

Inner Loop North Mobility and Development Strategy (UPWP 7707) Scope of Work

A. Objective

This project will create a Mobility and Development Strategy for the Inner Loop North project that will build upon the recently completed Inner Loop North Transformation Planning Study to develop a strategy for mobility enhancements, land use, and potential development along the former Inner Loop expressway to align with the planned transformation of the corridor's transportation infrastructure.

B. Background

The construction of the Inner Loop expressway has had a lasting negative impact on the residents of the City of Rochester. The existing corridor is a barrier between neighborhoods and downtown and is characterized by poor walkability and bicycle connections as well as underutilized land along the expressway. The easternmost portion of the expressway was redesigned and redeveloped by the Inner Loop East Transformation Project in 2017. Addressing the remaining segment of highway is a once-in-a-generation opportunity to build on the success of Inner Loop East to improve accessibility and multi-modal mobility, restore and reconnect neighborhoods, and create opportunities for equitable development and green space. New York State has committed \$100 million to redesign and reconstruct the existing transportation infrastructure of the expressway.

The Inner Loop North Transformation Planning Study completed in 2022 identified a preferred concept for the redesign of the remaining segment of highway by restoring a City street grid. Drawing on both a market study and extensive community engagement, the study also identified high-level priorities for development and green space along the redesigned corridor. However, these opportunities require further analysis, development, and refinement. Thus, the need is critical for a land use planning study to align with the street design process that is currently underway to ensure the integration of transportation and development decisions and priorities.

This strategy will help ensure that the street design and land use processes inform one another to the fullest extent possible. This approach also will provide opportunities for the City to maximize further public and stakeholder engagement, and to ensure that subsequent roadway construction and development staging are appropriately coordinated.

The alignment of land use strategy and street design will ultimately lead to a better-designed and more resilient and sustainable Inner Loop North corridor. The effort will ensure that major land uses can be supported appropriately by the transportation infrastructure and that the facility is designed with potential land uses in mind. This approach will help to identify opportunities to improve mobility along the corridor. A

walkable and cyclist-friendly corridor with an appropriate mix of diverse land uses also will improve the City's sustainability by creating a destination that provides alternatives to travel in single-occupancy vehicles.

The overall Inner Loop North Transformation Project is intended in part to address areas of the expressway where crashes exceed the state average, including east of I-490 near the State Street overpass and along the bridge over the Genesee River. Most crashes occur on streets crossing the expressway and at intersections, and the project is expected to consider safety improvements at these locations. Aligning land use strategy with facility design will help to ensure a robust exploration of any safety considerations.

The strategy document will consider the appropriate balance and location of infill development and open space; a diversity of potential land uses; potential siting, building form and massing; further input from diverse community voices; and transportation considerations such as curb cuts, access management, circulation, multi-modal connectivity, shared mobility and transit hubs, and parking (including for bicycles). Finally, the strategy will ensure that street design, land use planning, roadway construction, and development staging are coordinated and mutually supportive.

C. Tasks

1. Establish a Project Advisory Committee. This committee will oversee the project development. It will consist of key stakeholders to include the following, some of whom participated extensively in the Inner Loop North Transformation Planning Study, a precursor to this study:
 - ✓ ILN Racial Equity Subcommittee Representative
 - ✓ City of Rochester (various departments to include Housing, Environmental Services, Zoning, Real Estate, Planning, Transportation, etc.)
 - ✓ Genesee Transportation Council
 - ✓ Rochester Genesee Regional Transportation Authority
 - ✓ Monroe County (various departments to include DOT, Planning)
 - ✓ New York State Department of Transportation (NYSDOT)
 - ✓ Disability Advocate
 - ✓ Reconnect Rochester
 - ✓ Rochester City School District
 - ✓ Neighborhood/resident association representative(s)
2. Develop and Issue a Request for Proposal (RFP). A consultant with demonstrated experience in land use planning as it relates to the built environment; community engagement, active transportation planning; street design; roadway construction, and development staging will be engaged to work on this project.
3. Develop an Engagement Plan. This plan will engage residents in refining transportation planning ideas in coordination with engagement expected for the final roadway design process. The consultant and the City of Rochester also will establish regular check-ins and closely align with the work being done on the

preliminary design for coordination with the street design team for the Inner Loop North to ensure alignment of the land use and roadway design processes.

The consultant will review, understand, utilize, and build upon the input gathered from the prior 10 public workshops, over 20 stakeholder meetings, 7 Community Advisory Committee and 7 Technical Advisory Committee meetings, and over 300 survey responses and 22,000 direct mailers that were conducted as part of the Inner Loop North Transformation Planning Study.

4. Review Past Planning Efforts and Studies. The consultant will review recommendations from previous planning efforts including prior [Inner Loop North public engagement](#), the [ROC the Riverway Vision Plan](#), [Rochester 2034 Comprehensive Plan](#), land use recommendations and market analysis from the [Inner Loop North Transformation Planning Study](#), and the ongoing citywide [Zoning Alignment Project](#). The consultant will review and evaluate the identified preferred street design concept for the Inner Loop North.
5. Conduct Community and Stakeholder Engagement Round One. The consultant will solicit input from the community on the types of land uses, urban design preferences, active transportation needs, future multi-modal connectivity, parking needs, and general input related to the transportation system and future built environment. Conduct focus group meetings to include the development community from small-scale to large-scale developers and explore the feasibility of strategies to encourage development at various scales and density and to discuss related transportation needs for various development typologies.
6. Produce Concepts for Development and Green Space Parcels. Recognizing that urban green space provides health benefits and helps mitigate the impact of the transportation system on nearby residents, the Inner Loop North transformational project provides opportunities for expanded green space. Goals for development scenarios shall include but not be limited to incorporating strategies to mitigate displacement of current residents. Develop conceptual site plans for various typologies of development at different scales. Specifically, evaluate the current location of Franklin Square Park and make a determination as to the suitability of its location and the feasibility, if necessary, of shifting it west or leaving it where it is.
7. Develop Transportation Considerations. The consultant will develop transportation recommendations to be incorporated into the concepts developed in Task 6, recognizing that different land use types have distinct transportation needs and impacts on the transportation system. Considerations will include but not be limited to curb cuts, curb space management, access management, circulation, multi-modal connectivity, shared mobility and transit hubs, accessible EV charging, and parking (including on-street parking and parking in the public right-of-way for bicycles and scooters) that will influence the final street design concept that may be incorporated throughout the corridor. Evaluate the potential for a stitch trail, a concept presented in the Planning Study, and if feasible, evaluate

its relationship to the newly created development and green space parcels. Additionally, review the bus circulation, parking, and access needs of School 58 for its transportation impact as a significant generator of traffic in the area, and recommend an appropriate layout.

8. Conduct Community Engagement Round Two. The consultant will solicit input from the community on the Draft Recommendations and Draft Land Use and Transportation Concepts. Community input will be considered during Task 9.
9. Develop a Draft Mobility and Development Strategy. The consultant will develop the Draft Mobility and Development Strategy based on the results of Tasks 3 through 8, inclusive of written recommendations and conceptual site plans incorporating transportation considerations. The project committee shall review the draft and provide feedback.
10. Produce a Final Mobility and Development Strategy.

D. Products

1. Project Engagement Plan
2. Development and Green Space Parcel Concepts Incorporating Transportation Recommendations
3. Stakeholder and Public Meetings Materials
4. Final Mobility and Development Strategy

E. Project Engagement Plan

While a final Project Engagement Plan is subject to an agreement with the selected consultant, it should include at minimum:

- A dedicated project webpage on the City's website, including a project summary and links to all project materials, and contact information for the City's project manager;
- An early stakeholder meeting to gather information and develop a mutual understanding of how this project will align with the preliminary street design process that is currently underway for the corridor;
- Targeted interviews and focus group meetings to gather more specific suggestions for land use preferences and required mobility improvements to support those uses;
- A stakeholder meeting to share initial land use concepts; and
- A public meeting to share a draft plan prior to finalizing the document.

F. Schedule

Task	Month/Year
Start	April 2024
End	October 2025

G. Project Budget

Sources of Funds		Uses of Funds	
	<u>FY 2023-24</u>		<u>FY 2023-24</u>
<u>Federal Funds</u>		<u>GTC</u>	
FHWA	\$110,000	Staff	\$0
FTA	0	Contractual	125,000
Subtotal	\$110,000	Subtotal	\$125,000
<u>Matching Funds</u>		<u>Other Agency</u>	
State (In-kind)	\$0	Staff	\$15,000
Local (In-kind)	15,000	Contractual	
Local (Cash)	15,000	In-kind Exp.	
Subtotal	\$30,000	Subtotal	\$15,000
<u>Total</u>	<u>\$140,000</u>	<u>Total</u>	<u>\$140,000</u>