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

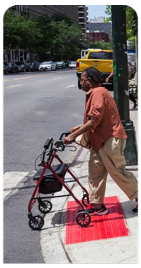
Station 1: Community Opportunities

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

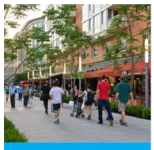
Attendees also identified additional opportunities, not listed above, including:

- 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

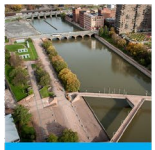
At this station, the Inner Loop North study area was split into four segment areas: (1) West of the River Segment; (2) St. Paul Segment; (3) Central Segment; and (4) Residential/World of Inquiry Segment. For every segment, attendees were asked to choose their top three priorities from a list of segment-specific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

West of the River Segment Priorities:



Improved streetscape amenities

13 votes



Improved riverfront trail access

12 votes

Enhanced pedestrian / bike mobility

12 votes

Maintain 490 access

6 votes

Improved north-south connectivity

4 votes

High/medium density mixed-use development

3 votes

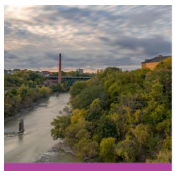
Stronger connections to Frontier Field / MCC

1 vote

Remove 490 access

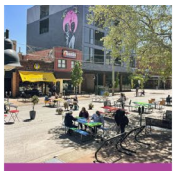
0 votes

St. Paul Segment Priorities:



Enhanced riverfront access

12 votes



Mixed-use entertainment south of Inner Loop

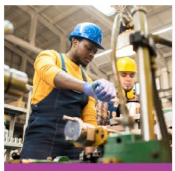
9 votes

Enhanced pedestrian / bike mobility

9 votes

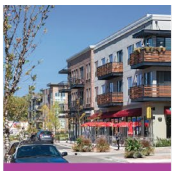
More public greenspace

6 votes



Workforce programs linked to existing businesses

5 votes



Medium density mixed-use development

4 votes

Additional commercial / industrial growth

1 vote

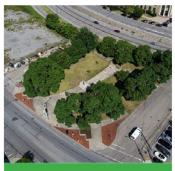
Other suggested opportunities included:

- 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:

Streetscape enhancements

12 votes



Franklin Square restoration

11 votes

Enhanced pedestrian / bike mobility

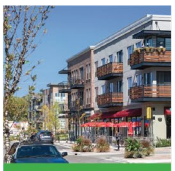
9 votes

New development around the train station

8 votes

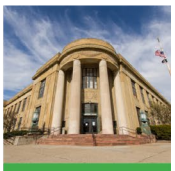
Neighborhood amenities (benches, etc.)

4 votes



Medium density mixed-use development

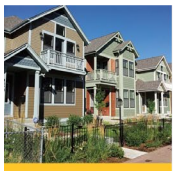
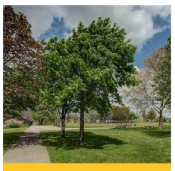
3 votes



Improved access to the post office

2 votes

Residential / World of Inquiry Segment Priorities:

						
Single-family infill	Community greenspace at World of Inquiry	Neighborhood greenspace	Home ownership programs	Enhanced pedestrian / bike mobility	Small business incentives	Neighborhood amenities (benches, etc.)
11 votes	**9** votes	**9** votes	**7** votes	**7** votes	**6** votes	**1** vote

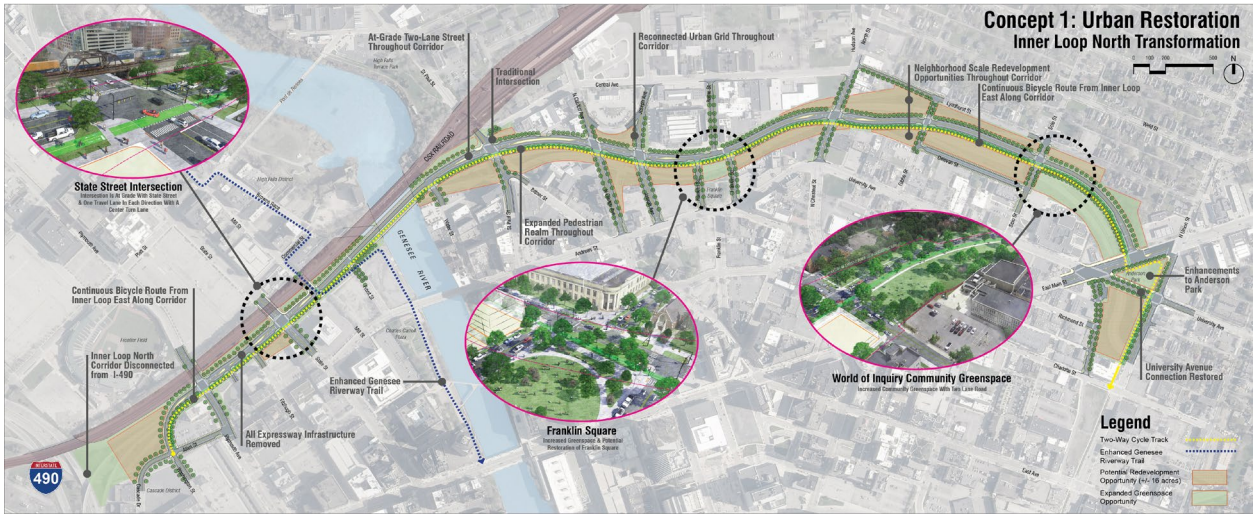
Other suggested opportunities included:

- 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:



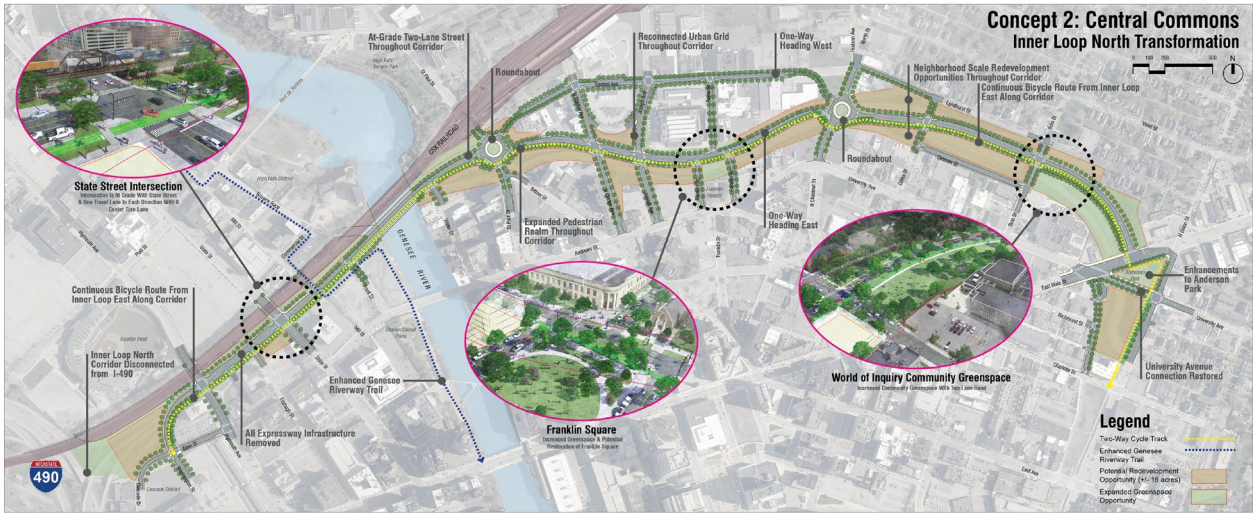
Likes

- 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:



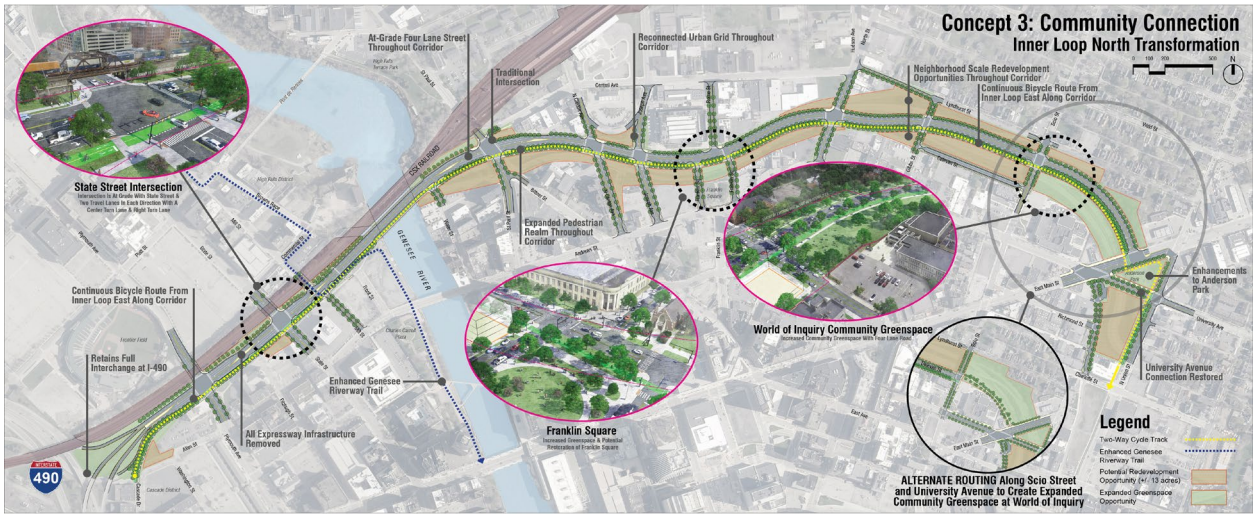
Likes

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

Dislikes

- Disconnection to 490 (x2)

Concept 3 – Community Connection:



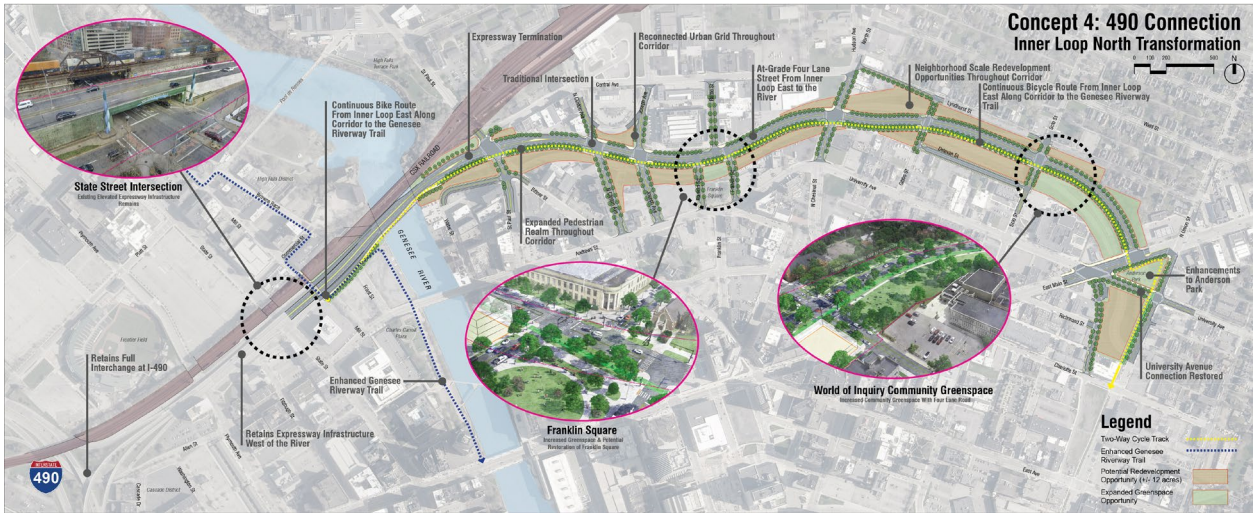
Likes

- 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:



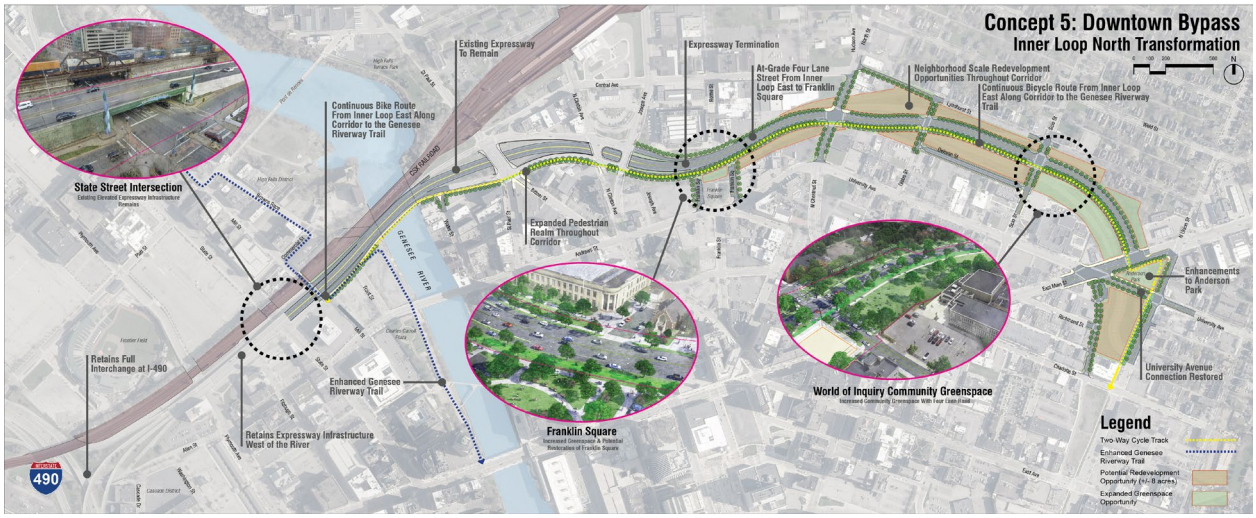
Likes

- Potential for greenspace where Bittner Street meets the Inner Loop

Dislikes

- Inner Loop still too auto-centric (x2)

Concept 5 – Downtown Bypass:



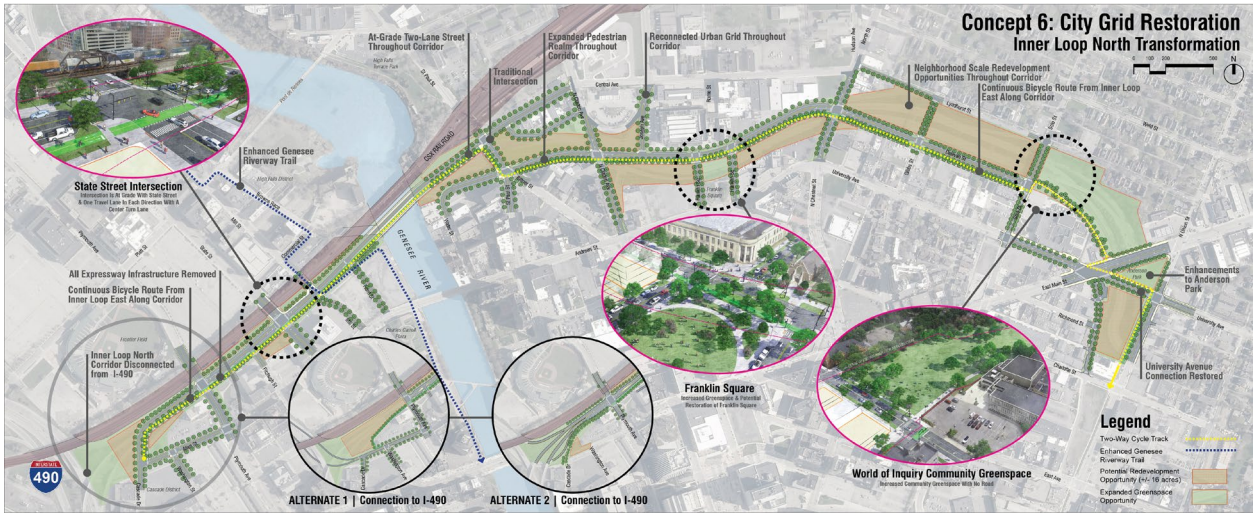
Likes

- 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):

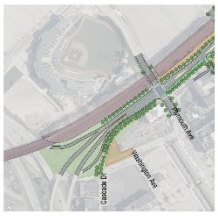
For Concept 6 – City Grid Restoration, three possible alternatives were presented to address the connection to 490: (1) no connection to 490; (2) connection to 490W only; (3) connection to 490E and 490W. Attendees voted for their preferred alternatives as follows:

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:

	Concept 1: Urban Restoration	**Concept 2:** Central Commons	**Concept 3:** Community Connection		**Concept 4:** 490 Connection	**Concept 5:** Downtown Bypass	**Concept 6:** 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	**1** vote	**4** votes	**1** vote	**0** votes	**1** vote	**0** votes	**9** votes	**0** votes	**3** votes
Second Choice	**4** votes	**4** votes	**1** vote	**0** votes	**2** votes	**0** votes	**2** votes	**0** votes	**1** Vote
Total	**5** votes	**8** votes	**2** votes	**0** votes	**3** votes	**0** votes	**11** votes	**0** votes	**4** 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