



ROCHESTER

TRANSIT SUPPORTIVE CORRIDORS STUDY

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1. INTRODUCTION

As part of its Comprehensive Plan, Rochester 2034, the City of Rochester has established a vision for coordinating land use and transportation decisions in order to create a multimodal, transit-supportive, and sustainable community. To help achieve this, the City has undertaken this Transit-Supportive Corridors Study, and has identified twelve corridors that will become the focus for “transit-supportive development”.

Communities can make significant progress towards improving their quality of life and meeting smart growth goals by linking transportation and land use. Transit-supportive development aligns the City’s vision for land use and development with the investment in transit by encouraging vibrant, walkable, mixed-use neighborhoods along transit corridors where people have the ability to live, work, and play. Transit-supportive development increases mobility choice and access to employment and services and provides health benefits by promoting active lifestyles, all while reducing transportation costs.

Nationwide, the market for transit-supportive development is strong. The Center for Transit-Oriented Development has published statistics that indicate 81% of Millennials and 77% of Baby Boomers prefer to live in walkable, active communities that don’t require access to an automobile, and further indicates that by 2030, 25% of people in the housing market will be seeking housing in transit-supportive neighborhoods (www.ctod.org).

The Rochester Transit-Supportive Corridors Study compliments several other ongoing planning efforts in Rochester. The ReImagine RTS effort, undertaken by the Rochester Transit Service (RTS), presents recommendations to serve ten corridors across the Rochester region with high frequency, enhanced bus service. High frequency bus service would operate on 15-minute headways during peak weekday periods, 30-minute headways during non-peak weekday periods. High frequency transit is recommended for several of the focus transit corridors in the Rochester Transit-Supportive Corridors Study, which will further promote transit-supportive development.

The City of Rochester Comprehensive Access & Mobility Plan (CAMP) looks to develop a multimodal transportation component of Rochester 2034, resulting in a coordinated multimodal transportation plan comprising of bicycle, pedestrian, transit, goods movement/ emergency service, and Transportation Demand Management (TDM) focus areas.

Aligning investment in transportation with land use policy to create transit-supportive communities in Rochester will help achieve the vision of Rochester 2034 and ready the region to compete for economic growth.

2. WHAT IS TRANSIT SUPPORTIVE DEVELOPMENT?

CHARACTERISTICS

Comprehensively planning for the transit-land use connection will help ensure collaboration of land use and transportation policies and investments made by the City of Rochester to encourage transit supportive corridors. When transit and land use policy is coordinated to generate transit-supportive corridors, benefits can be realized in the form of increased ridership for the transit agency and increased property investment for the municipality. Planning for and implementing successful transit-supportive corridors involves decisions that directly influence land use, public realm, multimodal transportation, urban form, and overall performance as a place. There are eight basic principles that define the essential characteristics of a successful transit supportive corridor, and include:



Medium to Higher Density Development

Density is about scale, with the goal of creating a compact, walkable, and active neighborhood that also is compatible with the character of the surrounding area. Transit-supportive corridors have a higher net average density than the community average, with highest densities closest to the transit stations. Higher densities increase ridership by providing access to more people and creating an active, vibrant, and exciting place where people want to be.



A Mix of Land Uses

Concentrating a mix of land uses along a corridor provides diversity and variety, allowing people the opportunity to live, work, and/or play in the same area and encouraging people to walk or use transit to meet their daily needs. A Transit supportive environment includes a mix of residential, commercial, restaurant and retail, service, employment, and public uses. The key is to locate the various compatible uses close together, making them easily accessible to each other in order to improve walkability and reduce automobile use.



Compact, High-Quality Pedestrian Environment

Every transit trip starts and ends by walking. Vibrant communities, with or without transit, are convenient and comfortable places for pedestrians. The walkshed of transit can be expanded by creating streets that are inviting and comfortable for people. Subtle factors, such as streets being “calmed” by reducing traffic speed and automobile dominance, ground floor uses that are active and inviting, and amenities such as storefront windows, lighting, landscaping, and seating areas help create an inviting and comfortable walking environment.



Active & Vibrant Center

Transit is particularly successful in communities and neighborhoods that have defined centers, creating an 18-hour place by offering multiple attractions and reasons for people to frequent the area throughout the day and evening. Having a vibrant, mix of uses near transit is important to creating a center, but it must also have a sense of place and community so that people choose to gather there. A cohesive, active center can be created by planning transit supportive corridors as a district rather than individual projects.



Multimodal Connectivity

Successful transit-supportive corridors allow people to arrive at or depart without needing to drive. This requires multimodal connectivity along a corridor in the form of bus, shuttle, taxi, shared mobility, bicycle, or other forms of transportation that allow for easy and comfortable transfers to / from transit. Multimodal connectivity allows the catchment area of transit to expand by enhancing accessibility without needing to drive and connecting the “first-mile / last-mile”. Areas of multimodal connectivity, or mobility hubs, also help create an area of activity that leads to a vibrant center.

2.0 WHAT IS TRANSIT SUPPORTIVE DEVELOPMENT?



High-Frequency of Enhanced Transit

Having high frequency or enhanced transit service is a key component to a successful transit supportive corridor as a tool to capture both riders that rely on transit as well as discretionary riders who are comfortable with transit service getting them to their destination efficiently. There are three main factors that define enhanced transit – frequent service; faster, more direct trips; and less wait time.



Public & Community Leadership

The public sector must lead the transit supportive effort, with support from the community and not-for-profit agencies, before the private sector is willing to commit time and money in investing in transit supportive development. Public leadership is needed as a transit supportive corridor is being developed, and continued leadership needed to grow the corridor. The public sector must also enable transit supported development through policy and implementation. A collaborative and enabling approach - with the use of innovative tools to complement and enhance planning efforts - makes for successful implementation.



Linked, Managed Parking

Parking is a persistent constraint for transit supportive corridors. Abundant and inexpensive parking motivates people to drive rather than use transit. By creating a more limited parking supply and moving parking from surface parking lots to parking structures, residents, shoppers, and employees are encouraged to use transit and walk along a corridor.

3. ANALYZING ROCHESTER'S CURRENT ZONING: HOW TRANSIT SUPPORTIVE IS IT?

REVIEW OF CITY OF ROCHESTER ZONING CODE FOR TRANSIT-SUPPORTIVE CHARACTERISTICS

The City of Rochester Zoning Code (Chapter 120: Zoning) was reviewed and analyzed to determine the overall transit-supportiveness of each zoning district. The following zoning districts were analyzed:

- **R-1 Low-Density Residential**
- **R-2 Medium-Density Residential**
- **R-3 High-Density Residential**
- **C-1 Neighborhood Center**
- **C-2 Community Center**
- **C-3 Regional Destination Center**
- **CCD Center City**
- **M-1 Industrial District**
- **PMV Public Market District**
- **H-V Harbortown Village District**
- **C-V Collegetown Village**
- **M-D Marina District**

In order to understand each zoning district's transit-supportive characteristics, a spreadsheet was prepared that scores various zoning districts based on generally accepted transit-supportive elements, as described in Chapter 2. The exercise is similar to exercises conducted in the City of Denver and City of Buffalo to measure transit-supportive zoning districts. It allows for a glimpse into which are the most transit-supportive zoning districts that currently exists in Rochester, and when mapped, can help in the identification of transit-supportive corridors. In addition, a written summary is provided below.

3.0 ANALYZING ROCHESTER'S CURRENT ZONING: HOW TRANSIT SUPPORTIVE IS IT?

Methodology

Across the top of the spreadsheet are characteristics/ elements of transit-supportive development, as follows:

- **Active Ground Floor Commercial/ Entertainment Uses**
- **Activated Ground Floor Design Oriented Towards Transit Corridors**
- **Multiple Uses Permitted**
- **Active Upper Floor Uses are Encouraged/ Required**
- **Density Bonus Around Major Bus Stops/ Along Transit Corridors**
- **Minimum Density Requirements**
- **Small Front Setback (Build-to-Line)**
- **Small Side Setback**
- **Required Minimum Building and/or Lot Frontage**
- **No or Minimal Minimum Lot Size**
- **Requirements for an Amenity Zone**
- **Lighting Specific for Pedestrians/ Sidewalk**
- **Signage Lends to Sense of Place and is Pedestrian Scale**
- **Minimizes Number of Driveway Access Points**
- **Parking Incorporated Within or Behind Buildings**
- **Where Appropriate, On-Street Parking and/or Shared Parking can be used as Parking Credit**
- **Parking Credit if Located Near Transit**
- **Requirements for Bike Parking**
- **No Minimum Parking Requirements**

Down the left side of the spreadsheet are the specific zoning districts that were analyzed. Within the body of the spreadsheet, each zoning district is scored against transit-supportive characteristics, given a score as follows:

- **3 = Very highly transit-supportive; transit-supportive elements are required.**
- **2 = Highly transit-supportive; transit-supportive elements are permitted but not specifically required.**
- **1 = Moderately transit-supportive; transit-supportive elements are not specifically mentioned as permitted but are not disallowed.**
- **0 = Minimally transit-supportive; transit-supportive elements are not permitted.**

The “summary” column provides a summation of the transit-supporting values for each zoning district. The sum of the transit supportive values places each zoning district into a category as follows:

- **Score of 45+ = Very highly transit-supportive**
- **Score of 35-44 = Highly transit-supportive**
- **Score of 25-34 = Moderately transit-supportive**
- **Score of less than 25 = Minimally transit-supportive**

Zoning Analysis Scoring

The results of the transit-supportive zoning analysis offer the following scoring:

City of Rochester		
Zoning District	Name	Score
CCD	Center City	48
C-V	Collegetown Village	46
M-D	Marina District	43
H-V	Harbortown Village District	37
PMV	Public Market District	36
C-1	Neighborhood Commercial	34
C-2	Community Commercial	32
C-3	Regional Destination Center	29
M-1	Industrial	25
R-3	High-Density Residential	20
R-1	Low-Density Residential	14
R-2	Medium-Density Residential	14

SUMMARY OF ZONING DISTRICT ANALYSIS IN RELATION TO TRANSIT-SUPPORTIVE ELEMENTS

Overall Zoning Code Observations

The following are some general observations about the City of Rochester Zoning Code as it applies to transit-supportive elements.

- In general, most of the City's base zoning districts lack required language that promotes transit-supportive development, such as requiring multi-story, mixed use development oriented towards generating streetscape activity and creating walkable neighborhoods. Additionally, most zoning districts do not provide provisions for addressing the adjacent public realm (sidewalk, public areas, transit stops, curbside).
- Several zoning districts allow ground floor commercial uses but only a few districts have specific standards for their application and orientation towards the street.
- City-wide design criteria require some activation of streetscape, but this is only applied if a building is up at the street.
- Other than the R-1 and R-2 zoning districts, zoning allows for a mix of uses.
- Several zoning districts allow for upper floor uses, some require a minimum of two stories.
- The C-1 and C-2 zoning districts have a 20-foot minimum height requirement, but this does

3.0 ANALYZING ROCHESTER'S CURRENT ZONING: HOW TRANSIT SUPPORTIVE IS IT?

not translate into a requirement for multi-story buildings.

- **No zoning districts have a provision that allows for a density bonus if a project is located along a transit corridor.**
- **Several zoning districts have no minimum front setback, have a build-to-line, or use the average front setback of existing buildings on the street rather than establishing a required front setback.**
- **A few of the zoning districts have specific standards for how a building frontage should appear, specifically the recently prepared Harbortown Village and Collegetown Village districts.**
- **Residential zoning districts have larger minimum lot sizes; many commercial and special districts don't have minimum lot sizes, or they only apply to residential uses.**
- **Only a few zoning districts explicitly outline amenity requirements but there is general city-wide design guidance for how the building shall interact with the streetscape.**
- **There is general city-wide design guidance for lighting in pedestrian areas.**
- **There is general city-wide design guidance for promoting a walkable streetscape but this is not required in most zoning districts.**
- **There is a provision in the zoning code that limits vehicular access for parking lots along pedestrian-oriented streets.**
- **Some zoning districts explicitly outline standards for the location of parking, others rely on general parking lot guidance located elsewhere in the zoning code. Placement requirements throughout the**

Center City District, especially for parking garages, if generally weak.

- **There is a provision in the zoning code that allows applicants to submit an Alternative Parking Plan to reduce the required number of parking if there is on-street parking available or if located near transit.**
- **There is a city-wide requirement for bicycle parking; however, this requirement is tied to the requirements for vehicular parking. If no off-street vehicular parking is required (such as in the Center City District), the bicycle parking is not required.**
- **There is a maximum parking requirements for all zones that is equivalent to 110% of the required number of parking spaces.**
- **There are several code standards that can be waived by the Planning Commission, either through supporting documentation or special permit, that can be influenced by public input.**

Very-Highly Transit Supportive Zoning

- **Center City**
- **Collegetown Village**

Observations

- The Center City and Collegetown Village Districts outline a number of site design, building design, parking policy, and public amenity elements that are transit-supportive and brought the scoring of these districts into the “very-highly transit-supportive category.
- The Center City District allows for streamlined approvals if a project meets certain design criteria; however, much of the criteria are not user friendly and don’t address structured parking or bicycle parking. For instance, it indicates that the word “shall” isn’t deemed to be mean mandatory, but rather to be necessary to secure approval without adding design review.
- The Center City District include design guidelines meant to activate the street, provide a variety of uses, and activate upper floors.
- The Collegetown Village District sets forth very explicit requirements that promote transit-supportive development, such as requirements for building form, design, and placement; no minimum parking requirements and standards for parking placement; requirements for bicycling and walkability; and a favorable mix of uses.
- The Collegetown Village District sets forth a great example to follow in creating more transit-supportive zoning districts.

Highly Transit-Supportive Zoning

- **Marina District**
- **Harbortown Village District**
- **Public Market District**

Observations

- While the Marina District and Harbortown Village District are geared towards creating a waterfront destination, they contain several provisions that are favorable for transit-supportive development.
- The Marina District requires a civic/ public space and good design requirements that activate the streetscape, which are transit-supportive; however, it does require parking to be provided on-site.
- On the positive front, the Harbortown Village District and Public Market District have no minimum lot size/ setback from non-residential uses and no minimum parking requirements. On the negative front, there no requirements for how parking is located on-site.
- The Marina District, Harbortown Village District, and Public Market District allow a good mix of uses and include language regarding building and site design and layout as well as activation of street frontages and parking policies that helped bring these districts into the “highly transit-supportive” category.

3.0 ANALYZING ROCHESTER'S CURRENT ZONING: HOW TRANSIT SUPPORTIVE IS IT?

Moderately Transit-Supportive Zoning

- **Neighborhood Commercial**
- **Community Commercial**
- **Regional Destination Center**
- **Industrial**

Observations

- It's evident that the Neighborhood Commercial and Community Commercial districts are intended to create an active mixed-use neighborhood center, and while many transit-supportive elements are allowable, they simply aren't required or are very generic, which keeps these districts from becoming more transit-supportive. Additionally, the parking management policies and requirements for accommodating alternative transportation modes are lacking.
- The Neighborhood Commercial, Community Commercial, and Regional Destination Center zoning districts all allow a great mix of uses. The Neighborhood Commercial and Community Commercial districts have a minimum 2-story or 20-foot building height limit, the latter of which doesn't require multi-story buildings with upper floor uses.
- The Regional Destination Center is intended to be an auto-centric zoning district located on major arterials accessible to a regional market. The district language is loosely written in terms of requiring any transit-supportive elements, but does not include language that would preclude anything to make a transit-supportive development.
- The Industrial District scores well because of the flexibility in allowing by right a mix of uses for industrial building reuse, and by special permit in 1-story buildings and new builds.

Minimally Transit-Supportive Zoning

- **High-Density Residential**
- **Low-Density Residential**
- **Medium-Density Residential**

Observations

- While the Low-, Medium-, and High-Density Residential zoning districts exist within environments and currently accommodate uses that, by nature of their urban form and historical transit-supportive development, are currently transit-supportive environments, the zoning, as written, does not support further promote transit-supportive development. Specifically, the requirements for low density, single use residential hurts the transit-supportive score.
- The High-Density Residential district scores higher because of the ability to incorporate commercial uses in multi-family of 20 units or more.

City of Rochester Zoning Code Analysis

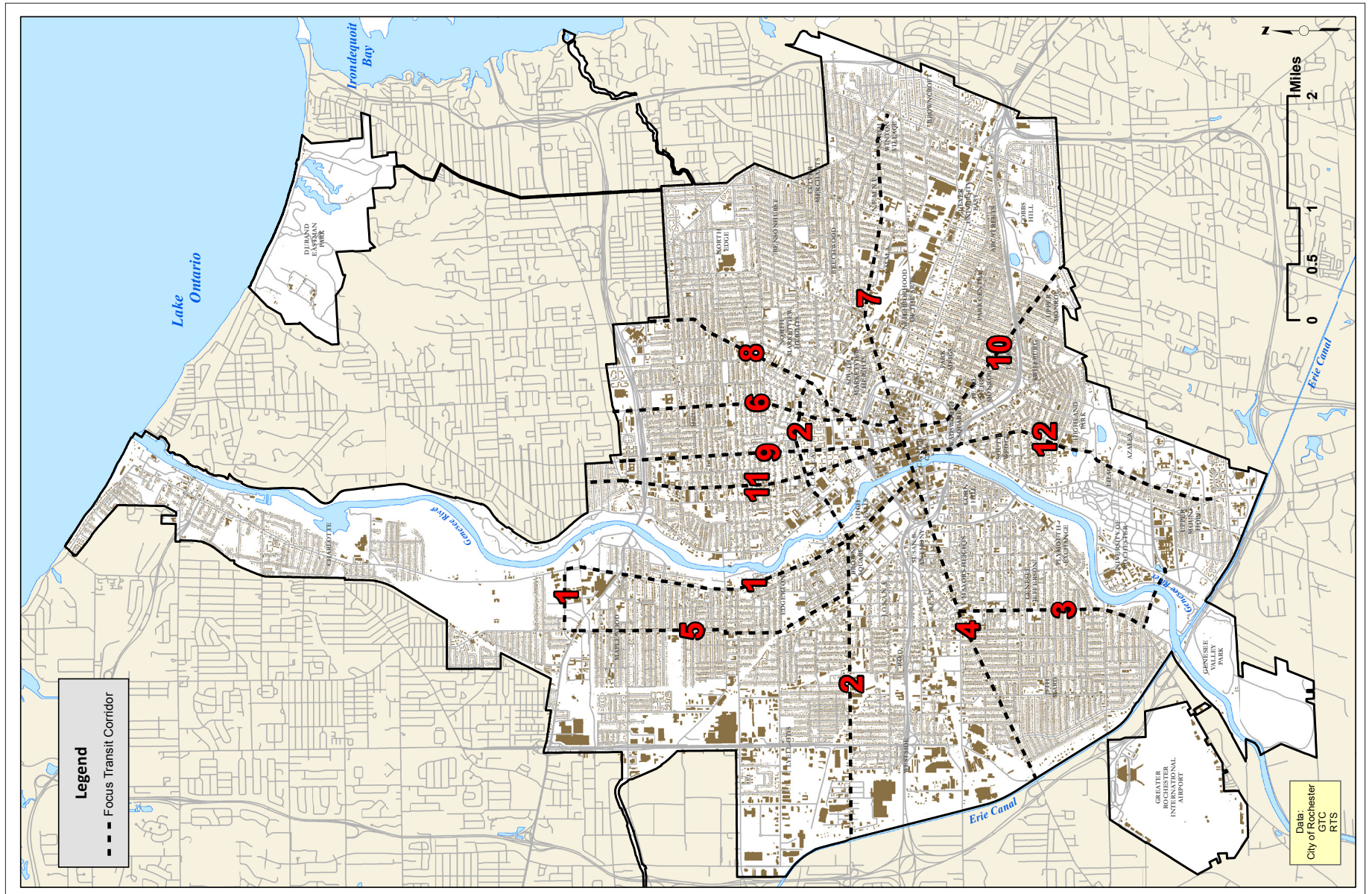
Code	Name	Summary	Building Form					Lot Characteristics				Street Frontage of a Building/ Site				Parking					
			Active ground floor commercial/ entertainment uses	Activated ground floor design oriented towards the transit corridor	Multiple uses permitted	Active upper floor uses	Density bonus around major bus stops/ along enhanced transit corridors	Minimum density	Small front setback (build-to-line)	Small side setback	Required minimum building and/or lot frontage	No or minimal minimum lot size	Requires amenity zone	Lighting specific for pedestrians/ sidewalk	Signage lends to sense of place and is pedestrian scale	Minimize number of driveway access points	Parking should be incorporated within or behind buildings	Where appropriate there is on-street parking/ shared off-street parking used as parking credit	Parking credit if near transit	Requirements for bike parking	No minimum parking requirements
Explanation			Transit-supportive corridors are particularly successful when there are several nodes of activity, or "urban villages" along the corridor. These urban villages have a vibrant mix of uses near major transit stops that offer multiple attractions and reasons for people to frequent the area.	In addition to creating urban villages along a transit corridor, a successful transit-supportive corridor will contain a streetscape of somewhat frequent active ground floor uses that not only generate street activity but create a comfortable walking environment that is conducive to using transit.	Allowing, and even encouraging, a mix of land uses provides diversity and variety, allowing people the opportunity to live, work and/or play in the same area and encouraging people to walk or use transit to meet their daily needs.	Upper floor residential and/or office uses help provide a mix of uses that contribute to the vibrancy and activity of a street, especially when associated with a building with active ground floor uses oriented towards the street.	One method of enhancing transit-supportive development around transit/ bus stations or along enhanced transit corridors is to allow for a density bonus in which a development can gain additional density for providing additional transit-supportive features and/or public amenities.	Requiring that a minimum density be met (i.e., Floor Area Ratio (FAR)) helps build a stronger market for transit. Higher densities increase ridership by providing access to more people and creating an active, vibrant, and exciting place where people want to be.	Buildings located closer to and oriented towards the street lend themselves to be more transit-supportive than buildings that are setback and disconnected from the street.	Minimizing side setbacks requirements, or further requiring a side build-to-line ensures that buildings are located close together and begin to frame a streetscape that is more transit-supportive than a corridor with buildings that are more spread out.	In relationship to minimizing side setbacks, requiring that a building fulfill a minimum lot frontage helps ensure that buildings take up most of their available lot frontage, which reduces large gaps in building frontages along a street.	Some zoning codes require large minimum lot sizes, which can restrict the ability to create transit-supportive corridors by lowering densities. Zoning codes should be flexible in lot sizes, which can aid in redeveloping already built-out corridors as well.	Zoning codes can require that an amenity zone be provided with a development (outside of the public right-of-way) that contributes to creating a multimodal environment and an active, vibrant, and inviting space adjacent to a transit/ bus stop or street.	Zoning codes can require that developments located along a sidewalk provide pedestrian scaled lighting to contribute to a comfortable walking experience.	Signage that is scaled towards pedestrians (i.e., projecting building signs, window signs, ground mounted signs) helps to create an inviting space for pedestrians, which helps improve transit-supportiveness.	Minimizing the number of driveways or drive thru lanes to/from a site can help create a more comfortable walking environment and also helps generate a more consistent building frontage along a street.	Parking should be placed either at the rear of a site, or as structured parking that is wrapped on all sides facing a transit corridor by building forms that are transit-supportive.	Ability to reduce the required number of off-street parking spaces if it can be shown that on-street parking or shared off-street parking can help handle parking generation of a site.	Ability to reduce the required number of off-street parking spaces if located near a bus stop or along an enhanced transit corridor.	In order to encourage multimodal connectivity along a transit corridor, requiring that development include bike parking or other bike amenities will contribute to a successful transit-supportive corridor.	Zoning code does not establish minimum parking requirements for various types of development. This helps increase density on a lot, increase building frontage along a street, and reduce the availability of free parking, which all aid in supporting transit.
R-1	Low-Density Residential	14	0	1	0	1	0	0	1	2	1	0	1	1	1	2	1	1	1	0	0
R-2	Medium-Density Residential	14	0	1	0	1	0	0	1	2	1	0	1	1	1	2	1	1	1	0	0
R-3	High-Density Residential	20	2	1	1	1	0	0	1	2	1	0	1	1	1	2	1	1	1	2	1
C-1	Neighborhood Commercial	34	2	2	3	3	1	1	3	3	2	3	1	1	1	2	1	1	1	2	1
C-2	Community Commercial	32	2	2	3	3	1	1	2	3	2	2	1	1	1	2	1	1	1	2	1
C-3	Regional Destination Center	29	2	2	3	2	0	0	3	3	1	3	1	1	1	2	0	1	1	2	1
CCD	Center City	48	2	3	3	3	1	3	3	3	2	3	2	3	3	2	2	3	3	1	3
M-1	Industrial	25	1	1	1	1	1	0	3	3	1	3	1	1	1	2	0	1	1	2	1
PMV	Public Market District	36	3	2	3	2	0	1	3	3	3	2	1	1	1	2	1	3	1	1	3
H-V	Harbortown Village District	37	3	2	3	2	0	1	3	3	3	2	1	1	2	2	1	3	1	1	3
C-V	Collegietown Village	46	3	3	3	3	1	3	3	3	3	3	2	1	1	3	3	3	1	1	3
M-D	Marina District	43	3	3	3	3	1	1	3	3	2	3	3	1	2	2	1	3	1	3	2

4. IDENTIFYING POTENTIAL TRANSIT SUPPORTIVE CORRIDORS IN ROCHESTER

FOCUS CORRIDORS

After long discussions with the steering committee, the committee identified twelve (12) corridors for consideration based on the transit supportive characteristics and their potential to facilitate transit supportive development, and score well relative to the quantitative and qualitative analysis. The following corridors will become the focus of analysis for encouraging transit-supportive corridors under the Rochester Transit Supportive Corridors Study:

1. **Lake Avenue** – Downtown to just north of W Ridge Rd (Eastman Business Park)
2. **Lyell Avenue/Upper Falls Blvd** – City line (Erie Canal) across the river to Portland Ave
3. **Genesee Street** – W Main St to Strong Hospital/URMC via Elmwood Ave
4. **W. Main Street/Chili Ave** – Downtown to City line (Erie Canal)
5. **Dewey Avenue** – Lyell Ave to W Ridge Rd (Eastman Business Park)
6. **Hudson Avenue** – Inner Loop to City line (E Ridge Rd)
7. **E. Main Street** – Downtown to its terminus at Winton Rd
8. **Portland Avenue** – Inner Loop (via North St) to City line (Rochester General Hospital)
9. **Joseph Avenue** – Downtown to City line (just north of E Ridge Rd)
10. **Monroe Avenue** – Downtown to City line (Highland Ave)
11. **N. Clinton Avenue** – Downtown to City line (just north of E Ridge Rd)
12. **South Ave** – Downtown to E. Henrietta Road (Monroe Community Hospital)



4.0 IDENTIFYING POTENTIAL TRANSIT SUPPORTIVE CORRIDORS IN ROCHESTER

QUANTITATIVE ANALYSIS

In conducting the analysis of the twelve focus transit corridors identified for this study, the basic principles of transit supportive corridors were used as the basis to undertake both a quantitative and a qualitative assessment to gain a better understanding of how transit-supportive each of the corridors is and what the potential for future transit supportive implementation is. These assessments are further outlined in this section.

While high frequency, enhanced transit is a key contributor of encouraging transit supportive corridors, there are additional quantitative demographic, socio-economic, land use, and transportation related factors that can be analyzed to better understand how transit supportive a corridor is and can become. A desktop GIS assessment of available and relevant data was undertaken, overlaying the transit corridors in relation to the following factors provides an assessment of how well positioned the corridor is to be a transit-supportive corridor.

- 1. Annual Average Daily Traffic** – Provides a look into how many people use the corridor currently for daily commutes or to access destinations. AADT offers a look into the pent-up demand for potential transit use if travelers can be converted from vehicles to transit when transit-supportive elements are implemented. Most of the streets included as part of this study fall within the 4,501-12,000 or 12,001-24,000 vehicles per day category; making them candidates for transit-supportive corridors. Corridors were ranked from low to very high based on the following general observations:

Low = From 0 to 12,000 ADT

Moderate = From 4,501 to 24,000 ADT

High = From 12,001 to 55,000 ADT

Very High = From 24,001 to 110,000 ADT

- 2. Employment Totals** – Understanding where the employment centers exist can help understand if there are corridors that contain strong employment destinations at either, or both ends, or along the corridor, which will help support transit. Employers can help promote transit-supportive corridors by clustering near transit and by offering transit incentives. Corridors were ranked from low to very high based on the following general observations:

Low = 53-1,400 Workers by TAZ, and

NO connections to employment centers

Moderate = 701-2,500 Workers by TAZ, and

access to one employment center

High = 1,401-4,500 Workers by TAZ, and

access to at least two employment centers

Very High = 2,501-8,050 Workers by TAZ, and

multiple connections to employment centers

- 3. Population Density** – Successful transit-supportive corridors require a higher density than that of the surrounding community, and thus areas with higher population and employment density clustered along transit corridors by census group and near transit stations can result in greater ridership and promote transit-supportive corridors. Corridors were ranked from low to very high based on the following general observations:

Low = Total population between 0-900 and

density between 0-5 residents per acre

Moderate = Total population between 501-1,200 and

density between 6-15 residents per acre

High = Total population between 901-1,800 and

density between 16-30 residents per acre

Very High = Total population between 1,201-3,000 and

density between 31-50 residents per acre

- 4. Zero Car Households** – Households that rely on transit, either by choice or dependence, typically have fewer vehicles available to them. One of the characteristics of transit-supportive development is to minimize the number of vehicles each household has because transit is readily available. This also helps to reduce the need for parking, allowing more density and active uses to be focused along transit-supportive corridors. Corridors were ranked from low to very high based on the following general observations:

Low = 0-150 + zero car households by TAZ

Moderate = 51-275 + zero car households by TAZ

High = 151-350 + zero car households by TAZ

Very High = 351+ zero car households by TAZ

- 5. Means to Work** – This helps with identifying the neighborhoods where people are already using a means of transportation other than automobiles to commute to work, whether it be by choice or dependence. These neighborhoods can be further strengthened as transit-supportive by improving transportation options and reducing the dependency on automobiles. Corridors were ranked from low to very high based on the following general observations:

Low = Census block groups with between 0-15% of the population using public transit

Moderate = Census block groups with between 6-25% of the population using public transit

High = Census block groups with between 16-50% of the population using public transit

Very High = Census block groups with between 26-100% of the population using public transit

- 6. Bicycle & Pedestrian Infrastructure** – Strong multimodal transportation elements support transit and help to create transit-supportive corridors by offering a way for non-vehicular travelers to get to bus stations via walking or biking. There are a good amount of corridors throughout the City that either contain existing bike lanes or shared use markings, or are proposed to contain bike facilities. This will help facilitate the development of transit-supportive corridors. Corridors were ranked from low to very high based on the following general observations:

Low = Little or no existing or proposed connections to the bicycle network and associated amenities

Moderate = Some proposed (but few existing) connections to the bicycle network and associated amenities

High = Some existing (and some proposed) connections to the bicycle network and associated amenities

Very High = Many existing and proposed connections to the bicycle network and associated amenities

4.0 IDENTIFYING POTENTIAL TRANSIT SUPPORTIVE CORRIDORS IN ROCHESTER

7. Building/Land Use – Corridors of mainly single-use buildings or that consist of low density land use patterns don't make for strong transit-supportive corridors. Corridors that already contain a good mix of uses with density that is higher than their surrounding neighborhood or are beginning to see a transition to a strong mix of uses and increased density lays the foundation for good transit-supportive corridors. Further, the form of development is instrumental; if buildings are oriented towards the roadway in which transit service exists and a continuous active street front is created, a more comfortable transit environment is created. Additionally, corridors that contain a substantial amount of vacant or underutilized land provide an opportunity to re-create transit-supportive neighborhoods with the proper policy in place. Corridors were ranked from low to very high based on the following general observations:

- Low** = Exhibits very little mixed use parcels / buildings
- Moderate** = Exhibits some mixed use parcels / buildings, typically at concentrated nodes
- High** = Exhibits a good range of mixed use parcels / buildings
- Very High** = High concentration of mixed use parcels / buildings

8. Vacant Land – Vacant/ City Owned Land - The availability of vacant/ City owned land provides an opportunity for the City to promote transit-supportive development by assisting with the redevelopment of these parcels. Corridors were ranked from low to very high based on the following general observations:

- Low** = Zero to very few vacant / City owned land
- Moderate** = Few vacant / City owned land but primarily small parcels
- High** = Several vacant / City owned parcels
- Very High** = Multiple large parcel vacant / City owned land available

9. Average Peak Transit Headway – Transit-supportive corridors only work if there is frequent transit service. This allows for a look into how frequently transit service currently operates. Ideally, off-peak transit headways of 30 minutes or less, with peak headways nearing 15 minutes, are conducive to transit-supportive corridors. Currently, transit service on the eleven corridors varies, but recommended service is for more frequent 15-minute headways during peak weekdays periods. Corridors were ranked from low to very high based on the following general observations:

- Low** = Between 45-60 min peak headways
- Moderate** = Between 30-45 min peak headways
- High** = Between 15-30 min peak headways
- Very High** = Between 0-15 min peak headways

10. Mixed-Use Centers – The City of Rochester, through its Comprehensive Planning efforts, identified existing and potential mixed-use centers across the City, known as 2034 Mixed Use Centers. By their character, mixed-use centers are transit-supportive, and when clustered along a corridor, promote transit-supportive corridors. Corridors were ranked from low to very high based on the following general observations:

- Low** = Exhibits no connections to mixed-use centers or areas of economic vitality, and suggests limited use compatibility in the area
- Moderate** = Exhibits no connection to existing or potential mixed-use centers, but are connected to areas with some economic vitality
- High** = Exhibits connections to areas with potential for a mixed-use center and some economic vitality
- Very High** = Exhibits connections to areas that already have or have the potential for a mixed-use center

11. Zoning – Zoning policy can be either a major contributor or a deterrent to implementing transit-supportive corridors. Understanding the underlying zoning and where transit-supportive development is not only permitted but encouraged or even required is a step in understanding where transit-supportive corridors can be implemented and where changes in policy need to occur to facilitate transit-supportive corridors. Using the Zoning Analysis from Chapter 4, corridors were ranked from low to very high based on the following observations:

Low = Corridor exhibits very little transit-supportive zoning

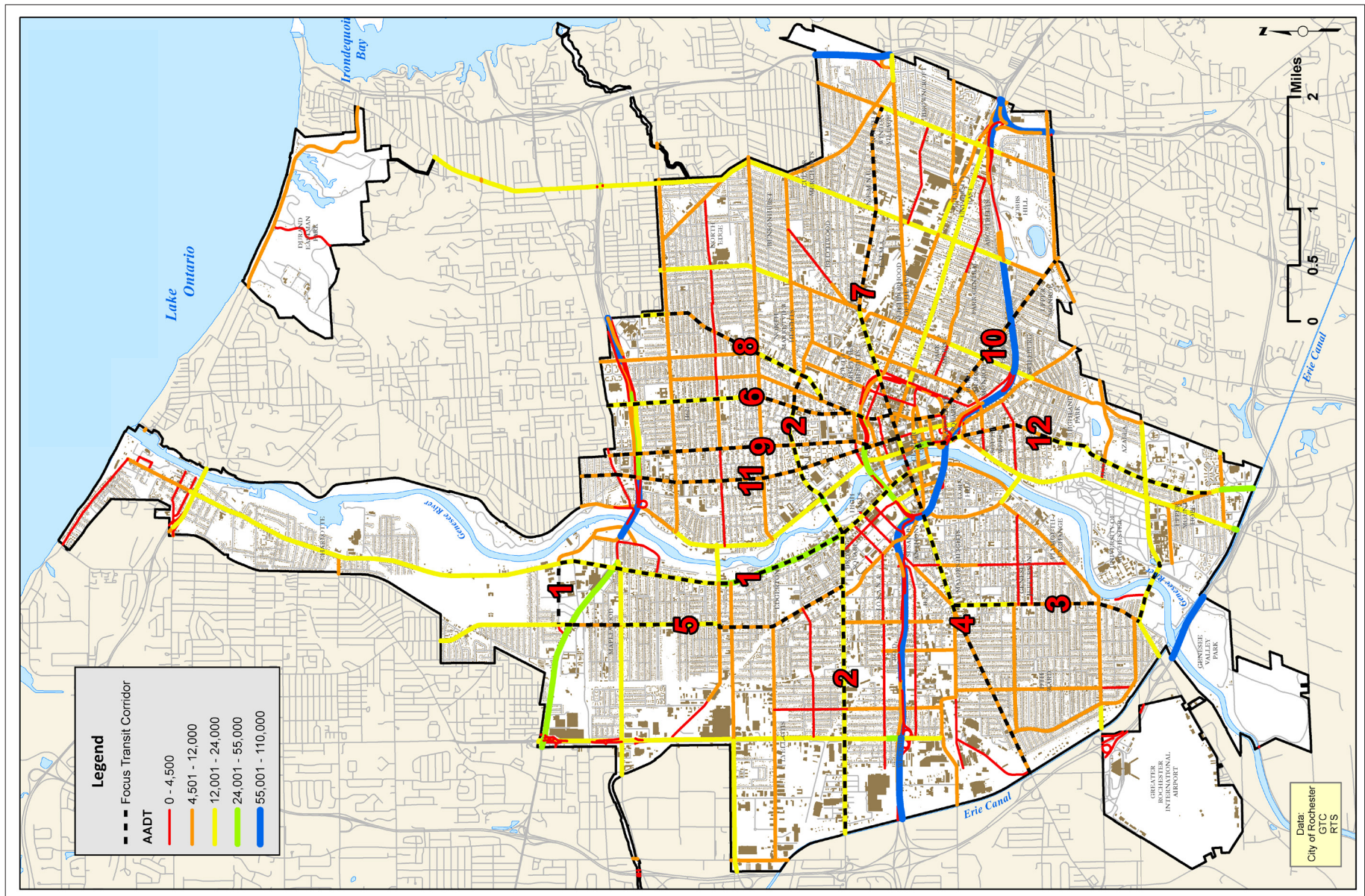
Moderate = Corridor exhibits some transit-supportive zoning

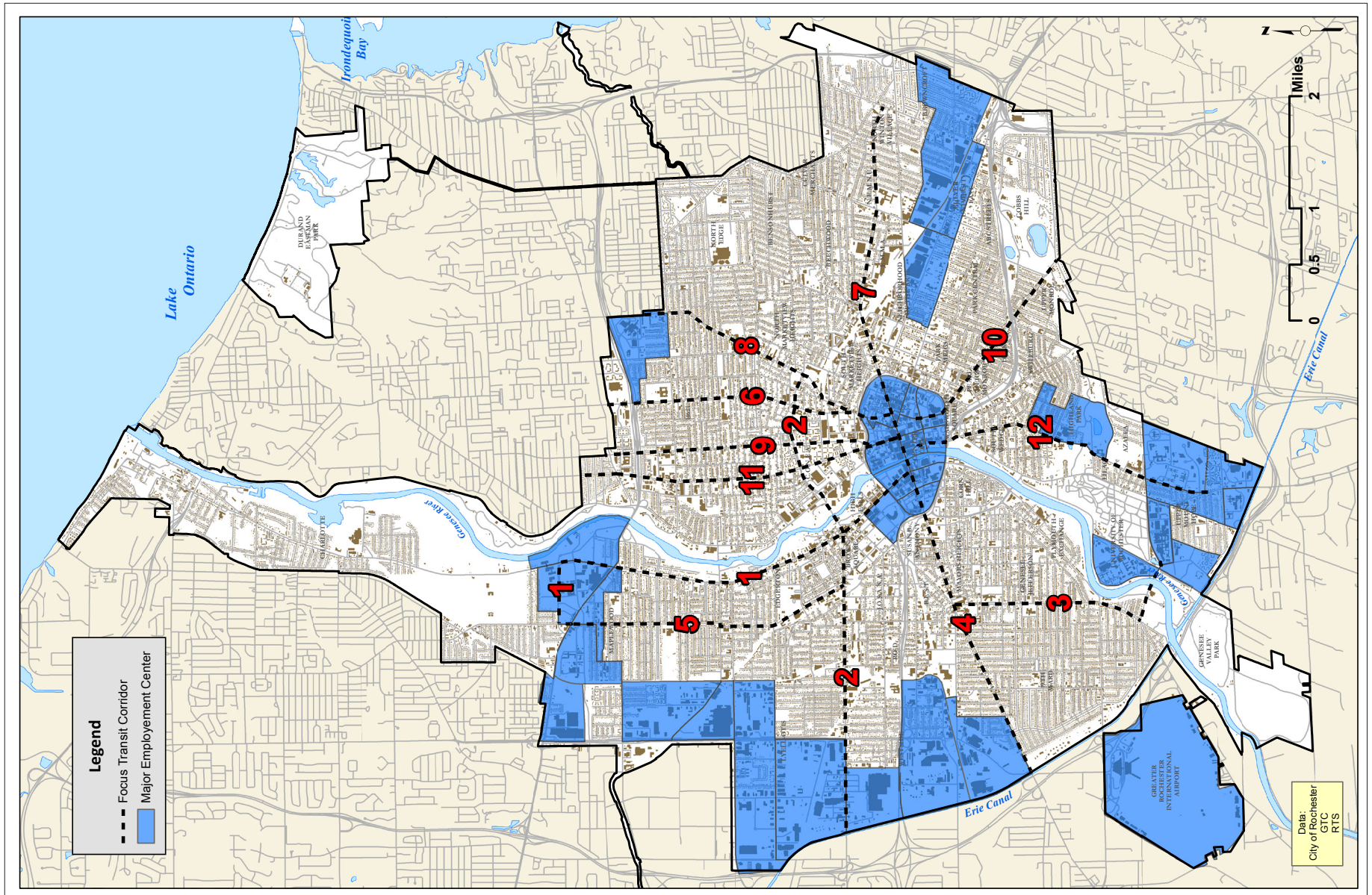
High = Corridor exhibits multiple stretches with transit-supportive zoning

Very High = Transit-supportive zoning encompasses the majority of the corridor

The following maps portray the twelve focus transit corridors in relationship to various demographic, socio-economic, land use, and transportation factors to form the basis for the quantitative assessment.

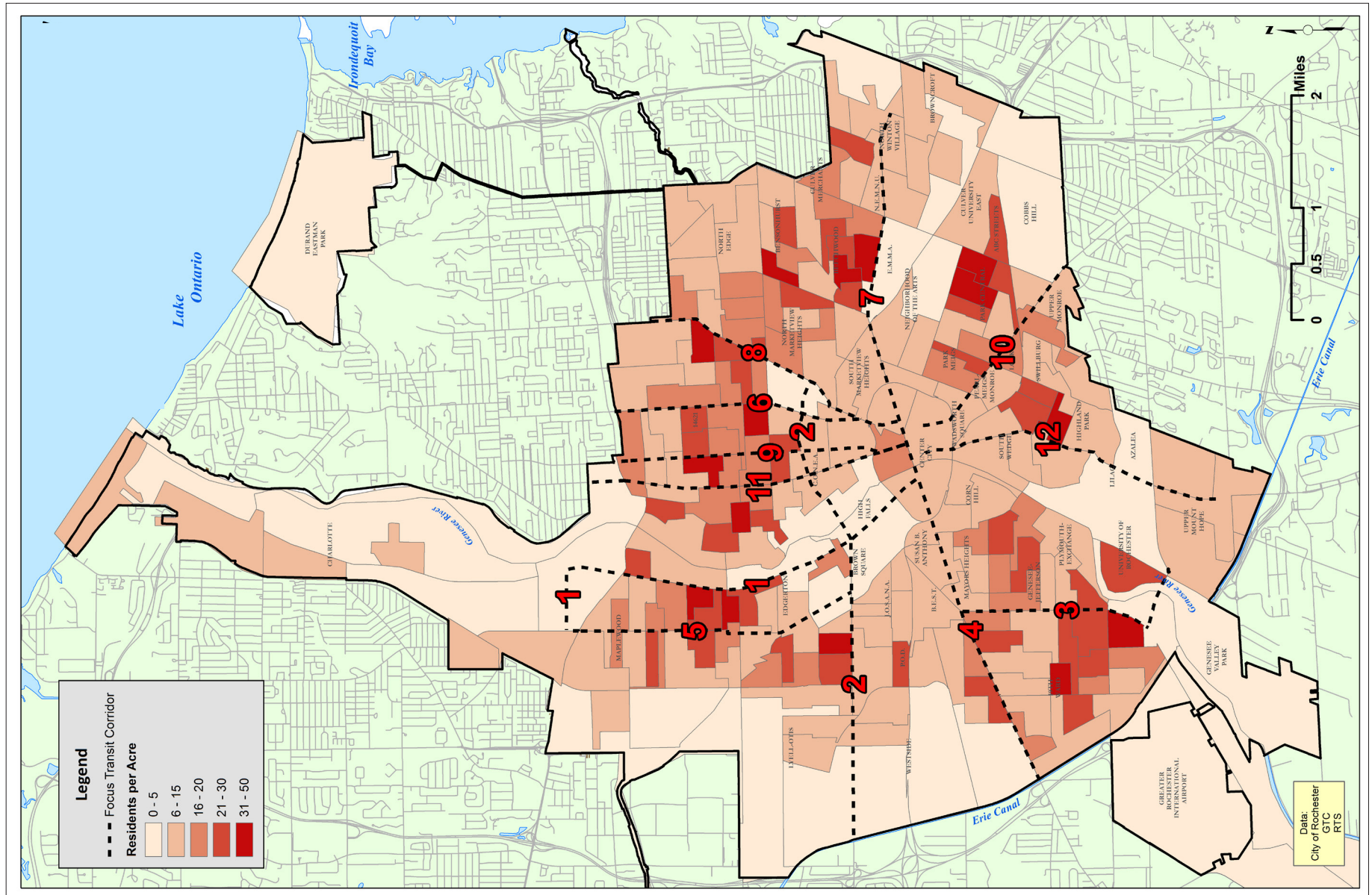
4.0 IDENTIFYING POTENTIAL TRANSIT SUPPORTIVE CORRIDORS IN ROCHESTER





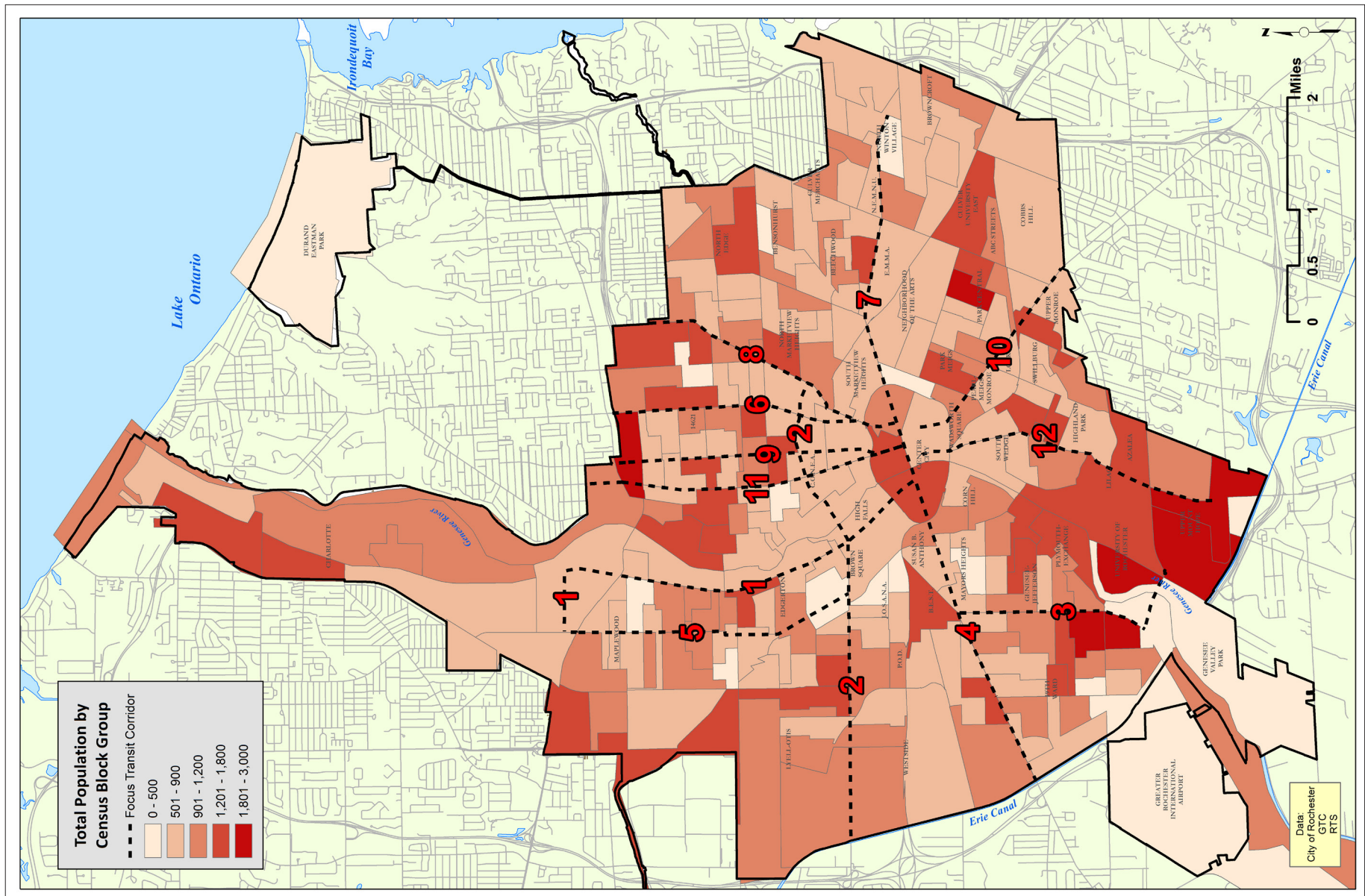
Map 3: Major Employment Centers by TAZ map



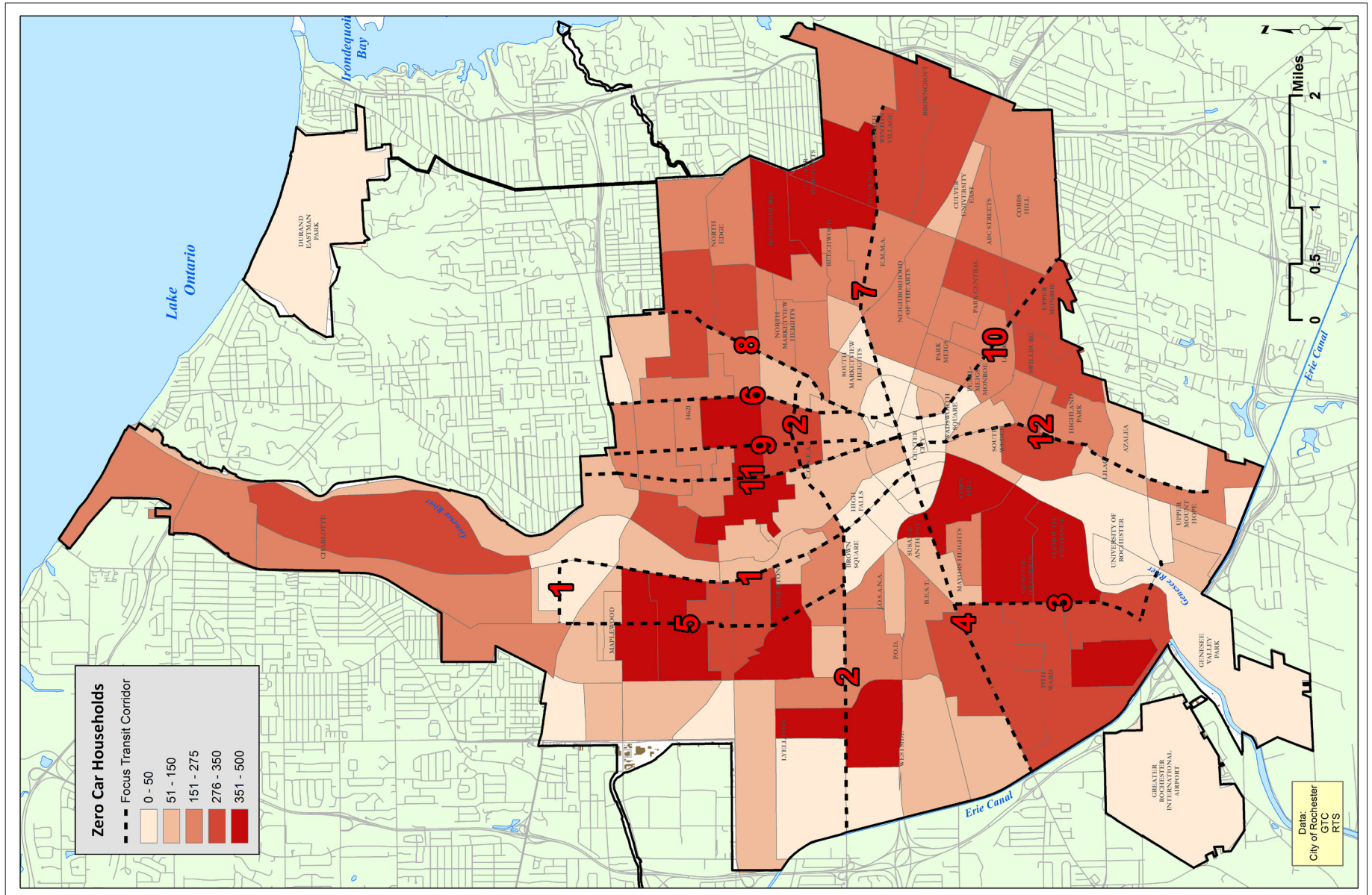


Map 5: Population Density by Census Block Group Map

4.0 IDENTIFYING POTENTIAL TRANSIT SUPPORTIVE CORRIDORS IN ROCHESTER

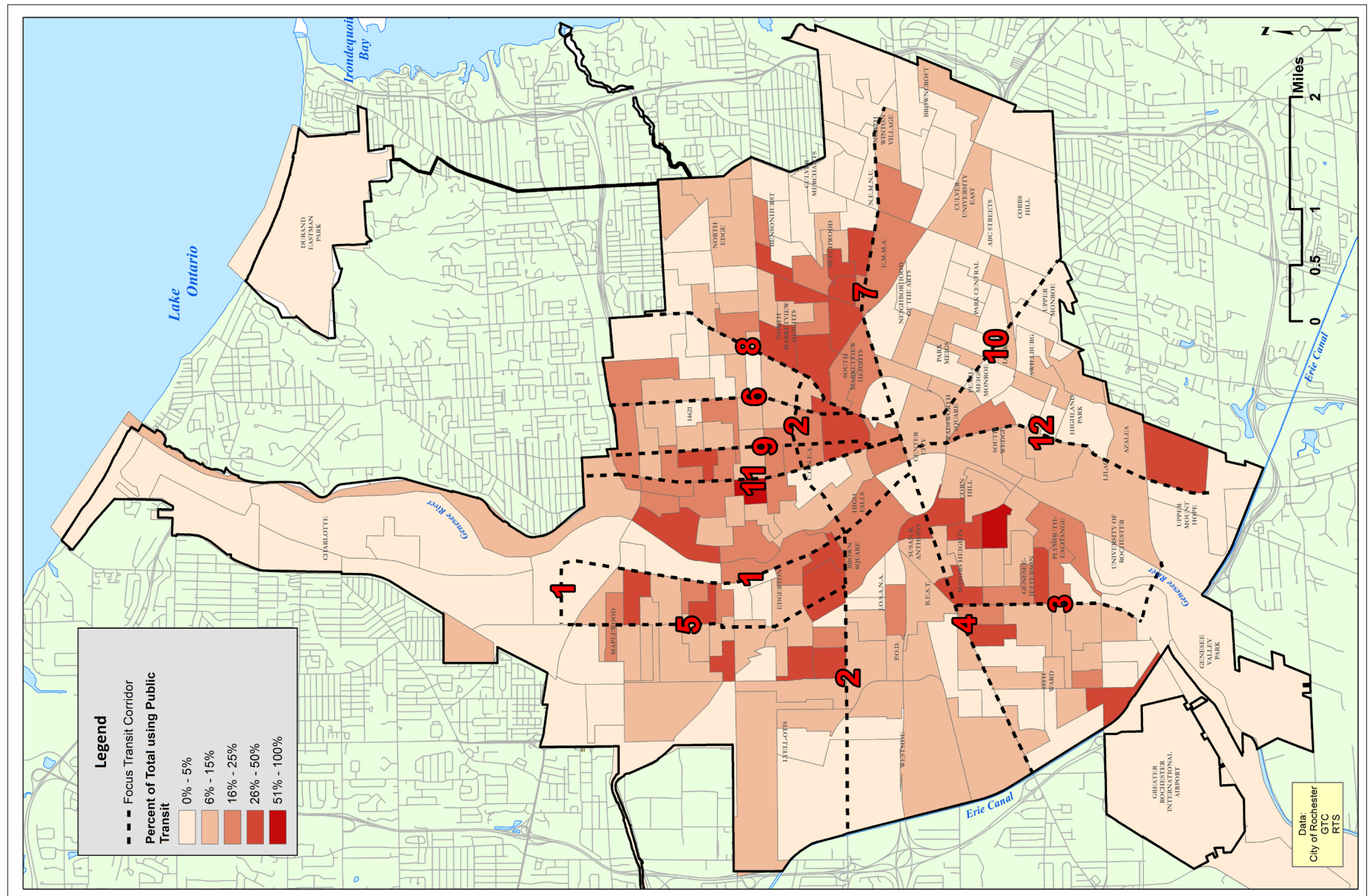


Map 6: Total Population by Census Block Group

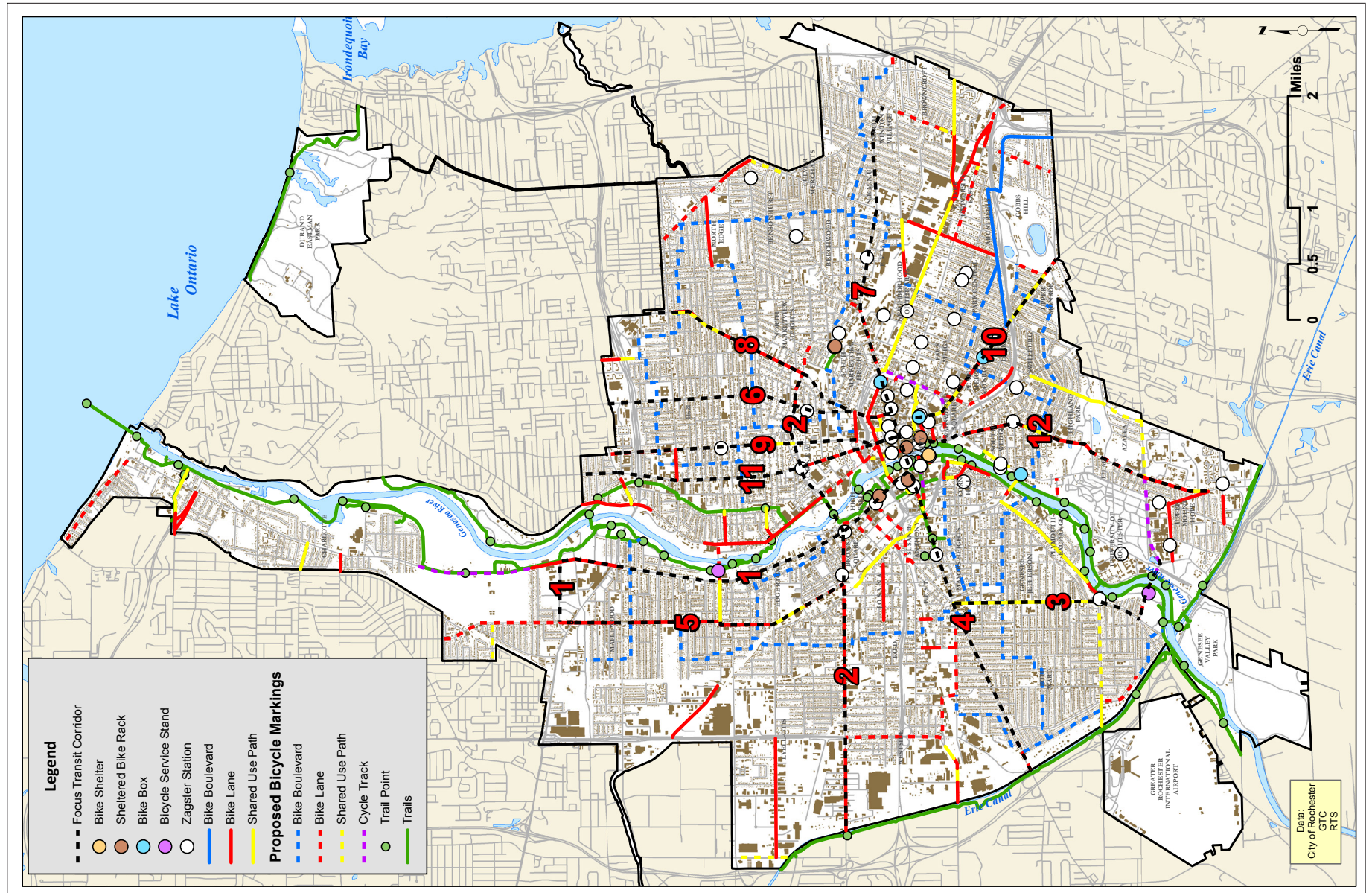


Map 7: Zero Car Households by TAZ Map

4.0 IDENTIFYING POTENTIAL TRANSIT SUPPORTIVE CORRIDORS IN ROCHESTER

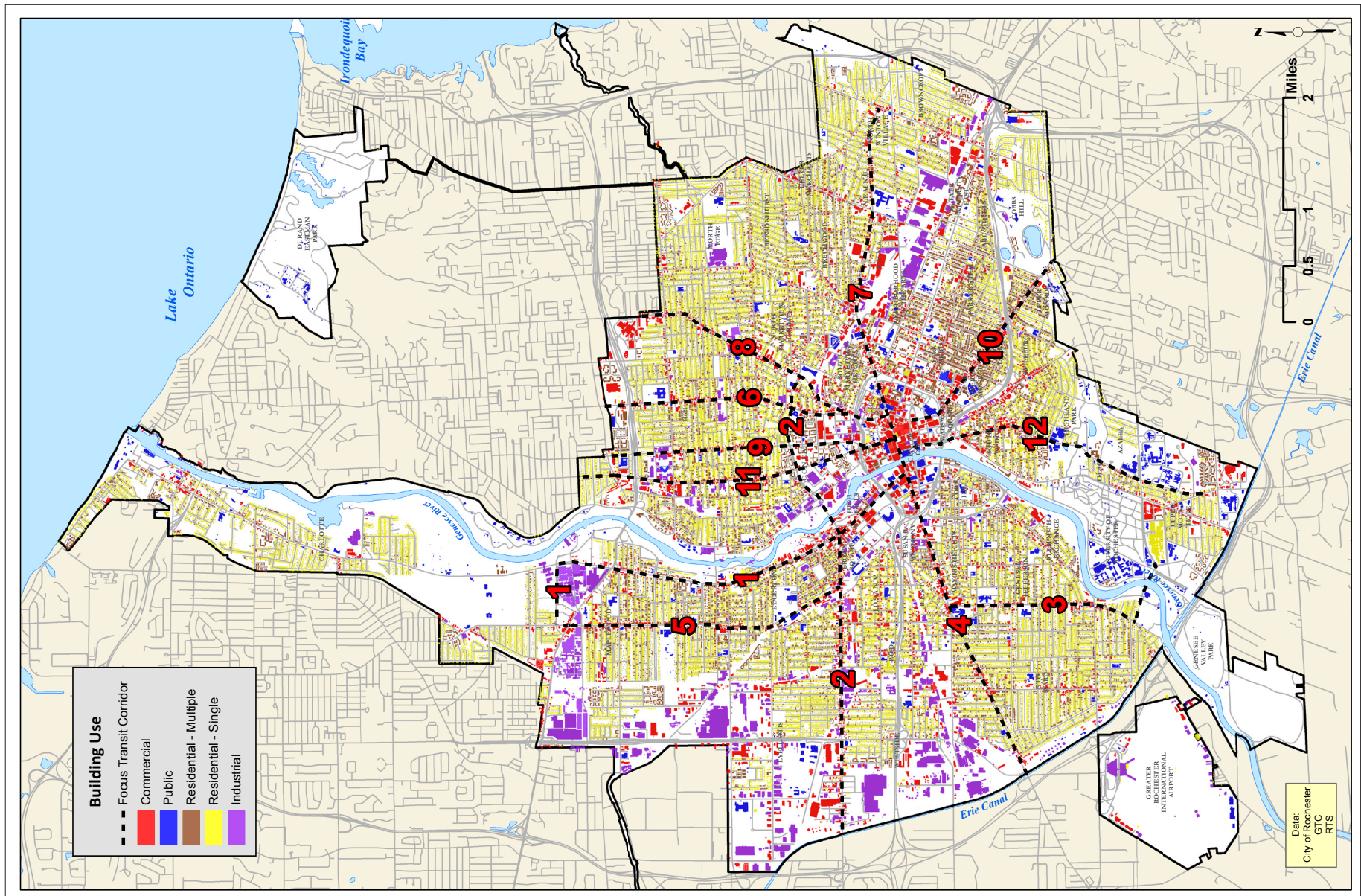


Map 8: Means to Work by Census Block Group Map

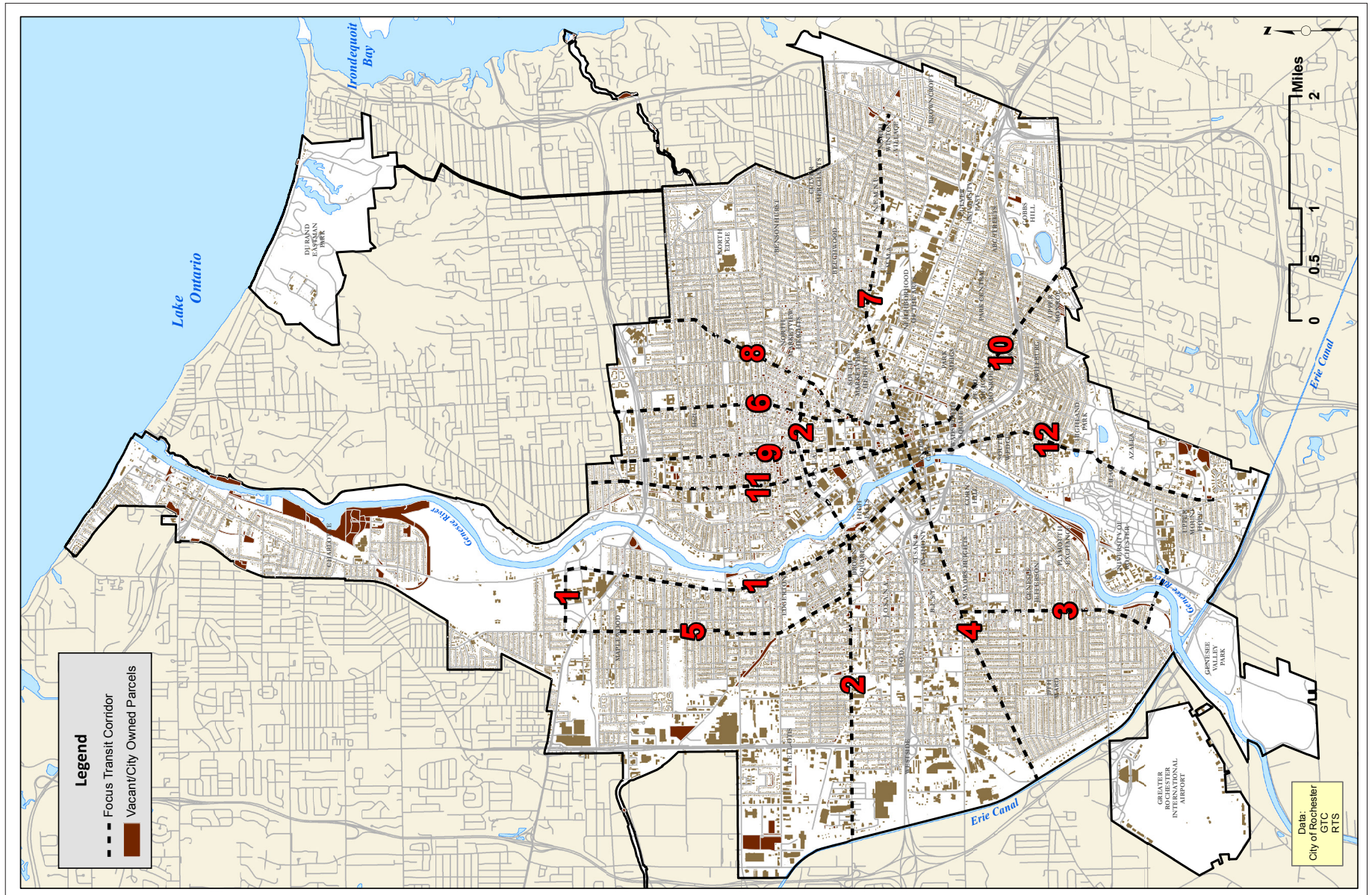


Map 9: Bicycle Infrastructure Map

4.0 IDENTIFYING POTENTIAL TRANSIT SUPPORTIVE CORRIDORS IN ROCHESTER

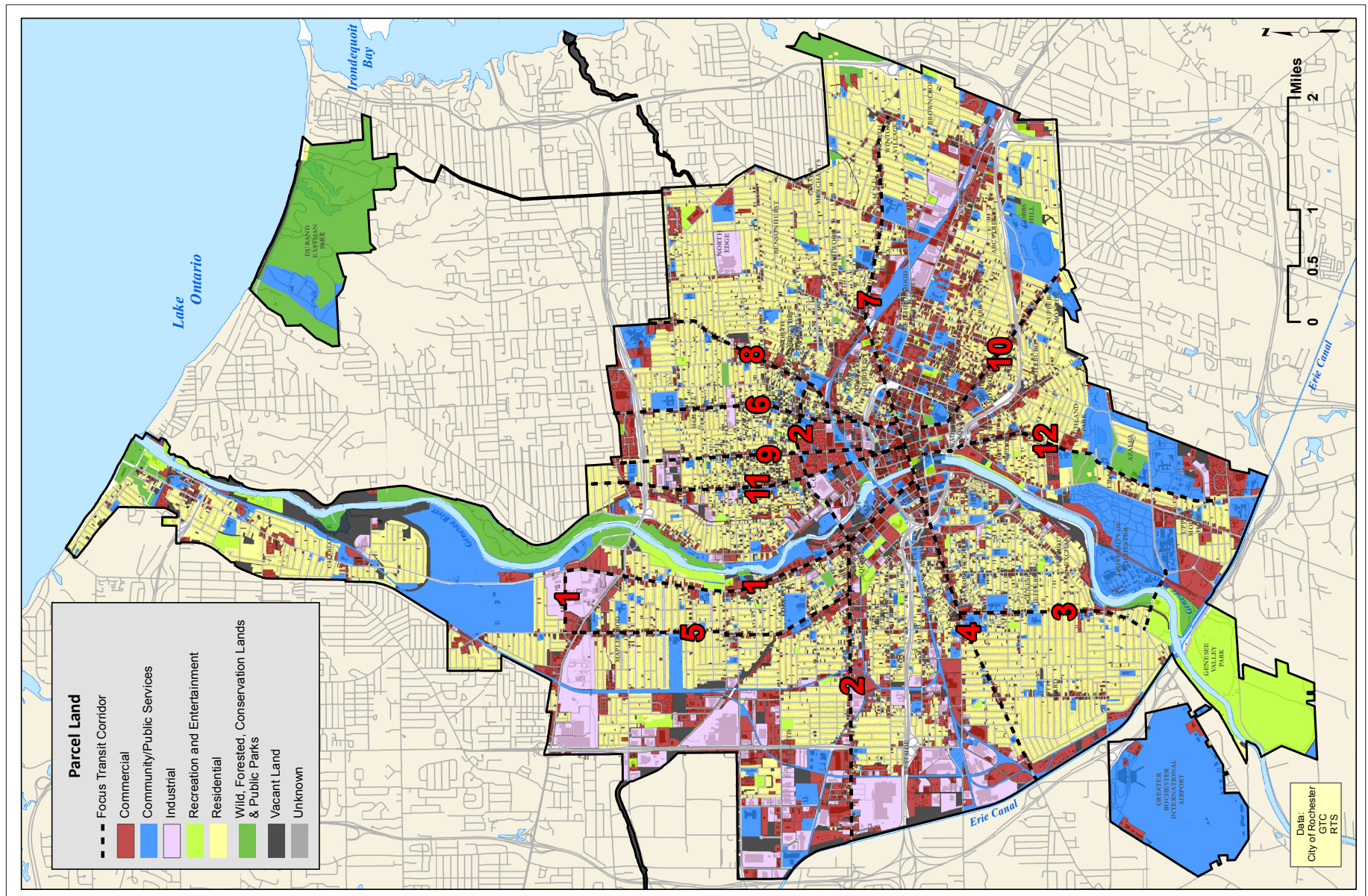


Map 10: Building Use Map

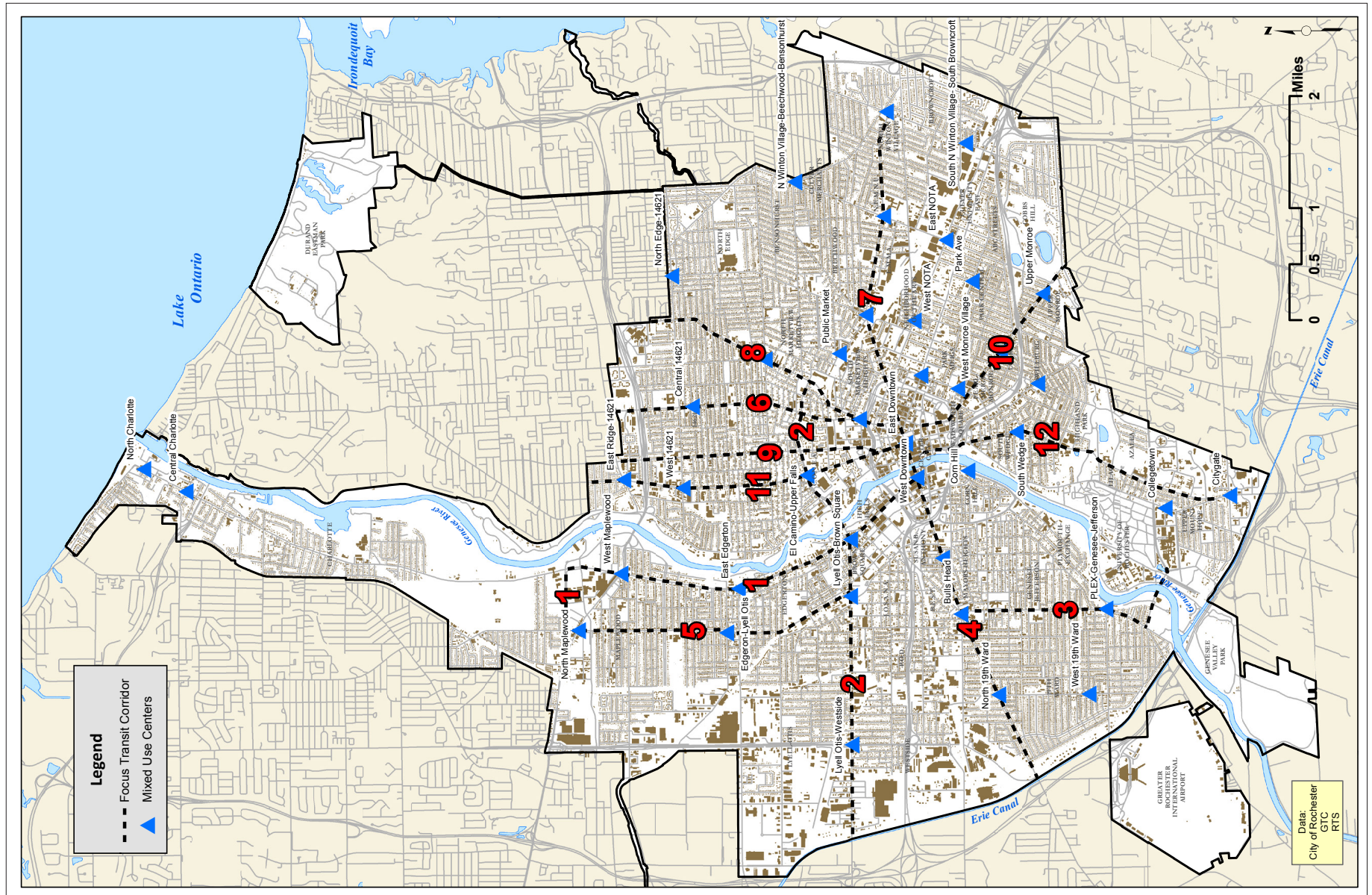


Map 11: Vacant Land Map

4.0 IDENTIFYING POTENTIAL TRANSIT SUPPORTIVE CORRIDORS IN ROCHESTER



Map 12: Parcel Use Map



Map 13: Mixed-Use Centers Map

Transit-Supportive Zoning Summary

- Focus Transit Corridor

Rochester Base Zoning

- Very Highly Transit-Supportive (Green)
- Highly Transit-Supportive (Yellow)
- Moderately Transit-Supportive (Orange)
- Minimally Transit-Supportive (Red)

Data:
City of Rochester
GTC
RTS

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5. EVALUATION OF FOCUS CORRIDORS

QUALITATIVE REVIEW

The next step in identifying which of the twelve focus transit corridors being analyzed are most transit-supportive is to undertake a Desirability & Readiness Assessment. This assessment is a qualitative exercise used to gauge the level of preparedness for transit-supportive corridors and identify what might be needed to further encourage a transit-supportive environment. This process is generally accepted by the Center for Transit Oriented Development in determining the level of preparedness of a community or a corridor for transit-supportive development. A Desirability & Readiness assessment summarizes the overall transit-supportive potential by assessing the degree of desirability and readiness for a corridor based on the following:

1. **Market Potential** – Market potential reflects the general market conditions for encouraging transit-supportive development and the ability to attract additional transit ridership, which in the case of this study, is reflected in average daily traffic, employment and population densities, zero car households, means to work, and vacant/ City owned parcels.
2. **Physical Suitability** – A corridor’s physical context, including availability of large parcels, block sizes, simple ownership patterns, developable sites, pedestrian accessibility, land use composition, zoning, and multimodal accessibility, can either support or provide obstacles for transit-supportive corridors. For this study, building and land use, multimodal transportation facilities, and general neighborhood form and character were used to assess physical suitability.
3. **Plans in Place** – Having the appropriate regulatory and policy framework, provision of incentives, and local plans in place within the corridor is important for both the feasibility and timeframe for encouraging transit-supportive development. The RTS restructure plan recommendations were a key contributor to this, as were existing zoning and the City’s Comprehensive Plan.

4. Community Input – Leadership and stewardship of planning initiatives at the local and regional level is essential to successful implementation of transit-supportive corridors. This leadership includes the willingness of a community to accept and promote transit-supportive development as well as willingness of government to adopt new plans and adapt regulations geared towards allowing and promoting transit-supportive corridors. Not-for-Profit agencies can also spur transit-supportive corridors in prioritizing where their investment and concentration of effort should occur. Our assessment of this is primarily based off of input from the MetroQuest Community Survey as well as feedback from the project Steering Committee.

In order to perform this assessment, the quantitative analysis factors are organized according to their potential to impact desirability and readiness within a corridor, followed by a brief qualitative review of the corridor. As an example, if a corridor has high AADT, high employment totals, high population densities, high percentages of households without cars, and high percentages of individuals that use transit, one would expect that this corridor has a high potential to impact the market and thus would generally rank high in overall market potential. The scores for each factor were averaged to establish a category score, and then the four categories were averaged to give an overall desire and readiness score and value.

Drawing upon the knowledge/ expertise of the steering committee along with the quantitative analysis and professional experience, we can apply the Desirability & Readiness Assessment to each of the twelve corridors. This assessment results in a ranking of the corridors in terms of which are the best transit-supportive corridor candidates. The following is a summary that portrays the comprehensive assessment of all twelve corridors in terms of their overall transit-supportiveness value as being very high, high, moderate, or low.

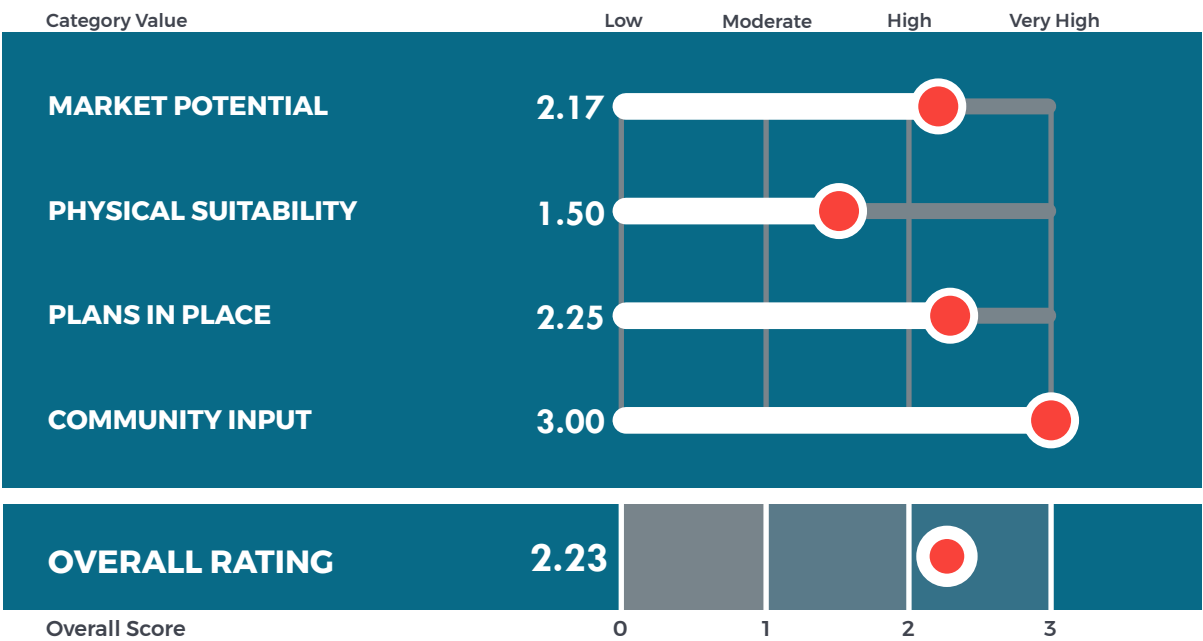
5.0 EVALUATION OF FOCUS CORRIDORS



LAKE AVENUE

The Lake Avenue corridor is an approximately 3.5-mile, north-south transit corridor (on the RTS Route 1/IX Lake Avenue) connecting from Downtown to Maplewood (just north of W. Ridge Road / Eastman Business Park).

The following summary for the corridor was based on a quantitative analysis of the corridor using the evaluation criteria, and a broad-based qualitative analysis within the desire and readiness framework. The result is a summary of overall desire and readiness with respect to the corridor's potential to be transit-supportive.



Summary of Evaluation: Desire and Readiness

Overall corridor desire and readiness evaluation indicates between high and very high potential for a transit-supportive corridor. Economic vitality is present along the corridor, and there are opportunities to develop greater densities and mixed uses that will increase boarding and daily ridership. Furthermore, within the corridor, policies and plans seem to support focus on the corridor, waterfront revitalization and there is strong community support to focus on the corridor with transit-supportive development .

Quantitative analysis suggests opportunity for transit-supportive development to increase market potential and capture new ridership through mode-shifting and provision of service to households without cars and new development on large development sites. This also suggests the need for more intense building / land uses, increased population and employment densities, and better multimodal connections that can leverage existing high-frequency bus service, adjacency of existing neighborhoods and employment centers at either end of the corridor.

	CRITERIA	EVALUATION	STRENGTHS AND OPPORTUNITIES	WEAKNESSES AND CHALLENGES
		L M H VH		
MARKET POTENTIAL	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests high opportunity to increase ridership and support mode-shifting with more transit-supportive development.Majority has transit-supportive ADT's (b/t 12,000-55,000 ADT).Surrounding area has many zero car households (b/t 151-350).Surrounding area has a high % of individuals that use transit (b/t 16-50%).Corridor has major employment centers as anchors at either end.	<ul style="list-style-type: none">Majority of the corridor has lower total employment (b/t 53-1,400).Many portions (on the west) have transit-supportive populations densities (b/t 21-50 residents per acre); however, many portions (on the east) do not.
	AVERAGE DAILY TRAFFIC	<div><div></div><div></div><div></div><div></div></div>		
	EMPLOYMENT TOTALS	<div><div></div><div></div><div></div><div></div></div>		
	POPULATION DENSITY	<div><div></div><div></div><div></div><div></div></div>		
	ZERO CAR HOUSEHOLDS	<div><div></div><div></div><div></div><div></div></div>		
	MEANS TO WORK	<div><div></div><div></div><div></div><div></div></div>		
PHYSICAL SUITABILITY	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests very good opportunities with large development sites, deep lot depth, and good pedestrian access with areas to the west.Some portions have existing connections to bike lanes and trails, particularly on the south; with a number of future and planned connections.	<ul style="list-style-type: none">Overall evaluation suggests multiple ownership and limited development sites which may be a challenge to suitability.Much of the building / land uses to the east are not transit-supportive due to low-intensity land use and proximity to the Genesee River.Very few vacant / city-owned parcels.
	BICYCLE & PED. INFRASTRUCTURE	<div><div></div><div></div><div></div><div></div></div>		
	BUILDING / LAND USE	<div><div></div><div></div><div></div><div></div></div>		
	VACANT LAND	<div><div></div><div></div><div></div><div></div></div>		
PLANS IN PLACE	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests plans in place that speak to waterfront revitalization and investment.Entire corridor falls within average peak transit headways (b/t 0-25 minutes) which are very transit-supportive (recommended for 15 minute peak weekday frequency).Much has relatively transit-supportive zoning (i.e. C-2 and R-3).	<ul style="list-style-type: none">No connections to existing mixed-use centers; however, one area has the potential to become a mixed-use center and other areas are exhibiting economic vitality.
	AVERAGE PEAK TRANSIT HEADWAY	<div><div></div><div></div><div></div><div></div></div>		
	MIXED-USE CENTERS	<div><div></div><div></div><div></div><div></div></div>		
	ZONING	<div><div></div><div></div><div></div><div></div></div>		
COMMUNITY INPUT	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">2040 L RTP identifies corridor as Ladder of Opportunity connecting low income individuals to housing and jobs.Community survey results suggests very high support for prioritization.	<ul style="list-style-type: none">N/A
	COMMUNITY SURVEY RESULTS	<div><div></div><div></div><div></div><div></div></div>		
Overall Score		0 1 2 3		

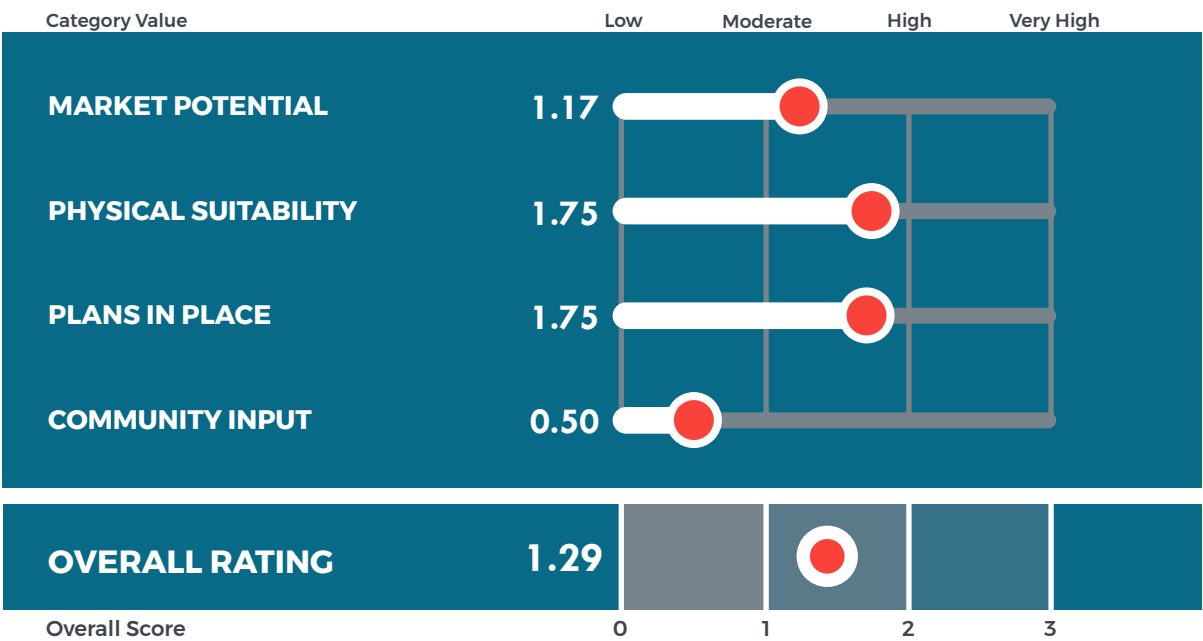
5.0 EVALUATION OF FOCUS CORRIDORS



LYELL AVENUE / UPPER FALLS BOULEVARD

The Lyell Avenue corridor is an approximately 4.25-mile, east-west transit corridor (on the RTS Route 3G/3W Lyell Avenue) connecting from Portland Avenue to the City Limits (at the Erie Canal).

The following summary for the corridor was based on a quantitative analysis of the corridor using the evaluation criteria, and a broad-based qualitative analysis within the desire and readiness framework. The result is a summary of overall desire and readiness with respect to the corridor’s potential to be transit-supportive.



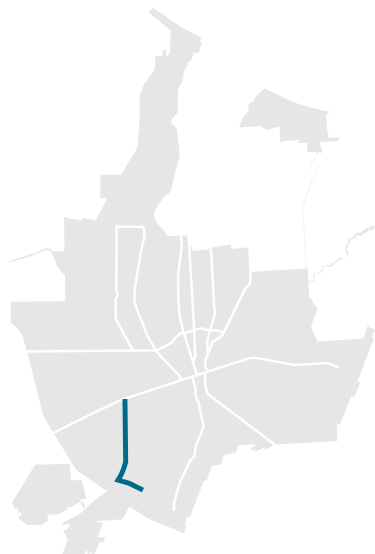
Summary of Evaluation: Desire and Readiness

Overall corridor desire and readiness evaluation indicates between moderate and high potential for a transit-supportive corridor. Some economic vitality is present along the corridor, and there are opportunities to develop greater densities and mixed uses that will increase boarding and daily ridership. Plans and policies should be considered that better support transit such as updated zoning and plans that speak to economic revitalization and public improvements that will enhance the transit experience.

Quantitative analysis suggests opportunity to increase market potential and capture new ridership through mode-shifting and new transit-supportive development on several major sites along the corridor. This also suggests the need for zoning changes that will support more density, mixing of uses, and walkability that would transition the corridor away from lower intensity industrial uses. Other assets include frequent bus service, good pedestrian access to neighborhoods, and multimodal connections between the Erie Canal and the Genesee River waterfront.

	CRITERIA	EVALUATION	STRENGTHS AND OPPORTUNITIES	WEAKNESSES AND CHALLENGES
		L M H VH		
MARKET POTENTIAL	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests there may be some opportunity to increase ridership with focus on daily employment commutes and some mode-shifting with more transit-supportive development.Both ends of the corridor have higher employment densities (b/t 4,501-8,050) with a major employment center on the west, though much of the surrounding area has low employment totals.	<ul style="list-style-type: none">Entire corridor has moderate transit-supportive ADT's (b/t 12,000-24,000).Population densities surrounding the area is generally lower (b/t 6-15 residents per acre).Small portion has a concentration of zero car households (b/t 151 and 500).Most of surrounding area has low % of individuals that use transit (b/t 0-15%).
	AVERAGE DAILY TRAFFIC	<div><div></div><div></div><div></div><div></div></div>		
	EMPLOYMENT TOTALS	<div><div></div><div></div><div></div><div></div></div>		
	POPULATION DENSITY	<div><div></div><div></div><div></div><div></div></div>		
	ZERO CAR HOUSEHOLDS	<div><div></div><div></div><div></div><div></div></div>		
	MEANS TO WORK	<div><div></div><div></div><div></div><div></div></div>		
PHYSICAL SUITABILITY	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests some opportunities with large development sites, deep lot depth, land use composition, and pedestrian access.Existing on-street bike lane with a number of planned, safe north-south connections.	<ul style="list-style-type: none">Overall evaluation suggests multiple ownership, limited development sites, and lots of existing industrial uses which may be a challenge to suitability.Some of the building / land uses are not transit-supportive due to existing industrial uses.Few vacant / city-owned parcels.
	BICYCLE & PED. INFRASTRUCTURE	<div><div></div><div></div><div></div><div></div></div>		
	BUILDING / LAND USE	<div><div></div><div></div><div></div><div></div></div>		
	VACANT LAND	<div><div></div><div></div><div></div><div></div></div>		
PLANS IN PLACE	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests supportive planning documents that highlight the importance of the corridor.Entire corridor falls within average peak transit headways (b/t 0-25 minutes) which are very transit-supportive (recommended for 15 minute peak weekday frequency).Development incentives are available.Connections to multiple existing mixed-use centers.	<ul style="list-style-type: none">Overall evaluation suggests zoning policy that may limit transit-supportive development.y.Though some portions have somewhat transit supportive zoning (i.e. C-1 and C-2); much of the adjacent property consists of industrial and low density residential.
	AVERAGE PEAK TRANSIT HEADWAY	<div><div></div><div></div><div></div><div></div></div>		
	MIXED-USE CENTERS	<div><div></div><div></div><div></div><div></div></div>		
	ZONING	<div><div></div><div></div><div></div><div></div></div>		
COMMUNITY INPUT	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">2040 LRTP identifies corridor as Ladder of Opportunity connecting low income individuals to housing and jobs.	<ul style="list-style-type: none">Community survey results suggests very low support for prioritization.
	COMMUNITY SURVEY RESULTS	<div><div></div><div></div><div></div><div></div></div>		
Overall Score		0 1 2 3		

5.0 EVALUATION OF FOCUS CORRIDORS



GENESEE STREET

The Genesee Street corridor is an approximately 2.25-mile, north-south transit corridor (on the RTS Route 4/4X Genesee) connecting from W. Main Street to Elmwood Avenue and Strong Hospital/URMC.

The following summary for the corridor was based on a quantitative analysis of the corridor using the evaluation criteria, and a broad-based qualitative analysis within the desire and readiness framework. The result is a summary of overall desire and readiness with respect to the corridor's potential to be transit-supportive.



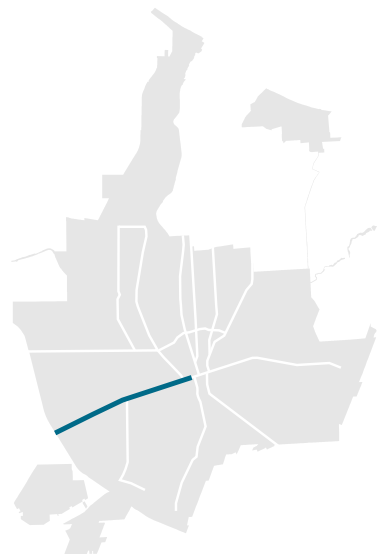
Summary of Evaluation: Desire and Readiness

Overall corridor desire and readiness evaluation indicates between low and moderate potential for a transit-supportive corridor. There is potential for an economic center on the south, as indicated by the mixed-use centers map; however, there are limited opportunities to develop greater densities that will increase boarding and daily ridership along the corridor, and zoning policy beyond the corridor reflects lower densities. Plans and policies should be considered that better support transit such as updated zoning and plans that speak to economic revitalization and public improvements.

Quantitative analysis suggests limited opportunity to influence the market through new transit-supportive development. Although the corridor has great pedestrian connections to the adjacent neighborhoods and southern waterfront, there are very few development sites, most of which tend to be small and unlikely to increase densities to any great level. These constraints will broadly limit the corridor's ability to capture new ridership through mode-shifting and increased population and employment densities.

	CRITERIA	EVALUATION	STRENGTHS AND OPPORTUNITIES	WEAKNESSES AND CHALLENGES
		L M H VH		
MARKET POTENTIAL	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests limited opportunity to capture ridership with more transit-supportive development.Population densities are high at the south end (b/t 31-50 residents per acre).Some portions of the corridor have a high % of individuals that use transit (b/t 51-100%).Generally, low employment densities, but does connect to employment center.	<ul style="list-style-type: none">Overall evaluation suggests challenges to increasing ridership and mode-shift due to lower population, employment densities, and traffic volumes.Majority is on the lower end of transit-supportive ADT's (b/t 4,501 to 12,000).Most of the surrounding area has a higher concentration of zero car households (b/t 351 and 500).Corridor doesn't directly connect to Downtown
	AVERAGE DAILY TRAFFIC	<div><div></div><div></div><div></div><div></div></div>		
	EMPLOYMENT TOTALS	<div><div></div><div></div><div></div><div></div></div>		
	POPULATION DENSITY	<div><div></div><div></div><div></div><div></div></div>		
	ZERO CAR HOUSEHOLDS	<div><div></div><div></div><div></div><div></div></div>		
	MEANS TO WORK	<div><div></div><div></div><div></div><div></div></div>		
PHYSICAL SUITABILITY	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests limited physical suitability due to land use composition, narrower lot depth, and limited development sites.Existing shared use path with an number of planned, east-west connections, and strong connection to the waterfront trails.	<ul style="list-style-type: none">Overall evaluation suggests multiple ownership, very few development sites, and lots of existing lower density and less mixed uses.Most of the building / land uses are less transit-supportive, having lower densities and less mixing of uses.Corridor contains limited mixed uses.Few vacant / city-owned parcels.
	BICYCLE & PED. INFRASTRUCTURE	<div><div></div><div></div><div></div><div></div></div>		
	BUILDING / LAND USE	<div><div></div><div></div><div></div><div></div></div>		
	VACANT LAND	<div><div></div><div></div><div></div><div></div></div>		
PLANS IN PLACE	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests supportive planning documents that highlight the importance of the corridor.Entire corridor falls within average peak transit headways (b/t 0-25 minutes) which are very transit-supportive (recommended for 15 minute peak weekday frequency).Development incentives are available.	<ul style="list-style-type: none">Overall evaluation suggests zoning policy that may limit transit-supportive development.No connections to existing mixed-use centers and limited viability on the north portion; however, the southern portion has potential for a mixed-use center.All of the corridor lacks transit-supportive zoning and is surrounded by much lower density zoning (i.e. R-1).
	AVERAGE PEAK TRANSIT HEADWAY	<div><div></div><div></div><div></div><div></div></div>		
	MIXED-USE CENTERS	<div><div></div><div></div><div></div><div></div></div>		
	ZONING	<div><div></div><div></div><div></div><div></div></div>		
COMMUNITY INPUT	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">2040 n identifies corridor as Ladder of Opportunity connecting low income individuals to housing and jobs.	<ul style="list-style-type: none">Community survey results suggests low support for prioritization.
	COMMUNITY SURVEY RESULTS	<div><div></div><div></div><div></div><div></div></div>		
Overall Score		0 1 2 3		

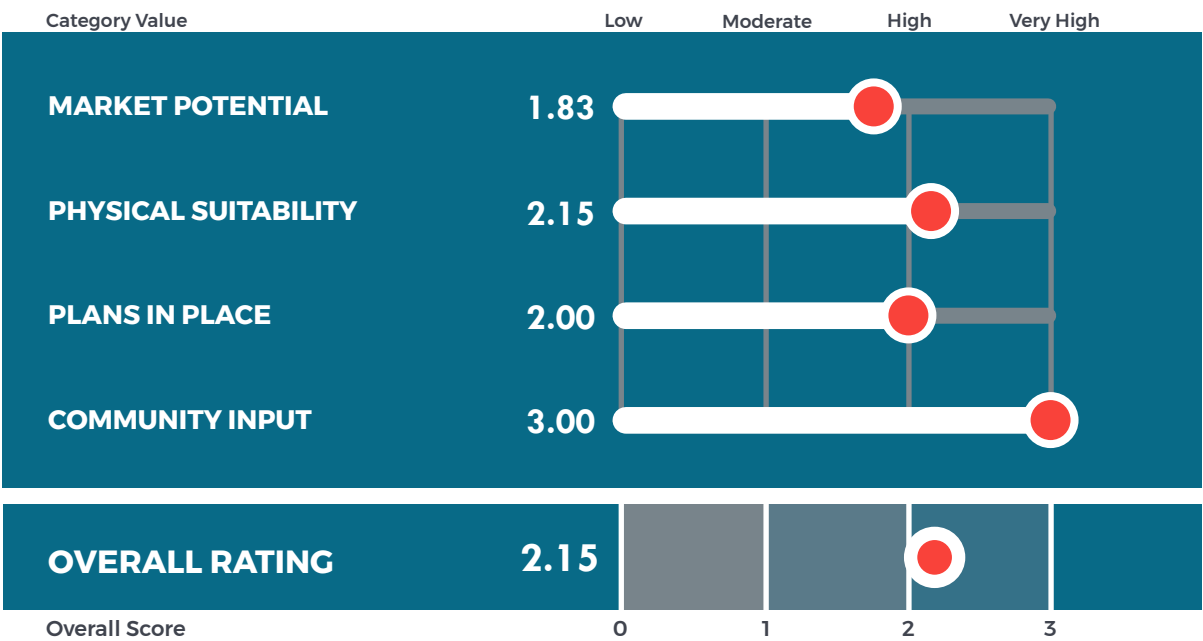
5.0 EVALUATION OF FOCUS CORRIDORS



WEST MAIN STREET / CHILI AVENUE

The W. Main Street corridor (which includes portions of Chili Avenue) is an approximately 2.17-mile, east-west transit corridor (on the RTS Route 8 Chili) connecting from Downtown to the City Limits (near Thurston Road / Gardiner Avenue).

The following summary for the corridor was based on a quantitative analysis of the corridor using the evaluation criteria, and a broad-based qualitative analysis within the desire and readiness framework. The result is a summary of overall desire and readiness with respect to the corridor’s potential to be transit-supportive.



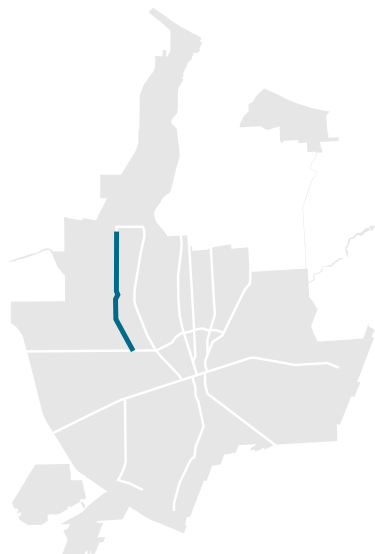
Summary of Evaluation: Desire and Readiness

Overall corridor desire and readiness evaluation indicates between high to very high potential for a transit-supportive corridor. There is good economic vitality in the area and the potential for a new mixed-use center in the west, as evidenced by the mixed-use centers map. Along the corridor, there are a number of major development sites that could be utilized to develop greater densities and mixed uses that will increase boarding and daily ridership. Furthermore, zoning and supportive policies within the corridor support reinvestment and revitalization.

Quantitative analysis suggests good land use patterns, pedestrian connectivity, and connectivity to the bicycle and trails network, as well as strong community and leadership support and high-suitability of development sites along the corridor. There is opportunity to increase ridership with more transit-supportive development and connect employment centers with neighborhoods.

	CRITERIA	EVALUATION	STRENGTHS AND OPPORTUNITIES	WEAKNESSES AND CHALLENGES
		L M H VH		
MARKET POTENTIAL	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests good opportunities to capture ridership with focus on daily employment commutes and mode-shifting with more transit-supportive development.Central portions of the corridor have higher population densities (b/t 21-30 residents per acre).Most of the surrounding area has a higher concentration of zero car households (b/t 351-500).Some portions of the corridor have a high % of individuals that use transit (b/t 51-100%).	<ul style="list-style-type: none">Overall evaluation suggests challenges to increasing ridership and mode-shift due to lower population, employment densities, and traffic volumes.Majority is on the lower end of transit-supportive ADT's (b/t 4,501-12,000).Generally low employment totals along the corridor; however, connects directly to major employment center Downtown.
	AVERAGE DAILY TRAFFIC	<div><div></div><div></div><div></div><div></div></div>		
	EMPLOYMENT TOTALS	<div><div></div><div></div><div></div><div></div></div>		
	POPULATION DENSITY	<div><div></div><div></div><div></div><div></div></div>		
	ZERO CAR HOUSEHOLDS	<div><div></div><div></div><div></div><div></div></div>		
	MEANS TO WORK	<div><div></div><div></div><div></div><div></div></div>		
PHYSICAL SUITABILITY	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests good suitability including land use composition, lot depth and sizes, and availability of development sites.Existing building / land uses are generally transit-supportive with lower densities and less mixing of uses on the western portion.Strong connections to trail network.	<ul style="list-style-type: none">Very few vacant / city-owned parcels.
	BICYCLE & PED. INFRASTRUCTURE	<div><div></div><div></div><div></div><div></div></div>		
	BUILDING / LAND USE	<div><div></div><div></div><div></div><div></div></div>		
	VACANT LAND	<div><div></div><div></div><div></div><div></div></div>		
PLANS IN PLACE	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests supportive planning documents that focus on economic vitality and investment.Strong connection to a mixed-use center in Downtown and potential for a mixed-use center on the western portion.Zoning along the corridor is generally transit-supportive (i.e. C-1, C-2, R-3, CCD)	<ul style="list-style-type: none">The western portion has less frequent peak transit headways (b/t 36-45 minutes); but, are recommended to increase to 15 minute peak weekday frequency.
	AVERAGE PEAK TRANSIT HEADWAY	<div><div></div><div></div><div></div><div></div></div>		
	MIXED-USE CENTERS	<div><div></div><div></div><div></div><div></div></div>		
	ZONING	<div><div></div><div></div><div></div><div></div></div>		
COMMUNITY INPUT	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">2040 LRTP identifies corridor as Ladder of Opportunity connecting low income individuals to housing and jobs.Community survey results suggests high support for prioritization.	<ul style="list-style-type: none">N/A
	COMMUNITY SURVEY RESULTS	<div><div></div><div></div><div></div><div></div></div>		
Overall Score		0 1 2 3		

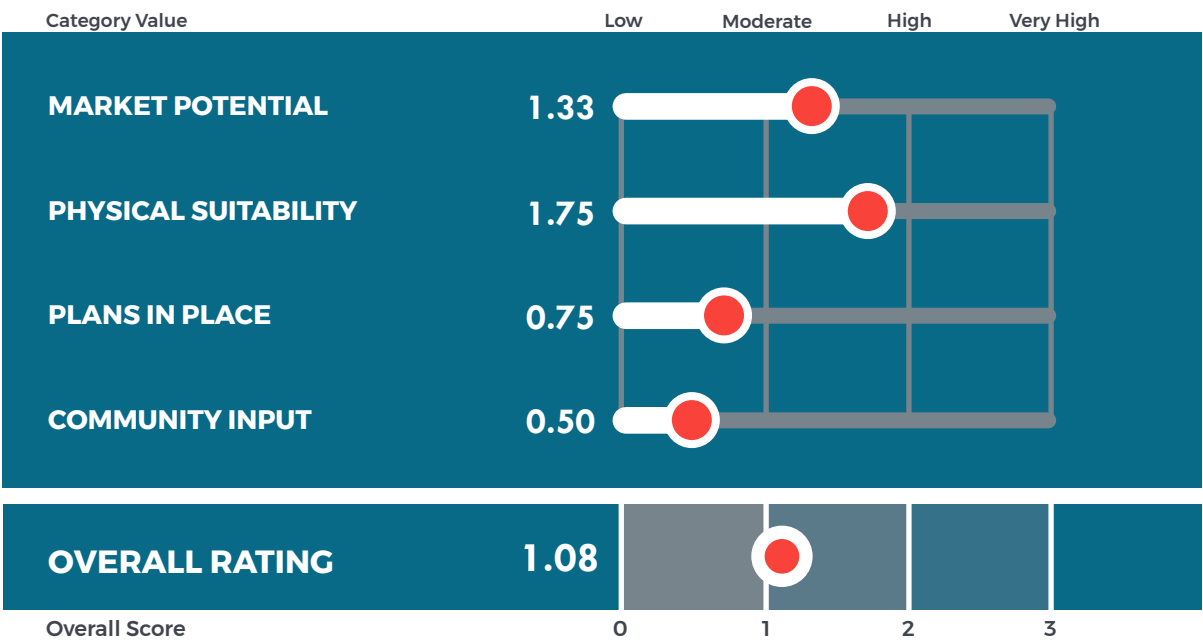
5.0 EVALUATION OF FOCUS CORRIDORS



DEWEY AVENUE

The Dewey Avenue corridor is an approximately 2.58-mile, north-south transit corridor (on the RTS Route 10/10X Dewey) connecting from Lyell Avenue to Maplewood (near Ridge Road / Eastman Business Park).

The following summary for the corridor was based on a quantitative analysis of the corridor using the evaluation criteria, and a broad-based qualitative analysis within the desire and readiness framework. The result is a summary of overall desire and readiness with respect to the corridor's potential to be transit-supportive.



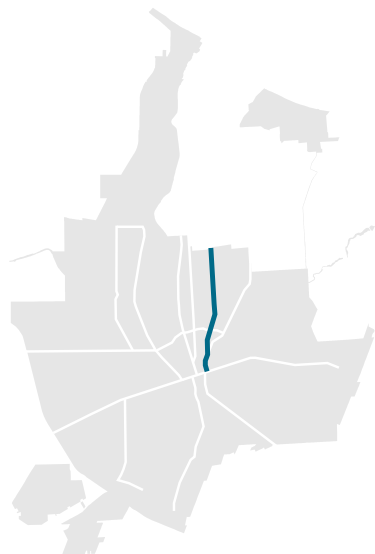
Summary of Evaluation: Desire and Readiness

Overall corridor desire and readiness evaluation indicates between moderate to high potential for transit-supportive corridor. There is good economic vitality along the corridor and a number of development sites that could be utilized to develop greater densities and mixed uses. Beyond this, the corridor also has good pedestrian and bicycle connectivity to the immediate neighborhoods. Challenges lie in the lack of detailed corridor planning efforts that support revitalization and economic development and less transit-supportive zoning policy.

Quantitative analysis suggests the area has good land use patterns and connectivity; however, the surrounding area is less dense in terms of jobs and population, likely the result of much lower density residential zoning and very few areas with other types of transit-supportive zoning. Analysis also suggests a much higher percentage of households without cars, which suggest the opportunity to capture additional ridership with more frequent service and better multimodal connections.

	CRITERIA	EVALUATION L M H VH	STRENGTHS AND OPPORTUNITIES	WEAKNESSES AND CHALLENGES
MARKET POTENTIAL	OVERALL AVERAGE DAILY TRAFFIC EMPLOYMENT TOTALS POPULATION DENSITY ZERO CAR HOUSEHOLDS MEANS TO WORK		<ul style="list-style-type: none"> Overall evaluation suggests opportunity to maximize ridership through further mode-shifting. Central portions of the corridor have higher population densities (b/t 21-50 residents per acre). All of the surrounding area has a higher concentration of zero car households (b/t 351-500). 	<ul style="list-style-type: none"> Overall evaluation suggests challenges to increasing ridership and mode-shift due to lower employment densities, traffic volumes, and less desire to use transit. Majority is on the lower end of transit-supportive ADT's (b/t 4,501-12,000). Generally low employment totals along the corridor; however, connects directly to major employment center in Maplewood. Corridor has no direct connection to Downtown.
PHYSICAL SUITABILITY	OVERALL BICYCLE & PED. INFRASTRUCTURE BUILDING / LAND USE VACANT LAND		<ul style="list-style-type: none"> Overall evaluation suggests moderate suitability including land use composition and several development sites. Strong connectivity to the existing and planned bicycle and trails network, including on-street bike lanes and connection to riverfront trails. 	<ul style="list-style-type: none"> Existing building / land uses directly fronting the corridor are generally transit-supportive with building densities falling off very quickly within a block of the corridor. No vacant / city-owned parcels.
PLANS IN PLACE	OVERALL AVERAGE PEAK TRANSIT HEADWAY MIXED-USE CENTERS ZONING		<ul style="list-style-type: none"> Overall evaluation suggests some supportive planning documents that focus on business growth, expansion, and improvements along the corridor. 	<ul style="list-style-type: none"> All of the corridor has lower average peak headways (b/t 26-35 minutes); but, recommended for 15 minute peak weekday frequency. No connections to existing mixed-use centers; however, many areas exhibit economic vitality. All of the corridor lacks transit-supportive zoning and is surrounded by much lower density zoning (i.e. R-1).
COMMUNITY INPUT	OVERALL COMMUNITY SURVEY RESULTS		<ul style="list-style-type: none"> 2040 LRTP identifies corridor as Ladder of Opportunity connecting low income individuals to housing and jobs. 	<ul style="list-style-type: none"> Community survey results suggests low support for prioritization.
Overall Score		0 1 2 3		

5.0 EVALUATION OF FOCUS CORRIDORS



HUDSON AVENUE

The Hudson Avenue corridor is an approximately 2.68-mile, north-south transit corridor (on RTS Route 34/34X Hudson) connecting from Downtown along N. Chestnut Street and Hudson Avenue to the City Limits (near E. Ridge Road).

The following summary for the corridor was based on a quantitative analysis of the corridor using the evaluation criteria, and a broad-based qualitative analysis within the desire and readiness framework. The result is a summary of overall desire and readiness with respect to the corridor's potential to be transit-supportive.



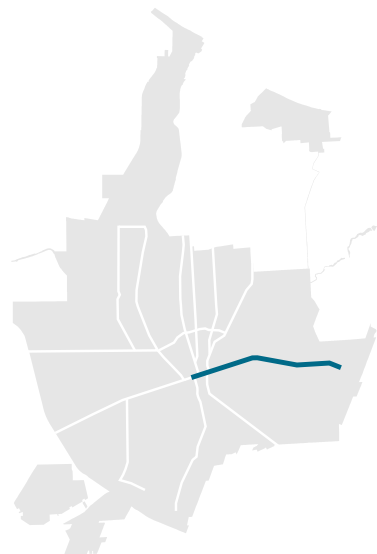
Summary of Evaluation: Desire and Readiness

Overall corridor desire and readiness evaluation indicates between moderate and high potential for a transit-supportive corridor. The corridor has a strong connection to Downtown and has economic vitality, as well as good pedestrian connectivity and transit-supportive land uses. Overall, there is strong support for the corridor and planning documents that focus on economic revitalization and public improvements.

Quantitative analysis suggests opportunity to increase market potential and capture new ridership through mode-shifting and new transit-supportive development on several major sites along and within a few blocks of the corridor. It also suggests the opportunity to capture additional ridership from zero car households and daily commuters, as well as the need for better connections to the bicycle and trails network. Along the corridor, zoning in some areas and nodes is generally supportive.

	CRITERIA	EVALUATION L M H VH	STRENGTHS AND OPPORTUNITIES	WEAKNESSES AND CHALLENGES
MARKET POTENTIAL	OVERALL		<ul style="list-style-type: none"> Overall evaluation suggests opportunity to maximize ridership through mode-shifting and increased boardings in underserved areas. Majority of the corridor is on the higher end of transit-supportive ADT's (b/t 12,000-24,000). Central portions of the corridor have higher population densities (b/t 31-50 residents per acre). Much of the surrounding area has a higher concentration of zero car households (b/t 351-500). 	<ul style="list-style-type: none"> Overall evaluation suggests challenges to increasing ridership and mode-shift due to lower employment densities. Generally low employment totals along the corridor; however, connects directly to major employment center in Downtown and retail center in the north.
	AVERAGE DAILY TRAFFIC			
	EMPLOYMENT TOTALS			
	POPULATION DENSITY			
	ZERO CAR HOUSEHOLDS			
	MEANS TO WORK			
PHYSICAL SUITABILITY	OVERALL		<ul style="list-style-type: none"> Generally transit-supportive environment with good connectivity and favorable block sizes. Some vacant / city-owned parcels. 	<ul style="list-style-type: none"> Overall evaluation suggests limited development sites are available. Little connectivity to the existing and planned bicycle and trails network, other than in Downtown. Existing building / land uses are somewhat transit-supportive but generally lack needed mixed-uses and density.
	BICYCLE & PED. INFRASTRUCTURE			
	BUILDING / LAND USE			
	VACANT LAND			
PLANS IN PLACE	OVERALL		<ul style="list-style-type: none"> Overall evaluation suggests supportive planning documents that focus on economic revitalization and improvements along the corridor. Portions and both ends of the corridor have transit-supportive zoning (i.e. C-1, C-2, R-3). 	<ul style="list-style-type: none"> All of the corridor has lower average peak headways (b/t 26-35 minutes); but, recommended for 15 minute peak weekday frequency. Connection to a mixed-use center in Downtown and some economic vitality in the north.
	AVERAGE PEAK TRANSIT HEADWAY			
	MIXED-USE CENTERS			
	ZONING			
COMMUNITY INPUT	OVERALL		<ul style="list-style-type: none"> 2040 LRTP identifies corridor as Ladder of Opportunity connecting low income individuals to housing and jobs. Community survey results suggests very high support for prioritization. 	<ul style="list-style-type: none"> N/A
	COMMUNITY SURVEY RESULTS			
Overall Score		0 1 2 3		

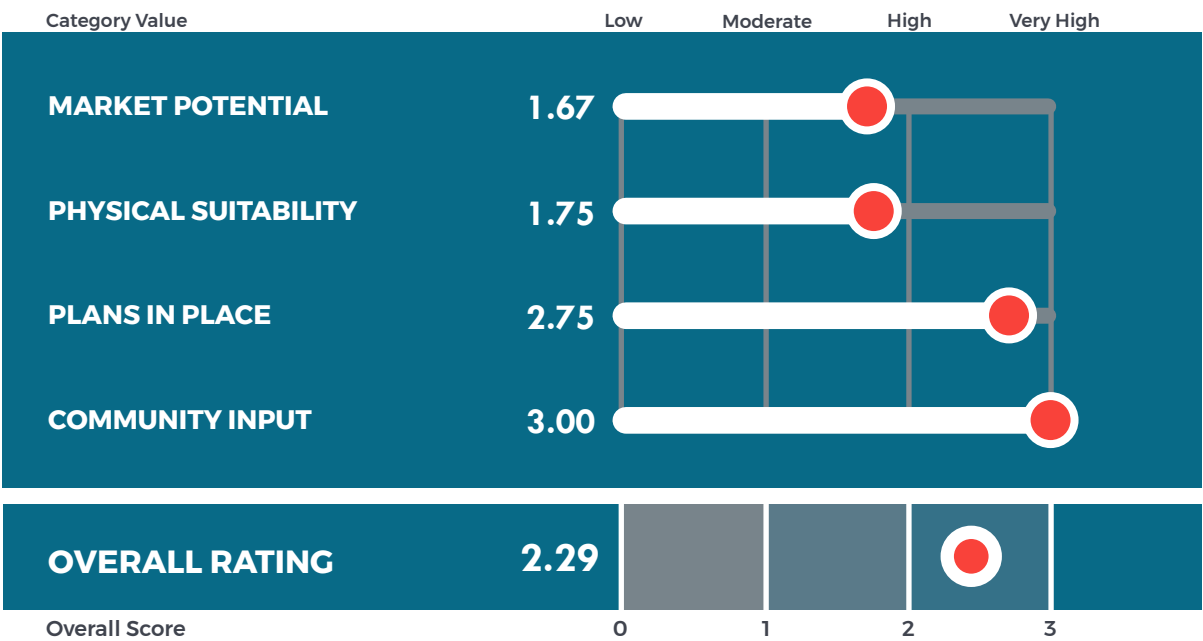
5.0 EVALUATION OF FOCUS CORRIDORS



EAST MAIN STREET

The E. Main Street corridor is an approximately 3.22-mile, east-west transit corridor (on RTS Route 38/38X East Main) connecting from Downtown to Winton Road.

The following summary for the corridor was based on a quantitative analysis of the corridor using the evaluation criteria, and a broad-based qualitative analysis within the desire and readiness framework. The result is a summary of overall desire and readiness with respect to the corridor's potential to be transit-supportive.



Summary of Evaluation: Desire and Readiness

Overall corridor desire and readiness evaluation indicates between high and very high potential for a transit-supportive corridor. The corridor has a strong connection to Downtown, good pedestrian connectivity, and a nice mix of uses and some higher density areas, as well as a few key development sites. There seems to be good economic vitality at both ends of the corridor, zoning is fairly transit-supportive, and there are multiple plans that focus on economic revitalization and public improvements within and around the corridor.

Quantitative analysis suggests opportunity to increase multimodal access by better connecting to the bicycle and trails network, as well as opportunity to increase both population employment densities both along and adjacent to the corridor to increase ridership and leverage frequent transit service. Additionally within the surrounding area, higher percentages of individuals utilize transit as the primary means to work which further supports the need to increase multimodal access and enhance the transit experience.

	CRITERIA	EVALUATION	STRENGTHS AND OPPORTUNITIES	WEAKNESSES AND CHALLENGES
		L M H VH		
MARKET POTENTIAL	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Connects directly to major employment center in Downtown and to areas with higher employment totals (b/t 2,501-8,050).Majority of the area has moderate to high % of individuals that use transit (b/t 16-50%).	<ul style="list-style-type: none">Majority is on the lower end of transit-supportive ADT's (b/t 4,501-12,000).Generally surrounded by areas of lower population density (b/t 6 to 15 residents per acre).
	AVERAGE DAILY TRAFFIC	<div><div></div><div></div><div></div><div></div></div>		
	EMPLOYMENT TOTALS	<div><div></div><div></div><div></div><div></div></div>		
	POPULATION DENSITY	<div><div></div><div></div><div></div><div></div></div>		
	ZERO CAR HOUSEHOLDS	<div><div></div><div></div><div></div><div></div></div>		
	MEANS TO WORK	<div><div></div><div></div><div></div><div></div></div>		
PHYSICAL SUITABILITY	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests supportive land use mixture, good pedestrian access, and several developable sites..Existing building / land uses are somewhat transit-supportive but generally lack mixed-uses and density.Some vacant / city-owned parcels.	<ul style="list-style-type: none">Downtown has strong connections to the bicycle and trails network, as well as other amenities; while, the remainder of the corridor has limited connectivity to planned routes.
	BICYCLE & PED. INFRASTRUCTURE	<div><div></div><div></div><div></div><div></div></div>		
	BUILDING / LAND USE	<div><div></div><div></div><div></div><div></div></div>		
	VACANT LAND	<div><div></div><div></div><div></div><div></div></div>		
PLANS IN PLACE	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests many plans in place that support revitalization and improvements in and around the corridor.Entire corridor has very frequent average peak headways (b/t 0-25 minutes); recommended for 15 minute peak weekday frequency.Majority of the corridor has fairly transit-supportive zoning (i.e. CCD, C-1, C-2, C-3, URD, R-2, and Village Center)	<ul style="list-style-type: none">Connection to a mixed-use center in Downtown and some economic vitality in the east; however, a portion of the corridor suggests less viability of mixed-use centers.
	AVERAGE PEAK TRANSIT HEADWAY	<div><div></div><div></div><div></div><div></div></div>		
	MIXED-USE CENTERS	<div><div></div><div></div><div></div><div></div></div>		
	ZONING	<div><div></div><div></div><div></div><div></div></div>		
COMMUNITY INPUT	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">2040 LRTP identifies corridor as Ladder of Opportunity connecting low income individuals to housing and jobs.Community survey results suggests very high support for prioritization.	<ul style="list-style-type: none">N/A
	COMMUNITY SURVEY RESULTS	<div><div></div><div></div><div></div><div></div></div>		
Overall Score		0 1 2 3		

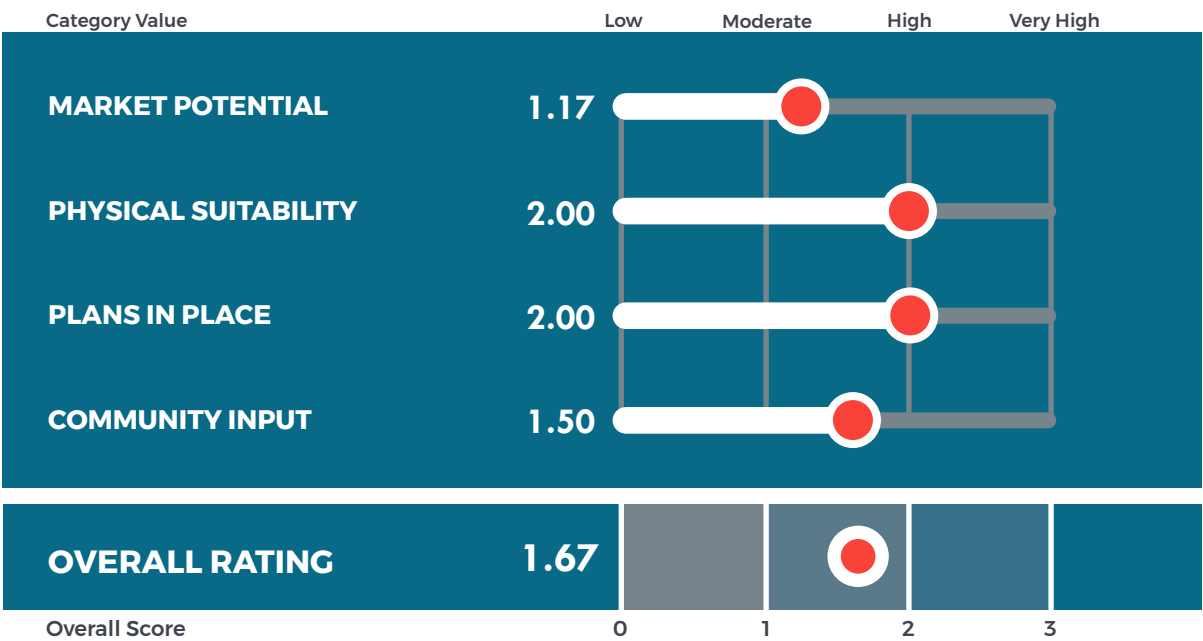
5.0 EVALUATION OF FOCUS CORRIDORS



PORTLAND AVENUE

The Portland Avenue corridor is an approximately 2.59-mile, north-south transit corridor (on RTS Route 40/40X Portland) connecting from Downtown along N. Chestnut Street and Portland Avenue to the City Limits and Rochester General Hospital.

The following summary for the corridor was based on a quantitative analysis of the corridor using the evaluation criteria, and a broad-based qualitative analysis within the desire and readiness framework. The result is a summary of overall desire and readiness with respect to the corridor's potential to be transit-supportive.



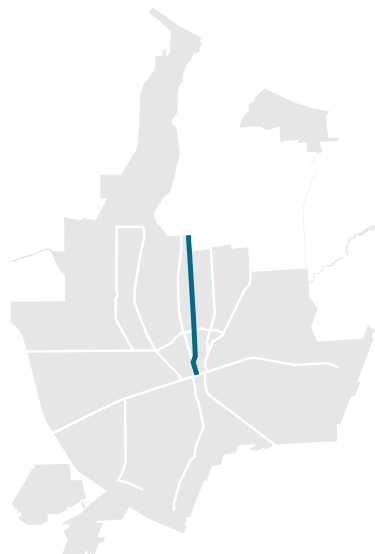
Summary of Evaluation: Desire and Readiness

Overall corridor desire and readiness evaluation indicates between moderate and high potential for a transit-supportive corridor. Overall market potential seems good, with strong connections to Downtown and a potential mixed-use center along the corridor. There are a number of major development sites along the corridor and within the adjacent blocks, and the area has very strong bicycle and pedestrian connectivity. Focused plans suggest strong leadership and good potential for the corridor to be transit-supportive.

Quantitative analysis suggests opportunity to utilize development sites to create more density and mix-uses along the corridor, as well as add both employment and populations density that will increase ridership and expand mobility options. The corridor has exceptional bicycle and pedestrian connectivity and excellent transit headways. Further review suggests the need to consider changes in zoning policy along the corridor that will ensure development is more walkable and supports increased transit ridership.

	CRITERIA	EVALUATION	STRENGTHS AND OPPORTUNITIES	WEAKNESSES AND CHALLENGES
		L M H VH		
MARKET POTENTIAL	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggest some potential to increase new ridership through mode-shifting.Connects directly to major employment center in Downtown and Medical/Health campus to the north; however, majority of surrounding area has lower employment densities (b/t 53-700).	<ul style="list-style-type: none">Majority of the corridor is on the lower end of transit-supportive ADT's (b/t 4,501-12,000).Majority of the area has lower % of individuals that use transit (b/t 0-25%).Generally surrounded by areas of lower population density (b/t 16-30 residents per acre).Generally surrounded by areas of lower concentration of zero car households (b/t 151-275).
	AVERAGE DAILY TRAFFIC	<div><div></div><div></div><div></div><div></div></div>		
	EMPLOYMENT TOTALS	<div><div></div><div></div><div></div><div></div></div>		
	POPULATION DENSITY	<div><div></div><div></div><div></div><div></div></div>		
	ZERO CAR HOUSEHOLDS	<div><div></div><div></div><div></div><div></div></div>		
	MEANS TO WORK	<div><div></div><div></div><div></div><div></div></div>		
PHYSICAL SUITABILITY	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests some supportive land use mixture and pedestrian access.Majority of the corridor has existing on-street bicycle facilities and several planned, safe east-west connections.Some vacant / city-owned parcels.	<ul style="list-style-type: none">Existing building / land uses are somewhat transit-supportive; however, some areas lack mixed-uses and density.
	BICYCLE & PED. INFRASTRUCTURE	<div><div></div><div></div><div></div><div></div></div>		
	BUILDING / LAND USE	<div><div></div><div></div><div></div><div></div></div>		
	VACANT LAND	<div><div></div><div></div><div></div><div></div></div>		
PLANS IN PLACE	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests plans in place that support revitalization in the corridor.All has very frequent average peak headways (b/t 0-25 minutes) and is recommended for 15 minute peak weekday frequency.Strong connection to Downtown and potential mixed-use center to the north.	<ul style="list-style-type: none">Majority of zoning within the corridor and surrounding area is less transit-supportive (i.e. Industrial and R-1) with exception to Downtown.
	AVERAGE PEAK TRANSIT HEADWAY	<div><div></div><div></div><div></div><div></div></div>		
	MIXED-USE CENTERS	<div><div></div><div></div><div></div><div></div></div>		
	ZONING	<div><div></div><div></div><div></div><div></div></div>		
COMMUNITY INPUT	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests leadership potential and supportive initiatives.2040 LRTP identifies corridor as Ladder of Opportunity connecting low income individuals to housing and jobs.	<ul style="list-style-type: none">Community survey results are not very high on prioritization.
	COMMUNITY SURVEY RESULTS	<div><div></div><div></div><div></div><div></div></div>		
Overall Score		0 1 2 3		

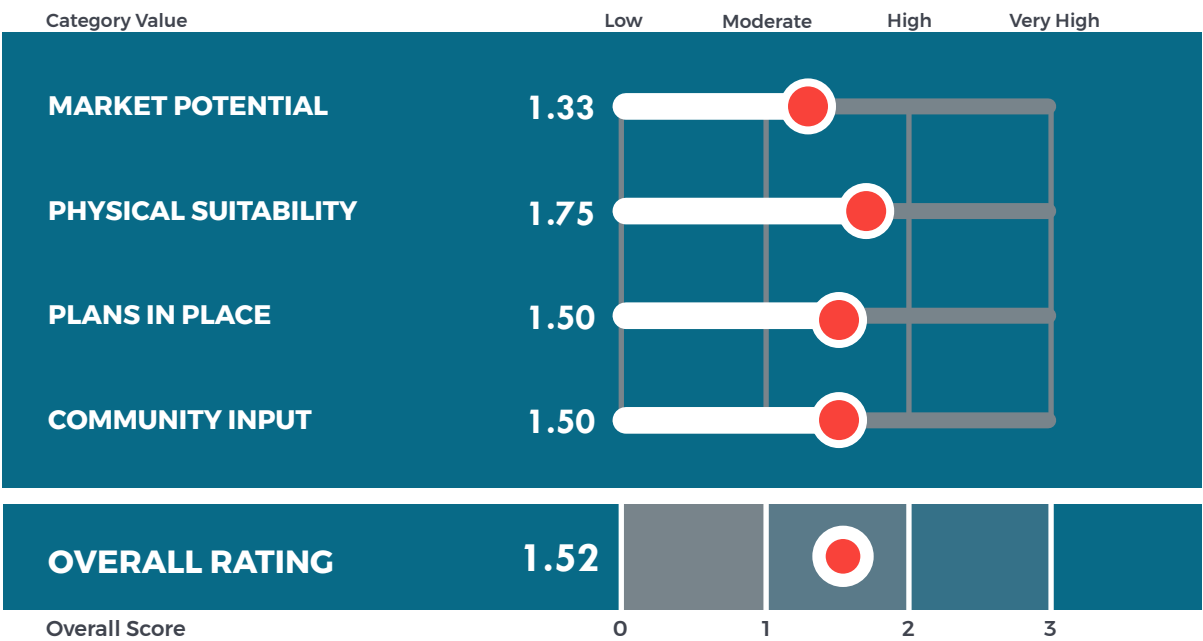
5.0 EVALUATION OF FOCUS CORRIDORS



JOSEPH AVENUE

The Joseph Avenue corridor is an approximately 2.52-mile, north-south transit corridor (on RTS Route 41/41X Joseph Av) connecting from Downtown along N. Clinton Avenue and Joseph Avenue to the city limits (at E Ridge Road).

The following summary for the corridor was based on a quantitative analysis of the corridor using the evaluation criteria, and a broad-based qualitative analysis within the desire and readiness framework. The result is a summary of overall desire and readiness with respect to the corridor's potential to be transit-supportive.



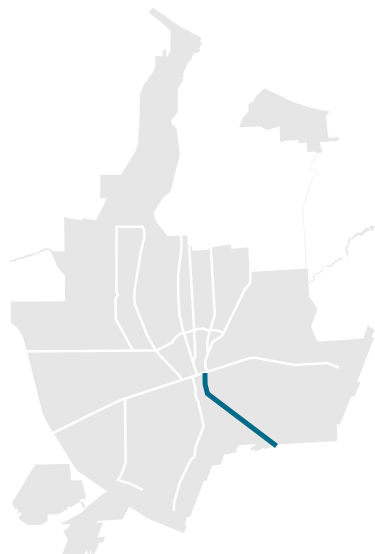
Summary of Evaluation: Desire and Readiness

Overall corridor desire and readiness evaluation indicates between moderate and high potential for a transit-supportive corridor. Considerations of market and physical suitability suggest challenges to increasing density and mixing uses due to limited, smaller development sites and lower existing populations and employment densities, as well as less transit-supportive zoning policy in the surrounding areas and along the corridor. Otherwise, plans in place seek to support urban revitalization and corridor improvements.

Quantitative analysis suggests an opportunity to leverage good pedestrian and bicycle connectivity to the surrounding area; however, many challenges face increasing ridership along the corridor including, lower employment and population density and lower ADT's. Existing land uses lack density and mixing of uses, and current zoning policy is unlikely to ensure that new development will be transit-supportive.

	CRITERIA	EVALUATION	STRENGTHS AND OPPORTUNITIES	WEAKNESSES AND CHALLENGES
		L M H VH		
MARKET POTENTIAL	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggest some potential to increase new ridership through mode-shifting.Connects directly to major employment center in Downtown and on the north; however, majority of surrounding area has lower employment densities (b/t 53-700).Generally surrounded by areas with moderate concentration of zero car households (b/t 276-50).Majority of the area has moderate % of individuals that use transit (b/t 26-50%).	<ul style="list-style-type: none">Entirety is on the lower end of transit-supportive ADT's (b/t 4,501-2,000).Generally surrounded by areas of lower population density (b/t 16-30 residents per acre).
	AVERAGE DAILY TRAFFIC	<div><div></div><div></div><div></div><div></div></div>		
	EMPLOYMENT TOTALS	<div><div></div><div></div><div></div><div></div></div>		
	POPULATION DENSITY	<div><div></div><div></div><div></div><div></div></div>		
	ZERO CAR HOUSEHOLDS	<div><div></div><div></div><div></div><div></div></div>		
	MEANS TO WORK	<div><div></div><div></div><div></div><div></div></div>		
PHYSICAL SUITABILITY	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests some supportive land use mixture and pedestrian access with a number of smaller development sites.Southern portion has good connectivity to the bicycle and trails network and amenities; however, there are limited planned east-west connections.Many vacant / city-owned parcels.	<ul style="list-style-type: none">Existing building / land uses are somewhat transit-supportive but generally lack mixed-uses and density.
	BICYCLE & PED. INFRASTRUCTURE	<div><div></div><div></div><div></div><div></div></div>		
	BUILDING / LAND USE	<div><div></div><div></div><div></div><div></div></div>		
	VACANT LAND	<div><div></div><div></div><div></div><div></div></div>		
PLANS IN PLACE	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests existing plans in place for a portion of the corridor that supports revitalization and improvements.Entire corridor has somewhat frequent average peak headways (b/t 26-35 minutes) recommended for 15 minute peak weekday frequency.Development incentives are available.	<ul style="list-style-type: none">Strong connection to a mixed-use center in Downtown; however, limited viability anywhere else in the corridor.Majority of zoning within the corridor and surrounding area has less transit-supportive zoning (i.e. Industrial and R-1) with exception to Downtown and a small central portion.
	AVERAGE PEAK TRANSIT HEADWAY	<div><div></div><div></div><div></div><div></div></div>		
	MIXED-USE CENTERS	<div><div></div><div></div><div></div><div></div></div>		
	ZONING	<div><div></div><div></div><div></div><div></div></div>		
COMMUNITY INPUT	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests leadership potential and supportive initiatives.2040 LRTP identifies corridor as Ladder of Opportunity connecting low income individuals to housing and jobs.	<ul style="list-style-type: none">Community survey results are less supportive on prioritization.
	COMMUNITY SURVEY RESULTS	<div><div></div><div></div><div></div><div></div></div>		
Overall Score		0 1 2 3		

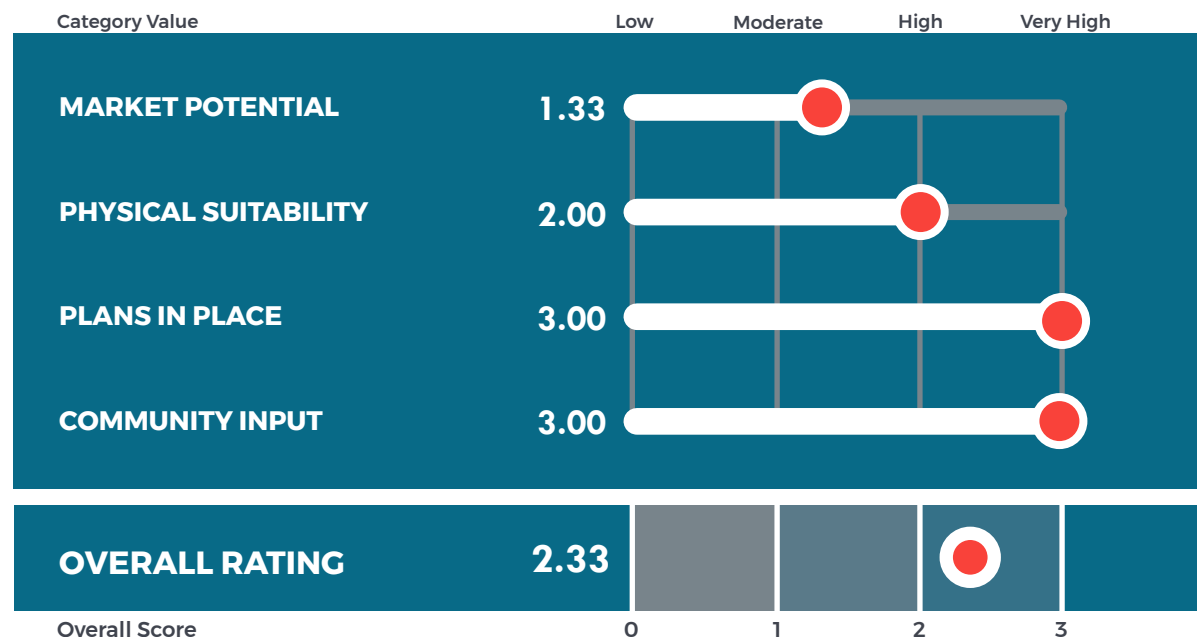
5.0 EVALUATION OF FOCUS CORRIDORS



MONROE AVENUE

The Monroe Avenue corridor is an approximately 1.98-mile, north-south transit corridor (on RTS Route 47/47X Monroe) connecting from Downtown along Chestnut Street and Monroe Avenue to Highland Avenue.

The following summary for the corridor was based on a quantitative analysis of the corridor using the evaluation criteria, and a broad-based qualitative analysis within the desire and readiness framework. The result is a summary of overall desire and readiness with respect to the corridor's potential to be transit-supportive.



Summary of Evaluation: Desire and Readiness

Overall corridor desire and readiness evaluation indicates between high to very high potential for a transit-supportive corridor. Broadly, this corridor has great economic characteristics, existing land uses, connectivity, and connection to a mixed-use center and employment centers that currently support transit ridership. Strong plans in place that speak to increasing mobility, and mainly transit-supportive zoning policy in the surrounding area are also beneficial.

Quantitative analysis suggests challenges facing the addition of new development with increased densities and mixed-uses due to limited sites and less percentage of the population that uses transit for daily commute. Though, generally there appears to be good leadership, plans in place, and strong support from the community to focus on transit-supportive development within the corridor.

	CRITERIA	EVALUATION	STRENGTHS AND OPPORTUNITIES	WEAKNESSES AND CHALLENGES
		L M H VH		
MARKET POTENTIAL	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggest some potential to increase new ridership through mode-shifting.Connects directly to major employment center in Downtown and mixed-use centers along the corridor.	<ul style="list-style-type: none">Entirity of the corridor is on the lower end of transit-supportive ADT's (b/t 4,501-12,000).Generally surrounded by areas with supportive concentration of zero car households (b/t 151-350).Entirity of the area has lower % of individuals that use transit (b/t 0-15 %).
	AVERAGE DAILY TRAFFIC	<div><div></div><div></div><div></div><div></div></div>		
	EMPLOYMENT TOTALS	<div><div></div><div></div><div></div><div></div></div>		
	POPULATION DENSITY	<div><div></div><div></div><div></div><div></div></div>		
	ZERO CAR HOUSEHOLDS	<div><div></div><div></div><div></div><div></div></div>		
	MEANS TO WORK	<div><div></div><div></div><div></div><div></div></div>		
PHYSICAL SUITABILITY	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests very supportive land use mixture and pedestrian access.Very good connectivity to the existing and planned bicycle and trails network and amenities.Existing building / land uses are very transit-supportive.	<ul style="list-style-type: none">Overall evaluation suggests very limited number of development sites; however, redevelopment of existing building stock exists.Few vacant / city-owned parcels.
	BICYCLE & PED. INFRASTRUCTURE	<div><div></div><div></div><div></div><div></div></div>		
	BUILDING / LAND USE	<div><div></div><div></div><div></div><div></div></div>		
	VACANT LAND	<div><div></div><div></div><div></div><div></div></div>		
PLANS IN PLACE	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Existing plans in place for the corridor that supports mobility and improvements.Entire corridor has very frequent average peak headways (b/t 0-25 minutes) recommended for 15 minute peak weekday frequency.Strong connection to existing mixed-use centers and areas of economic vitality.Zoning is generally transit-supportive (i.e. CCD, C-2, R-2, and R-3).	<ul style="list-style-type: none">N/A
	AVERAGE PEAK TRANSIT HEADWAY	<div><div></div><div></div><div></div><div></div></div>		
	MIXED-USE CENTERS	<div><div></div><div></div><div></div><div></div></div>		
	ZONING	<div><div></div><div></div><div></div><div></div></div>		
COMMUNITY INPUT	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">2040 LRTP identifies corridor as Ladder of Opportunity connecting low income individuals to housing and jobs.Community survey results suggests very high support for prioritization.	<ul style="list-style-type: none">N/A
	COMMUNITY SURVEY RESULTS	<div><div></div><div></div><div></div><div></div></div>		
Overall Score		0 1 2 3		

5.0 EVALUATION OF FOCUS CORRIDORS



NORTH CLINTON AVENUE

The N. Clinton Avenue corridor is an approximately 2.61-mile, north-south potential transit corridor connecting from Downtown along N. Clinton Avenue to E. Ridge Road.

The following summary for the corridor was based on a quantitative analysis of the corridor using the evaluation criteria, and a broad-based qualitative analysis within the desire and readiness framework. The result is a summary of overall desire and readiness with respect to the corridor's potential to be transit-supportive.



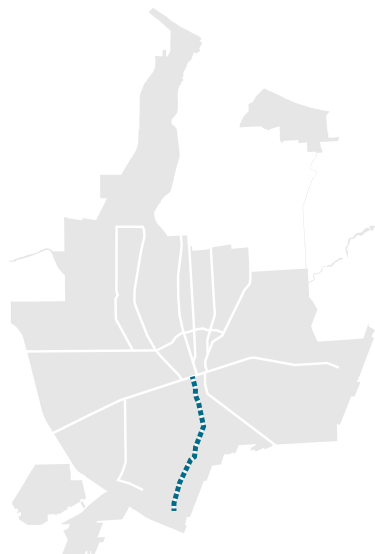
Summary of Evaluation: Desire and Readiness

Overall corridor desire and readiness evaluation indicates between moderate to high potential for a transit-supportive corridor. Generally, the area is exhibiting some economic vitality, connects great with Downtown and the riverfront, and has a number of potential major development sites. Zoning policy along the corridor is somewhat transit-supportive, with exception to a number of large industrial sites and lower density residential in the surrounding area. No major plans appear to be in place and community support is undetermined.

Quantitative analysis suggests that the corridor has good pedestrian connectivity, a good mixture of land uses and high frequency headways which all go a long way to increase transit ridership and improve multimodal connectivity. Additionally, there is opportunity to increase employment and populations densities through transit-supportive development that mixes uses and public improvements that better connects to the bicycle and trails network.

	CRITERIA	EVALUATION	STRENGTHS AND OPPORTUNITIES	WEAKNESSES AND CHALLENGES
		L M H VH		
MARKET POTENTIAL	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggest some potential to increase new ridership through mode-shifting.Connects directly to major employment center in Downtown and nodes of economic activity.Generally surrounded by areas with supportive concentration of zero car households (b/t 151-350).Supportive % of individuals that use transit (b/t 16-25%).	<ul style="list-style-type: none">Entire corridor is on the lower end of transit-supportive ADT's (b/t 4,501-12,000).While employment anchors exist at either end of the corridor, employment totals are lower in the middle of the corridor.
	AVERAGE DAILY TRAFFIC	<div><div></div><div></div><div></div><div></div></div>		
	EMPLOYMENT TOTALS	<div><div></div><div></div><div></div><div></div></div>		
	POPULATION DENSITY	<div><div></div><div></div><div></div><div></div></div>		
	ZERO CAR HOUSEHOLDS	<div><div></div><div></div><div></div><div></div></div>		
	MEANS TO WORK	<div><div></div><div></div><div></div><div></div></div>		
PHYSICAL SUITABILITY	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">Overall evaluation suggests very supportive some land use mixture and pedestrian access with several potential redevelopment sites.Existing building / land uses are moderately transit-supportive.Some vacant / city-owned parcels.	<ul style="list-style-type: none">Connectivity to the existing and planned bicycle and trails network, with very few planned connections.
	BICYCLE & PED. INFRASTRUCTURE	<div><div></div><div></div><div></div><div></div></div>		
	BUILDING / LAND USE	<div><div></div><div></div><div></div><div></div></div>		
	VACANT LAND	<div><div></div><div></div><div></div><div></div></div>		
PLANS IN PLACE	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">All has very frequent average peak headways (b/t 0 - 25 minutes).Strong connection to Downtown with some areas of economic vitality.Some zoning is transit-supportive (i.e. C-2, and R-3).	<ul style="list-style-type: none">Fewer supportive plans in place.
	AVERAGE PEAK TRANSIT HEADWAY	<div><div></div><div></div><div></div><div></div></div>		
	MIXED-USE CENTERS	<div><div></div><div></div><div></div><div></div></div>		
	ZONING	<div><div></div><div></div><div></div><div></div></div>		
COMMUNITY INPUT	OVERALL	<div><div></div><div></div><div></div><div></div></div>	<ul style="list-style-type: none">2040 LRTP identifies corridor as Ladder of Opportunity connecting low income individuals to housing and jobs.	<ul style="list-style-type: none">Community survey results are not clear on prioritization.Corridor not identified for RTS enhanced service.
	COMMUNITY SURVEY RESULTS	<div><div></div><div></div><div></div><div></div></div>		
Overall Score		0 1 2 3		

5.0 EVALUATION OF FOCUS CORRIDORS



SOUTH AVENUE

The South Avenue corridor is an approximately 2.93-mile, north-south potential transit corridor connecting from Downtown along South Avenue to E. Henrietta Road.

The following summary for the corridor was based on a quantitative analysis of the corridor using the evaluation criteria, and a broad-based qualitative analysis within the desire and readiness framework. The result is a summary of overall desire and readiness with respect to the corridor's potential to be transit-supportive.



Summary of Evaluation: Desire and Readiness

Overall corridor desire and readiness evaluation indicates between low to moderate potential for a transit-supportive corridor. Generally, the area connects well to existing employment centers and bicycle and pedestrian infrastructure; however, the area lacks development sites, transit-supportive population densities, frequent bus service, and overall physical suitability. Zoning policy along the corridor is not very transit-supportive, with exception to some of the areas immediately adjacent to the corridor near Downtown. No major plans appear to be in place and community support is undetermined.

Quantitative analysis suggests that the corridor has good pedestrian connectivity, some good mixture of land uses and ome opportunity for mode shifting, which all go a long way to increase transit ridership and improve multimodal connectivity. Additionally, there is little opportunity to increase employment and populations densities through transit-supportive development.

	CRITERIA	EVALUATION L M H VH	STRENGTHS AND OPPORTUNITIES	WEAKNESSES AND CHALLENGES
MARKET POTENTIAL	OVERALL AVERAGE DAILY TRAFFIC EMPLOYMENT TOTALS POPULATION DENSITY ZERO CAR HOUSEHOLDS MEANS TO WORK	 	<ul style="list-style-type: none"> Connects directly to several major employment centers including Downtown. Supportive % of individuals that use transit (b/t 16-25%). 	<ul style="list-style-type: none"> Overall evaluation suggest limited potential to increase new ridership through mode-shifting. Entire corridor is on the lower end of transit-supportive ADT's (b/t 4,501-12,000). Limited connection to areas with high population densities. Generally surrounded by areas with lower concentration of zero car households (b/t 5-20).
PHYSICAL SUITABILITY	OVERALL BICYCLE & PED. INFRASTRUCTURE BUILDING / LAND USE VACANT LAND	 	<ul style="list-style-type: none"> Existing building / land uses are somewhat transit-supportive. Some vacant / city-owned parcels. 	<ul style="list-style-type: none"> Overall evaluation suggests very supportive some land use mixture and pedestrian access with few redevelopment sites. Connectivity to the existing and planned bicycle and trails network, with very few planned connections.
PLANS IN PLACE	OVERALL AVERAGE PEAK TRANSIT HEADWAY MIXED-USE CENTERS ZONING	 	<ul style="list-style-type: none"> Strong connection to Downtown and a couple of mixed use-centers. Some zoning is transit-supportive (i.e. C-2, and Village Center). 	<ul style="list-style-type: none"> All has very infrequent average peak headways (b/t 46 - 90 minutes). Fewer supportive plans in place.
COMMUNITY INPUT	OVERALL COMMUNITY SURVEY RESULTS	 	<ul style="list-style-type: none"> 2040 LRTP identifies corridor as Ladder of Opportunity connecting low income individuals to housing and jobs. 	<ul style="list-style-type: none"> Community survey results are not clear on prioritization. Corridor not identified for RTS enhanced service.
Overall Score		0 1 2 3		

5.0 EVALUATION OF FOCUS CORRIDORS

Summary of Evaluation

From an overall evaluative perspective, most of the study corridors performed well and generally had a strong connection with Downtown, connections to employment centers and areas of higher population densities, and areas with good connections to the bicycle and trails network, as well as multiple potential development sites both along and immediately adjacent to the corridor. A full comparison of all desire and readiness categories is shown on the opposite page.

Corridor rankings include:

High to Very High Potential for Transit-Supportive Development

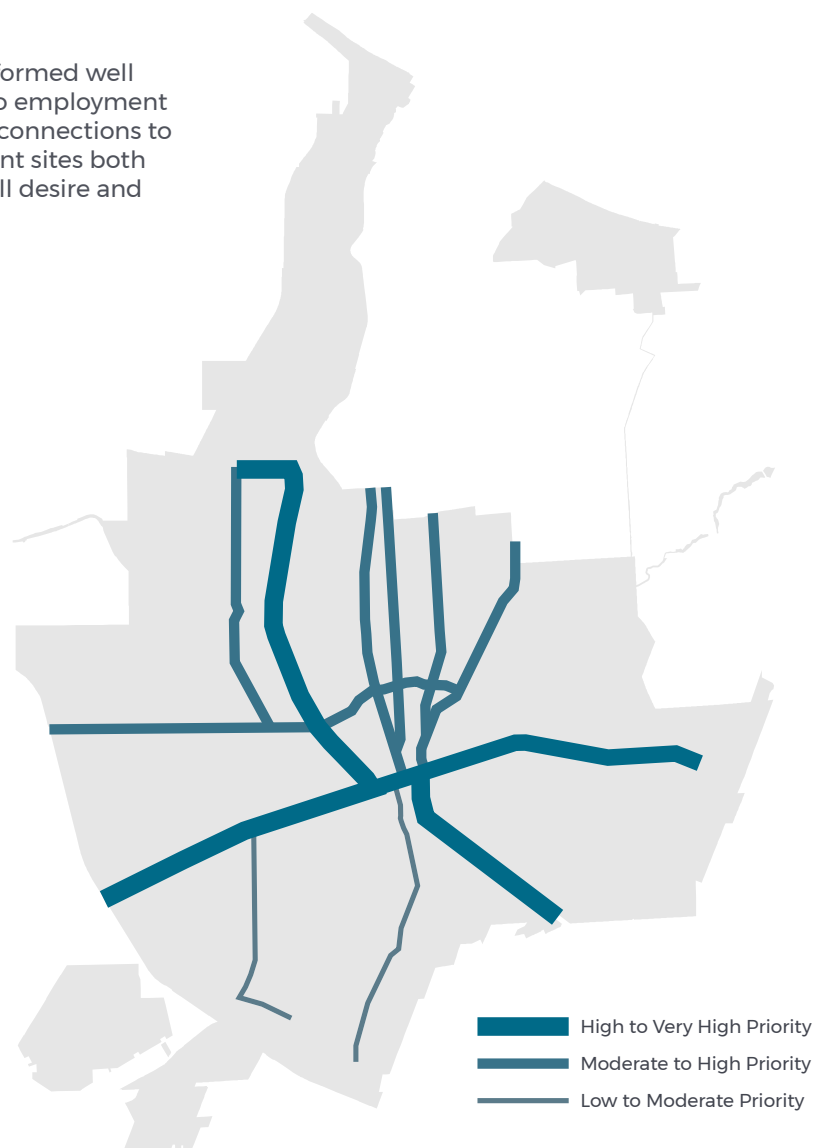
1. Monroe Avenue (2.33)
2. E. Main Street (2.29)
3. Lake Avenue (2.23)
4. W. Main Street (2.15)

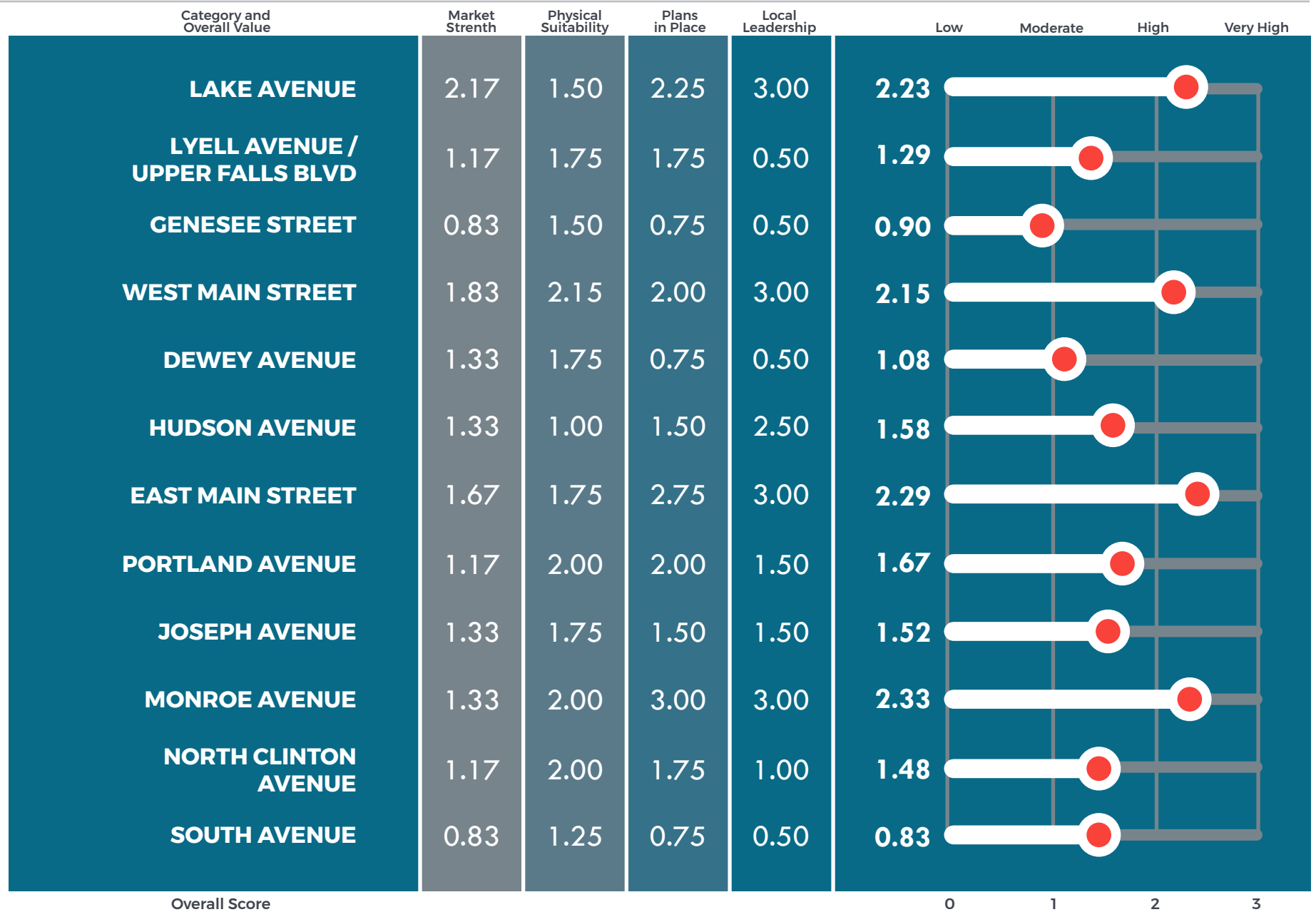
Moderate to High Potential for Transit-Supportive Development

5. Portland Avenue (1.67)
6. Hudson Avenue (1.58)
7. Joseph Avenue (1.52)
8. N. Clinton Avenue (1.48)
9. Lyell Avenue/Upper Falls Blvd (1.29)
10. Dewey Avenue (1.08)

Low to Moderate Potential for Transit-Supportive Development

11. Genesee Street (0.90)
12. South Avenue (0.83)





6. PEER CITIES REVIEW

EXECUTIVE SUMMARY

This peer review discusses general transit-supportive development practices from across the country and focuses in on several cities (Cleveland, Kansas City, and Providence) that have implemented bus rapid transit (BRT) service along one or more corridors. In addition to transit improvements, these regions have developed innovative financing, created transit-supportive programs, and/or provided updates to policy and zoning documents that have generated economic benefits and spurred transit-supportive development.

Station Area Planning and Zoning

Station area plans can be a key catalyst for transit-supportive development specific locations, as they are geared towards helping governments and communities identify the scale and type of development that is suitable for the area and helps build support for policy change. Revising existing zoning codes to provide the highest Floor Area Ratios (FAR) in a select number of areas near transit stations is a first step towards using zoning to encourage transit-supportive development. The use of overlay zones can be initiated as a result of specific station area plans. Parking regulations also play an important role in encouraging transit-supportive development.

Financing Mechanisms

There are a range of financing mechanisms used around the country to finance transit and stimulate transit-supportive development, in all types of markets. Financing mechanisms can be broken down into six categories:

- **Direct fees**—user fees and rates are charged for the use of public infrastructure
- **Debt**—mechanisms for borrowing money to finance infrastructure
- **Credit assistance**—improves a borrower's creditworthiness by providing a mechanism that reduces the chances of a default.
- **Equity tools**—allow private entities to invest (i.e., take an ownership stake) in infrastructure in expectation of a return.
- **Value capture**—a portion of the increased value of property or the savings resulting from publicly funded infrastructure. Development impact fees and special districts are other tools to offset the costs of providing public infrastructure. Tax Increment Financing (TIF) works differently in each state, but typically captures the increase in property tax revenue that occurs in a designated area after a set year. Joint development is also a value capture mechanism involves coordination among multiple parties to develop sites near transit
- **Grants and other philanthropic sources**—high level funding.
- **Emerging Tools**—anchor institution partnerships, structured funds, parking management, and land banks are among several new concepts for making transit-supportive infrastructure possible.

City / Peer	Summary of Findings
Cleveland HealthLine	Through a new master plan and citywide comprehensive plan, zoning code changes, and branding efforts resulted in \$6 billion in private investment, \$62 M in local taxes, and 13K new jobs.
Kansas City MAX	The BRT line expanded from one to three lines through the adoption of the Greater Downtown Area Plan focused on encouraging both transit- and pedestrian-oriented development along rail corridors. This was also made possible by amending the zoning code and through strong public and private financing mechanisms
Providence R-Line	Through the creation of a TOD overlay district, the City encouraged higher density development while discouraging the siting of auto-oriented uses in transit-concentrated areas.
Boston Silver Line – Waterfront Line & Park Boston	A TOD bond program in addition to other funding and growth programs resulted in over 13 million sf in development. Park Boston utilizes smart phone technology to improve on-street parking payment systems. Pilot programs are in development to allow for real-time on-street parking management and car share programs to reduce demand
Minneapolis Metro Blue Line & US Bank Stadium	Through TOD integration into regional plans, use of regional guidelines, and TOD-focused grants, there has been over \$1.1 billion in new development along the Blue Line and Blue Line Extension. US Bank Stadium developed a parking strategy by using inventory technology (online and web apps) to reduce time spent on the road and thereby reducing traffic.
Minneapolis/St. Paul Green Line	Through the Central Corridor Funders Collaborative, more than \$66 million in grants and investments were made to promote affordable housing, vibrant TOD, and a strong local economy.
Portland MAX Blue Line LRT	Blue Line success is due in part to local government support, zoning code changes, planning, and financial investments.
Phoenix Metro LRT	A TOD guidebook was prepared to evaluate development and identify projects that are eligible for the Sustainable Communities Fund.
San Francisco BART & SFpark	Over the past decade, BART has completed eight TOD joint development projects totaling \$459 million. The SFpark pilot program utilizes sensors and variable pricing strategies to manage on- and off-street parking to maximize parking availability and minimize traffic.
Dallas DART	A TOD TIF district was created to pay for public infrastructure needed to support new development and improve connections between DART stations and surrounding communities.
Charlotte Red Line	Through a unified value capture approach, revenues generated anywhere in the benefit district are allocated wherever needed.
Buffalo UDO/TDM	The Unified Development Ordinance established requirements for Transportation Demand Management (TDM). TDM strategies seek to improve SOV trips to non-SOV modes or shift auto trips outside of peak hours.
Driverless/Autonomous and Connected Vehicles	The impact of driverless vehicles is vast, having both positive and negative implications. Government policy will largely drive the overall impacts.

Table 1: Peer City Matrix and Summary of Findings

6.0 PEER CITIES REVIEW

Peer City Review

In summary, the zoning strategies established by the three peer cities in connection to their BRT systems are generally focused on promoting transit-oriented development (TOD) with Cleveland and Kansas City providing the most successful examples of BRT implementation in collaboration with city zoning and policy. Both Cleveland and Kansas City provide development incentives that support TOD around stations and along the transit corridors. These development incentives include the following elements:

- Overlay districts that provide transit supportive land uses (particularly mixed use and live-work);
- Provisions for increased development density to encourage redevelopment and higher intensity transit-supportive development;
- Tax abatement and increment financing;
- Planning and policy initiatives that target vacant properties and storefront renovation; and
- And reduced parking requirements and/or elimination of parking minimums.

In addition to zoning, policies, and design guidelines that seek to achieve high quality and pedestrian-friendly streetscapes; transit stations and transit-integrated development are often established. Based on this review, the City of Rochester has been provided with three different case studies that track the implementation of transit investment and supportive development policy creation at different times at different stages of realization.

The Cleveland HealthLine is the most well-established example of bus-based transit investment out of the three case studies and has been nationally recognized for its return on investment and development success. The Kansas City MAX system represents a

successful system that is undergoing expansion and is the only BRT system reviewed that is along multiple corridors. Both the Cleveland HealthLine and the Kansas City MAX provide the best examples for the City of Rochester in terms of integrating policy and zoning in order to promote TOD along BRT corridors. The R Line is the most recent rapid bus system that was reviewed and shows the most room for better development incentives, zoning overlay districts, and a TOD policy document that identifies targeted areas of development and design guidelines.

Several municipalities have paved the way for TOD and are experiencing various levels of success. Using regional plans, land use policies and codes, funding initiatives, and governmental support, transit systems have been the backbone of revitalization and development. This report provides summaries of these success stories. The full peer review report is provided as an attachment.

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7. RECOMMENDATIONS FOR POLICY AND INFRASTRUCTURE

This section outlines recommendations to provide the City of Rochester with a set of strategies for creating successful transit-supportive corridors. Recommended strategies are centered on the transit-supportive elements outlined in Section 2:

- **Medium to High Density Development**
- **A Mix of Land Uses**
- **Compact, High-Quality Pedestrian Environment**
- **Active & Vibrant Center**
- **Multimodal Connectivity**
- **High frequency of Enhanced Transit**
- **Public & Community Leadership**
- **Linked, Managed Parking**

Land use and transportation have an interdependent and inseparable relationship. Investments in transportation systems strongly influence land use patterns, development types, and densities. Likewise, characteristics of the built environment, such as the diversity of neighborhoods and the location of jobs and housing, significantly affect both the type and level of travel demand. Thus, the importance of coordinating land use and transportation policy and decision making is of utmost importance.

Recommended transit-supportive strategies focus on policy, infrastructure, and financing. Policy strategies center on land use regulations, development policies, parking management tools, transportation policies, and other policy driven recommendations that can help facilitate implementation of transit-supportive corridors. Infrastructure strategies center on public infrastructure,

such as streets, public realm and spaces, transit stops, and utilities. Financing strategies center on how transit-supportive elements can be funded and financed by a municipality.

RECOMMENDATIONS

Recommendation #1: Coordinate Comprehensive Plan with Transit-Supportive Corridor Plans

1. With respect to land use policy in the Comprehensive Plan, land use within $\frac{1}{4}$ mile surrounding the focus transit-supportive corridors (the typical distance people will walk to transit) should align future growth and development with the appropriate mix of uses and densities to shape transit-supportive corridors.
2. The implementation of transit-supportive corridors can be characterized in three tiers based on the various neighborhood contexts:
 - **Mixed-Use Center** - Based upon the “Mixed-Use Centers” concept to develop concentrations of denser, mixed-use, transit-oriented activity centers located at major cross-streets/ transit transfer points along identified transit-supportive corridors. Generally, blended densities that support transit-supportive mixed-use centers should fall within the 31+ units/ acre for residential densities and 15+ employees/ acre for employment densities. Transit-supportive mixed-use centers and corridors also build their success around the level of activity occurring throughout the day. The level of activity is derived from the average number of people in an area - whether they are residents,



employees, patrons of businesses, participants in social or community events, etc. The level of activity needed to support mixed-use centers is in the neighborhood of 50-100 people/ acre sustained for about 12 hours/ day.

- **Mixed-Use Transit Corridor** – Areas outside of the “Mix-Use Villages”, densities can be less but still greater along the transit corridor than the adjacent neighborhoods, with focus on creating vibrant and interesting streetscapes framed by street activated building frontages that make for comfortable pedestrian environments between bus stops and destinations. Generally, blended densities that support transit-supportive corridors, outside of the mixed-use center, should fall within the 16-30 units/ acre for residential densities and 10-15 employees/ acre for employment densities. The level of activity needed to support transit

corridors is in the neighborhood of 25-50 people/ acre sustained for about 12 hours/ day.

- **Transit-Adjacent Development** – Supporting transit-supportive corridors by connecting adjacent neighborhoods, which includes removing both physical or psychological barriers to access transit from adjacent neighborhoods and creating a walkable, inviting streetscape, thus expanding the catchment area of transit. Most of the neighborhoods adjacent to the transit corridors are build-out with medium-density residential neighborhoods, and a residential density between 6-15 units/ acre will result in transit-supportive adjacent neighborhoods.
3. With respect to affordable housing policy (and collaboration with development partners), greater focus on inclusion, planning, funding, and prioritization of affordable housing within 1/4-mile of the focus transit corridors would help increase ridership and strengthen transit-supportive corridors. Studies strongly suggest that corridors and areas that surround transit stops which contain higher percentages of low-to-moderate income individuals have higher transit-ridership. Thus, from a policy perspective, an increased quantity of affordable housing can ensure the viability of the transit system itself, while also providing transportation to those who need it the most (including households without vehicles). The City should consider awarding more points to affordable housing proposals that seek gap financing or City support located along focus transit corridors.

7.0 RECOMMENDATIONS FOR POLICY AND INFRASTRUCTURE

Recommendation #2: Create New Transit-Supportive Zoning District

1. Create a mixed-use, high-density zoning district that can be applied along transit corridors to support transit-supportive development of varying scales. The district should contain provisions for ground floor design that creates visible, active interfaces with the public realm. Rochester's Collegetown Village District (§120-77.1) is a good example of how a similar district could be crafted. The Collegetown Village District focuses on transforming the core area into a dense, vibrant, pedestrian-oriented, mixed-use area with a secondary area that allows an appropriate transition into the adjacent residential neighborhoods. The district has good provisions for handling the interaction with the street/ public realm and allows for flexibility in parking. It is additionally recommended that a new zoning district provide stricter provisions for locating parking and potentially eliminate required parking minimums altogether. If so desired, this zoning district could be developed into two tiers based on varying densities and activities, promoting more intense urban villages centered on major cross streets or nodes



of economic activity and lesser-intense mixed-use development in between urban villages that connects the corridor.

Recommendation #3: Update Existing Zoning Code

1. The revision of the City's Zoning Code provides an opportunity to shape new development along the corridor that promotes more transit-supportive development. Strategies to revise zoning are:
2. Amend sections of the existing City of Rochester Zoning Code, as follows:
 - Establish standards within the Neighborhood Commercial (§120-33) and Community Commercial (§120-41) zoning district to require a minimum two-story building with upper floor uses that contains standards for building interface with the street/ public realm that is similar to the Collegetown Village District language on building requirements (§120-77.1 E.).
 - Another potential fix is to allow buildings fronting a focus transit corridor (regardless of zoning district) an additional % of density or height because they are located along a focus transit corridor. Some cities allow density or height bonuses of 30% along transit corridors.
 - Establish no required parking minimums throughout the zoning code, or at a minimum, establish no parking minimums along identified transit corridors. On the contrary, the zoning code should establish a hard maximum parking number which should not be exceeded, especially along transit corridors. Where off-street parking is to be provided, strengthen code to require parking to be placed on the site by priority, with at the rear having the site highest priority, followed by side lot behind building line as second priority.
 - Establish requirements for bicycle parking code-wide that are not associated with vehicle parking percentages. Also consider adding language that addresses shared active transportation, such as requiring the placement of

shared active transportation (dock or dockless) on-site and handling the parking of shared active transportation on-site. The NACTO Policy: Guidelines for the Regulation and Management of Shared Active Transportation provides examples of how to address the technology through zoning.

- As mitigation to eliminating required parking minimums, the City could consider requiring developments of a certain size to develop and implement a Transportation Demand Management (TDM) policy. The City of Buffalo Green Code requires a TDM plan for new construction of a principal building in excess of 5,000 square feet or the substantial renovation of a principal building with a gross floor area of at least 50,000 square feet and involving a change of use. The TDM plan must outline how the project will minimize single-occupancy vehicle trips and maximize the use of transit and alternative transportation. The use of TDM is being explored as part of the Comprehensive Access and Mobility Plan (CAMP) which may identify elements to be included in the zoning code.
- Within the R-3 High-Density Residential District (§120-25), allow for a greater mix of uses that are compatible with higher-density developments, especially ground floor retail/commercial for projects of varying sizes (current code only allows mix of uses for projects greater than 20 units). Further, establish requirements for multi-family buildings located along transit corridors to be oriented towards the street.
- For all zoning districts, for buildings that front a focus transit corridor eliminate the minimum front setback and require a build-to line that is within 10' of the sidewalk.
- Consider developing a City-wide Unified Development Ordinance/ Code that captures multiple city-wide policies (i.e., zoning, subdivision, site plan, parking, signage, as well as public realm and street requirements) into one unified code that can streamline and coordinate the development process and better define the relationship between land use and transportation planning. Recommendations that stem

from the Comprehensive Access and Mobility Plan (CAMP) could also be incorporated into a Unified Development Ordinance. The City of Buffalo released a Unified Development Ordinance in 2016 that combined land use, subdivision, and street design standards into a single document that codifies public realm, street, and block types to establish context sensitive neighborhood interaction of land use and transportation.

Recommendation #4: Encourage Infill Development

1. Focus infill development along transit-supportive corridors. The City should be aggressive at making City-owned vacant lots along these corridors available for infill development. Larger City-owned vacant lots should become the subject of development RFP's seeking proposals for transit-supportive development.

Recommendation #5: Focus on Placemaking/ Public Realm/ Walkability

1. High-quality, pedestrian-oriented improvements to the streetscape and public realm enhance the desirability of transit use by providing a comfortable, accessible, and inviting environment for people walking to and from transit stops. Streetscape projects should be undertaken to enhance the public realm along transit corridors such as construction of or improvements to sidewalks and crosswalks, street trees, wayfinding signage, seating, transit stops, pocket parks or public gathering places, public art, lighting, accessibility enhancements, traffic calming, etc. and can be done as public capital improvement projects or in coordination with development projects. The Comprehensive Access and Mobility Plan (CAMP) should be used in coordination with this study to

7.0 RECOMMENDATIONS FOR POLICY AND INFRASTRUCTURE

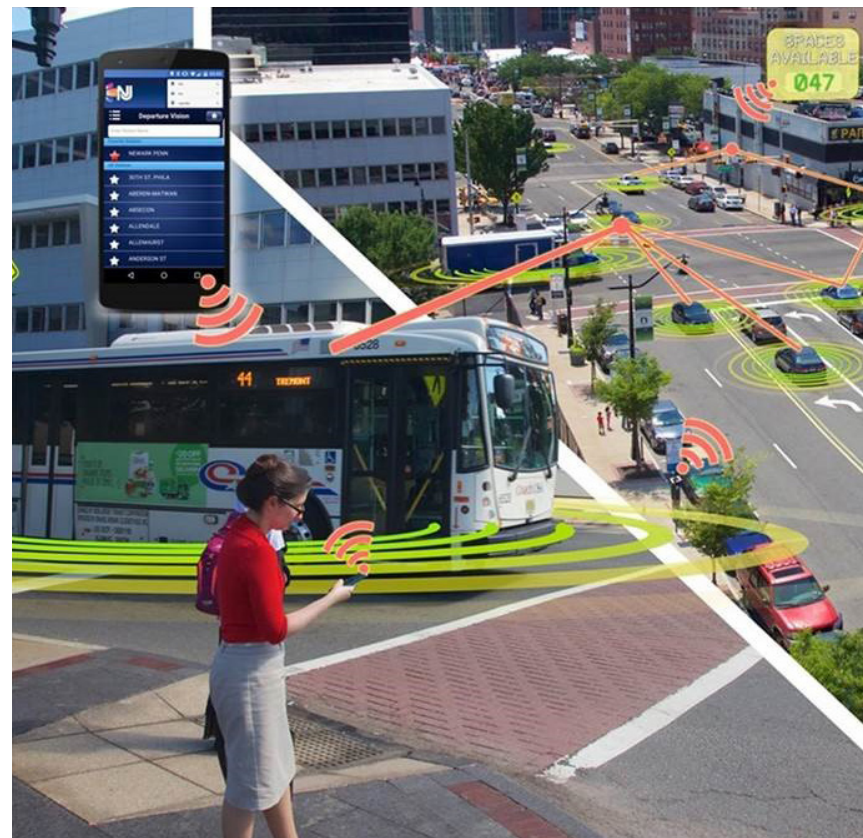
identify specific streetscape and public realm capital projects that should be prioritized.

2. The ability to incorporate enhanced transit stops, or mobility hubs, at major points where bus transfer or other multimodal activity is anticipated to be greatest can accompany streetscape or public realm projects. Enhanced transit stops or mobility hubs are at key network convergence points that maximize connections to the core transit system. Enhanced transit stops or mobility hubs often include amenities such as comfortable and sheltered waiting areas, real time transit and travel information on kiosks or mobile applications, Wi-Fi, and multimodal amenities such as shared active transportation, bike storage, and rideshare access.

Recommendation #6: Implement Complete Streets

Successful transit-supportive corridors are reliant upon the implementation of Complete Streets that accommodate multiple modes of transportation and provide comfortable, attractive multimodal environments. Multimodal connections allow people to use transit and transfer to/from other modes near the transit station. Comfortable and attractive walking environments occur when there are amenities to make walking, biking, and transit use more comfortable, vehicles do not dominate the street, and there are active and engaging streetscapes and building frontages.

1. Rochester adopted a Complete Streets Policy in December 2011 that ensures that Complete Streets are considered as part of all future street design efforts. Several focus transit corridors do not currently incorporate or have minimal bicycle and pedestrian infrastructure (i.e., bike shelter, sheltered bike rack, bike box, bicycle service stand, Zagster Station, bike boulevard, bike lane, shared use path, cycle track, trails). When implementing



Complete Streets and incorporating bicycle and pedestrian amenities, priority should be given to focus transit corridors.

2. The City should ready its Complete Streets policy for future mobility trends, and include provisions for connected and smart mobility and incorporate curbside management considerations—where the curbside can be dynamically used based on demands of different mobility options during different times of the day or year, such as transit use, on-street parking, rideshare, goods delivery, and shared active transportation to name a few.

Recommendation #7: Prioritize Capital Improvements along Focus Transit Corridors

1. With respect to placemaking, public realm, enhanced transit stops, and complete streets enhancements outlined above, funding for capital improvements being undertaken by the City should be prioritized for implementation along focus transit corridors. An official City policy could be adopted by various departments indicating that they will consider the infrastructure needs along focus transit corridors in developing their capital improvement plans.

Recommendation #8: Introduce Progressive Parking

1. Limiting the availability of parking and managing parking into shared facilities rather than reserving parking to specific property owners encourages transit-supportive corridors. Limiting or managing parking makes it more enticing to walk or use transit. Additionally, innovative parking design can reduce the amount of space dedicated to parking. With less land used for surface parking, more land can be dedicated to engaging spaces and mixed-use development. Potential parking strategies for the City to consider include:
 - Prioritize the placement of off-street surface parking with the highest priority placing parking at the rear of the site behind buildings and secondary priority placing parking in side lots, behind front building lines.
 - Wrapping parking structures with active street frontage uses.
 - Creating parking districts where parking revenue can contribute to public realm improvements
 - Creating parking management districts that would allow income generated from parking along focus transit corridors to go towards infrastructure investments dedicated to facilitating TOD. A parking management district allows all vehicle users within a geographic area to use a consolidated parking facility that serves a variety of sites. Parking

management districts can be managed by the public sector or by the private sector, and often include public-private models with entities such as development authorities, parking agencies, or business improvement districts. This can include income generated from on-street parking within a district as well.

- Implement real-time parking information that displays real time parking information at the parking structure and on mobile applications.
- Implement curbside management plans to identify areas/times for bus pull-offs, on-street parking, taxi/ rideshare hailing, freight delivery, etc. as described under complete streets.

Recommendation #9: Modify/ Develop Transit-Supportive Development Incentive Programs

Adopt funding and financing mechanisms to encourage transit-supportive development along focus transit corridors. The section below provides a discussion on various funding and financing mechanisms available in New York State. This discussion is meant to be an exhaustive list of funding and financing mechanisms that the City of Rochester or various agencies could use for transit-supportive infrastructure and development.

1. Direct Fees

User fees and rates are charged for the use of public infrastructure, such as transit, parking, utilities, and bridges. Local governments or agencies are able to issue bonds backed by user fee revenue to pay for new or improved infrastructure. Such fees and rates are typically set to cover a system's yearly operating and capital expenses, including annual debt service for improvements to the system. Examples of direct fees include fare revenue from the transit agency, county sales and property taxes, mortgage recording tax, motor vehicle registration and driver's license fees, parking surcharges placed on parking fees, tourism taxes such

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as rental car fees and hotel taxes, and rideshare surcharges which are placed on Transportation Network Companies (TNCs) like Uber and Lyft.

2. Debt

Debt tools are mechanisms for borrowing money to finance infrastructure. Local governments and agencies can access credit through private lending institutions, the bond market, or other specialized mechanisms that the Federal government and states have established for financing particular types of infrastructure, such as revolving loan funds.

One example used in Buffalo is the Better Buffalo Fund for Transit-Oriented Development. Administered by Empire State Development under the Buffalo Billion, the Fund is a grant and revolving loan fund for up to \$2 million in gap financing (generally not to exceed 20% of total project cost) for adaptive or infill capital projects (with at least 10% equity) that:

- Promote dense development (housing, employment, retail) in proximity to transit stops
- Encourage the use of multi-modal transportation
- Stimulate pedestrian activity through retail and neighborhood-oriented businesses and services, quality public spaces, and accessible walkways.

The TOD Fund is open to adaptive reuse or infill projects located in Downtown Buffalo and areas along Main Street (as well as other bus transit corridors). The TOD Fund may be used for:

- Acquisition of land, buildings, machinery, and/or equipment
- Environmental remediation
- New construction, renovation, or leasehold improvements
- Acquisition of furniture and fixtures

- Soft costs of up to 15% of total project costs
- Planning and feasibility studies related to a specific capital project

There is a preference for projects that include market rate or mixed-income rehabilitated, converted, or infill housing (excluding single-family). The Funds are administered in two forms: loans and grants, as outlined below. Empire State Development prefers to award the most assistance in the form of loans.

- Interest Rate: 3%
- Term: 10-20 years for loans; 5 years for grants
- Debt Coverage Ratio: 1.10
- Third Party Guarantees: For loans- personal guaranty from any 20% or more owner; corporate guaranty from any 50% or more owner. For grants- from any 50% or more owner (corporate or personal)
- Compliance: Loans- loan becomes due if borrower sells the property or materially changes the use of the property from that described in the application. Grants- in the event of a default, all or a portion of the grant may be subject to recapture.
- Minimum Assistance Amount: Loans- \$250,000; Grants- \$100,000
- Maximum Assistance Amount: Loans- \$2 million; Grants- \$2 million

TOD Fund projects are evaluated based on:

- Demonstrates sufficient planning to implement within the stated timeline
- Is ready to move forward upon award announcement
- All approvals and permitting are in place
- Budget is complete, and all sources and uses of funds are clearly defined and documented

- Budget documents a need for this funding that cannot be obtained through equity or conventional financing
- Extent and percentage of funding required by Fund as well as additional financial support is sufficient to show viability of project
- Evidence or commitments for the balance of project financing
- Adherence to TOD principles
- There is use of innovative, sustainable, green technologies or materials
- Builds on strengths and encourages development close to anchor institutions, employment centers, transportation nodes, key regional assets, and areas of market potential
- Complies with City's Comprehensive Plan and Green Code, and the goals of Buffalo Billion Investment Development Plan
- Shows demonstrated local support
- Demonstrates how and to what extent the project will achieve net benefits
- Is highly visible where the community can see on-the-ground improvements
- Evidence of project partners successfully completing other projects

The last round of TOD Fund awarded projects totaled \$7.95 million for 8 projects. The TOD Fund is currently being used for 1665 Main Street (ground floor retail and 5 floors of 60 apartments) and 1373 Main Street (converting 2nd floor into 6 apartments).

Transit-Oriented Development or Transit-Supportive Development Funds

Transit-Oriented Development (TOD) or transit-supportive development Funds are loan funds that pool money from different investors with varying risk and return profiles. These funds have a dedicated purpose, which is clearly defined before the fund is formed, and are managed by professionals with fund formation and loan underwriting experience. These Funds help investment in infrastructure to facilitate transit-supportive development, help finance transit-supportive projects, and offer incentives to employers, employees, and residents along transit corridors. Communities have been increasingly interested in using these funds as a property acquisition tool to support affordable housing development, particularly near transit. Some examples of Transit-Oriented Development/ transit-supportive development funds are discussed below:

DETROIT, MI

The Woodward Corridor Investment Fund in Detroit, led by Capital Impact Partners with partners The Kresge Foundation, MetLife, PNC Bank, Prudential, M&M Fisher, Calvert Foundations, and Living Cities, is a \$30 million fund that offers long-term, fixed rate loans for the building and renovation of multi-family and mixed use properties in the neighborhoods along the Woodward Corridor.

MINNEAPOLIS-ST. PAUL, MN

- In 2007, the Central Corridor Funders Collaborative (CCFC), a partnership of 12 local and national philanthropic organizations in the Minneapolis-St. Paul region, was formed to catalyze change along the new Green Line by promoting affordable housing, strong local economy, vibrant TOD, and effective communication and collaboration. CCFC created a Catalyst Fund through

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which since 2008 has made more than 160 grants, totaling nearly \$12 million and leveraging more than \$54 million of additional investment. In addition to the Catalyst Fund, other funds supporting TOD along the Central Corridor include:

- Land Acquisition for Affordable New Development Fund: Minnesota Housing, the Metropolitan Council, and the Family Housing Fund (a community development corporation) collaborated to create an \$11-million pilot fund to support land acquisition by cities, community development corporations, or housing authorities with preference given to projects near transit. The fund is intended to support mid-term project-level investments. The acquired parcels cannot have ready-to-go projects, and funds must be spent within one year and repaid within five years. Any appreciation in the value of land acquired through the program can be rolled into the project to support affordable housing, and any losses in land value will be covered by the fund. A pilot loan program started in 2009, when the City of St. Paul borrowed \$2 million to make a strategic property purchase along the light-rail alignment.
- LISC Acquisition and Predevelopment Funds: The Twin Cities LISC supports nonprofit developers in the Big Picture Project. The Big Picture Project aims to accelerate development at Green Line stations along the Eastern stretch of University Avenue, where the market for TOD is weaker than other areas by offering short-term acquisition loans and predevelopment recoverable grants that provide money for expenses incurred before permanent construction financing is secured. Twin Cities LISC is focusing \$13 million in grants and favorable financing to support projects that serve transit riders and walkers, provide workforce housing, create public space and pocket parks, and preserve the identity of neighborhoods.

The grants are repaid at 0% interest from construction or permanent financing proceeds. The amount of funding and terms vary annually. Following the opening of the Green Line, rents along the corridor have risen 46%. The Big Picture Program looks to support equitable TOD and help retain the affordable housing base that exists in several neighborhoods.

- than 160 grants, totaling nearly \$12 million and leveraging more than \$54 million of additional investment. In addition to the Catalyst Fund, other funds supporting TOD along the Central Corridor include:

PHOENIX, AZ

LISC Phoenix established a \$20 million regional TOD fund called the Sustainable Communities Fund (SCF) to “incentivize, leverage, and guide development of equitable TOD in areas well served by high capacity transit.” A TOD Guidebook was prepared to help evaluate development along the Phoenix Metro LRT and to identify which projects would be eligible for the Sustainable Communities Fund.

DENVER, CO

In 2010, Denver-area partners launched the Denver Regional TOD Fund, aimed at creating and preserving affordable housing along current and future transit corridors across seven counties. The Fund is structured as a unique blend of risk and return requirements and is capitalized with \$24 million of acquisition loan capital available to qualified borrowers. The fund's main purpose is to aid developers, not-for-profits, and housing authorities to acquire and hold strategic transit-accessible properties for preservation or future affordable housing development purposes or mixed-use projects that provide community and/or not-for-profit space. As of 2016, the Fund had provided nearly \$20 million for the creation and preservation of more than 1,100 affordable homes and 100,000 square feet of community space.

The TOD Fund is set up as follows:

- **Borrower Equity** – Borrowers contribute at least 10% cash equity for each property and are responsible for preparing a development and financing plan.
- **Credit Enhancement/Top Loss** – Public and quasi-public dollars leverage private capital by providing credit enhancement via loan-loss absorption and low returns.
- **Grant/PRI Capital** – Grants and foundation/ philanthropic capital are typically lent via program related investments seeking modest financial return.
- **Senior Debt (Bank/ CDFI)** – More traditional loan capital from banks and CDFI's.

The terms of the TOD loan are up to 5 years and can finance up to \$5 million. Interest rates are currently in the 3.65%-4.1% range.

3. TAX ABATEMENT/ CREDITS & CREDIT ASSISTANCE

Tax Abatements/ Credits refer to an ability for a developer to obtain tax abatements over a certain period and/or the ability to earn tax credits for developing equitable, transit-supportive development. Credit assistance improves a borrower's creditworthiness by providing a mechanism that reduces the chances of a default. Borrowers can thus access better borrowing terms, which can expedite the implementation of infrastructure projects. Credit assistance tools require some source of revenue to pay back debt; their use is not otherwise linked to the strength of the local real estate market. Examples include NYS Section 485-a, NYS Section 485-b, IDA tax exemptions, Federal and NYS Investment Tax Credit Program for Income Producing Properties – historic tax credits, New Market Tax Credits, Low Income Housing Tax Credits (LIHTC), and Qualified Opportunity Zone Fund.

4. GRANTS AND OTHER PHILANTHROPIC SOURCES

Grants are funds that do not need to be paid back and are typically provided by a higher level of government to a lower level of government (e.g., from the federal government to

states or localities, or from states to local governments) or by a philanthropic entity. The most common federal grants that are commonly applied to transit-supportive projects are listed below:

- Congestion Mitigation and Air Quality (CMAQ) Program
- Transportation Alternatives Program (TAP)
- Urbanized Area Formula Funding Program (GBNRTC)
- Community Development Block Grants (CDBG)
- Economic Development Administration (EDA) Grants

There are several philanthropic organizations and foundations that have foundation money available for community development programs.

5. VALUE CAPTURE

Value capture tools capture a portion of the increased value of property or the savings resulting from publicly funded infrastructure. Value capture mechanisms are typically established by a local government or regional governing body in accordance with state law. They sometimes require a vote by the affected property owners. Depending on the tool, value capture can entail the creation of a new assessment, tax, or fee (e.g., a special tax or development impact fee); the diversion of new revenue generated by an existing tax (e.g., tax-increment financing); or a revenue-sharing agreement that allows a government agency to share some of the revenue generated by developing publicly owned land (e.g., joint development). Value capture tools are generally most applicable to strong real estate markets because they depend to some extent on new development or property value appreciation to generate revenue.

Depending on the predictability of the revenue stream, value capture mechanisms can either be used for pay-as-you-go improvements or, when the revenue stream is expected to be consistent over time, as with a special assessment or tax-increment financing, can finance the issuance of revenue bonds. Although state law usually defines how and where these

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mechanisms can be used, they are typically not confined to revenue-generating infrastructure and can be used to fund all types of transit-supportive infrastructure, including utilities, roads, pedestrian and bicycle improvements, and parking facilities.

Below is a discussion assessing certain existing New York State statutes as they relate to possible funding and financing options for transit-supportive infrastructure, including:

TAX INCREMENT FINANCING (TIF)

- Tax Increment Financing (TIF) works differently in each state, but typically captures the increase in property tax revenue (and, in some states, sales and income tax revenue) that occurs in a designated area after a set year. The tax increment is collected for a set period (usually between 15 and 35 years) and the tax increment can be used to secure a bond, allowing the issuer to collect the money up front, or it can be done as a pay-as-you-go basis over time. TIF allows the public sector to “capture” the value of growth that results from new development and increasing property values.
- Municipalities in New York are authorized to issue tax increment bonds that are payable from, and secured by, increased real property taxes in order to establish a TIF district (see, General Municipal Law Ch. 24 Article 18-C (970A - 970-R) [“TIF Law”]). A “tax increment” is the difference between the amount of property tax revenue generated before TIF district designation and the amount of property tax revenue generated after TIF designation. Under TIF Law § 970-P, only property taxes generated by the incremental increase in value of TIF districts are available for TIF projects. Property taxes collected on properties included in the TIF district at the time of its designation continue to be distributed to the school districts and other taxing jurisdictions in the future.

Existing property taxes cannot be reduced by TIF district creation; rather, only taxes derived from newly increased property values can be used to repay TIF bonds.

- TIF bonds are revenue bonds. Repayment comes solely from the tax increment created by new development. TIF is a value capture tool used to revitalize “blighted” properties by investing in needed infrastructure. It can be used by municipalities to stimulate investment in targeted areas by capturing the future tax benefits of increased real estate value in order to pay for the present cost of infrastructure improvements.

CHALLENGES ASSOCIATED WITH IMPLEMENTING TIF

- Since the TIF statutes were amended in 2012, it has become very difficult to issue TIF bonds. Under § 970-O of the TIF Law, a municipality is not permitted to pledge its full faith and credit or the faith and credit of the State to the payment of the principal and interest of TIF bonds. Thus, principal and interest on TIF bonds may only be paid from the tax increment revenue generated by the creation of the TIF district. This, in turn, requires strong underwriter confidence in future TIF revenue, because only property taxes generated by the incremental increase in value of TIF districts are available to pay back bonds. In addition, although these bonds are required to be non-recourse by statute, Article VIII of the NY State Constitution assures the holders of municipal bonds or notes that the municipality’s full faith and credit is pledged to the repayment of the bonds or notes. This conflict between the NY State Constitution and the TIF Law has not been resolved, leading to additional market uncertainties (although use of a municipal redevelopment corporation may solve this conflict).

PILOT INCREMENT FINANCING (PIF)

- Due to the many challenges associated with implementing TIF, some municipalities in New York have turned to PIF for infrastructure financing. A PIF is the difference between the current amount of PILOT payment that is paid to the Affected Tax Jurisdiction under a PILOT agreement and the amount of taxes that would have been paid if the property were on the tax rolls. This “increment” is collected from the developer with some or the entire amount used to retire the debt from financing certain improvements or costs that are essential to the project.
- General Municipal Law § 874 provides that each IDA shall establish a uniform tax exemption policy, with input from affected taxing jurisdictions, which shall be applicable to the provision of financial assistance under payment in lieu of taxes (PILOT) agreements. Prior to providing financial assistance to a particular development, an IDA must adopt a resolution, which must be consistent with the uniform tax exemption policy adopted by the IDA, unless the agency has followed the procedures for deviation from such policy, known as a non-standard PILOT.
- A PILOT program functions in the following way; property owned or under the control of IDAs is tax-exempt under General Municipal Law § 874(1). In order to take advantage of the exemption offered to IDAs, fee title or a leasehold interest in economic development projects is transferred from private owners, who are not tax-exempt, to an IDA for the duration of the proposed project. The real estate tax exemption is offset by PILOTS to be made by the private owner. At the end of the project, title reverts back to the original owner, who then pays taxes in a normal manner.
- PILOT payments are divided among the affected taxing jurisdictions in accordance with the uniform tax exemption policy (UTEP), unless the IDA follows the procedure for deviating from the uniform policy, and

notifies each affected taxing jurisdiction of the proposed deviation and the reasons therefor.

- A PIF structure allows for the diversion of money which is otherwise payable to a taxing jurisdiction under a PILOT into a fund that is useable to offset a developer's project costs, to repay project financing, or to fund infrastructure, all as provided in the respective inducement resolution. The IDAs would also need the approval of all affected taxing jurisdictions, because under General Municipal Law § 858(15), unless otherwise agreed by the affected taxing jurisdictions, all PILOT agreement payments must be allocated among the affected taxing jurisdictions in proportion to the amount of real property tax and other taxes which would have been received by each affected taxing jurisdiction had the project not been tax exempt due to the status of the IDA involved in the property. Revenue from PIF thus depends on the revenue generated from future PILOT agreements upon consent of the taxing jurisdictions.
- General Municipal Law § 864 also authorizes IDAs to issue bonds. General Municipal Law § 874(2) provides that any bonds or notes issued pursuant to the law on IDA tax exemptions shall be exempt from state taxation, except for transfer and estate taxes. Interest on IDA bonds might also be exempt from federal taxes. Any resolution authorizing such bonds may contain provisions which limit the purpose to which the proceeds of sale of the bonds may be applied, but such provisions are not required.

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- How to Implement PIF
- Project specific PIFs would generally be developed as projects within a certain distance of focus transit corridors. It would likely make sense, well in advance of specific project applications to develop a Memorandum of Agreement (MOA) to establish a framework for implementing project specific PIFs along focus transit corridors once applications are received.
- Assuming an MOA is in place, a prospective developer would later apply to the relevant IDA for tax incentives in the form of a PILOT agreement. If the requested PILOT is then granted, the relevant IDA would use the agreed upon amount from the PILOT revenue (typically a percentage) to fund apportion of the developer's project costs, to repay project financing, or to fund infrastructure, as agreed upon. In order for a particular project to be eligible for tax incentives, it must comply with the particular IDA's UTEP, which stipulates, among other things, which types of projects qualify for tax incentives. Typically, similar to TIF, there is no real property tax abatement on the pre-improved assessed value of the real property.

CHALLENGES ASSOCIATED WITH IMPLEMENTING PIF

- The main challenge associated with implementing project specific PIFs will be the need to negotiate an acceptable PILOT agreement with the relevant IDA and taxing jurisdictions. For each proposed PIF, each taxing entity and the relevant IDA would be required to adopt an approval resolution. One way to try and make this process as smooth as possible would be to negotiate a binding MOA amongst the taxing authorities which establishes a framework for implementing project specific PIFs once applications are received.
- Securing a PILOT agreement is a difficult process in itself. Developers need to comply with various IDA requirements,

and it is ultimately at the discretion of the affected IDA whether or not to enter into a particular PILOT agreement. In order for projects to be eligible to enter into PILOT agreements, those projects must comply with the relevant UTEP, which prohibits certain types of projects altogether, among other restrictions. Additionally, IDAs typically demand employment covenants and other concessions in exchange for financial assistance. Thus, not every development project can be expected to apply for PILOTs. Additionally, PIF bonds may or may not be tax exempt. PIF bonds can be triple tax free if certain requirements are met, but careful attention must be paid in order to assure compliance with those requirements.

SPECIAL ASSESSMENT TAX DISTRICTS (SAD)

- Under the Real Property Tax Law § 102(15), "special assessment" means a charge imposed upon benefited real property in proportion to the benefit received by such property to defray the cost, including operation and maintenance, of a special district improvement or services. There are a number of SAD statutes that could be used to support TOD and TOD-Supportive Infrastructure along the Metro Rail Corridor.

BUSINESS IMPROVEMENTS DISTRICT

- General Municipal Law Ch. 24 Article 19-a (§ 980) (Business Improvement District Law) authorizes local legislative bodies in New York to establish business improvement districts (BID), through a BID plan. A BID is a geographic area where local stakeholders oversee and fund the maintenance and operation of their commercial district. The BID Law focuses on improvements such as the renovation of streets and sidewalks, the creation of parks and parking lots, the installation of better lighting and

signage, enhanced sanitation services, and services to enhance the security of persons and property.

- BIDs are funded through a special assessment imposed on properties that receive benefits from the district's improvement, proportionate to the benefits received. Subject to certain rights of property owners, a BID is created by the legislative body of a municipality, through a process which includes preparing and filing a district plan, providing notice and public hearing regarding the district plan, adopting a local law approving the establishment of the district, and passing a review of the proposed BID by the state comptroller.

CHALLENGES ASSOCIATED WITH IMPLEMENTING A SAD

- SADs are subject to New York's 2% property tax cap. The 2% tax cap law imposes a limit on the annual increase of property taxes levied by local governments and school districts to two percent of the prior year or the rate of inflation, whichever is less. A municipality's tax levy must incorporate any special district tax for purposes of the 2% tax cap calculation, if a special district is established, administered, and governed by the governing body of another local government— such as a tax levy imposed by a town or county board, under its authority, to support an improvement district created, administered, and governed by that town or county board. If the special district (i) has a separate independent elected board, and (ii) has the authority to levy a tax, or can require a municipality to levy a tax on its behalf, the tax levy limit applies to the special district itself. In order to exclude a special district from a municipality's tax cap calculations, the State Comptroller must make a determination that the district is independent. Recent changes to Federal Tax Law, which place a cap on the amount of state and local taxes

that can be deducted from federal income, may make it practically or politically difficult to create new SADs.

An aerial photograph of Buffalo, New York, showing a dense urban landscape with a mix of residential and commercial buildings, a major highway interchange, and a river flowing through the city.

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