation Study is to evaluate alternatives for the northern section of the Inner Loop to



improve connectivity, accessibility and community development. Kimberly emphasized that no alternatives have been identified at this point.

Kimberly discussed the project study area (see Slide 12 of the presentation for a map of the study area) and project goals. Project goals have been organized into three categories, each with a list of supporting goals: quality of life; neighborhood investment; and connectivity & accessibility. Kimberly also highlighted the alignment of the ILN Transformation Study with the City of Rochester's *Rochester 2034* Comprehensive Plan, and the Planning Process. See below for the Planning Process schedule:

Existing Conditions	2020 – Spring 2021
Concept Alternatives	Spring 2021
Alternatives Analysis	Summer 2021
Preferred Alternative	Summer / Fall 2021
Implementation Plan	Fall 2021

### **What We've Learned: Existing Conditions**

**Demographic Characteristics** | Kimberly gave an overview of the demographic and socioeconomic analysis. 7,360 live in the study area, representing 3.5% of the City's total population. About a quarter of the population is aged 19 and under, and a quarter are aged 55+. These demographics are important to keep in mind when designing the alternatives due to different programming needs for each age group. The median income within the Inner Loop North Area is \$15,406, compared to the City of Rochester (\$32,945) and Monroe County (\$57,352), which emphasized the importance of looking at the community beyond the transportation corridor. 79% of housing units within the study area are renter occupied, in comparison to 60% throughout the City. 8% are owner occupied, vs. 28% City-wide, and 13% are vacant. The monthly rental rate is approximately \$653, compared to \$831 City-wide. The project team is taking into consideration the neighborhood's desire to see an increase in home ownership. Within the Study area, land use patterns south of the Inner Loop are largely commercial and business uses, while north of the Inner Loop has a diversity of residential, commercial, and industrial uses.

Kimberly then turned the presentation over to Mark McAnany (Bergmann) to discuss the traffic analysis.

**Traffic Analysis** | Mark discussed the traffic analysis, which included the collection of traffic data in October/November 2020 from 90 distinct collection points within the project corridor and study area. This process was initially delayed due to COVID-19 – the impact of COVID on traffic patterns has been taken into consideration. The team is working closely with local review agencies and reviewing historical data to set realistic adjustments to the collected data.

Mark reviewed the current traffic volumes throughout the corridor. The Genesee River crossing sees approximately 47,000 cars per day. The portion of the Inner Loop between the Genesee River and North Street sees up to 35,000 cars per day, and the remainder of the Inner Loop to Main Street/Union sees between 20,000 and 30,000. He also discussed traffic volumes on the North/South roads.



When the pandemic hit, the traffic dropped off dramatically nationwide but has since restored to about 85%-90% of where it was pre-Covid.

**Multimodal Analysis** | Mark discussed the multimodal analysis and its process, which includes inventorying the network, analyzing the network, and addressing challenges and opportunities. The document is available on the project website: [www.innerloopnorth.com](http://www.innerloopnorth.com). The analysis looks at the pedestrian, bicycle, and transit networks as well as urban design and parking & curbside, measures accessibility for bikes and pedestrians, and helps develop evaluation metrics to test the alternatives. The team is integrating equity into the decision-making process. The available data gives good breakdowns of race, income levels, travel trends, etc. which will be used to make sure all levels of income and ability are able to have mobility and access across the study area. The study has isochrone analyses of the bicycle/pedestrian network, which shows where you can get to, and in how long, from a certain point. Mark also mentioned that the evaluation metrics include qualitative and quantitative metrics looking to strengthen connections throughout the corridor.

Mark discussed some of the findings from the study, including areas of limited or narrow sidewalks, long crossing points, gaps in the presence of sidewalks, the quality of the sidewalks, and limited ADA accessibility. The study highlights areas of high stress for cyclists, existing gaps in dedicated bike facilities, especially along the North-South routes, and the limited connectivity to the Genesee Riverway Trail. The transit study shows the frequent-service corridors, the Reimagine RTS initiative, and RTS's Transit Center, and the difficulties outlying areas may have accessing downtown.

Mark handed the presentation over to Jessica Rossi (Kimley Horn) to discuss the Market Analysis.

**Market Analysis** | Jessica Rossi (Kimley Horn) presented findings of the market analysis. The Market Analysis is used to create a baseline of demographic, economic and real estate information, looking at larger trends as well as localized trends to better understand the Study Area and forecast real estate demand. The study shows the amount of land required to support future development of different types such as open space, city services, and private development. The market analysis feeds into the development of the alternatives.

Jessica discussed some residential highlights. The study area hosts more than 4,300 housing units, up 107% since 2010, more than 85% of the existing supply is multi-family (compared to 26.1% for the MSA). Residential For-sale price points in the City limits are notably lower than the County-wide median; rental lease rates are comparable and multi-family apartments have a healthy vacancy rate of ~7%. Jessica also emphasized the importance of affordable housing and discouraging gentrification in the neighborhood. The study looks into supporting existing residents by understanding household dynamics; connecting people to jobs, shopping, and recreation and providing multi-modal transportation options; encouraging neighborhood stabilization and discouraging gentrification; identifying sites for new construction and protecting naturally occurring affordable housing; and, focusing on partnerships and leveraging public investments to create opportunity.

Jessica next talked about retail conditions. The study area has about 3.0 million square feet of retail, including food and beverage restaurants, consumer services and grocers and food sales. In the study area, stores sold \$46,981,045 in goods and services, while consumers spent \$111,007,753, equating to a leakage





of \$64,026,708. This leakage analysis shows that consumers are spending far more than what stores in the area are selling, indicating residents are going outside of the study area to buy goods and services.

Jessica then discussed existing office conditions. About one-third of regional jobs that commonly occupy office space are located in the project study area. Multi-tenant office space has experienced an increasing vacancy rate in the last five years, reaching 25.0% (which excludes Kodak Tower), averaging lease rates have remained static at ~\$17.50 per square foot.

Jessica discussed some industrial highlights. The study area contains approximately 2.5 million square feet of light industrial space, including rental and owner-occupied buildings, no new space has been completed in recent years. Industrial vacancy rates have remained steady at approximately 12% and leasing rates near the study area lag the larger market.

Jessica talked about breaking the study area into different subarea opportunities: North Central, Northeast, South, and Northwest, due to the varying income levels, demographics and employment throughout the study area. The study looks at different how different opportunities (residential, retail, office and light industrial) would perform in the different subareas.

Jessica passed the presentation back to Kimberly (Bergmann) to discuss Community Engagement.

## **COMMUNITY ENGAGEMENT**

Kimberly talked about how Outreach at the community level has been a priority since Day One of the project. She discussed the elements of the project's community engagement strategy which include:

- Stakeholder meetings
- Neighborhood meetings (neighborhood groups)
- Monthly pop-up events, which have been put on hold due to COVID-19
- Public workshops
- School / Student engagement
- Online platforms
- Racial Equity Subcommittee

The public engagement strategy had to be reimagined due to the impact of the COVID pandemic. The team relied heavily on online platforms such as the project website, an online survey, online contact forms, and social media.

Kimberly stated from a community engagement perspective, things have slowed down from our original plan due to the pandemic and our inability to execute some of the original elements of our strategy. She mentioned we have increased our presence online and asked members to follow and share our social media platform. We will be posting additional information moving forward, looking for ways to reach community residents and stakeholders. Project website and online survey is active, we are looking for more response from the survey, especially from individuals who live and work in project area.

Kimberly reviewed some key points from the survey responses so far:

- 88% of participants do not live within the corridor



- 79% spend most time at the Public Market
- 95% travel the corridor by car
- 75% of drivers feel that beautification efforts (lighting, greenspace) are the most beneficial corridor improvement
- 50% of participants who ride or walk within the corridor feel dedicated bicycle facilities would be the most beneficial corridor improvement

The survey is still live, and the team would love to get additional feedback from residents who live within the study area.

Kimberly then discussed the Racial Equity Subcommittee, which seeks to center racial equity throughout the planning process by looking at the history of racial trauma caused by past municipal planning decisions. The subcommittee aspires to redefine the city building process as a vehicle for reparations that provides for the economic, social, and emotional well being of Black and Brown residents. The subcommittee came up with a Racial Equity Analysis Tool that includes various metrics to consider when evaluating alternatives, and how the alternatives reinforce quality of life for residents within the study area.

Kimberly discussed other outreach activities that the project team has participated in, including student outreach at the World of Inquiry, going on Poder 97.1 to discuss the project, and zoom outreach via informational and listening sessions with a number of neighborhood groups.

Kimberly highlighted some emerging themes from the public engagement so far:

- Accessibility (ADA)
- Home ownership
- Condition of bike/ped network
- Traffic impacts on local streets
- Greening of the corridor and neighborhood
- Acknowledge "local economy"
- Gentrification / displacement

Kimberly then discussed the next steps which include developing a series of concept alternatives. These alternatives will incorporate racial equity by supporting mobility and connectivity, the character of the corridor and surrounding neighborhoods, potential redevelopment and supporting existing businesses, and access to green space and natural resources. Kimberly also highlighted additional topics that the team will be taking into consideration throughout the next steps of the project, including but not limited to: historical context, home ownership strategies, a comprehensive transportation network, etc.

## **COMMENTS AND QUESTIONS**

The team posed a few questions:

- 1) Thinking about your experience when you are walking in the study area, what improvements would you like to see?



Answers: Safer experience, benches, wider sidewalks, four-way stops, more foot traffic. Walking over the inner loop is intimidating.

- 2) In your opinion, what are community development priorities within the study area?

Answers: Grocery store, open areas for playing, mixed use and mixed income housing, reparations, laundromat. More first-time homebuyers. More street trees in Marketview Heights and by the Post Office.

- 3) What else should we know or be thinking about as it related to the Inner Loop and surrounding neighborhoods?

Answers: Trash receptacles. More places for walking like a track similar to East High and Franklin – multi use for sports. Human scale, comfort level, green spaces.

A series of questions were presented to the project team during the meeting. Questions and responses are identified below:

1. *Can you share the attendance for this session once we start? It would be good to see if my neighborhood association (GPA) needs to do more to spread the word about these sessions to our members*

City Response: We will have a list of attendees that can be provided after the meeting.

2. *Can you speak to the potential sources of funding for the project, including funding under the COVID Recovery Act? Can someone address lessons learned from the ILE project?*

City Response: We are currently in the discovery phase of what the COVID Recovery Act can provide. Those funds have a shelf life that need to be spent by 2024. There are funds that can be used for the design portion. We are meeting with GTC, NYSDOT and our local representatives to develop a plan for how we will go after funds.

Inner Loop East was the first project of its kind in the nation. We learned that we need to collaborate with ALL stakeholders, not just residents and businesses but also utilities. This was a total investment of \$25 million, which resulted in a total of \$300 million worth of investment/development in the corridor so far. We have to make sure we coordinate with the County and other transportation agencies.

We really are a national leader in this. We have talked to other cities across the country and have been featured in national conferences, webinars, and publications.

3. *How did you adjust the traffic study for lack of school traffic around World of Inquiry? Includes buses and parent drop off. Especially parking on sides of road for loading time and the safety*



Consultant Response: We have historical data and have percentages of activity for various vehicle types. But without activities currently occurring, it is hard to measure in further detail. Our first brushes with alternatives and how they might function will be at a higher level – we are currently developing these broader concepts. In later phases, we will address site specific needs and operations to that higher level of detail.

4. *Do the traffic or multimodal analyses include crashes?*

Consultant Response: The traffic and multimodal analyses do not, but we have a database and analysis of the corridor crash history for the most recent five years (2014-2019). We can post that summary document on the project web site.

5. *How about expanding Schiller Park back to the way it was before the inner loop? Back to being Franklin Square. <https://heckeranddecker.wordpress.com/2010/03/09/another-story/> This might be an opportune time to unite Schiller and Goethe in that expanded park.*

Consultant Response: Absolutely. That is a stated goal we are seeking to accomplish with this project, if feasible, as identified in the City's *Rochester 2034* Comprehensive Plan.

City Response: Likewise is the other historic park that was bisected: Anderson Park at East Main Street and University Avenue.

6. *Per Bergmann's ILN website the last CAC meeting was held on 29OCT20. Why haven't there been more follow on meetings. Where is the schedule for CAC meetings? Why does the reporting of meeting minutes need to be so tardy?*

Consultant Response: We did have a 4<sup>th</sup> CAC meeting in February and we will make sure to get those summaries posted. We do not have a set schedule for future meetings – we base that on where we are in the project process. CAC meeting #5 is likely to happen in May-June and we will get those items posted on the website as quickly as possible.

7. *Is there a plan for rerouting ILN traffic if it is abandoned?*

Consultant Response: Every alternative that is developed will address the issue of where the traffic would be going and what accommodations would need to be made. The word "abandoned" is broad – the corridor may continue to serve traffic but there may be less capacity than the existing highway.

8. *Residential development on the east and south of inner loop.*

City Response: Land development scenarios will be considered after a preferred alternative for the future of the corridor is identified. Residential development will be prioritized where it is best suited in the context of existing land use.



9. *Will not infilling the ILN be considered as an Alternative??*

Consultant Response: Not infilling the Inner Loop (No Build) is an alternative to be assessed; however, the goal of this project is to rethink and transform the corridor.

10. *Is anyone thinking about "urban heat zones"? i.e. blacktop absorbs heat, and in general densely built up areas experience much higher temperatures in summer; often correlated with environmental justice and lower income neighborhoods and racial disparities. Seems highly relevant to ILN neighborhoods and an opportunity to address this important issue of quality of life and equity.*

City Response: As a Climate Smart Community, the City recognizes the importance of green spaces and how we serve traffic flow. This is a key consideration for ILN and will allow us to make sure we are providing the best possible environment for the neighbors.

Questions that were presented in the Zoom Video Chat are reflected below:

- *Just before joining in this presentation, I attended a webcast by NYSERDA on the state's targets under the Climate Leadership and Community Protection Act. Rapid reduction of greenhouse gas emissions is critical to meeting these goals, and the Inner Loop North plan could be a marvelous opportunity to show how this could be done.*

City Response: The City of Rochester is a Climate Smart Community – the first in the state designated outside of New York City. By providing green spaces, bicycle facilities, and walking areas, we improve health of residents and work toward meeting our own climate objectives. As we talk about climate and how we confront climate change, it is important that we implement those principles in the planning process.

- *Inner Loop East did not meet stated project goals. Why should we believe the goals for the North will be met?*

City Response: Inner Loop East has been widely recognized as a success but there are certainly things we can learn from that project that will benefit Inner Loop North. The form of the buildings that are being built along Union Street are consistent with the Market Study. There are over 500 new housing units being built, and there are considerably more people bicycling and walking about. A benefit-cost analysis was conducted for Inner Loop East, which demonstrated a roughly 2:1 score on that. A similar benefit-cost analysis will be conducted for the preferred Inner Loop North alternative to ensure that the benefit outweigh the project costs.

Consultant Response: Bergmann did not work on Inner Loop East project, but it was very successful. Moving forward, we can seek further improvements to the future implementation of development parcels. We can assess and offer additional design guidelines so the development can be further refined. Our team is talking about this and we are aware of this concern.



- *I know of two alternative that have been submitted but you say none have been identified.*

City Response: The formal process of evaluating and presenting alternatives has not begun at this point but we have received multiple suggestions from the public and any suggestions we receive will be looked at as part of that formal process.

- *Is there a budget for this project that the selected Alternative must fit into?*

City Response: There is no defined budget at this time. Once the preferred alternative is selected, a cost estimate will be developed.

- *Has or Will a study be done to quantify the economic impact of abandoning the inner loop north?*

City Response: Jessica's portion of the presentation talked about the market study. The benefit-cost analysis will consider the life cycle costs and other benefits and costs associated with the project.

Consultant Response: We prefer the word "transforming" versus the word "abandoning" when discussing the future of the ILN corridor.

- *Will there be an opportunity to comment on the Bergmann ILN website?*

Consultant Response: There is a Contact form on the project website. We tabulate all comments we receive.

- *Are there Pre-covid traffic counts?*

City Response: Yes, counts were taken and estimated by the State in the years preceding Covid.

- *Are there design elements to help with snow removal?*

City Response: As we develop a preferred alternative, we will consider snow storage and removal and are open to any suggestions.



## City of Rochester

### Inner Loop North (ILN) Transformation Planning Study

#### Public Meeting #1

March 24, 2021 • 6:00pm – 8:00pm

Recording: <https://youtu.be/NeITPERb33Q>

## SUMMARY OF MEETING

Erik Frisch (City) opened the virtual meeting via Zoom, introduced DES Commissioner Norman Jones to make opening remarks. Commissioner Jones shared a scan of a 1961 report from the City of Rochester, the start of construction on the Inner Loop's North section. Commissioner Jones discussed how the Inner Loop cut through communities and created a moat between Downtown and different neighborhoods. He briefly discussed the history of the Inner Loop and Phase I of the Inner Loop revitalization (Inner Loop East). The City of Rochester secured \$1 million in State funding through the late Assemblyman David Gantt to begin Phase 2 of the project, the Inner Loop North Transformation Study. Commissioner Jones introduced the City's DES Transportation team, Erik Frisch (Project Manager) and Darin Ramsay (Deputy Project Manager). Erik introduced himself as the City's Project Manager for this project, and introduced Bergmann, the Technical Advisory Committee, and the Community Advisory Committee. Erik then turned the meeting over to Bergmann, where Kimberly Baptiste reviewed the meeting agenda and began the presentation.

A summary of key topics and discussion provided below:

### Introducing the Team

Kimberly Baptiste (Bergmann) introduced herself and the rest of the project team:

- City of Rochester
- Community Advisory Committee: Representatives from 50 organizations within the City
- Technical Advisory Committee: Representatives from City, various departments, Monroe County, NYS, and other regional agencies (i.e. Genesee Transportation Council)
- Consultants
  - Bergmann – Project lead including project management
  - Trowbridge Wolf Michaels Landscape Architects (TWMLA)
  - Kimley Horn
  - Lu Engineers
  - Center for Urban Entrepreneurship
  - SAA|EVI
- Stakeholders: Neighborhood groups, business associations, small businesses, community-based groups, residents, property owners

### Project Overview

Kimberly provided an overview of the project purpose, goals and process. The purpose of the Inner Loop North (ILN) Transformation Study is to evaluate alternatives for the northern section of the Inner Loop to



improve connectivity, accessibility and community development. Kimberly emphasized that no alternatives have been identified at this point.

Kimberly discussed the project study area (see Slide 12 of the presentation for a map of the study area) and project goals. Project goals have been organized into three categories, each with a list of supporting goals: quality of life; neighborhood investment; and connectivity & accessibility. Kimberly also highlighted the alignment of the ILN Transformation Study with the City of Rochester's *Rochester 2034* Comprehensive Plan, and the Planning Process. See below for the Planning Process schedule:

Existing Conditions	2020 – Spring 2021
Concept Alternatives	Spring 2021
Alternatives Analysis	Summer 2021
Preferred Alternative	Summer / Fall 2021
Implementation Plan	Fall 2021

### **What We've Learned: Existing Conditions**

**Demographic Characteristics** | Kimberly gave an overview of the demographic and socioeconomic analysis. 7,360 live in the study area, representing 3.5% of the City's total population. About a quarter of the population is aged 19 and under, and a quarter are aged 55+. These demographics are important to keep in mind when designing the alternatives due to different programming needs for each age group. The median income within the Inner Loop North Area is \$15,406, compared to the City of Rochester (\$32,945) and Monroe County (\$57,352), which emphasized the importance of looking at the community beyond the transportation corridor. 79% of housing units within the study area are renter occupied, in comparison to 60% throughout the City. 8% are owner occupied, vs. 28% City-wide, and 13% are vacant. The monthly rental rate is approximately \$653, compared to \$831 City-wide. The project team is taking into consideration the neighborhood's desire to see an increase in home ownership. Within the Study area, land use patterns south of the Inner Loop are largely commercial and business uses, while north of the Inner Loop has a diversity of residential, commercial, and industrial uses.

Kimberly then turned the presentation over to Mark McAnany (Bergmann) to discuss the traffic analysis.

**Traffic Analysis** | Mark discussed the traffic analysis, which included the collection of traffic data in October/November 2020 from 90 distinct collection points within the project corridor and study area. This process was initially delayed due to COVID-19 – the impact of COVID on traffic patterns has been taken into consideration. The team is working closely with local review agencies and reviewing historical data to set realistic adjustments to the collected data.

Mark reviewed the current traffic volumes throughout the corridor. The Genesee River crossing sees approximately 47,000 cars per day. The portion of the Inner Loop between the Genesee River and North Street sees up to 35,000 cars per day, and the remainder of the Inner Loop to Main Street/Union sees between 20,000 and 30,000. He also discussed traffic volumes on the North/South roads.

When the pandemic hit, the traffic dropped off dramatically nationwide but has since restored to about 85%-90% of where it was pre-Covid.





**Multimodal Analysis** | Mark discussed the multimodal analysis and its process, which includes inventorying the network, analyzing the network, and addressing challenges and opportunities. The document is available on the project website: [www.innerloopnorth.com](http://www.innerloopnorth.com). The analysis looks at the pedestrian, bicycle, and transit networks as well as urban design and parking & curbside, measures accessibility for bikes and pedestrians, and helps develop evaluation metrics to test the alternatives. The team is integrating equity into the decision-making process. The available data gives good breakdowns of race, income levels, travel trends, etc. which will be used to make sure all levels of income and ability are able to have mobility and access across the study area. The study has isochrone analyses of the bicycle/pedestrian network, which shows where you can get to, and in how long, from a certain point. Mark also mentioned that the evaluation metrics include qualitative and quantitative metrics looking to strengthen connections throughout the corridor.

Mark discussed some of the findings from the study, including areas of limited or narrow sidewalks, long crossing points, gaps in the presence of sidewalks, the quality of the sidewalks, and limited ADA accessibility. The study highlights areas of high stress for cyclists, existing gaps in dedicated bike facilities, especially along the North-South routes, and the limited connectivity to the Genesee Riverway Trail. The transit study shows the frequent-service corridors, the Reimagine RTS initiative, and RTS's Transit Center, and the difficulties outlying areas may have accessing downtown.

Mark handed the presentation over to Jessica Rossi (Kimley Horn) to discuss the Market Analysis.

**Market Analysis** | Jessica Rossi (Kimley Horn) presented findings of the market analysis. The Market Analysis is used to create a baseline of demographic, economic and real estate information, looking at larger trends as well as localized trends to better understand the Study Area and forecast real estate demand. The study shows the amount of land required to support future development of different types such as open space, city services, and private development. The market analysis feeds into the development of the alternatives.

Jessica discussed some residential highlights. The study area hosts more than 4,300 housing units, up 107% since 2010, more than 85% of the existing supply is multi-family (compared to 26.1% for the MSA). Residential For-sale price points in the City limits are notably lower than the County-wide median; rental lease rates are comparable and multi-family apartments have a healthy vacancy rate of ~7%. Jessica also emphasized the importance of affordable housing and discouraging gentrification in the neighborhood. The study looks into supporting existing residents by understanding household dynamics; connecting people to jobs, shopping, and recreation and providing multi-modal transportation options; encouraging neighborhood stabilization and discouraging gentrification; identifying sites for new construction and protecting naturally occurring affordable housing; and, focusing on partnerships and leveraging public investments to create opportunity.

Jessica next talked about retail conditions. The study area has about 3.0 million square feet of retail, including food and beverage restaurants, consumer services and grocers and food sales. In the study area, stores sold \$46,981,045 in goods and services, while consumers spent \$111,007,753, equating to a leakage of \$64,026,708. This leakage analysis shows that consumers are spending far more than what stores in the area are selling, indicating residents are going outside of the study area to buy goods and services.



Jessica then discussed existing office conditions. About one-third of regional jobs that commonly occupy office space are located in the project study area. Multi-tenant office space has experienced an increasing vacancy rate in the last five years, reaching 25.0% (which excludes Kodak Tower), averaging lease rates have remained static at ~\$17.50 per square foot.

Jessica discussed some industrial highlights. The study area contains approximately 2.5 million square feet of light industrial space, including rental and owner-occupied buildings, no new space has been completed in recent years. Industrial vacancy rates have remained steady at approximately 12% and leasing rates near the study area lag the larger market.

Jessica talked about breaking the study area into different subarea opportunities: North Central, Northeast, South, and Northwest, due to the varying income levels, demographics and employment throughout the study area. The study looks at different how different opportunities (residential, retail, office and light industrial) would perform in the different subareas.

Jessica passed the presentation back to Kimberly (Bergmann) to discuss Community Engagement.

### **COMMUNITY ENGAGEMENT**

Kimberly talked about how Outreach at the community level has been a priority since Day One of the project. She discussed the elements of the project's community engagement strategy which include:

- Stakeholder meetings
- Neighborhood meetings (neighborhood groups)
- Monthly pop-up events, which have been put on hold due to COVID-19
- Public workshops
- School / Student engagement
- Online platforms
- Racial Equity Subcommittee

The public engagement strategy had to be reimaged due to the impact of the COVID pandemic. The team relied heavily on online platforms such as the project website, an online survey, online contact forms, and social media.

Kimberly stated from a community engagement perspective, things have slowed down from our original plan due to the pandemic and our inability to execute some of the original elements of our strategy. She mentioned we have increased our presence online and asked members to follow and share our social media platform. We will be posting additional information moving forward, looking for ways to reach community residents and stakeholders. Project website and online survey is active, we are looking for more response from the survey especially from individuals who live and work in project area.

Kimberly reviewed some key points from the survey responses so far:

- 88% of participants do not live within the corridor
- 79% spend most time at the Public Market



- 95% travel the corridor by car
- 75% of drivers feel that beautification efforts (lighting, greenspace) are the most beneficial corridor improvement
- 50% of participants who ride or walk within the corridor feel dedicated bicycle facilities would be the most beneficial corridor improvement

The survey is still live, and the team would love to get additional feedback from residents who live within the study area.

Kimberly then discussed the Racial Equity Subcommittee, which seeks to center racial equity throughout the planning process by looking at the history of racial trauma caused by past municipal planning decisions. The subcommittee aspires to redefine the city building process as a vehicle for reparations that provides for the economic, social, and emotional well being of Black and Brown residents. The subcommittee came up with a Racial Equity Analysis Tool that includes various metrics to consider when evaluating alternatives, and how the alternatives reinforce quality of life for residents within the study area.

Kimberly discussed other outreach activities that the project team has participated in, including student outreach at the World of Inquiry, going on Poder 97.1 to discuss the project, and zoom outreach via informational and listening sessions with a number of neighborhood groups.

Kimberly highlighted some emerging themes from the public engagement so far:

- Accessibility (ADA)
- Home ownership
- Condition of bike/ped network
- Traffic impacts on local streets
- Greening of the corridor and neighborhood
- Acknowledge "local economy"
- Gentrification / displacement

Kimberly then discussed the next steps which include developing a series of concept alternatives. These alternatives will incorporate racial equity by supporting mobility and connectivity, the character of the corridor and surrounding neighborhoods, potential redevelopment and supporting existing businesses, and access to green space and natural resources. Kimberly also highlighted additional topics that the team will be taking into consideration throughout the next steps of the project, including but not limited to: historical context, home ownership strategies, a comprehensive transportation network, etc.

## **COMMENTS AND QUESTIONS**

The team posed a few questions:

- 1) Thinking about your experience when you are walking in the study area, what improvements would you like to see?

Answers: Garbage cans, bike paths, green space, park benches, sidewalks usable in winter



- 2) In your opinion, what are community development priorities within the study area?

Answers: Finish the train station, more ADA accessibility, more public art, more public events and festivals in the study area

- 3) What else should we know or be thinking about as it related to the Inner Loop and surrounding neighborhoods?

Answers: High Falls as a destination, connectivity, the stadium, slower car traffic, a grocery store, snow storage

A series of questions were presented to the project team during the meeting. Questions and responses are identified below:

1. *One of the panelists stated that the Inner Loop East project is a success. I disagree for many reasons including: (1) There is NO green space or access to neighboring streets. Just huge, tall buildings stretching for long city blocks. This does not create neighborhoods. (2) Union St. is too wide, and traffic runs too quickly. QUESTION: Will the proposals include green space? Demand that developers' contracts include green space? The City failed to do that for ILE. Please do not leave that to developers' whims or the ILE mistakes will appear at ILN.*

City Response: What is great about our process is we value everyone's opinion. There is greenspace along Inner Loop East like the cycle track. It is a \$25 million public investment which turned into 300 million dollars in reinvestment: look at Strong Museum, market rate housing and affordable housing being developed. We are taking everyone's opinions and suggestions and incorporating them into this project. ILE was the first project of its kind in the nation.

We can measure the success in different ways. Rochester is regularly featured in national publications and is used as a model for other cities. This highway removal movement is going full-steam ahead. As for Union Street being too wide, I agree but we have to work with federal, state and regional partners and there are federal guidelines that must be followed. But we eliminated 10-12 lanes of asphalt and replaced it with 2-3 lanes and I think there is a lot to be proud of as well as a lot to learn from that.

2. *I live on N Water Street/Andrews Street- I do not want to lose the part of the inner loop that connects to Water St, this is essentially my only way out of the city. Otherwise, I am excited to see this neighborhood revitalized and I hope that it is successful.*

*There are countless empty buildings that surround me that have remained empty for a decade+. Will there be incentives for local, small businesses to move/open here and how will this project make the neighborhood safer?*



City Response: We are at the planning study stage now and will be getting to the alternatives analysis next. Assuming the selected preferred alternative results in new land or opportunities for investment in existing properties, we will work with our partners in the Dept of Neighborhood and Business Development to identify strategies to support existing businesses and residents.

3. *Will the empty residential buildings be used to provide affordable housing to prevent pushing out residents?*

City Response: It is a bit too soon to say what will become of these buildings at this time. The goal of this project is to minimize and prevent displacement of existing businesses and residents and preserve their quality of life.

4. *There are empty park spaces off Andrews- what about community driven festivals like the ones in the Corn Hill and Park Ave neighborhoods? What about a dog park or a promenade that overlooks the river like what is over by Dinosaur BBQ? Community gardens? Playgrounds?*

City Response: A large part of the presentation was about opportunities for new open and green spaces and the relationship with ROC the Riverway. There is great opportunity to leverage these ideas throughout this project.

Bergmann was the designer of the Erie Harbor Promenade. We want to bring things that will be engaging and take advantage of our natural resource. Restore New York pays developers to revitalize abandoned buildings. Another factor is there is going to be a certain amount of vitality and energy around this redevelopment. We need everyone's support at this point in the process to see the project come into fruition. The Late David Gantt helped us get the funding for this project. We all know having a moat around our city is not a good thing. This is an amazing opportunity, and we have to come together as a community to support this.

5. *What about improving walkability to the High Falls park area?*

City Response: As with ROC the Riverway, this project has goals of enhancing all forms of connectivity to downtown along the riverfront.

6. *Any plans for resources for the opioid crisis or the homeless? Safe injection sites? Food pantries?*

City Response: This study will not get into uses or specifics what buildings will provide but we will document this comment.

7. *Is there a need to count how many people walk/bike in that area? Is that a necessity and useful? How much do people other than motorize vehicle?*

City Response: Enhancing the bicycle/pedestrian environment in the project area is a critical consideration of the Inner Loop North Transformation Study. The Multimodal Accessibility Report, available on the project website, provides a detailed overview of bicycle and pedestrian conditions within the Inner Loop North corridor. The findings of that report will be revisited with



respect to the alternatives that are developed to ensure that the preferred alternative improves bicycle and pedestrian quality.

8. *What are the METRICS in place (and starting to track) for measuring the success (and disappointments) of Phase 1: IL East?*

City Response: The federal gov't required us to track bicycle and pedestrian activity before the Inner Loop East project construction began and after the project was complete. It is no surprise to those who know this area that after the Inner Loop East transformation was completed, we have seen a two-thirds increase in bicycles using the corridor and a 50% increase in pedestrians using the corridor. The federal government also wants to track the number of building permits and value of building permits. Over 500 units of housing (over half of which are affordable and/pr supportive) have been or will be built which is consistent with our market study. There are a number of opportunities to cross the corridor now connecting the neighborhoods with downtown, which did not exist prior to removal of the highway.

What were some of the barriers? One of the things we are doing in this phase is to fully engage all of the utilities (Water, RGE, Greenlight, Spectrum, etc.). It is important to get that right because once a utility is buried, we do not want to have to dig it back up.

9. *I know that the city is actively watching, looking and targeting support in some years and creating opportunities to grow support for commercial corridors that are active and have life in them, when this is filled in, will you guys view this as another commercial corridor or is this an issue that will be shaken out when alternative development models are presented that some may tip more toward commercial corridor vs. housing, services and intuition?*

City Response: That is correct; we are looking to focus commercial activity on primary commercial corridors in order to strengthen them. With respect to Inner Loop North, future development will be determined by the form of the preferred alternative that is ultimately selected. Opportunities to encourage new commercial development where it most fits existing context, while also supporting our existing businesses, will be a key consideration in determining a development model for any new lands created by the project.

10. *I see a major element missing from the study, CSX/Amtrak has a major facility that impacts the corridor perhaps as much as the inner loop. The study should also consider the passenger rail station/intercity bus and the completion of a true multi-modal intra city transportation facility that was envisioned when the new train station was designed and built. when finished this could be a major hub in the corridor.*

City Response: The Amtrak Station was designed to be intermodal. The busses are still across the street in a temporary facility so there is definitely the opportunity to create that intermodal node.



Consultant Response: In addition to the rail station, we are aware of the active rail corridor, which is another element we have to work around for North/South connectivity and Genesee River/High Falls access.

11. *Great critical data being studied! Where can we find same data from "peak" of ILN (arguably 1950-1970?)... car traffic, residents, offices... which is (hopefully) going back to a "peak".*

City Response: We have not yet identified historical traffic data. It was hard to find this data for Inner Loop East.

Consultant Response: We did not identify data going back that far. We could ask partners at GTC and NYSDOT if they have information like that to help set some context.

12. *Are you the same team that studied Phase 1? And/or to what extent is this same team responsible (or involved) in Phase 2?*

City Response: Bergmann is leading the consultant design effort for Phase 2 (Inner Loop North). With the Phase 1 Inner Loop East project, Stantec led the consultant design team. All phases are, and will continue to be, overseen by the City.

13. *What is Syracuse doing about their "inverse moat"?*

City Response: They have chosen a community grid option for I-81 which will reroute traffic around the city and replace the highway with a surface boulevard.

Consultant Response: The Draft Environmental Impact Statement is undergoing final review by the Federal Highway Administration right now.

14. *I live on Charlotte Street. Undoubtedly there has been a reconnection with the neighborhoods to the east and new life has come downtown. We need to look at lessons learned and lack of green space and block long buildings are 2 things we do not want replicated. Union Street is a speedway. Moving forward with ILN we need to look at traffic calming, pedestrian walkability and open space. You cannot rely on the developers to incorporate these things. What role is the city going to play in creating PUBLIC open spaces?*

City Response: Opportunities to create new open spaces and green spaces is a stated objective. We are looking at a different context than Inner Loop East.

15. *Sure, Jane Jacobs vs. Robert Moses... we probably here mostly align with Jacobs. I know I do. But please do not throw "Moses et al." and 1950's priorities, demographics, and predicted changes with their crystal balls under the bus! Deflates the value of this undertaking. (and we/you are also "doing the best with our/your crystal balls :)*





City Response: The project is looking to correct some historic wrongs. Perhaps they did what they thought was best with the information they had at the time. Knowing what we know now, we can make smart decisions about what is best for the city's future.

16. *Is there a possibility to reinstate the subway system?*

City Response: The former subway system ran in the old canal bed and much of that no longer exists. We are excited to have RTS as a part of the conversation. They are preparing to launch Reimagine RTS in May. The bus system is the most equitable of the transit options.

17. *Rather than see the Intermodal Station as a constraint, as Howard posed, why not include Intermodal Station Phase 2 within this project scope, and vice versa, include ILN within studies for LSIS2.*

City Response: That was led by NYSDOT in coordination with the City and other partners. We were able to secure federal TIGER funding for the new train station and perhaps federal funding could be obtained to complete the intermodal station. President Biden is preparing to announce a \$3 trillion infrastructure plan.

18. *Are you considering city or county public art as part of the development process?*

City Response: Absolutely. Public art is an important part of what we do. We have a number of very talented artists. Public art is on display throughout our community.

Questions that were presented in the Zoom Video Chat are reflected below:

- *Attendee: Earlier you mentioned work opportunities for the project. As part of the equity integration, will some City Residents be involved in the project in some form (from the professional service to the Contracting facet of the project)?*

**Response:** The City of Rochester provides an incentive program for hiring City residents for public works construction contracts. Any contractor that hires residents residing in zip codes 14604, 14605, 14606, 14608, 14609, 14611, 14613, 14614, or 14621, is eligible for a monetary incentive equal to 20% of the gross payroll paid to a qualifying city resident. To qualify for this, the Contractor must show that a total of 10% of their total project payroll went to qualified City residents.

In addition, depending on the funding that is secured for the various phases of the project, the City can provide incentives to using minority and women owned businesses enterprises (MWBE). Some types of funding come with prohibitions against this type of funding, or they often come with their own stipulations that override City incentives. Generally, federal funding has Disadvantaged Business Enterprise (DBE) goals that are similar to City MWBE goals.





When funding is secured, every effort will be made to ensure as much of that funding stays within the City as possible. This will be done through encouraging the hiring of Rochester residents, using Rochester businesses for supplies, and encouraging local firms to bid on various aspects of the project.

The Planning Study is being led by Bergmann, which was founded in Downtown Rochester in 1980. Bergmann is committed to the city and possesses a solid institutional knowledge of the city and its neighborhoods, while currently employing over 170 staff at its headquarters in Downtown Rochester. Specific to the Inner Loop North project, Bergmann has hired two World of Inquiry School students who are City residents as part of a paid internship program to advance youth participation in the project and provide exposure to various design-oriented career paths.

- *Attendee: Does the market study recognize the large gap between the north and south as far as home values and rental rates are considered?*

**Response:** Yes. The market study includes specific, strategic analysis in small subareas to account for the wide range of home value and rental rate differences between different neighborhoods within the overall study area.

- *Attendee: Is this GROWTH? i.e. additional? [in response to market study]*

**Response:** This initiative will create a Transformational Change that will meet the needs of today's world and create opportunities for the future. The overall vision is to re-connect neighborhoods, promote vibrancy, spur economic development, and create jobs and better educational opportunities.

- *Attendee: Will the Center for Urban Entrepreneurship be the entity in charge of implementing the Community Communication Strategy for the project during construction? Or will Bergmann or the City be the contact for residents that could be affected by the project?*

**Response:** The City's project manager will be in charge of implementing a communication strategy to keep residents and businesses informed at all phases of the project, including design and construction. Bergmann is currently leading the Inner Loop North Transformation Planning Study, but there is no guarantee that they will be involved in future phases of this project. For this current project, Erik Frisch, the City's Project Manager, and Mark McAnany, the Consultant's Project Manager, are the points of contact for residents and businesses wishing to be involved in the planning phase. The project website will be maintained throughout: [www.innerloopnorth.com](http://www.innerloopnorth.com).

- *Attendee: Besides the good strategy being put in place for COVID-19 response, will an Environmental Representative be involved in protecting the interests of both the City and nearby*



*residents during earthwork cut/fill operations? Noise and Vibration Management? Other environmental concerns?*

**Response:** During the project's future Engineering Design Phase, the City will develop an Environmental Management Plan (EMP). Within the EMP, details would be provided for the same management and disposal of any impacted materials, including waste, soil, and water. This Plan is designed specifically to reduce exposure to harmful elements, such as dust and vapors. The Plan will instruct all construction firms on how to deal with all these environmental concerns. For a project like this, there will be an Environmental Engineering firm as part of the team to help implement the Plan.

The Construction Management Plan (CMP) will detail what monitoring will take place for noise, traffic, waste, and vibration that occurs on the construction site. A Resident Engineer will be hired by the City to represent the City and ensure that all specifications and procedures in the CMP are followed by the contractors.

- *Attendee: (and why is Charles Carrol Park taking so long?)*

**Response:** The original time frame for the Charles Carroll Plaza project, prior to being separated into 2 phases, was 2-3 construction seasons. The project was divided into two phases so that work could begin on the Sister Cities Bridge and river rail improvements while design work continued on the park itself. Construction will begin on phase 2 starting this fall. This project is on track for completion in 2023.

More information can be found on the City's website at: <https://www.cityofrochester.gov/ccpp/>.

- *Attendee: Grocery, yes. Study Abundance (South Ave)...and hugely... why did HARTS fail?*

**Response:** Grocery stores are a low margin business. Larger stores are able to generate profit and reduce costs through large amounts of traffic and sales. To be successful in a smaller location, costs need to be controlled or costs need to be higher to account for the reduced amount of traffic and sales. Smaller urban grocery stores generally rely on population density nearby and easy access. Costs are often higher, due to the smaller amount of sales and turnover. Higher prices drive away cost conscious customers. Different ownership models, such as Co-ops, may be successful where traditional ownership is not. Specialized stores, such as those focusing on organic food or local food, can be successful where larger traditional full service grocery stores may not succeed.

- *Attendee: 58 is really close to the project area - and I would like to know how construction will affect the people in the school.*



**Response:** This could vary tremendously, depending on what is ultimately chosen to be constructed within this area and how that will tie into 58 School and the adjacent parcels. Direct, interactive coordination with all affected parties will take place throughout each phase of engineering design and carry through all stages of construction. Playing fields are being considered as part of project. While there may be short term coordination issues during construction, the overall project will greatly benefit the students and staff at this school.

- *Attendee: How to get ILE populations to integrate with ILN neighborhoods? City sponsored events?*

**Response:** The Neighborhood Service Center (NSC) director hosts a monthly meetings with all neighborhood presidents (neighborhood and business associations). Over 40 presidents currently join this meeting. The NSC also invites people to join the Mayor's Neighborhood Leadership training. An application can be found here:

<https://www.cityofrochester.gov/article.aspx?id=21474846859>. The application deadline has passed, but applications can still be submitted.

- *Attendee: Yes. Hugely valuable High Falls! (and BTW... what is up with the team that owns and is trying to do something with their old mill site)*

**Response:** There are a number of projects taking place around High Falls. More information for the various projects can be found on the City's website:

1. Pont de Rennes Bridge: <https://www.cityofrochester.gov/pontderennes/>

Pont de Rennes was constructed in 1891 and consists of a wrought iron bridge spanning the Genesee River Gorge. The bridge originally carried vehicles as the Platt Street Bridge, but was converted to a pedestrian bridge in 1982 and was named for Rochester's first Sister City, Rennes, France. It is recognized as one of the best places in the city to view the falls and river gorge, standing 100 feet over the Genesee River. Significant structural repairs are needed to ensure the safety of this historic infrastructure for many years to come. In addition to structural repairs, funds will be used to create a more dynamic public space along the bridge as well as tie in with its approaches.

2. Brown's Race: <https://www.cityofrochester.gov/brownsrace/>

Browns Race is a National Register Historic District and a City Preservation District. Browns Race was originally constructed in 1815 and used as a small power canal. Water was diverted from High Falls and used to power water wheels for various mills that were built in and around the cliffs north of the falls. The street known as Browns Race was later constructed alongside the canal, where it now accommodates various businesses. The race is still visible, running under a metal grate, alongside and below the street. The street rehabilitation project includes Browns Race



(From Furnace St to Platt St), Platt Street (From Mill St to Browns Race) and Furnace Street (From Mill St to Browns Race). This project will be coordinated with the Pont de Rennes Bridge work.

3. Brewery Line Trail: <https://www.cityofrochester.gov/BreweryLine/>

This project will utilize the City acquired former rail corridor to relocate the existing trail away from the eroding gorge edge; establish a formal connection to the existing High Falls Terrace Park and St Paul Street corridor; and, upgrade railing, lighting, park amenities and landscaping.

4. High Falls Overlook Study:

This project will assess the structural stability of the existing Station 4 structure and its potential suitability for use as a scenic overlook. Concepts and estimates will be developed for building reuse, stabilization, demolition, or overlook options, depending on the results of the structural analysis and findings.

- *Attendee: Revitalized neighborhoods can draw a bad element after the project is over. Is there any consideration going into public safety? Things like "smart cities" initiatives can provide?*

**Response:** Public safety considerations will be studied as part of this project. Considerations for incorporating smart city technology into the transportation network and public spaces will also be studied. When this project goes to preliminary design, Crime Prevention Through Environmental Design (CPTED) principles will be followed. There are 4 principles that CPTED environments include:

1. Natural access control – By reducing access to public areas, people without legitimate business in the area are deterred from entering. This can include one-way streets, dead ends, fences, and landscape features.
2. Natural surveillance – By providing ‘eyes on the street’ through the location and design of houses and businesses, crime can be deterred. Lighting, landscaping, clear sight lines, and other design forms can enhance visibility and reduce crime opportunities.
3. Territoriality – This principle guides designers to help make public spaces seem ‘owned’ by nearby businesses and residents. When residents take ownership of such spaces, they are more likely to take care of them and exert positive influences on them.
4. Maintenance – The physical condition and maintenance of public spaces can give the impression that spaces are cared for and safe. Litter clean up, graffiti removal, and beautification are all programs that can help deter crime.



## City of Rochester

### Inner Loop North (ILN) Transformation Planning Study

#### Public Meeting Pop Up

June 22, 2021 • 11:00am – 1:00pm

## SUMMARY OF MEETING

### COMMENTS RECEIVED

- Dog stations are needed
- General cleanup around YWCA
- More places for kids
- Access + connecting to High Falls – it's underutilized
- Less panhandling
- Cars are inconsiderate
- Pull-over / Emergency stop areas
- Public art – more of it
- More litter pickup
- People go too fast
- More police presence
- Neighborhood safety patrol
- Affordable grocery store
- Opportunity to do something cool like the High Line in New York City
- Flowers (we call ourselves the Flower City)
- Commemorative plaques about history of Inner Loop area – don't whitewash it
- Police presence – stop the violence
- Reconnect Frontier Field but keep 490 access
- Connect Inner Loop East cycle track to Inner Loop North
- Bike-specific lights/curbs as in Amsterdam
- Community gardens
- Inner Loop East still feels like a roadway
- Keep connection to 490
- Maintain St. Paul Street ramp for easy access to downtown
- Kids programming is critical
- Need more police community involvement
- Accessible crosswalks and curbs
- Make sure bike lane connects
- Affordable rent for retail
- Community center
- Basketball court
- Playgrounds and children play areas
- Walkable





# INNER LOOP NORTH TRANSFORMATION STUDY

June 22, 2021  
YWCA Pop-Up

	NAME	EMAIL (Sign up for project updates!)	PHONE NUMBER
1	Lana Lockhart	lanalockhart@gmail.com	
2	Diamond Clayton	diamondclayton	585-514-3325
3	Ceira DeMay	ceirademaylove@gmail	585-498-6729
4	Yolanda Gavin	Yoyoloveslily@gmail.com	585-441-2776
5	Both Russell	erussell2@mail.naz.edu	585-734-9855
6	April Allen	Aprilallen08@gmail.com	474-3073
7	Marilyn Diaz	Tinylovedreams@gmail.com	730-0191
8	Mikela Santini		312-282-5584
9	Kimberly James	kimberlyjames654@gmail.com	(954) 861-7089
10	Berery Hettig	bhettig@ywcarocheater.org	585 643 1109
11	DANNA Bellucci	bellucci.danna@gmail.com	585 298-5261
12	Danifa Bratcher		(585) 530 1298
13	Melody Flores	mflores@ywcarocheater.org	585-402-1081
14	Erin Gueli	eegueli@ywcarocheater.org	(585) 737-9487
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			



**City of Rochester**  
**Inner Loop North Transformation Planning Study**  
**Public Workshop**  
**YMCA Center for Equity, 53 Lewis Street**  
**June 23, 2021 • 3:00pm – 6:00pm**

## **ATTACHMENTS**

- List of attendees

## **SUMMARY OF WORKSHOP**

This workshop was open-house style, with a series of interactive stations for attendees to circulate through at their own pace. Attendees had the opportunity to leave feedback at every station. City representatives and other project team members were also present at each station to answer questions.

### **Introductory Station:**

This station explained the Inner Loop North Transformation study and its goals and included a map of the study area. Information about accessing the project website and other social media pages and staying up-to-date on project news and upcoming community events was also provided.

### **Station 1: Community Opportunities**

This station presented a summary of potential opportunities for the Inner Loop North corridor and surrounding neighborhoods that had been identified by community members at previous engagement activities. Attendees were asked to prioritize these opportunities or to add their own.

### **Station 2: Segment-Specific Opportunities**

This station split the Inner Loop North study area into four segments and listed potential opportunities for each segment including mixed-use development, enhanced pedestrian and bike mobility, and streetscape amenities among others. Attendees were asked to choose their top opportunities for each segment and to identify other opportunities, as well.

### **Station 3: Concept Alternatives**

This station presented six different concepts for the redesign of the Inner Loop North corridor. Attendees were asked to describe what they liked and did not like about each concept and to identify their preferred and second choice alternatives.

Feedback from all stations is listed below.



## PUBLIC COMMENTS

### Station 1: Community Opportunities

At this station, attendees were presented with several opportunities for the Inner Loop North corridor and surrounding neighborhoods that had been identified by community members at previous engagement activities. Attendees were asked to vote for the top three opportunities that they felt could make the most impact.

The community opportunities, from top ranked to lowest ranked, are as follows:

<b>Placemaking</b> reflecting the unique character and identity of the neighborhoods	<b>Economic Development</b> supporting small businesses and workforce development	<b>Advancing Equity</b> ensuring project outcomes support the needs of all existing and future residents	<b>Public Health and Wellness</b> providing spaces and places to support community health and well-being	<b>Promoting Connectivity</b> linking schools, activity centers, businesses, the Riverfront, and other destinations together	<b>Ensuring Accessibility</b> designing streets for users of all ages and abilities and for all modes of transportation	<b>Providing Amenities</b> furnishing streets with benches, bike racks, lighting, and other amenities that create a safe and vibrant space	<b>Creating Greenspace</b> creating green and open spaces for passive and active recreation along corridors
<b>16</b> votes	<b>15</b> votes	<b>11</b> votes	<b>9</b> votes	<b>5</b> votes	<b>4</b> votes	<b>4</b> votes	<b>4</b> votes

Attendees also identified additional opportunities, not listed above, including:

- | <b>Roadway</b>   | <b>Housing</b>   | <b>Amenities</b>   | <b>Other</b>  |
|--|--|--|---|
| <ul style="list-style-type: none"> <li>– Prioritize Inner Loop North for people, not for cars (x3)</li> <li>– Two-lane streets only (x3)</li> <li>– Restore the grid (x3)</li> <li>– More space for people, less space for cars (x2)</li> <li>– Pedestrian safety (x2)</li> <li>– Create a road to the city, not through the city</li> </ul> | <ul style="list-style-type: none"> <li>– Owner-occupied homes (x6)</li> <li>– Affordable housing (x4)</li> <li>– Rent-to-own programs (x4)</li> <li>– Home ownership (x3)</li> <li>– First-time homebuyers’ program (x2)</li> <li>– Maintenance and repair grant programs (x2)</li> <li>– Market-rate housing</li> </ul> | <ul style="list-style-type: none"> <li>– Supermarket (x5)</li> <li>– Pharmacy</li> <li>– Public utilities investment, especially fiber internet</li> <li>– Places for people to gather and grow in the community</li> <li>– Mailboxes</li> </ul> | <ul style="list-style-type: none"> <li>– Clean up the storm sewers and the garbage</li> </ul> |





## Station 2: Segment-Specific Opportunities

At this station, the Inner Loop North study area was split into four segment areas: (1) West of the River Segment; (2) St. Paul Segment; (3) Central Segment; and (4) Residential/World of Inquiry Segment. For every segment, attendees were asked to choose their top three priorities from a list of segment-specific opportunities.



### West of the River Segment Priorities:



**10**  
votes

**6**  
votes

**6**  
votes

**6**  
votes

**3**  
votes

**3**  
votes








**2**  
votes

**2**  
votes<sup>1</sup>

<sup>1</sup> A comment was made that any high/medium density mixed-use development must include market-rate and affordable housing.










**St. Paul Segment Priorities:**

						
<b>Enhanced riverfront access</b>	<b>Mixed-use entertainment south of Inner Loop</b>	<b>Enhanced pedestrian / bike mobility</b>	<b>More public greenspace</b>	<b>Medium density mixed-use development</b>	<b>Additional commercial / industrial growth</b>	<b>Workforce programs linked to existing businesses</b>
<b>15</b> votes	<b>14</b> votes	<b>6</b> votes	<b>3</b> votes	<b>3</b> votes <sup>1</sup>	<b>3</b> votes	<b>3</b> votes

<sup>1</sup> A comment was made that any medium density mixed-use development should include market-rate units.

**Central Segment Priorities:**

						
<b>Enhanced pedestrian / bike mobility</b>	<b>Streetscape enhancements</b>	<b>Neighborhood amenities (benches, etc.)</b>	<b>Improved access to the post office</b>	<b>New development around the train station</b>	<b>Medium density mixed-use development</b>	<b>Franklin Square restoration</b>
<b>10</b> votes	<b>7</b> votes <sup>1</sup>	<b>7</b> votes	<b>6</b> votes	<b>6</b> votes	<b>4</b> votes <sup>2</sup>	<b>4</b> votes

<sup>1</sup> A comment was made that streetscape enhancements should include developing small parcels as well.

<sup>2</sup> Comments were made that any medium density mixed-use development should include market-rate units and that small parcels should be considered for development.

Other suggested opportunities included:

- Restoring the urban street grid (x2)
- Incremental development
- Parking at the post office
- Celebrating the post office as a part of the community and as a historical amenity



**Residential / World of Inquiry Segment Priorities:**



<sup>1</sup> A comment was made that small business development should be considered on small parcels.

<sup>2</sup> A comment was made that neighborhood amenities (like benches) should not include any anti-homeless, hostile architecture.

Other suggested opportunities included:

- Restoring the grid
- Considering small parcels for development/infill
- Owner-occupied homes
- Market-rate housing
- Supermarket
- Cleaning storm sewers and garbage in alleys

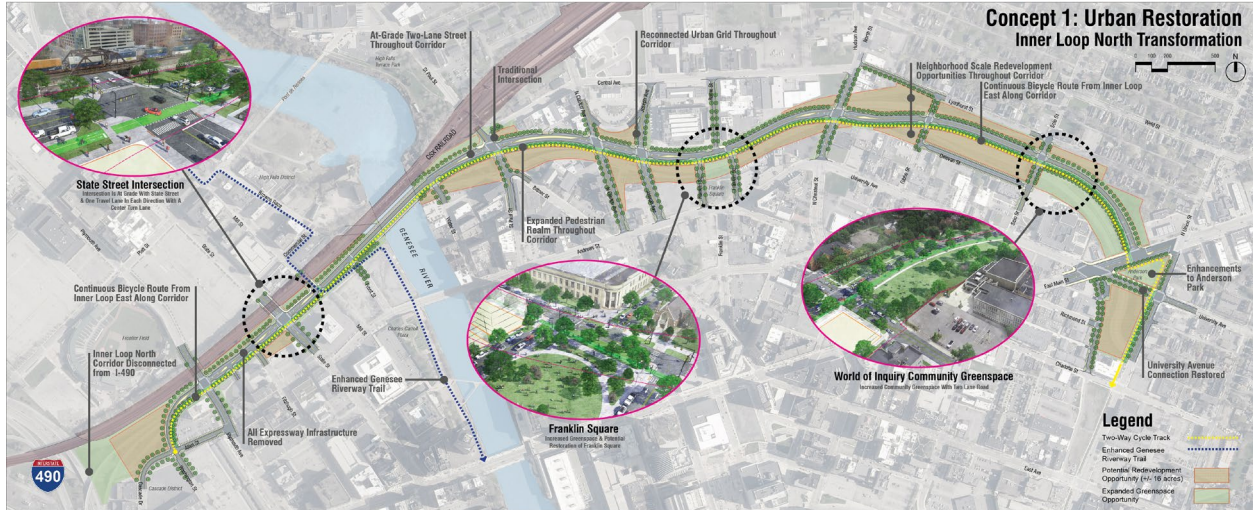




### Station 3: Concept Alternatives

Six different concepts for the redesign of the Inner Loop North corridor were presented at this station. Attendees were asked to describe what they liked and did not like about each concept. They were also asked to identify their preferred and second choice concepts out of the six alternatives.

#### Concept 1 – Urban Restoration:



#### Likes

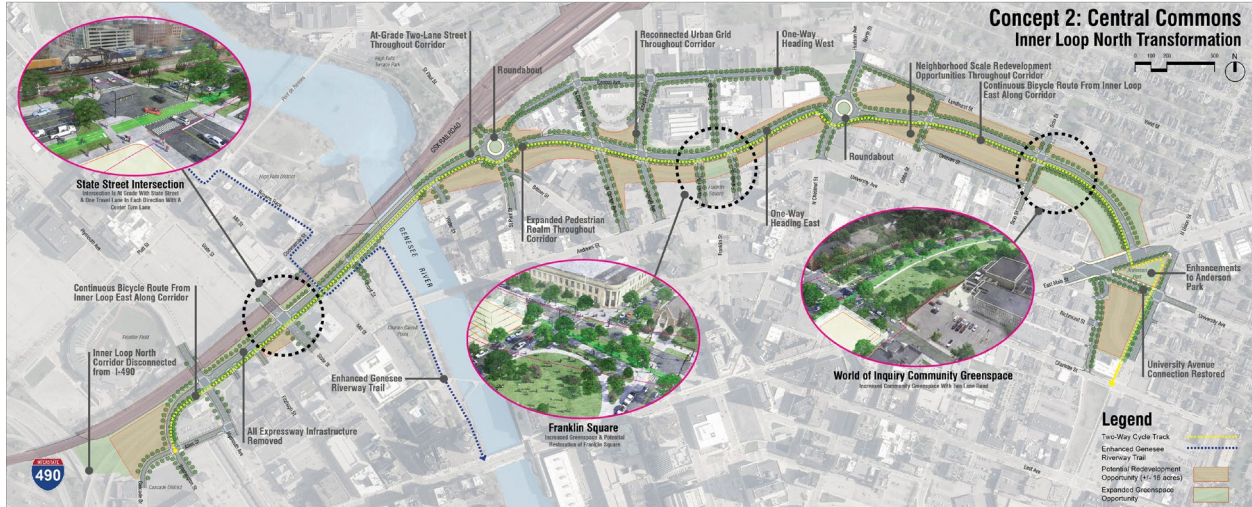
- Not connected to 490 (x3)
- Limited traffic, safer streets (x3)
- Good treatment of Franklin Square (x2)
- World of Inquiry greenspace
- Pedestrian-friendly in and around railroad bridge

#### Dislikes

- Not enough greenspace (x2)
- Not connected to 490, will divert traffic through community as a result (x2)
- Does not recreate a traditional urban street grid
- Four lanes on Union Street will lead to racing
- No traffic circles; could be dangerous for pedestrians and bicycles
- Single-family owner-occupied housing, not rental
- More development space along Lyndhurst



**Concept 2 – Central Commons:**



**Likes**

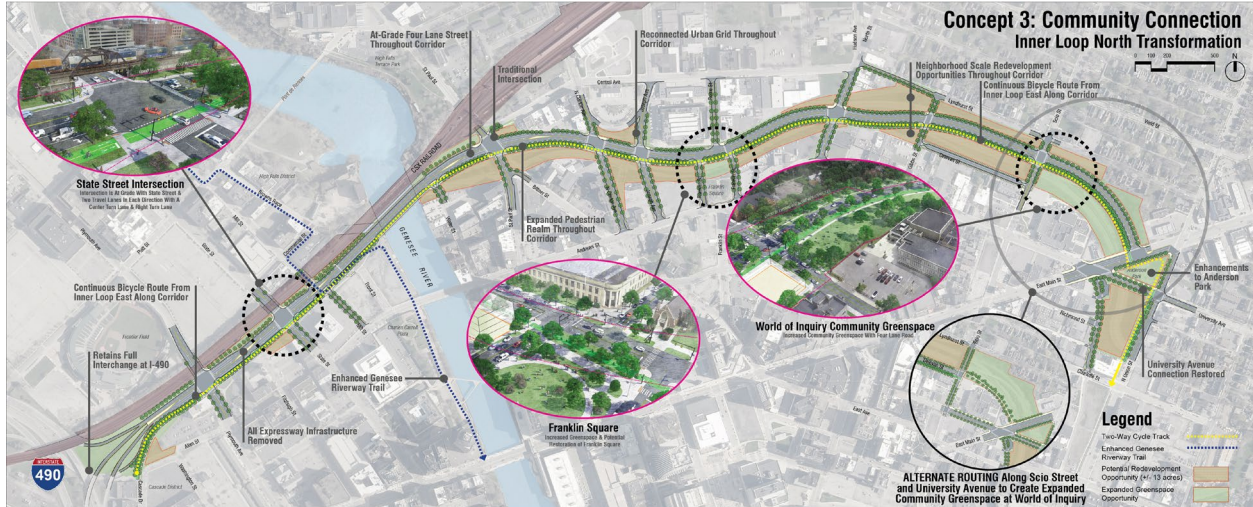
- Roundabouts (x2); if safe passage is provided for pedestrians and if there is a public education campaign to educate drivers/pedestrians/etc.
- Road profile at the post office

**Dislikes**

- Roundabouts (x7); dangerous for pedestrians and cyclists
- Does not bring back the grid
- Not enough greenspace
- Not enough owner-occupied housing
- Central Avenue treatment
- Concern about increased traffic



### Concept 3 – Community Connection:



#### Likes

- Connection to 490
- Alternate routing along Scio
- Drive through at post office
- Single-family homes on east side near Scio/ World of Inquiry

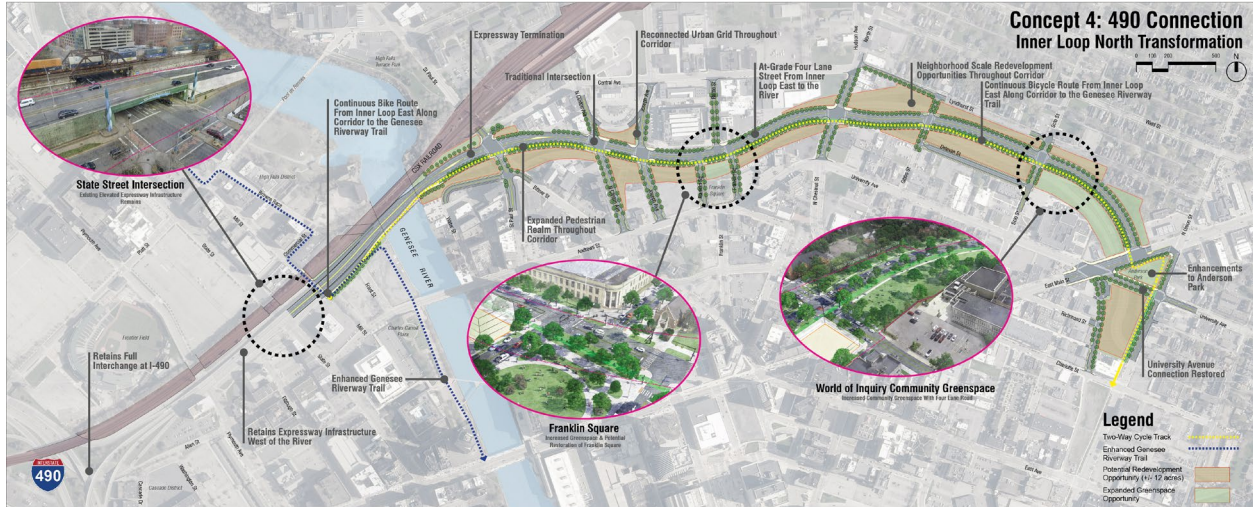
#### Dislikes

- Four lanes – too wide (x4)
- Road too fast
- Connected to 490
- State Street too wide
- Clinton/St. Paul/Joseph north-south pedestrians/ cyclists will have reduced travel time on green light due to increased volume of Inner Loop North traffic
- Will throw too much traffic on University between Scio and North
- Not enough greenspace
- Not enough owner-occupied housing
- No blue mailboxes in the neighborhood





**Concept 4 – 490 Connection:**



**Likes**

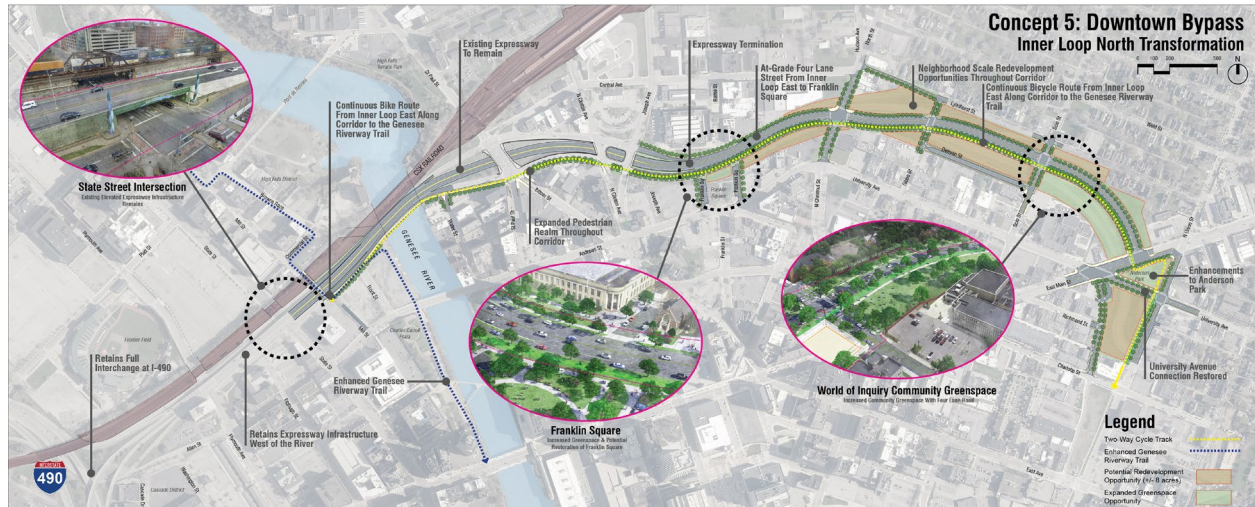
- Want to see more homeownership (x2)
- Preservation of existing State Street intersection
- Franklin Square greenspace

**Dislikes**

- Four lanes – too wide (x4)
- Connection to 490
- Retention of State Street Inner Loop infrastructure
- Need traffic calming on University
- Not enough greenspace
- Not enough owner-occupied housing
- Where’s the supermarket?
- Where’s the parking?



## Concept 5 – Downtown Bypass:



### Likes

- Nothing – bad concept (x2)
- 490 to East Main/University impact on city streets is minimized
- Nothing lost to concept of connectivity by major rehab as shown from Joseph to 490W
- Gibbs Street connection enhances livability for Lower Marketview residents
- Most useful bikeway with River west side, north and south
- Important to control speed from Joseph to Main Street by signalization timed to 30mph in order to make Scio Street a safe pedestrian crossing
- Keep narrower than Union Street by eliminating continuous center-turn lane

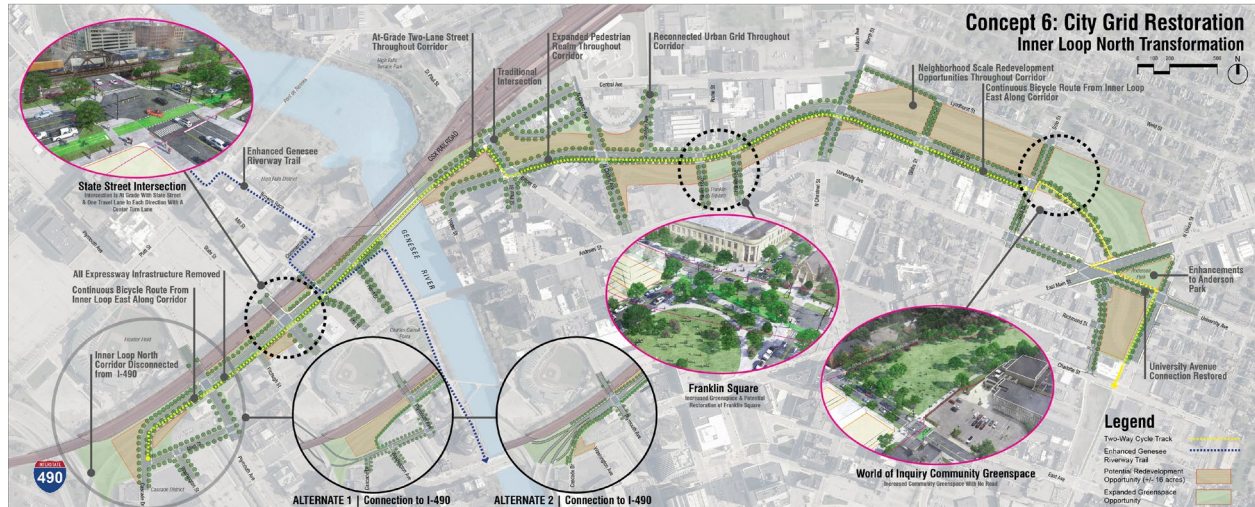
### Dislikes

- Four lanes – too wide (x4)
- Not enough greenspace (x2)
- Connection to 490
- Hybrid solutions are not successful; an at-grade highway is just as bad as the sunken roadway – perhaps more dangerous
- Restoring University connection will drive more traffic on Grove Place
- Franklin Square restoration project is too large in scope; scale it down
- Not enough greenspace
- Not enough owner-occupied housing
- Where's the supermarket?
- Where's the parking?
- Too much of the same, not enough change





## Concept 6 – City Grid Restoration:



### Likes

- Best of the six concepts (x4)
- Potential for single-family owner-occupied housing (x3)
- Underground utilities for single-family owner-occupied homes (x2)
- Removal of highway infrastructure closest to recreating the grid
- Safe streets
- Reconnects University
- Consider reconnecting Richmond Street, perhaps eliminate Main to Charlotte connector
- Like the idea of traffic using Central Avenue
- Continue Lyndhurst – not small greenspace
- More space for greenspace
- Can plant chestnut trees
- Will there be assistance to help existing homeowners make improvements?

### Dislikes

- Road too wide – should be one lane each direction (x2)
- Inner Loop replacement should be more narrow than Union Street
- 490W disconnect will divert through-traffic to downtown city streets
- Disconnect from 490, but provide a new west downtown exit:
  - Depress and compress 490 so that it goes below West Main to provide a pedestrian connection to west side
  - Provide eastbound exit ramp and westbound entrance ramp from 490 to re-routed Broad Street
  - Provide cap over triangular space formed by West Main and re-routed Broad Street
  - Extend the new Inner Loop replacement street across depressed 490 to Broad Street
  - Traffic exiting from 490 will have a choice of 3 ways to disperse through the downtown grid
- Need to include traffic calming improvements on University
- Consider cycle track along University
- Bike lane seems broken up – less street crossing
- Need better connection to Inner Loop East
- Reconnect Richmond Street and the 2 adjacent alleys as was done with Charlotte Street
- Make Joseph Ave go straight by post office
- Take it a step further toward truly reconnecting the grid (see 2000 Design Center charrette)
- Rethink Franklin Square – opportunity to create a more significant civic space with old post office as backdrop
- Need a better response to ecological choices – permeable paving for parking, rain gardens, variety of plantings
- Need more greenspace
- Need more space for owner-occupied housing



**Concept 6 – City Grid Restoration (Continued):**

For Concept 6 – City Grid Restoration, three possible alternatives were presented to address the connection to 490: (1) no connection to 490; (2) connection to 490W only; (3) connection to 490E and 490W. Attendees voted for their preferred alternatives as follows:



**No Connection to 490**

**12**  
votes



**Connection to 490W only**

**1**  
vote



**Connection to 490E and 490W**

**21**  
votes

**Preferred Concepts:**

Out of all six concepts, attendees ranked their preferred and second choice alternatives as follows:

	<b>Concept 1:</b> Urban Restoration	<b>Concept 2:</b> Central Commons	<b>Concept 3:</b> Community Connection		<b>Concept 4:</b> 490 Connection	<b>Concept 5:</b> Downtown Bypass	<b>Concept 6:</b> City Grid Restoration		
			Alternative: Route Along Inner Loop	Alternative: Route Along Scio/ University			Alternative: No Connection to 490	Alternative: Connection to 490W	Alternative: Connection to 490E and 490W
Preferred Option	<b>1</b> vote	<b>0</b> votes	<b>1</b> vote	<b>2</b> votes	<b>0</b> votes	<b>3</b> votes	<b>10</b> votes	<b>5</b> votes	<b>3</b> votes
Second Choice	<b>0</b> votes	<b>0</b> votes	<b>0</b> votes	<b>0</b> votes	<b>0</b> votes	<b>1</b> vote	<b>4</b> votes	<b>1</b> vote	<b>2</b> votes
<b>Total</b>	<b>1</b> vote	<b>0</b> votes	<b>1</b> vote	<b>2</b> votes	<b>0</b> votes	<b>4</b> votes	<b>14</b> votes	<b>6</b> votes	<b>5</b> votes



## General Comments on Concept Alternatives:

### Roadway

- Inner Loop should be for people, not for cars (x2)
- Restore as much as possible the street grid that the Inner Loop destroyed (x2)
- Make the road for cars to city, not through city
- No wide streets
- Two-way streets
- Add alleys
- Provide increased amenities; make road safe for pedestrians aged 8 to 80
- “Bling” up the Inner Loop: lights, murals, bus terminal, parades

### Housing

- Housing study that preceded this work has been ignored – new home sites needed (x2)
- Single-family homes/home ownership will build strong foundations for future generations (x2)
- Focus on owner-occupied, single-family housing and tenant co-ops that own their buildings
- These studies do not take into account the 90+ vacant City-owned lots in Lower Marketview Heights. Funds to clean up these sites to make them “shovel ready” and transfer to the land back to facilitate new square footage and 2-family home construction. These former burned-out and abandoned homes are the legacy of the Inner Loop North original construction that made neighborhoods less desirable. Thus, this is a valid purpose to undo the change created in the ‘60s.

### Other

- Invest in businesses
- Small/incremental development





# INNER LOOP NORTH TRANSFORMATION STUDY

June 23, 2021

YMCA Center for Equity at Lewis Street

NAME	EMAIL (Sign up for project updates!)
Natalia Medero	
Jim Affranti	
Adriano D. Apollonio	
Antonio Apollonio	gabrix@gol.com
DAVID PEDEAZA	
Marta Padrao	-
Yngay Maciusta	
Patricia Fowles	104 fowles52@gmail.com
Marta Lueson	
Rosa Y. Herbert	
Burra Jozys	-
Lyons Wilson	
Crespy Hill	
Pam Blythers	heaven7earth@yahoo
BILL SELF	BILL@LOWERFALLSFUND.ORG-com
M Jackson	NA
Jill ORBACH	JWORBACH@gmail.com
Mythra Mazzola	<del>the</del> mmazzola@scaenvi.com
S. May	
Howard Decker	hildecker@hotmail.com
Amy Kecker	
Robert Keck	rkeck@rkeck.me
Lee Newell	lee@LAN2.NET
Maria Sauer	dsanderkeck@gmail.com





**City of Rochester**  
**Inner Loop North (ILN) Transformation Planning Study**  
**Public Meeting #2**  
**June 25, 2021 • 12:00pm – 1:30pm**

## **SUMMARY OF MEETING**

### **WELCOME AND INTRODUCTIONS**

Erik Frisch (City) opened the virtual meeting via Zoom and introduced himself as the City's Project Manager for this project. Erik then turned the meeting over to Bergmann, where Kimberly Baptiste reviewed the meeting agenda and began the presentation.

A summary of key topics and discussion provided below:

### **INTRODUCING THE TEAM**

Kimberly Baptiste (Bergmann) introduced herself, reviewed the meeting agenda, and introduced the rest of the project team:

- City of Rochester
- Community Advisory Committee: Representatives from 50 organizations within the City
- Technical Advisory Committee: Representatives from City, various departments, Monroe County, NYS, and other regional agencies (i.e. Genesee Transportation Council)
- Stakeholders: Neighborhood groups, business associations, small businesses, community-based groups, residents, property owners
- Consultants
  - Bergmann – Project lead including project management
  - Trowbridge Wolf Michaels Landscape Architects (TWMLA)
  - Kimley Horn
  - Lu Engineers
  - Center for Urban Entrepreneurship
  - SAA|EVI

### **STUDY OVERVIEW**

Kimberly provided an overview of the project purpose, goals and process. The purpose of the Inner Loop North (ILN) Transformation Study is to evaluate alternatives for the northern section of the Inner Loop to improve connectivity, accessibility and community development. Kimberly discussed the project study area (see Slide 10 of the presentation for a map of the study area).

### **Historical Context**

Kimberly gave an overview of the damage that construction of the Inner Loop caused in Black and Brown communities. Construction of the Inner Loop involved the demolition and destruction of homes and businesses that were the heart of a once-vibrant neighborhood and destruction of residences and social establishments of the existing neighborhood and discouraged mobility for Black residents.





## Study Goals

The overarching goal of the Study is neighborhood restoration. Project goals have been organized into three categories, each with a list of supporting goals: equity; neighborhood restoration; and connectivity & accessibility. Kimberly also highlighted the alignment of the ILN Transformation Study with the City of Rochester's *Rochester 2034* Comprehensive Plan, and the Planning Process.

### Equity:

- Ensure project outcomes support needs of the full spectrum of existing and future residents, eliminating disparities
- Minimize / prevent displacement of existing residents and businesses
- Identify new housing opportunities and strengthen existing residential neighborhoods

### Neighborhood Restoration:

- Identify strategic opportunities for new investment
- Create new job opportunities
- Facilitate opportunities for community-based development
- Promote reuse of vacant and underutilized lands
- Strengthen and support existing community assets

### Connectivity and Accessibility:

- Reconnect neighborhoods and restore a human scale street grid
- Promote multimodal accessibility for all users
- Enhance street network to improve environment for all modes of transportation
- Eliminate Inner Loop North as a physical and visual barrier
- Integrate with ROC the Riverway Vision Plan, including enhanced public access to the riverfront

## LISTENING TO THE COMMUNITY

Kimberly talked about how outreach at the community level has been a priority since Day One of the project. She discussed community engagement activities that have occurred so far, including the following informational and listening sessions:

- World of Inquiry
- Lewis Street Y / Lewis Street Community
- New Bethel Church
- Marketview Heights CAP
- Grove Place Association
- Hinge Neighborhood Group
- Genesee Brewery
- YWCA
- One-on-one

Other outreach efforts include the first public workshop series in March 2021, World of Inquiry student internships, appearing on Poder 97.1, the project website ([www.innerloopnorth.com](http://www.innerloopnorth.com)) and social media, and the online survey.



Kimberly then discussed the Racial Equity Subcommittee, which seeks to center racial equity throughout the planning process by looking at the history of racial trauma caused by past municipal planning decisions. The subcommittee aspires to redefine the city building process as a vehicle for reparations that provides for the economic, social, and emotional well-being of Black and Brown residents. The subcommittee came up with a Racial Equity Analysis Tool that includes various metrics to consider when evaluating alternatives, and how the alternatives reinforce quality of life for residents within the study area. The metrics to consider include the following:

- Quality of Life
- Land Use
- Modal Safety
- Accessibility
- Mobility
- Youth
- Older Adults
- Health
- Environment

Kimberly also mentioned additional upcoming engagement opportunities (Tuesday, June 29 at the Genesee Brewhouse from 9 AM – 10:45 AM, and Tuesday, June 29 at the RIT Center for Urban Entrepreneurship from 3 PM – 6 PM).

### **What We've Heard**

Kimberly highlighted some emerging themes from the public engagement so far from different groups, including the Lewis Street Community, Marketview Heights CAP, Grove Place Association, New Bethel Church, World of Inquiry, the Community Advisory Committee, and the March Public Meetings. The feedback includes:

- Infill development on vacant land / address vacant lots and blighted properties
- Single family homes / More first-time homeowners
- Prevent displacement / gentrification
- Restore Franklin Square
- Public art / More street trees / Neighborhood beautification projects
- More green space for community and World of Inquiry
- Emphasize walkability and bikability
- Pedestrian amenities (benches, wider sidewalks, trash cans, etc.)
- Anderson Park enhancements
- Traffic calming measures
- Architectural diversity with new development





## REIMAGINING INNER LOOP NORTH

### Community Opportunities

Kimberly introduced Sandra White of Mustard Seed World Consulting Group, who discussed community opportunities.

Opportunities were identified based on what we have heard from community members (see slide 36 of the PowerPoint presentation). Kimberly then discussed the following opportunities that exist in different sections of the Inner Loop North study area:

- Placemaking
- Connectivity
- Accessibility
- Amenities
- Public Health and Wellness
- Greenspace
- Economic Development
- Future land use

### ROADWAY CONCEPTS

Kimberly introduced Jonathan Peet of Trowbridge Wolf Michaels Landscape Architecture, who reviewed the key design considerations to keep in mind (i.e., mobility/connectivity...) when evaluating the design concepts Jonathan then discussed each concept in detail (a PDF of all the concepts is attached).

(mobility / connectivity, civic and corridor character, potential redevelopment, greenspace / natural resources).

- Concept 1: Urban Restoration
- Concept 2: Central Commons
- Concept 3: Community Connection
  - Concept 3A: University Avenue Reconnection
- Concept 4: 490 Connection
- Concept 5: Downtown Bypass
- Concept 6: Grid Restoration

Jonathan broke the study area down into "decision points" to better understand the differences in each concept. The decision points are the I-490 connection; State Street; Genesee Riverway Trail (GRT); St. Paul Street; Franklin Square; and World of Inquiry School (WOIS).



## NEXT STEPS

Kimberly discussed the next steps for the Inner Loop North Transformation Study.

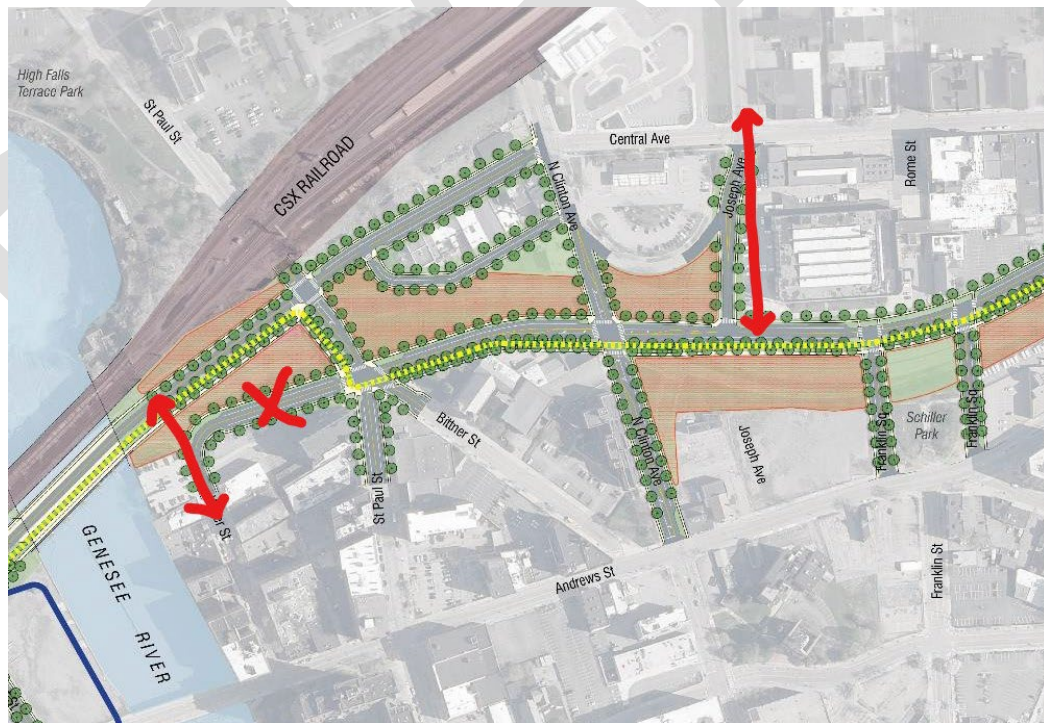
- July → Refinement of potentially feasible concepts
- August → TAC meeting; CAC meeting; public meetings
- September → Preferred concepts advancement
- October → TAC meeting; CAC meeting; DRAFT ILN Transformation Study

## BREAKOUT SESSIONS

Attendees were put into different breakout sessions with a member of the project team to discuss the different concepts and ask questions in a small group setting.

### **Breakout Group 1** (Ryan Wright):

- Expressed support for concept 6 and affirmed support for robust bike infrastructure.
- Concern that the roadway under Concept 1 is still too bloated.
- Concern for traffic loads coming from 490 and whether there should be more thinking about how traffic will exit the interstate and merge with the city grid. Reference to high traffic volumes in critical locations along Inner Loop East.
- Suggestion to expand treatment of Schiller Park - possibly extending it westward across the new Franklin Square connections.
- [Sketched Below] Under Concept 6, don't curve Water Street eastward to connect to St. Paul and Bittner, but rather connect it directly to the new Central Ave Spur. Bring Joseph Ave straight southward, slicing off some Post Office parking to better align with the segment north of Central Ave





**Breakout Group 2** (Jonathan Peet):

- Interested in discussing Concept 6.
- Wanted to make sure the University Ave cut through doesn't inadvertently introduce other difficult turning movements that may be un-safe.
- Some interesting dialogue about where the best position is for bike infrastructure – seems like University Ave bike lanes could be well received
- A suggestion to make a roadway connection (east of the river) to connect Central / Water / Cumberland.
- Removing 490 ramps was the clear preference. There was also an acknowledgment that more study needs to be performed to understand how traffic would re-route and allow people to get to and from the highway.

**Breakout Group 3** (Kimberly Baptiste):

- Favored Concept 6.
- Should be strong focus on the experience / environment of walking and biking (from a land development perspective).
- WOI needs soccer fields – they are state champions!
- Love idea of restoring Cumberland.
- Accessibility to Post Office is horrible.
- Like notion of more green space throughout, so limited today
- Like how "integrated" ILE is – replicate that.
- Very interested in big picture community development outcomes.
- Could be federal funding for community development, not just infrastructure.
- North south pedestrian travel very difficult, needs to be focus.

**Breakout Group 4** (Kiernan Playford):

- Discussed the importance of creating solid north/south bicycle connections to complement the east/west connection.
- Opportunity for creating a multimodal hub around the Train and Bus stations by having a circulator that goes to and from the RTS Transit Center.
- The participants didn't have anything specific to say about the concepts, but rather emphasized the importance of the community opportunities once the project is complete.
- Want to see more affordable housing, the opportunity to bring more people into the city.
- Prevent gentrification / displacement of residents in surrounding neighborhoods



**City of Rochester**  
**Inner Loop North Transformation Planning Study**  
**Public Workshop**  
**Genesee Brewhouse, 25 Cataract Street**  
**June 29, 2021 • 9:00am – 10:45am**

## **ATTACHMENTS**

- List of attendees

## **SUMMARY OF WORKSHOP**

This workshop was open-house style, with a series of interactive stations for attendees to circulate through at their own pace. Attendees had the opportunity to leave feedback at every station. City representatives and other project team members were also present at each station to answer questions.

### **Introductory Station:**

This station explained the Inner Loop North Transformation study and its goals and included a map of the study area. Information about accessing the project website and other social media pages and staying up-to-date on project news and upcoming community events was also provided.

### **Station 1: Community Opportunities**

This station presented a summary of potential opportunities for the Inner Loop North corridor and surrounding neighborhoods that had been identified by community members at previous engagement activities. Attendees were asked to prioritize these opportunities or to add their own.

### **Station 2: Segment-Specific Opportunities**

This station split the Inner Loop North study area into four segments and listed potential opportunities for each segment including mixed-use development, enhanced pedestrian and bike mobility, and streetscape amenities among others. Attendees were asked to choose their top opportunities for each segment and to identify other opportunities, as well.

### **Station 3: Concept Alternatives**

This station presented six different concepts for the redesign of the Inner Loop North corridor. Attendees were asked to describe what they liked and did not like about each concept and to identify their preferred and second choice alternatives.

Feedback from all stations is listed below.



## PUBLIC COMMENTS

### Station 1: Community Opportunities

At this station, attendees were presented with several opportunities for the Inner Loop North corridor and surrounding neighborhoods that had been identified by community members at previous engagement activities. Attendees were asked to vote for the top three opportunities that they felt could make the most impact.

The community opportunities, from top ranked to lowest ranked, are as follows:



#### Promoting Connectivity

linking schools, activity centers, businesses, the Riverfront, and other destinations together

**7**  
votes



#### Ensuring Accessibility

designing streets for users of all ages and abilities and for all modes of transportation

**7**  
votes



#### Public Health and Wellness

providing spaces and places to support community health and well-being

**6**  
votes



#### Advancing Equity

ensuring project outcomes support the needs of all existing and future residents

**6**  
votes



#### Providing Amenities

furnishing streets with benches, bike racks, lighting, and other amenities that create a safe and vibrant space

**5**  
votes



#### Creating Greenspace

creating green and open spaces for passive and action recreation along corridors

**5**  
votes



#### Economic Development

supporting small businesses and workforce development

**4**  
votes



#### Placemaking

reflecting the unique character and identity of the neighborhoods

**1**  
vote

Attendees also identified additional opportunities, not listed above, including:

- Focusing on the communities that were harmed by the Inner Loop
- Safety for those walking from train station to bus station
- Inclusive transit center with bus, rail, etc.
- Create a retail and transport hub
- More small markets
- Get local input for all needed zoning changes
- Maintaining parks/greenspaces



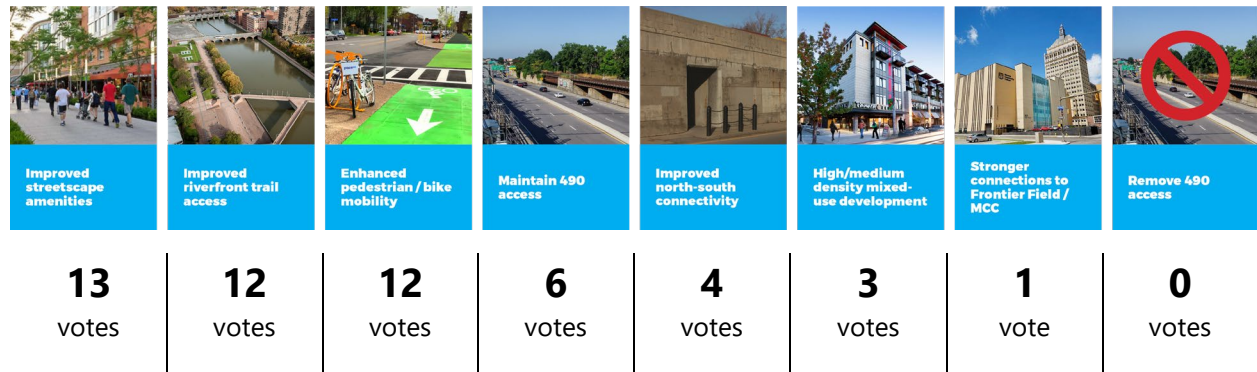


## Station 2: Segment-Specific Opportunities

At this station, the Inner Loop North study area was split into four segment areas: (1) West of the River Segment; (2) St. Paul Segment; (3) Central Segment; and (4) Residential/World of Inquiry Segment. For every segment, attendees were asked to choose their top three priorities from a list of segment-specific opportunities.

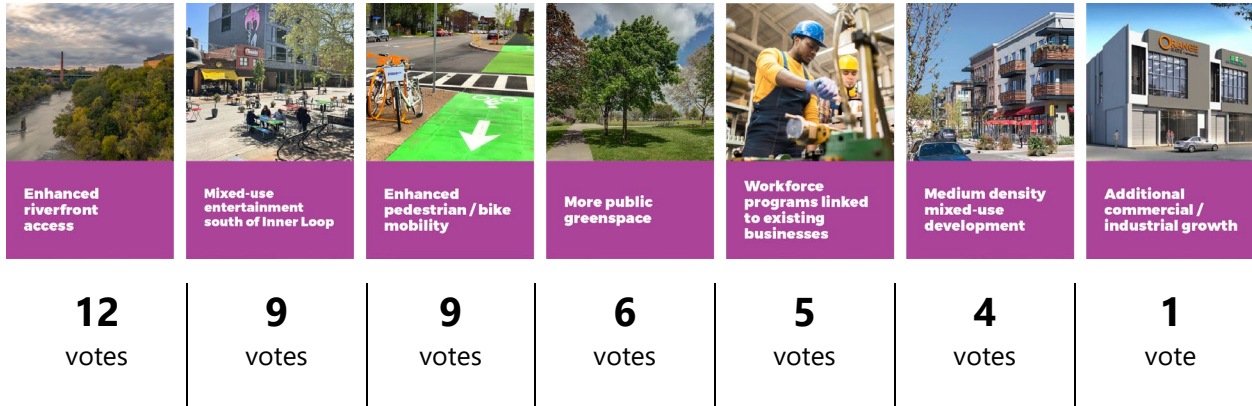


### West of the River Segment Priorities:





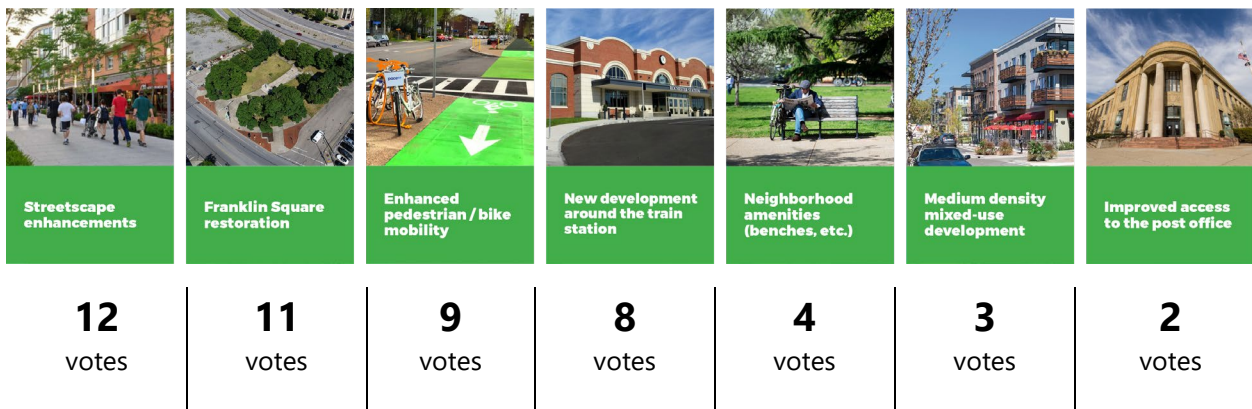
**St. Paul Segment Priorities:**



Other suggested opportunities included:

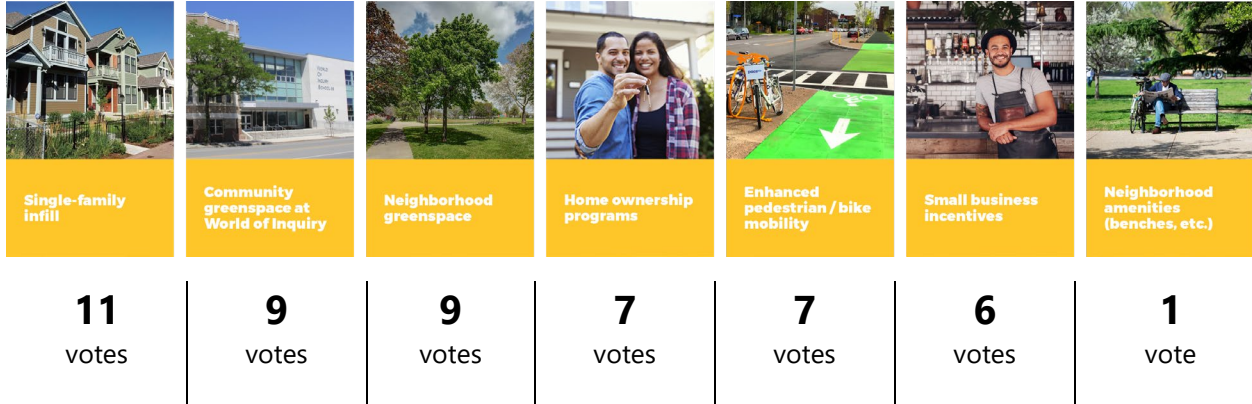
- Retail center with anchor, such as an inner city Target or Wegmans
- Small retail businesses, perhaps combined with housing above them
- Transform bridge over Genesee River into pedestrian parkway similar to the High Line in NYC

**Central Segment Priorities:**





**Residential / World of Inquiry Segment Priorities:**



Other suggested opportunities included:

- Maintain grade changes. Rochester is flat – grade changes on streets provides interest.
- Whatever gets done, better design and aesthetics than the previous infill development should be a priority.
- World of Inquiry School #58 was sited on University knowing full well there were no athletic fields. The District invests \$44 million because its location would support expeditionary learning. Athletic fields were consciously ignored in exchange for academic rigor. Similar to SOTA.

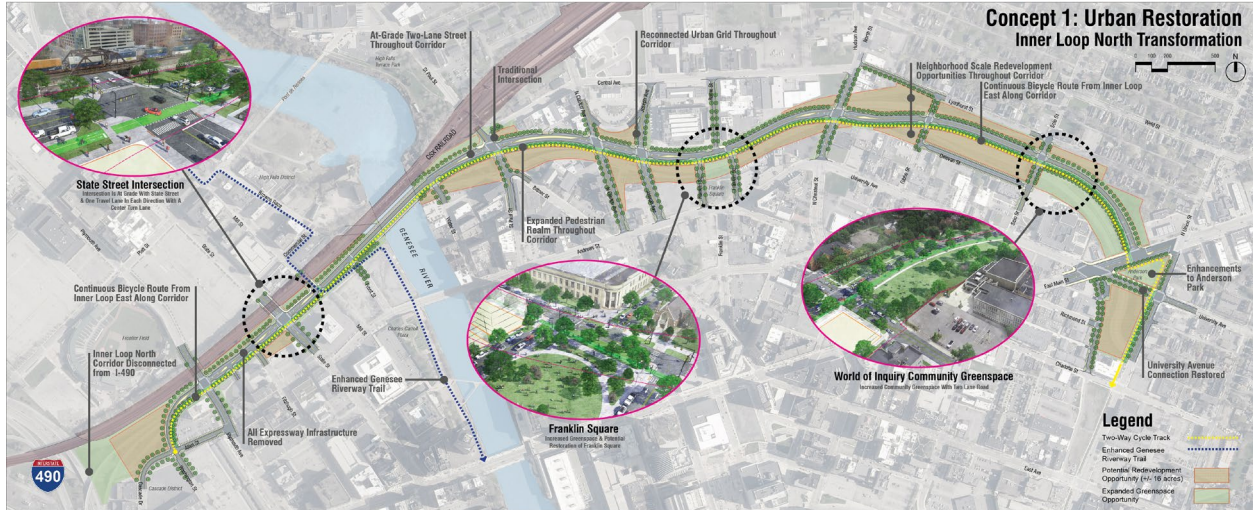




### Station 3: Concept Alternatives

Six different concepts for the redesign of the Inner Loop North corridor were presented at this station. Attendees were asked to describe what they liked and did not like about each concept. They were also asked to identify their preferred and second choice concepts out of the six alternatives.

#### Concept 1 – Urban Restoration:



#### Likes

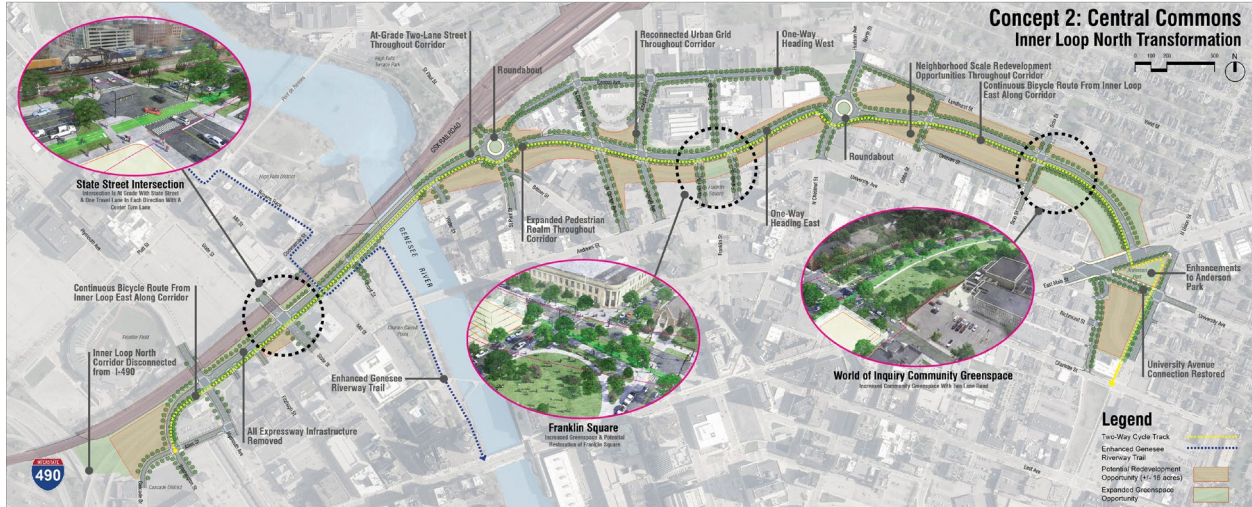
- Cycle track (x3)
- Disconnected from 490
- Connection to Union
- Franklin Square
- Greenspace at World of Inquiry
- Greenspace

#### Dislikes

- Need to maintain new and existing greenspaces for the long term
- Disconnect to 490



### Concept 2 – Central Commons:



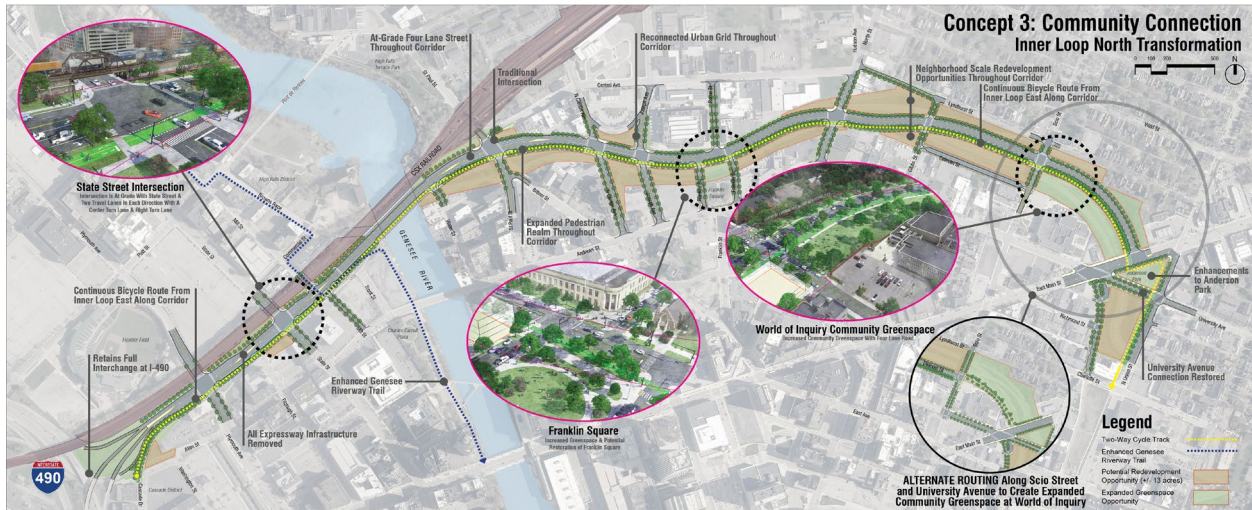
#### Likes

- Roundabouts (x5)
- Less traffic lanes
- Need entrance to Bittner Street at Andrews

#### Dislikes

- Disconnection to 490 (x2)

### Concept 3 – Community Connection:



#### Likes

- Greenspace/parkland/ breathing space

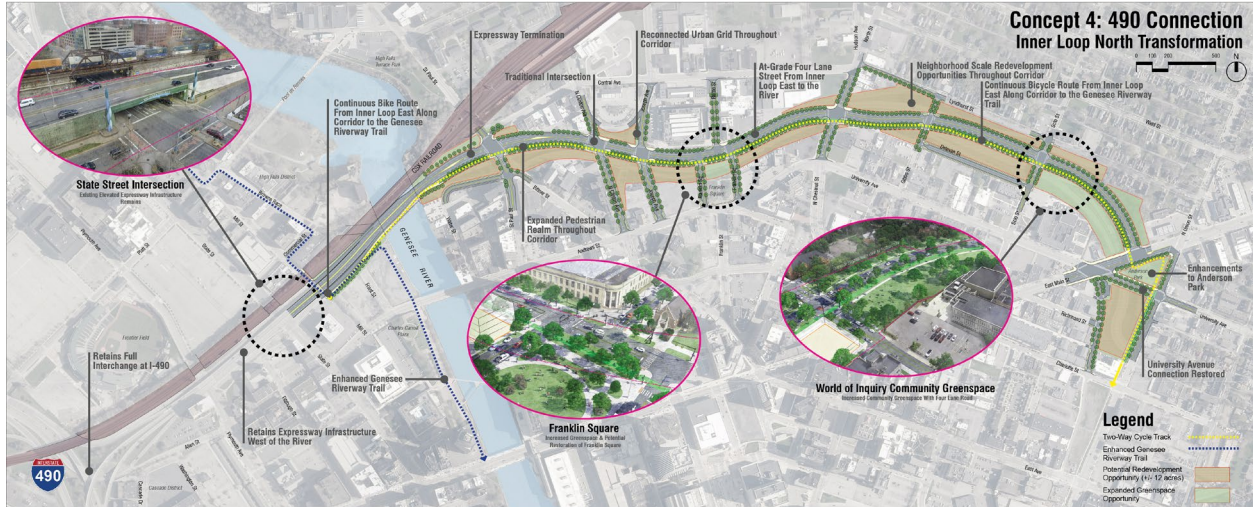
#### Dislikes

- Cuts off access to 490 (x2)
- Accommodates more traffic by car (x2)
- Too many lanes
- Large 120 employee company with 36 delivery trucks loses access to main delivery point; 80 inner city employees; would need to move company to suburbs





**Concept 4 – 490 Connection:**



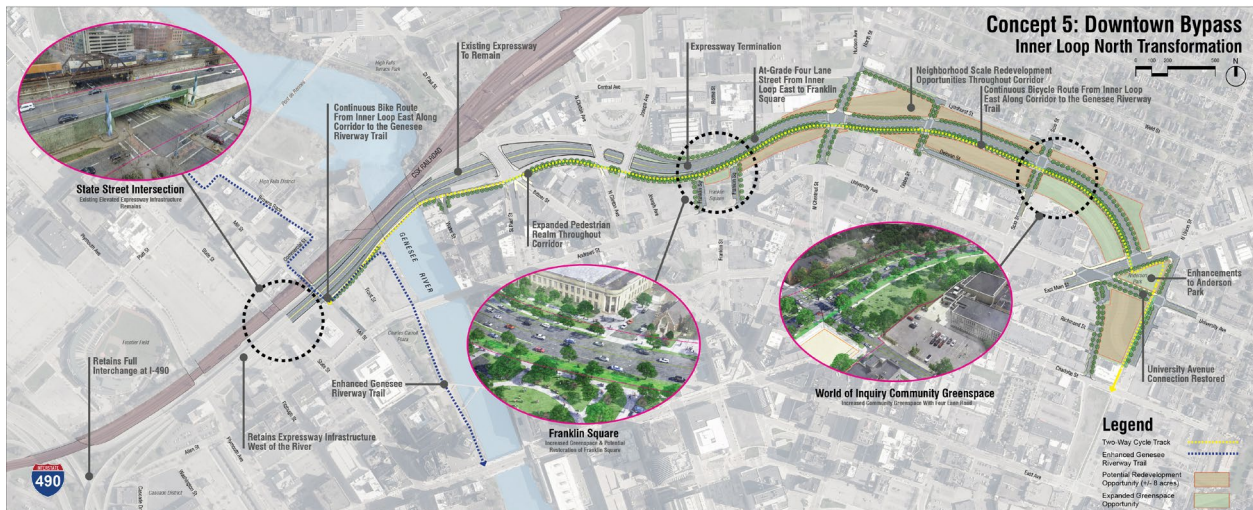
**Likes**

- Potential for greenspace where Bittner Street meets the Inner Loop

**Dislikes**

- Inner Loop still too auto-centric (x2)

**Concept 5 – Downtown Bypass:**



**Likes**

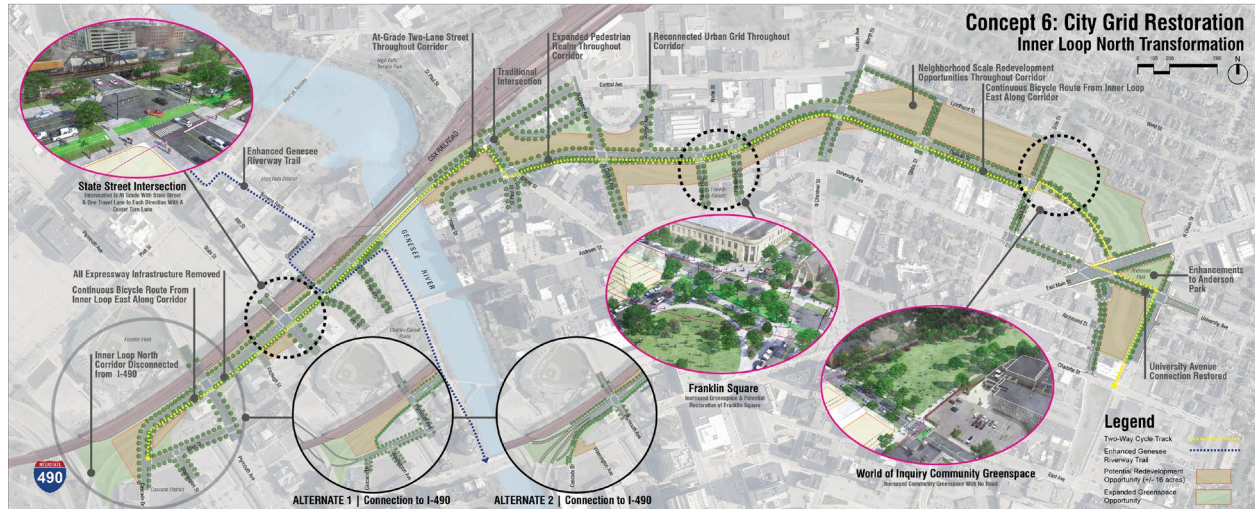
- No comments

**Dislikes**

- Downtown does not deserve to be bypassed
- Too much restoration of Inner Loop
- Little land to develop homes and small retail
- No vision – we’ve got to do more
- Large delivery business at North and Portland; 120 employees, 80 inner city; 36 delivery trucks; 250 deliveries per day in Monroe County. This cuts off our main access!



### Concept 6 – City Grid Restoration:



#### Likes

- Neighborhood redevelopment opportunities
- An earnest effort to repair the damage done to Black communities by the highway
- The more trees the better

#### Dislikes

- Higher-density family housing on East Main (not greenspace) and Scio near World of Inquiry School (within walking distance)
- Collaborative greenspace, not just school field
- Kills businesses that rely on Inner Loop for deliveries. We (B&L Wholesale) will need to move to suburbs if this goes through.

### Concept 6 – City Grid Restoration (Continued):

For Concept 6 – City Grid Restoration, three possible alternatives were presented to address the connection to 490: (1) no connection to 490; (2) connection to 490W only; (3) connection to 490E and 490W. Attendees voted for their preferred alternatives as follows:



No Connection to 490

**4**  
votes



Connection to 490W only

**0**  
votes



Connection to 490E and 490W

**2**  
votes





**Preferred Concepts:**

Out of all six concepts, attendees ranked their preferred and second choice alternatives as follows:

	<b>Concept 1:</b> Urban Restoration	<b>Concept 2:</b> Central Commons	<b>Concept 3:</b> Community Connection		<b>Concept 4:</b> 490 Connection	<b>Concept 5:</b> Downtown Bypass	<b>Concept 6:</b> City Grid Restoration		
			Alternative: Route Along Inner Loop	Alternative: Route Along Scio/ University			Alternative: No Connection to 490	Alternative: Connection to 490W	Alternative: Connection to 490E and 490W
Preferred Option	<b>1</b> vote	<b>4</b> votes	<b>1</b> vote	<b>0</b> votes	<b>1</b> vote	<b>0</b> votes	<b>9</b> votes	<b>0</b> votes	<b>3</b> votes
Second Choice	<b>4</b> votes	<b>4</b> votes	<b>1</b> vote	<b>0</b> votes	<b>2</b> votes	<b>0</b> votes	<b>2</b> votes	<b>0</b> votes	<b>1</b> Vote
<b>Total</b>	<b>5</b> votes	<b>8</b> votes	<b>2</b> votes	<b>0</b> votes	<b>3</b> votes	<b>0</b> votes	<b>11</b> votes	<b>0</b> votes	<b>4</b> votes

**General Comments on Concept Alternatives:**

- Brand the Loop transformation, like the "Neighborhood of Play"
- Make sure the plan does not direct more than its fair share of traffic on University Avenue
- Open up mercantile spaces
- Spread restaurants and markets
- Add a grocery store
- "Cool Sweep" access for residential spaces



# INNER LOOP NORTH TRANSFORMATION STUDY

June 29, 2021  
Genesee Brew House

NAME	EMAIL (Sign up for project updates!)
Brandt Smith	brandt.smith@monroe-county.gov
ANTONIO CRUZ	
Both Russell	erussel2@mail.naz.edu
Apree Allan	aprialan@gmail.com
TONY MITTIGA	AMITTIGA@ROCHESTER.VERI.COM
Stefenie King	stefenicking@yahoo.com
Ralph VanHouten	r.vanhouten@rochester-rr.com
BRITAN MCLAUGHLIN	bramclaugh@msn.com
Bob DiPaola	bob.d.8614@yahoo.com
JACK EISSNER	jde5271@gmail.com
Dan Tameny	dtameny@blwholesale.com
Stacy Drechsel	sdrechsel@blwholesale.com
Andre Primus	m.andre.primus@gmail.com
Jamela Young	tantelipstick@frontiernet.net
MARCEL BOHNET	mbohnet833@gmail.com
Katie Druy	kdruy@bartonandloguidice.com
John Steinhart	jsteinhart@ " " " "
Janene Miller	Shireese21@gmail.com
DAVID ASKINAZI	daskinazi@SPINET.COM
Russ Cross	RBCCROSS6@GMAIL.COM
Edward Steinkamp	ES14607@Yahoo.com
SANDY MAYER	sandymayer77@gmail.com
Mary Staropoli	mary@reconnectrochester.org









## City of Rochester

### Inner Loop North Transformation Planning Study

#### Public Workshop

RIT Center for Urban Entrepreneurship, 40 Franklin Street

June 29, 2021 • 3:00pm – 6:00pm

## ATTACHMENTS

- List of attendees

## SUMMARY OF WORKSHOP

This workshop was open-house style, with a series of interactive stations for attendees to circulate through at their own pace. Attendees had the opportunity to leave feedback at every station. City representatives and other project team members were also present at each station to answer questions.

### Introductory Station:

This station explained the Inner Loop North Transformation study and its goals and included a map of the study area. Information about accessing the project website and other social media pages and staying up-to-date on project news and upcoming community events was also provided.

### Station 1: Community Opportunities

This station presented a summary of potential opportunities for the Inner Loop North corridor and surrounding neighborhoods that had been identified by community members at previous engagement activities. Attendees were asked to prioritize these opportunities or to add their own.

### Station 2: Segment-Specific Opportunities

This station split the Inner Loop North study area into four segments and listed potential opportunities for each segment including mixed-use development, enhanced pedestrian and bike mobility, and streetscape amenities among others. Attendees were asked to choose their top opportunities for each segment and to identify other opportunities, as well.

### Station 3: Concept Alternatives

This station presented six different concepts for the redesign of the Inner Loop North corridor. Attendees were asked to describe what they liked and did not like about each concept and to identify their preferred and second choice alternatives.

Feedback from all stations is listed below.




## PUBLIC COMMENTS

### Station 1: Community Opportunities

At this station, attendees were presented with several opportunities for the Inner Loop North corridor and surrounding neighborhoods that had been identified by community members at previous engagement activities. Attendees were asked to vote for the top three opportunities that they felt could make the most impact.

The community opportunities, from top ranked to lowest ranked, are as follows:

							
<b>Promoting Connectivity</b> linking schools, activity centers, businesses, the Riverfront, and other destinations together	<b>Advancing Equity</b> ensuring project outcomes support the needs of all existing and future residents	<b>Placemaking</b> reflecting the unique character and identity of the neighborhoods	<b>Economic Development</b> supporting small businesses and workforce development	<b>Creating Greenspace</b> creating green and open spaces for passive and action recreation along corridors	<b>Ensuring Accessibility</b> designing streets for users of all ages and abilities and for all modes of transportation	<b>Public Health and Wellness</b> providing spaces and places to support community health and well-being	<b>Providing Amenities</b> furnishing streets with benches, bike racks, lighting, and other amenities that create a safe and vibrant space
<b>11</b> votes	<b>9</b> votes	<b>8</b> votes	<b>7</b> votes	<b>6</b> votes	<b>6</b> votes	<b>4</b> votes	<b>2</b> votes

Attendees also identified additional opportunities, not listed above, including:

- Owner-occupied new housing development
- Potentially allowing tax credits to owners, not real estate developers
- Too much new rental construction currently downtown
- Restrict new buildings to no more than 4-5 stories high
- Promote equity in the Hinge neighborhood by building single-family homes and duplexes
- Create greenspace and connectivity between the gap – Center City and Marketview Heights
- Cycling access straight to the Falls
- Riverway access
- Communication about new developments; important that the neighborhood knows and can be involved in the discussion
- Consider neighbor diversity and how to meet needs – if we don't know what they are, we can't help











## Station 2: Segment-Specific Opportunities

At this station, the Inner Loop North study area was split into four segment areas: (1) West of the River Segment; (2) St. Paul Segment; (3) Central Segment; and (4) Residential/World of Inquiry Segment. For every segment, attendees were asked to choose their top three priorities from a list of segment-specific opportunities.





**West of the River Segment Priorities:**








							
<b>10</b> votes	<b>7</b> votes	<b>5</b> votes	<b>3</b> votes <sup>1</sup>	<b>3</b> votes	<b>2</b> votes	<b>0</b> votes	<b>0</b> votes

<sup>1</sup> A comment was made that 490 access should be removed or made more straightforward as it is too confusing and congested now.

Other suggested opportunities included:

- Owner-occupied residential housing, not more rental
- Too much new rental construction
- Give tax credits to owners, not developers

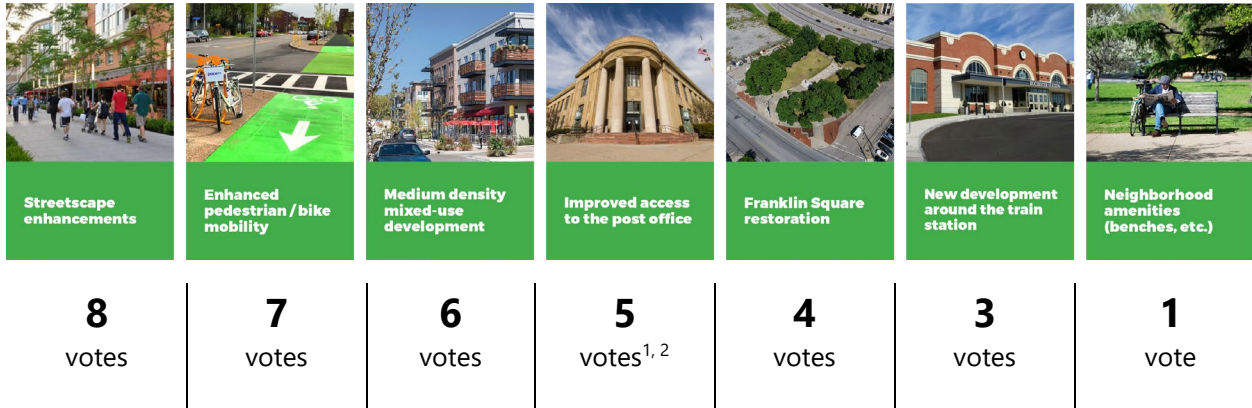
**St. Paul Segment Priorities:**

						
<b>8</b> votes	<b>5</b> votes	<b>4</b> votes	<b>3</b> votes	<b>2</b> votes	<b>2</b> votes	<b>1</b> vote





**Central Segment Priorities:**



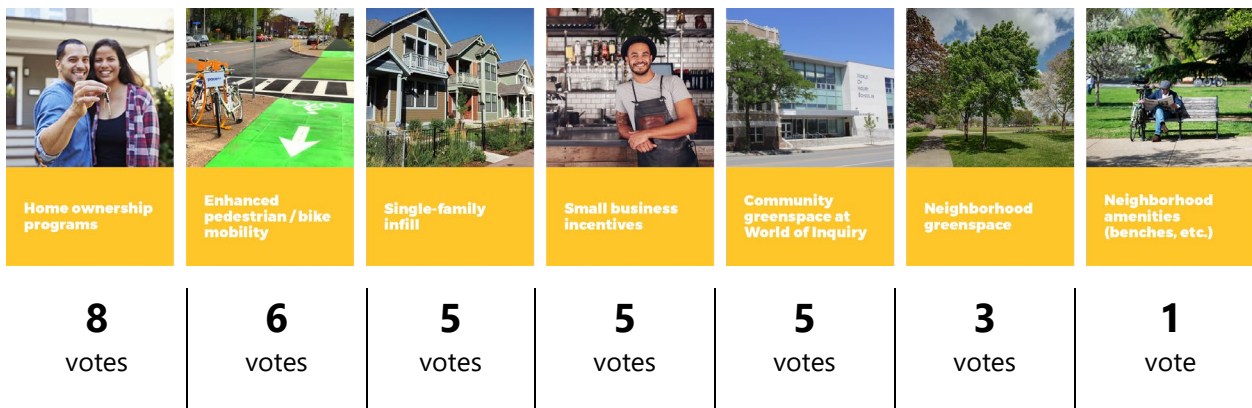
<sup>1</sup> A comment was made that the exterior and interior historic features of the post office should be preserved and stabilized, even if creatively re-purposed.

<sup>2</sup> A comment was made that the traffic knot by the post office should be addressed.

Other suggested opportunities included:

- Owner-occupied residential development, not rental residential development
- Create greenspaces; include benches, gazebos, etc. to encourage residents to congregate
- Put more benches on streetscapes and trash receptacles
- Make more areas walkable and accessible for *all* people

**Residential / World of Inquiry Segment Priorities:**



Other suggested opportunities included:

- Preserving existing housing stock
- Programs for existing homeowners to make repairs/upgrades

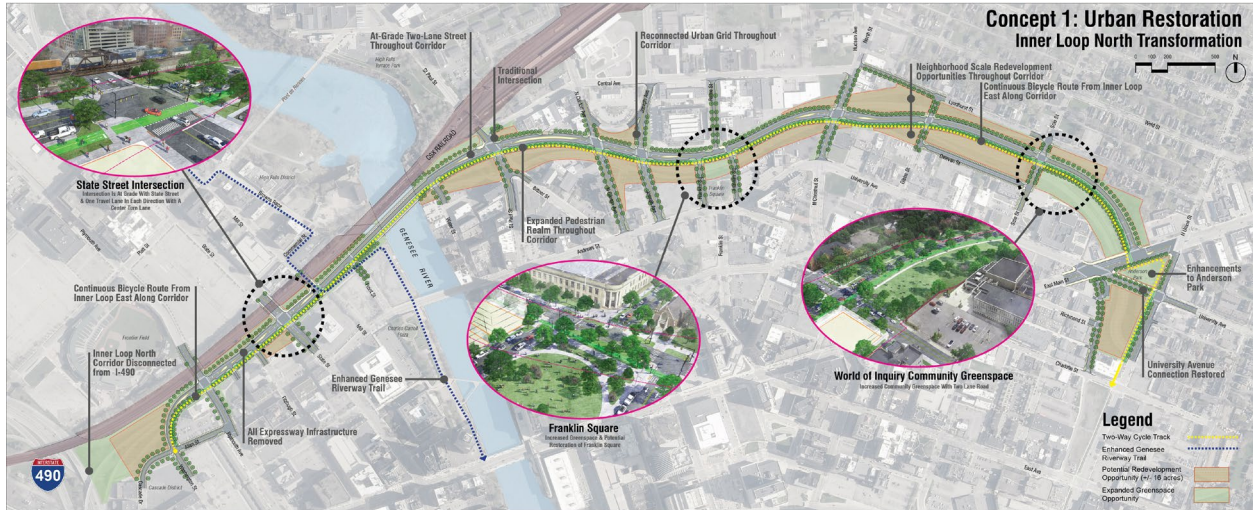




### Station 3: Concept Alternatives

Six different concepts for the redesign of the Inner Loop North corridor were presented at this station. Attendees were asked to describe what they liked and did not like about each concept. They were also asked to identify their preferred and second choice concepts out of the six alternatives.

#### Concept 1 – Urban Restoration:



#### Likes

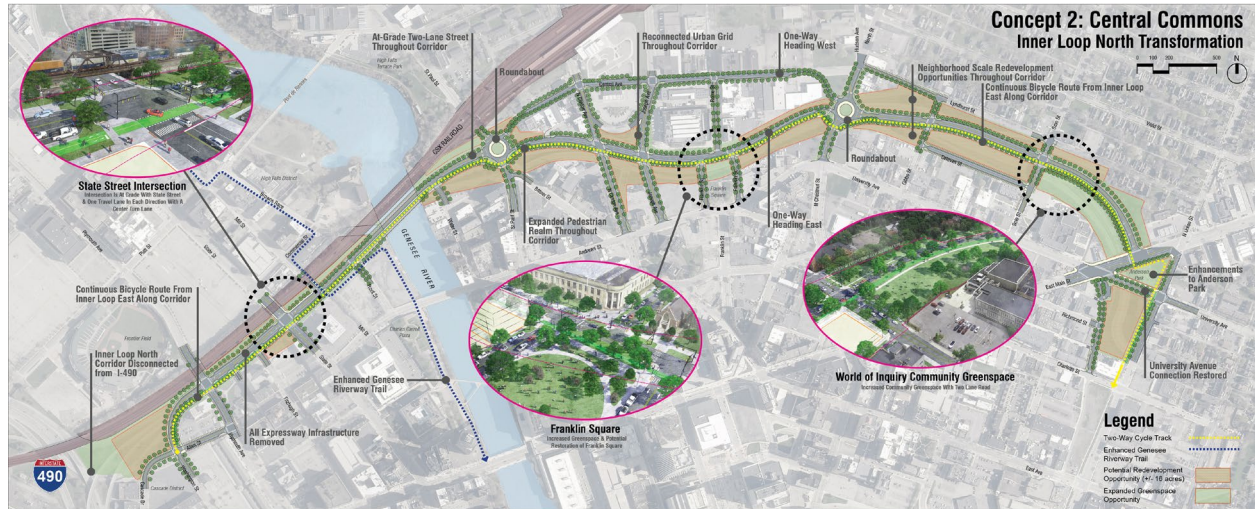
- Love the idea of more greenspace around the school, post office
- Disconnecting 490
- Thinning of roadway (versus other proposals)

#### Dislikes

- Make Franklin Square streets one way with angle parking
- Bikeways and walkways are cheek-to-cheek with cars; they need their own car-free parkways
- Lacks continuous north-south connectivity for cyclist/pedestrian tourists



## Concept 2 – Central Commons:



### Likes

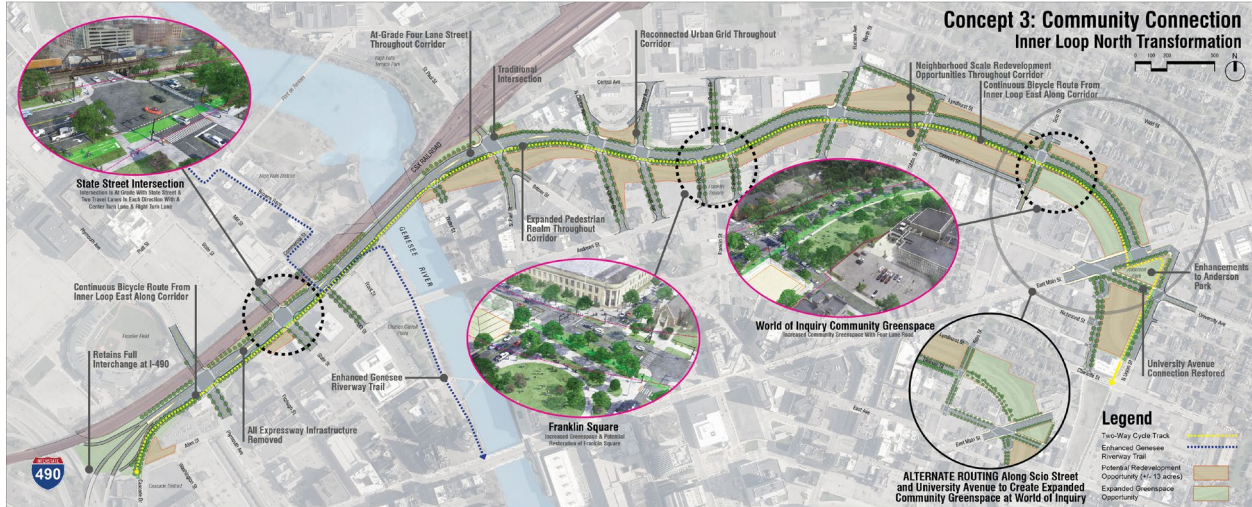
- Traffic circles (x2)
- Disconnecting 490
- Central Avenue (once again) becomes “central” to the city; straight shot to the train station, which is a wonderful asset
- Ford Street roundabout works if large enough for pedestrians and cyclists

### Dislikes

- No roundabouts – they’re a poor man’s traffic light
- No need for Joseph Avenue to go to Andrews
- Traffic coming from west needs a direct route to State Street
- Lacks continuous north-south connectivity for cyclist/pedestrian tourists
- Monumental traffic circles at both ends of Main Street (at University/Union and at Broad) would provide grand gateways to downtown



**Concept 3 – Community Connection:**



**Likes**

- Keep full interchange to 490 where it meets Inner Loop for traffic demands
- Thank you for getting rid of Pitkin Street at Main and University – gets rid of fifth leg of intersection but would be nice to convert to trail for pedestrians/cyclists/first responders as there are buildings that abut it

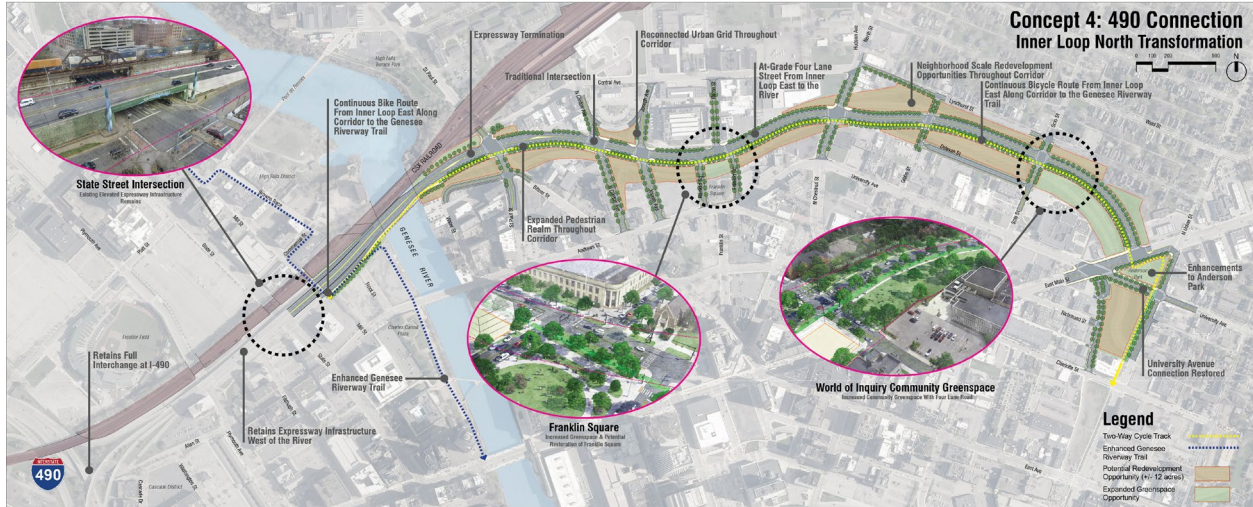
**Dislikes**

- New road will support cars more than people for biking, walking, living (x2)





**Concept 4 – 490 Connection:**



**Likes**

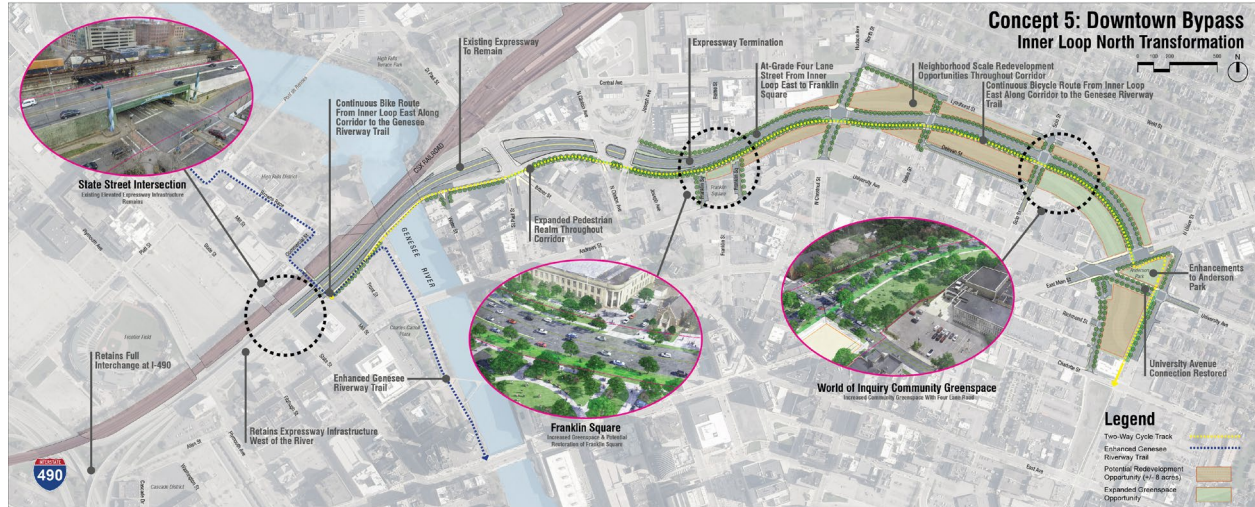
- Open up the disgusting Mill St. Tunnel (x2)

**Dislikes**

- Entire Inner Loop isn't filled in
- Need River to High Falls car-free parkway for cyclists/pedestrians/tourists
- Need greenspace between cyclists/pedestrians and cars on the Loop



**Concept 5 – Downtown Bypass:**



**Likes**

- Must keep the 490 exit to State Street (sadly); it is too much morning traffic

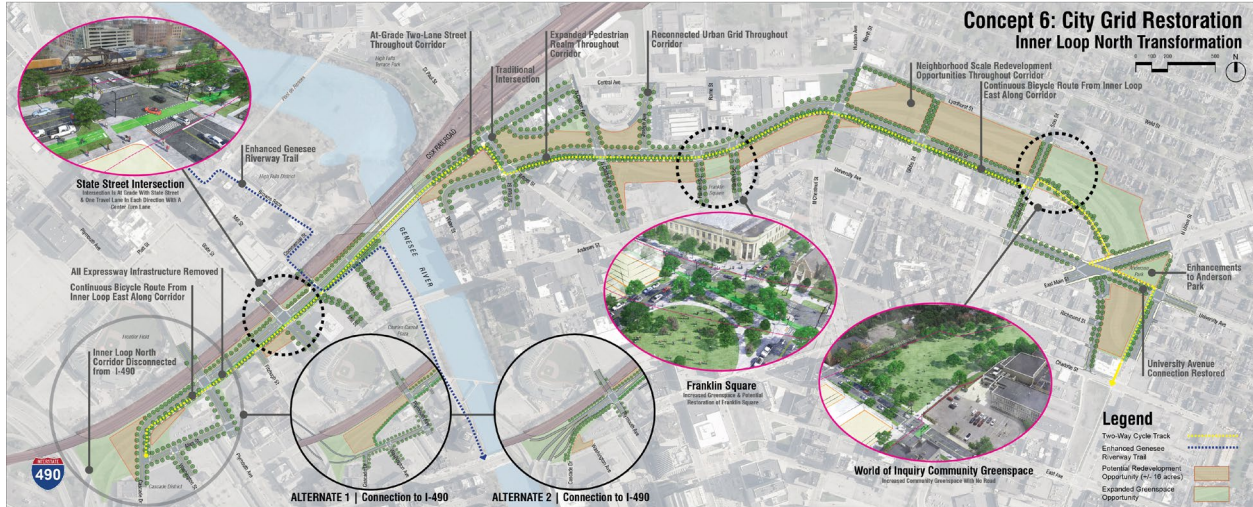
**Dislikes**

- Too much highway is retained – the St. Paul/Clinton/Joseph mess needs to go
- Inner Loop North is not completely filled in so there's no improvement in neighborhood connectivity
- 490 access will make cars speed
- The 490 interchange chews up the communities underneath – spend some time under there and you realize how isolated that segment has become
- Make N. Plymouth Avenue into a single lane or bypass it and send traffic to State Street
- Too little space for infill development





**Concept 6 – City Grid Restoration:**



**Likes**

- Disconnected 490
- University Avenue uses different traffic pattern to access old Inner Loop North instead of funneling traffic along new route
- Central Avenue becomes “central” – straight shot to the train station
- Use the alignment of the proposed Central Avenue road – another opportunity to fix a 5-leg intersection for Bittner/St. Paul/Inner Loop
- More greenspace for World of Inquiry
- More areas for development if that focuses on owner-occupied single-family homes or duplexes

**Dislikes**

- The area from St. Paul to Clinton will be confusing to drivers – retain traffic circles
- Need cyclist/pedestrian/tourist parkways separated from traffic along the Loop and from the river to High Falls

For Concept 6 – City Grid Restoration, three possible alternatives were presented to address the connection to 490: (1) no connection to 490; (2) connection to 490W only; (3) connection to 490E and 490W. Attendees voted for their preferred alternatives as follows:



**No Connection to 490**

**0**  
votes



**Connection to 490W only**

**0**  
votes



**Connection to 490E and 490W**

**1**  
vote<sup>1</sup>

<sup>1</sup> A comment was made that the connection to 490E and 490W alternative was the best option for the area west of the River.



**Preferred Concepts:**

Out of all six concepts, attendees ranked their preferred and second choice alternatives as follows:

	<b>Concept 1: Urban Restoration</b>	<b>Concept 2: Central Commons</b>	<b>Concept 3: Community Connection</b>		<b>Concept 4: 490 Connection</b>	<b>Concept 5: Downtown Bypass</b>	<b>Concept 6: City Grid Restoration</b>		
			Alternative: Route Along Inner Loop	Alternative: Route Along Scio/ University			Alternative: No Connection to 490	Alternative: Connection to 490W	Alternative: Connection to 490E and 490W
Preferred Option	<b>1</b> vote	<b>5</b> votes	<b>0</b> votes	<b>0</b> votes	<b>0</b> votes	<b>0</b> votes	<b>2</b> votes	<b>0</b> votes	<b>0</b> votes
Second Choice	<b>1</b> vote	<b>0</b> votes	<b>0</b> votes	<b>0</b> votes	<b>0</b> votes	<b>0</b> votes	<b>3</b> votes	<b>2</b> vote	<b>4</b> votes
<b>Total</b>	<b>2</b> votes	<b>5</b> votes	<b>0</b> votes	<b>0</b> votes	<b>0</b> votes	<b>0</b> votes	<b>5</b> votes	<b>2</b> votes	<b>4</b> votes

**General Comments on Concept Alternatives:**

**Roadways**

- Use Central Avenue for cars and make the former Inner Loop into a parkway
- Fewer roads is better than more roads (no need for Joseph to extend to Andrews)
- Need a good connection to East Main and Union now that Union is so widely used
- Active transportation
- Considerations to feed traffic to and from the public market

**Greenspaces**

- Possibility for raised park west of river (from Plymouth/State to river) like the High Line that could interconnect with the raceway and the High Falls viewing deck
- Potential to capitalize on High Falls wilderness/gorge for nature park with pedestrian walkways (like Turning Point Park)
- Riverway integration straight from west river trail to High Falls – there is a loop from High Falls Terrace Park across the Pont de Rennes to High Falls back across to the cycle trails east and west of the river
- Please explore the raceway (west of river and High Falls)

**Housing**

- Need owner-occupied residential development, not more rental
- Give tax credits to individual owners, not developers
- Too much rental currently downtown

**Other**

- “City Center” facility
  - City-owned indoor and outdoor facilities and space for bicycle and car parking
  - Uses: kid center (playgrounds, wading pool, games, exercise events, jump rope); sports center (indoor and outdoor); social center (parties, receptions, reunions, celebrations, charity events, fundraisers); public events/performance center (music, theatre, dance, motion pictures, magician, auctions, festivals); grocery store; local retail stores; murals for local artists’ displays
  - Residency requirement – open to anyone who lives in the City of Rochester (must present proof of residency)
- How will the RGE lot feed into Charles Carroll Plaza?





# INNER LOOP NORTH TRANSFORMATION STUDY

June 29, 2021  
RIT Center for Urban Entrepreneurship

NAME	EMAIL (Sign up for project updates!)
T. Herron	Tammi.Herron@cityofrochester.gov
Ed [unclear]	
Tom Riley	TRAMBK@gmail.com
Ben Rubin	ben@e-rable.org
Roger Brown	rogerbrown05@gmail.com
John McMahon	john.mcmahon@cityofrochester.gov
Rob Lewkovic	ROBLEWK@YAHOO.COM
Don [unclear]	dantab@rochester.ny.gov
Kevin Knight	Kevin.Knight@cityofrochester.gov
Brand Smith	BrandSmith@monroe-county.gov
PETER SIEGIST	psiequist810@qmail.com
HEATHER ANDERSON	h.nicole.a@gmail.com
Mercedes [unclear]	mercedold2@gmail.com
Linda Anthony	linda.anthony.nj@gmail.com
SHAWN BARNER	machin@geny@gmail.com
Richard Glaser	richardaglaser@gmail.com
Jon Schull	JSchull@gmail.com
Kitty Joseph	KJOSEPH@gmail.com
S. Mayer	
Rohan Parikh	rohan.d.parikh@gmail.com
Judith Loeb	jbloeb28@gmail.com <small>Please don't put me on a mailing list</small>
Peter Wade	racknebellis@hotmail.com
Alexandra Zobel	alexandra.zobel@cityofrochester.gov
M [unclear]	







City of Rochester  
Inner Loop North Transformation Planning Study

## **Public Workshop** **Prayer House Church of God by Faith**

**December 2, 2021 – 6:30 PM**

### **INTRODUCTION**

Commissioner Jones introduced himself and gave an introduction on the history of the Inner Loop project. He turned it over to Erik Frisch (City of Rochester) introduced himself, the project, and the project team.

Erik handed it over to Kimberly Baptiste (Bergmann) who reviewed the agenda, gave a recap of the project overview, study goals (creating equitable outcomes, neighborhood restoration, and connectivity and accessibility), alignment with Rochester 2034, previous community conversations. Kimberly also talked about how the preferred concept for the Inner Loop North transformation was chosen based on the community conversations that have occurred. Kimberly reviewed the overall project goals that have been presented at previous outreach events and highlighted public outreach since June.

### **Concept Evaluation Process**

Kimberly reviewed the design focus areas – fostering mobility and connectivity throughout the corridor and north/south connections; creating a safe and comfortable corridor; redevelopment opportunities; and creating new green space. Kimberly briefly reviewed the six concepts that were originally presented to the community in June, then she reviewed the evaluation matrix, which was largely informed by the Racial Equity Subcommittee. The matrix looks at all 6 concepts and evaluates them on various metrics.

### **Preferred Concept: Concept 6**

Kimberly handed the presentation to Jonathan Peet (Trowbridge Wolf Michaels) to discuss the preferred concept.

Previously titled “Restore the Grid”, this concept is the most transformative of the concepts previously presented and restores the traditional grid. It would remove the overhead expressway components and fill in the depressed highway; create additional/restored greenspace; create a network of 2-3 lane city streets, regularized blocks, restoration/realignment of Joseph Ave and University, etc.

### **Goal 1: Equitable Outcomes**

Kimberly outlined why concept 6 was chosen by reviewing how the concept aligned with each of the project goals and objectives, starting with the first goal: equitable outcomes.

Kimberly showed existing conditions of various spots throughout the corridor along with renderings of proposed future conditions.





### **Housing Opportunities**

Kimberly handed the presentation to Conner Kenney (SAA/EVI) who discussed various affordable housing opportunities and case studies, noting that the community wants to see affordable housing and single-family home ownership opportunities in the neighborhood. Connor talked about traditional opportunities and detailed some unique opportunities like a program that supports small, local developers to develop in their neighborhoods.

### **Goal 2: Neighborhood Restoration**

Jonathan discussed goal 2: neighborhood restoration, removal of obsolete infrastructure, the importance of placemaking, restoration/creation of green space, and creating spaces and places to support public health and wellness and promotes bike and pedestrian activity. Jonathan discussed the importance of creating economic opportunities to the community to open and support small business and create job opportunities.

Jonathan reminded everyone that even though the preferred concept will remove the Inner Loop highway, it's important to remember that the CSX rail line will remain.

### **Goal 3: Connectivity and Accessibility**

Jonathan discussed the connective and accessibility goal. Concept 6 exemplifies these ideals by reconnecting the corridor with sidewalks, bike facilities, reasonably sized streets, etc. Accessibility improvements include making sidewalk accessible, tree shade, and benches.

### **Traffic and Transportation Network**

Mark McAnany (Bergmann) discussed the traffic counts and traffic volumes of the present-day Inner Loop corridor and how the traffic will be impacted by the preferred concept. With Concept 6 applied, there is a major decrease west of the project area on I-490. Traffic is electing to enter and leave the city on other routes. 47,000 vehicles cross the river on the Inner Loop today. With the concept applied, there is a major reduction in traffic utilizing that crossing, and the traffic redistributes to other river crossings to the north and south. The reconnection of University Avenue will see an increase of traffic.

Mark also discussed estimated construction costs.

### **Benefit Cost Analysis**

Mark introduced the benefit cost analysis (BCA) to compare the different concepts. A BCA is a tool for weighing project benefits and the project costs to provide an assessment of the value of the project. The BCA considers the direct and indirect impacts of a project, such as safety, equity, access and mobility, environmental protection, etc. The final BCA analysis will be available in January.



### Next Steps

Kimberly discussed the design phase, which will take about two years and will involve additional public engagement. Once construction funding is secured, the implementation will occur over multiple years.

The project team opened the floor for Q&A and the interactive boards the project team created.

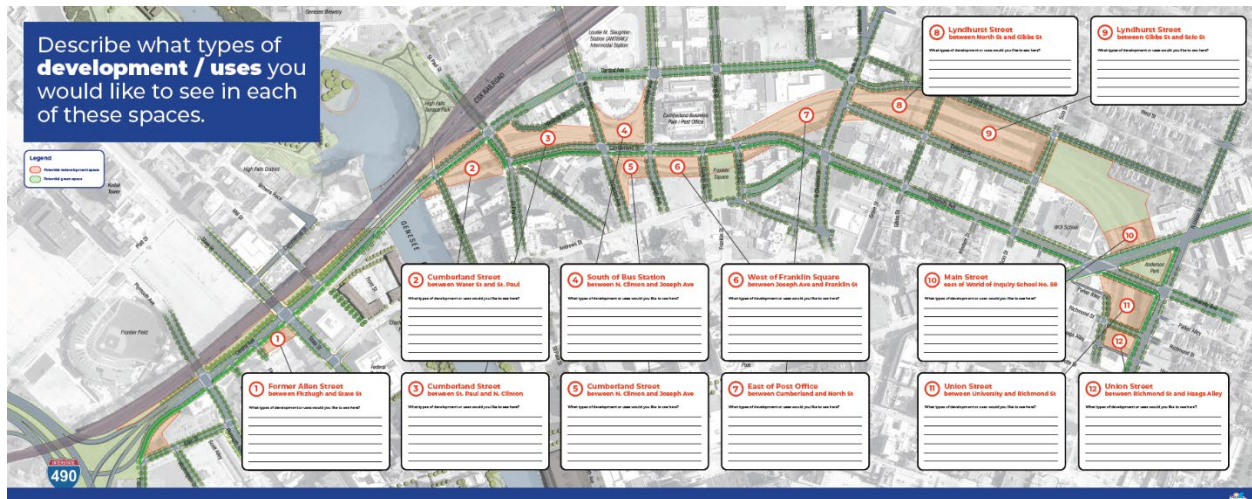
### INTERACTIVE BOARDS

#### Station 1: Preferred Concept

This station presented the [preferred concept](#) (click to view).

#### Station 2:

At this station, attendees were presented with several opportunities for potential redevelopment or green space throughout the Inner Loop North corridor. Attendees were asked to write the development or use they want to see at 12 of these spaces.



Describe what types of development / uses you would like to see in each of these spaces.

#### Former Allen Street between Fitzhugh and State Street

- Extend the existing State St. retail

#### Cumberland Street between Water St and St. Paul

No comments

#### Cumberland Street between St. Paul and N. Clinton

No comments

#### South of Bus Station between N. Clinton and Joseph Ave.

No comments



**Cumberland Street**  
between N. Clinton and Joseph  
Ave  
No Comments

**West of Franklin Square**  
between Joseph Ave and  
Franklin Street  
No comments

**East of Post Office**  
between Cumberland and  
North St  
No comments

**Lyndhurst Street**  
between North St.  
and Gibbs St.  
No comments

**Lyndhurst Street**  
between Gibbs St.  
and Scio St.  
No comments

**Main Street**  
East of World of Inquiry School No. 58  
No comments

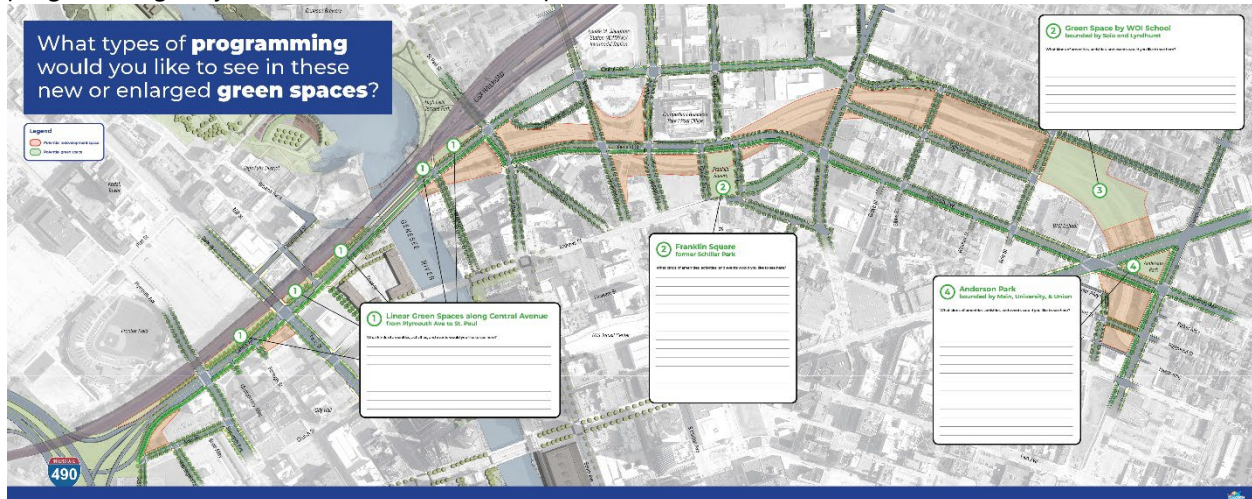
**Union Street**  
between University and  
Richmond St.  
No comments

**Union Street**  
between Richmond St. and  
Haags Alley  
No comments



**Station 3**

Attendees were presented with four new or enlarged green spaces and asked to comment on the types of programming they would like to see at each space.



What types of programming would you like to see in these re-established green spaces? What kinds of amenities, activities, and events would you like to see here?

**Linear Green Spaces along Central Ave From Plymouth Ave to St. Paul**

No comments

**Franklin Square Former Schiller Park**

- Do we really need Franklin Square Street to the west?
- Why not get rid of Bitner Street?

**Green Space by WOI School Bounded by Scio & Lyndhurst**

- Do we need this street? (extension at west end of Lyndhurst)

**Anderson Park Bounded by Main, University & Union**

- A park with streets on all sides seems unwise





**Station 4**

Attendees were asked to look at 8 spaces along the Inner Loop Corridor and

Identify which **styles of development** you would like to see in each of these spaces.

**INSTRUCTIONS:** The provided stickers show development styles with different architectural characters, building heights, and densities. Use these stickers to identify the development styles that you think are most appropriate for each of the spaces shown below.




Identify which styles of development you would like to see in each of these spaces.

**INSTRUCTIONS:** The provided stickers show development styles with different architectural characters, building heights, and densities. Use these stickers to identify the development styles that you think are most appropriate for each of the spaces shown below.

<p><b>Residential-Development-Styles</b></p>	<p><b>Commercial-/Industrial-Development-Styles</b></p>
<p><b>Mixed-Use-Development-Styles</b></p>	<p><b>Green-Space-Styles</b></p>

No comments were received on this board.





#### **Station 4**

Attendees were given the opportunity to add any additional feedback on the general comments board.

Comments received:

- There needs to be a fund for maintaining new green spaces, garbage cans, etc.
- Love Concept 6 but I'd like to see a few less streets. Traffic moves better with less cross streets.
- The first meeting was too much fluff and too little nuts-n-bolts.



City of Rochester  
Inner Loop North Transformation Planning Study

**Public Workshop**

**Zoom**

**December 6, 2021 – 12 PM**

**INTRODUCTION**

Erik Frisch (City of Rochester) introduced himself, the project, and the project team.

Erik handed it over to Kimberly Baptiste (Bergmann) who reviewed the agenda, gave a recap of the project overview, study goals (creating equitable outcomes, neighborhood restoration, and connectivity and accessibility), alignment with Rochester 2034, previous community conversations. Kimberly also talked about how the preferred concept for the Inner Loop North transformation was chosen based on the community conversations that have occurred. Kimberly reviewed the overall project goals that have been presented at previous outreach events and highlighted public outreach since June.

**Concept Evaluation Process**

Kimberly reviewed the design focus areas – fostering mobility and connectivity throughout the corridor and north/south connections; creating a safe and comfortable corridor; redevelopment opportunities; and creating new green space. Kimberly briefly reviewed the six concepts that were originally presented to the community in June, then she reviewed the evaluation matrix, which was largely informed by the Racial Equity Subcommittee. The matrix looks at all 6 concepts and evaluates them on various metrics.

**Preferred Concept: Concept 6**

Kimberly handed the presentation to Jonathan Peet (Trowbridge Wolf Michaels) to discuss the preferred concept.

Previously titled “Restore the Grid”, this concept is the most transformative of the concepts previously presented and restores the traditional grid. It would remove the overhead expressway components and fill in the depressed highway; create additional/restored greenspace; create a network of 2-3 lane city streets, regularized blocks, restoration/realignment of Joseph Ave and University, etc.

**Goal 1: Equitable Outcomes**

Kimberly outlined why concept 6 was chosen by reviewing how the concept aligned with each of the project goals and objectives, starting with the first goal: equitable outcomes.

Kimberly showed existing conditions of various spots throughout the corridor along with renderings of proposed future conditions.



### **Housing Opportunities**

Kimberly handed the presentation to Connor Kenney of SAA/EVI, who discussed various affordable housing opportunities and case studies, noting that the community wants to see affordable housing and single-family home ownership opportunities in the neighborhood. Connor talked about traditional opportunities and detailed some unique opportunities like a program that supports small, local developers to develop in their neighborhoods.

### **Goal 2: Neighborhood Restoration**

Jonathan Peet discussed goal 2: neighborhood restoration, removal of obsolete infrastructure, the importance of placemaking, restoration/creation of green space, and creating spaces and places to support public health and wellness and promotes bike and pedestrian activity. Jonathan discussed the importance of creating economic opportunities to the community to open and support small business and create job opportunities.

Jonathan reminded everyone that even though the preferred concept will remove the Inner Loop highway, it's important to remember that the CSS rail line will remain.

### **Goal 3: Connectivity and Accessibility**

Jonathan discussed the connective and accessibility goal. Concept 6 exemplifies these ideals by reconnecting the corridor with sidewalks, bike facilities, reasonably sized streets, etc. Accessibility improvements include making sidewalk accessible, tree shade, and benches.

### **Traffic and Transportation Network**

Mark McAnany (Bergmann) discussed the traffic counts and traffic volumes of the present-day Inner Loop corridor and how the traffic will be impacted by the preferred concept. With Concept 6 applied, there is a major decrease west of the project area on I-490. Traffic is electing to enter and leave the city on other routes. 47,000 vehicles cross the river on the Inner Loop today. With the concept applied, there is a major reduction in traffic utilizing that crossing, and the traffic redistributes to other river crossings to the north and south. The reconnection of University Avenue will see an increase of traffic.

Mark also discussed estimated construction costs.

### **Benefit Cost Analysis**

Jessica Rossi (Kimley Horn) introduced the benefit cost analysis (BCA) to compare the different concepts. A BCA is a tool for weighing project benefits and the project costs to provide an assessment of the value of the project. The BCA considers the direct and indirect impacts of a project, such as safety, equity, access and mobility, environmental protection, etc.

Jessica discusses the process of creating the BCA. The final analysis will be available in January.



### **Next Steps**

Kimberly discussed the design phase, which will take about two years and will involve additional public engagement. Once construction funding is secured, the implementation will occur over multiple years.

The project team opened the floor for Q&A.

### **PUBLIC QUESTIONS AND COMMENTS**

**Question:** *Was there a traffic analysis of the concept with 490 disconnected and if so could that be released to the public at some point? Thanks*

**Answer:** There was a demand for access to that part of the city that benefits from the existence of that interchange and it wasn't driving traffic volumes up. There are multiple considerations for keeping the interchange including business and operations that rely on access to the interchange.

**Question:** *Can the lowering of St. Paul Street be advanced as a standalone project? I'm thinking it could be eligible for the new freight programs under IJA and would be beneficial to the existing situation, even if funding for the full project is not found in the near term.*

**Answer:** Yes it could. The concept profile did change the elevations of the inner loop corridor that ties into that.

**Question:** *Will this presentation be posted on the website?*

**Answer:** Yes, it will be made available on the website after the meetings are complete. They will be on the project website on Wednesday.

**Question:** *I see a lot of assessment and attention on automobiles. Has there or can there be transportation/traffic analysis reviewing pedestrian and bicycle transit? I have a feeling the felt experience and commute time of community members crossing the inner loop by foot will change drastically.*

**Answer:** The traffic information in this presentation was mainly focused on cars. A multimodal analysis as completed and is available on the project website. The project will be very transformative for bicyclists and pedestrians.

**Question:** *There were a few alternatives for the connection to 490 in Concept 6. How was the current proposal selected?*

**Answer:** This question was already touched on during the presentation.

**Question:** *How should a member of the public submit a proposal for inclusion in the plan?*

**Answer:** The project website has a comment form that comes directly to the project team's email.

**Question:** *With the goals of increasing non-auto transportation share, wouldn't increased car traffic congestion help push people towards non-auto transport, rather than something we need to spend money avoiding?*





**Answer:** *The proposed concept 6 makes an effort to promote all modes of transportation.*

**Question:** *Has health outcome data for chronic diseases been analyzed to date? (both pre-existing and future health impact via Concept 6)*

**Answer:** This is slightly beyond the scope of what is being looked at for this phase of the project.

**Question** *How many cars per day do you see going onto Lyndhurst Street, Delevan and University Avenue*

**Answer:** Mark – doesn't know those off the top of his head. University was included in the analysis. University will see an increase, but the existing roadway can accommodate the increase in traffic. We don't anticipate Lyndhurst seeing a high volume of traffic.

Erik - Lyndhurst Street and Delevan are considered local streets and likely won't see much increase. In the design and engineering phase, we can make sure it stays that way.

**Question:** *Can you provide the data behind the matrix?*

**Answer:** There are still some metrics that we are finalizing the data for. But this will be included in the draft report, which will be available on the project website.

**Question:** *Will the design study have a place for building public transportation to include climate and sustainability issues.*

**Answer:** Climate and sustainability will be addressed in the draft report.

**Question:** *Has there been consideration for additional public safety substations to coincide with expansion of low-income housing along the project corridor?*

**Answer:** Substations are beyond the scope of the design phase and additional affordable housing shouldn't require an increase in police or substations.

**Question** *Are you all waiting until the design phase/ design funding is secure, until you reach out to local businesses/ non-profits for possible partnerships?*

**Answer:** Continuing and expanding these conversations will be a key feature to the next phase of the project. Also, there are 50+ members on the Community Advisory Committee. If you or your organization want to be involved, please reach out to the project team.

**Question:** *Most of the bike/ped paths illustrated involve crossings, at each grid intersection. For bikes this is a missed opportunity that will reduce true connectivity the reduce appeal of alternative transportation. Can't we support uninterrupted connections separated from cars, along the trajectory of the former inner loop?*

**Answer:** There are some locations that could support uninterrupted access, but for now, street level bike/ped facilities seem to fit the project the best, and the proposed roadway can accommodate these.



**Question:** *What role does the 96-foot urban waterfall play in the city planning? Currently, I think the projections show 45k cars crossing the river a day, and I suspect all of them are unaware they are a few feet away from one of the largest downtown waterfalls in the nation. What would a bridge look like that celebrates the waterway? How can this point hinge on ROC the Riverway and encourage connectivity? What future steps will weave these projects together?*

**Answer:** High Falls is a key consideration as we look at the future of the Inner Loop North corridor and Roc the Riverway and how they interact with the river. How we look at the design of the bridge crossing that will replace the existing bridge is important. We want to facilitate the north/south and east/west connections. This is a design detail that will be looked at in the engineering and design phase.

**Question:** *Court St is shown as having a 80% increase. How will this be handled? Parking on both side is constantly filled because of Dinosaur. Leaving only two lanes with people actively getting in and out of their parked cars.*

**Answer:** There was study done a few years ago that looked at Court Street in more detail than we did with this study. It works from a traffic standpoint – even with the significant increase in traffic, it should still work. A tricky thing is all the activity at Dinosaur BBQ. It's a busy spot but it should work.

**Question:** *What can the City do, proactively, to encourage a grocery in the developmental space?*

**Answer:** It's hard to the City to require a specific use of a parcel, but can encourage uses.

**Question:** *Deadline for comment?*

**Answer:** There is no hard and fast deadline but try to get comments in in the next two weeks.



City of Rochester  
Inner Loop North Transformation Planning Study

**Public Workshop**  
**YMCA Center for Equity at Lewis Street**

**December 7, 2021 – 12 PM & 6 PM**

## **INTRODUCTION**

Erik Frisch (City of Rochester) introduced himself, the project, and the project team.

Erik handed it over to Kimberly Baptiste (Bergmann) who reviewed the agenda, gave a recap of the project overview, study goals (creating equitable outcomes, neighborhood restoration, and connectivity and accessibility), alignment with Rochester 2034, previous community conversations. Kimberly also talked about how the preferred concept for the Inner Loop North transformation was chosen based on the community conversations that have occurred. Kimberly reviewed the overall project goals that have been presented at previous outreach events and highlighted public outreach since June.

## **Concept Evaluation Process**

Kimberly reviewed the design focus areas – fostering mobility and connectivity throughout the corridor and north/south connections; creating a safe and comfortable corridor; redevelopment opportunities; and creating new green space. Kimberly briefly reviewed the six concepts that were originally presented to the community in June, then she reviewed the evaluation matrix, which was largely informed by the Racial Equity Subcommittee. The matrix looks at all 6 concepts and evaluates them on various metrics.

## **Preferred Concept: Concept 6**

Kimberly handed the presentation to Jonathan Peet (Trowbridge Wolf Michaels) to discuss the preferred concept.

Previously titled “Restore the Grid”, this concept is the most transformative of the concepts previously presented and restores the traditional grid. It would remove the overhead expressway components and fill in the depressed highway; create additional/restored greenspace; create a network of 2-3 lane city streets, regularized blocks, restoration/realignment of Joseph Ave and University, etc.

## **Goal 1: Equitable Outcomes**

Kimberly outlined why concept 6 was chosen by reviewing how the concept aligned with each of the project goals and objectives, starting with the first goal: equitable outcomes.

Kimberly showed existing conditions of various spots throughout the corridor along with renderings of proposed future conditions.



### **Housing Opportunities**

Kimberly handed the presentation to Jonathan who discussed various affordable housing opportunities and case studies, noting that the community wants to see affordable housing and single-family home ownership opportunities in the neighborhood. Connor talked about traditional opportunities and detailed some unique opportunities like a program that supports small, local developers to develop in their neighborhoods.

### **Goal 2: Neighborhood Restoration**

Jonathan discussed goal 2: neighborhood restoration, removal of obsolete infrastructure, the importance of placemaking, restoration/creation of green space, and creating spaces and places to support public health and wellness and promotes bike and pedestrian activity. Jonathan discussed the importance of creating economic opportunities to the community to open and support small business and create job opportunities.

Jonathan reminded everyone that even though the preferred concept will remove the Inner Loop highway, it's important to remember that the CSS rail line will remain.

### **Goal 3: Connectivity and Accessibility**

Jonathan discussed the connective and accessibility goal. Concept 6 exemplifies these ideals by reconnecting the corridor with sidewalks, bike facilities, reasonably sized streets, etc. Accessibility improvements include making sidewalk accessible, tree shade, and benches.

### **Traffic and Transportation Network**

Mark McAnany (Bergmann) discussed the traffic counts and traffic volumes of the present-day Inner Loop corridor and how the traffic will be impacted by the preferred concept. With Concept 6 applied, there is a major decrease west of the project area on I-490. Traffic is electing to enter and leave the city on other routes. 47,000 vehicles cross the river on the Inner Loop today. With the concept applied, there is a major reduction in traffic utilizing that crossing, and the traffic redistributes to other river crossings to the north and south. The reconnection of University Avenue will see an increase of traffic.

Mark also discussed estimated construction costs.

### **Benefit Cost Analysis**

Mark introduced the benefit cost analysis (BCA) to compare the different concepts. A BCA is a tool for weighing project benefits and the project costs to provide an assessment of the value of the project. The BCA considers the direct and indirect impacts of a project, such as safety, equity, access and mobility, environmental protection, etc. The final BCA analysis will be available in January.





### Next Steps

Kimberly discussed the design phase, which will take about two years and will involve additional public engagement. Once construction funding is secured, the implementation will occur over multiple years.

The project team opened the floor for Q&A and the interactive boards the project team created.

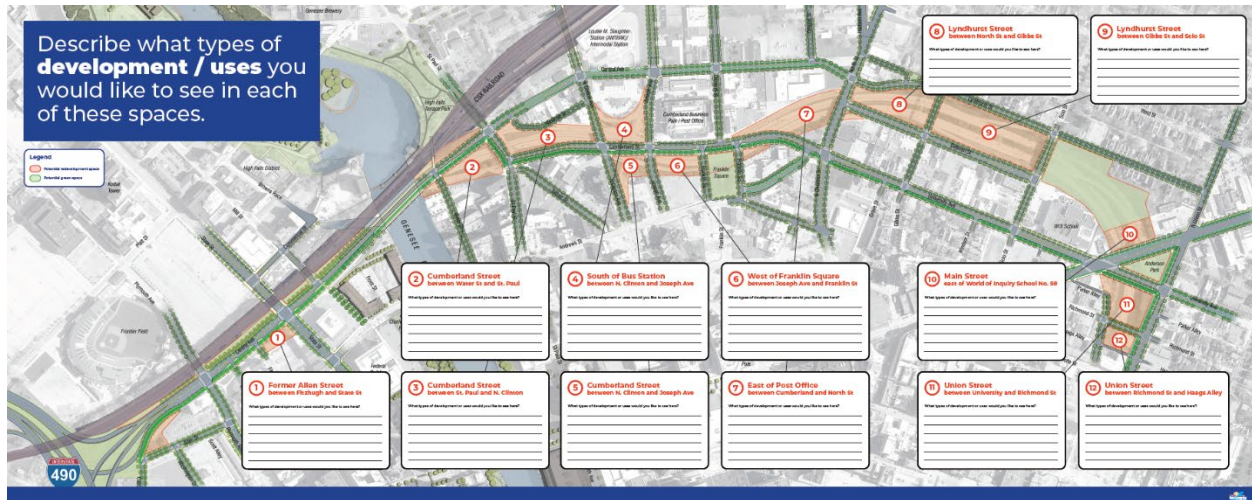
### INTERACTIVE BOARDS

#### Station 1: Preferred Concept

This station presented the [preferred concept](#) (click to view).

#### Station 2:

At this station, attendees were presented with several opportunities for potential redevelopment or green space throughout the Inner Loop North corridor. Attendees were asked to write the development or use they want to see at 12 of these spaces.



Describe what types of development / uses you would like to see in each of these spaces.

#### Former Allen Street between Fitzhugh and State Street

- Keep this proposed development parcel as a park, these little parks are nice for residents, dog owners, coffee sippers
- 

#### Cumberland Street between Water St and St. Paul

No comments

#### Cumberland Street between St. Paul and N. Clinton

No comments

#### South of Bus Station between N. Clinton and Joseph Ave.

- Enjoyable place to wait for the train/bus.
- Agree with comment above. Would add to the beauty of the city and the experience of taking public transport
- Covered, safe bike parking facility



**Cumberland Street**  
between N. Clinton and Joseph Ave

- Bike lanes the entire length of Cumberland/University
- Less cars, more people
- Ditto to both comments

**West of Franklin Square**  
between Joseph Ave and Franklin Street

No comments

**East of Post Office**  
between Cumberland and North St

No comments

**Lyndhurst Street**  
between North St. and Gibbs St.

No comments

**Lyndhurst Street**  
between Gibbs St. and Scio St.

No comments

**Main Street**  
East of World of Inquiry School No. 58

- No parking lots for the school. Teachers/staff should use nearby parking garage or take public transportation
- Seconded comment above

**Union Street**  
between University and Richmond St.

- Tennis courts
- Local bakeries, and grocers!
- Small business/single family homes

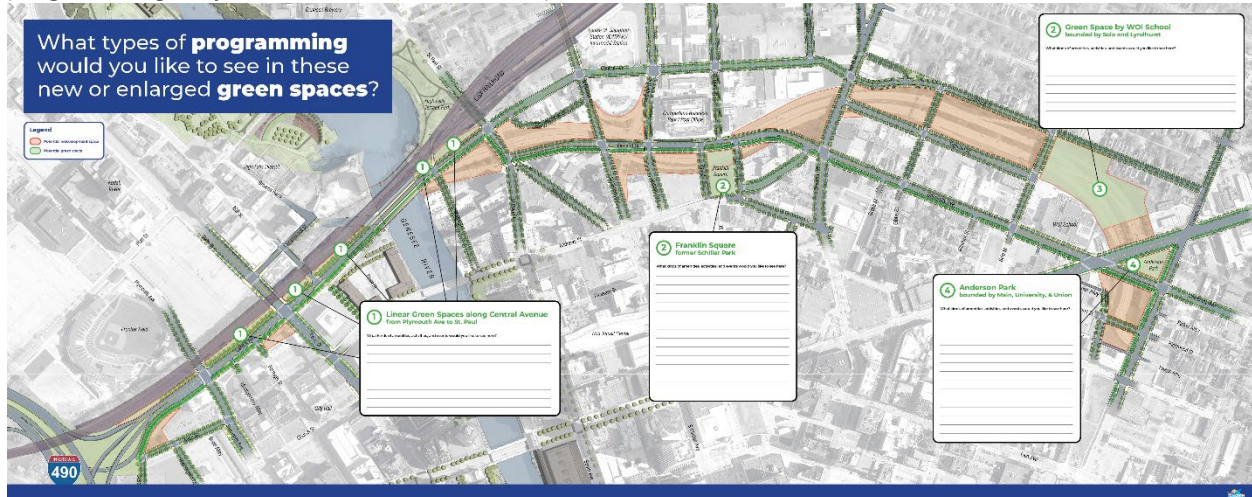
**Union Street**  
between Richmond St. and Haags Alley

- Small businesses/ single family homes
- Small businesses and townhomes



**Station 3**

Attendees were presented with four new or enlarged green spaces and asked to comment on the types of programming they would like to see at each space.



What types of programming would you like to see in these re-established green spaces? What kinds of amenities, activities, and events would you like to see here?

**Linear Green Spaces along Central Ave  
From Plymouth Ave to St. Paul**

- Lots of public art
- Family home
- Cycle path

**Franklin Square  
Former Schiller Park**

- Cultural programming organized in collaboration with local organizations and neighbors
- Children’s bike area (a small “street scene” area where kids can learn to ride bikes safely). Should have traffic signs and markings to simulate street riding
- Cultural programming organized by community organizations, not just the city
- Surrounding buildings that play into the park with amenities that support use during the day and evening, all seasons

**Green Space by WOI School  
Bounded by Scio & Lyndhurst**

- Sports fields
- City playground with access to school during appropriate school hours – other times open to public

**Anderson Park  
Bounded by Main, University & Union**

- Playground
- Benches, chess tables, dog park, shade trees





### Station 4

Attendees were asked to look at 8 spaces along the Inner Loop Corridor and

Identify which **styles of development** you would like to see in each of these spaces.




Identify which styles of development you would like to see in each of these spaces.

INSTRUCTIONS: The provided stickers show development styles with different architectural characters, building heights, and densities. Use these stickers to identify the development styles that you think are most appropriate for each of the spaces shown below.

#### Residential Development Styles



#### Commercial/Industrial Development Styles



#### Mixed-Use Development Styles



#### Green Space Styles







**Cumberland Street**  
between the river and St. Paul



Historic style  
mixed-use

3 votes

-



Ground floor  
commercial space

1 vote

**Cumberland Street**  
between St. Paul and Joseph  
Ave



Historic style  
mixed-use

3 votes

-



Small-scale business  
incubator space

1 vote

-



Traditional downtown  
style mixed-use

1 vote

**Franklin Square**  
former Schiller Park



Passive parks

2 votes

-



Small-scale business  
incubator space

1 vote

**East of Post Office**  
bounded by Cumberland  
and North St



Historic style  
mixed-use

2 votes

-



Small-scale business  
incubator space

1 vote

**Lyndhurst Street**  
between North St and Scio St



Single-family  
homes, small lots

4 votes

-

**Green Space by WOI**  
School No. 58  
bounded by Scio and  
Lyndhurst



Passive parks

2 votes

-

**Main Street**  
east of WOI School



Traditional downtown  
style mixed-use

1 vote

-

**Union Street**  
between University  
and Haags Alley



Traditional downtown  
style mixed-use

1 vote

-



Rowhouse style townhomes

1 vote



Sports fields

2 votes



Historic style mixed-use

1 vote



Historic style mixed-use

2 votes



Modern apartment / townhome combination

1 vote



Modern apartment / townhome combination

1 vote



Rowhouse style townhomes

1 vote



Single-family homes, small lots

1 vote



Traditional style apartment complex

1 vote



Traditional style apartment complex

1 vote



Commercial / light industrial lofts

1 vote



#### **Station 4**

Attendees were given the opportunity to add any additional feedback on the general comments board.

Comments received:

- I-490 → Lyndhurst does not respect residential character of Lyndhurst. 1-way, narrow 10' setbacks: a neighborhood street with children. Not acceptable. Traffic should be diverted elsewhere.
- More parking for the post office
- One way streets, no two ways. We would like it to stay as one way.
- Fantastic & exciting!
- Direct bicycle routes!
- Prioritize local business
- Safety for people walking + cycling
- Prioritizing alternative methods of transport, moving away from car-centric design.