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2034  
MOVING FORWARD



# INNER LOOP NORTH

MOBILITY AND DEVELOPMENT STRATEGY

**Project Advisory Committee Meeting 2 - 11.20.2024**



**GTC**



# MEETING AGENDA

**1 Agenda**

**2 Today's Meeting Outcomes**

**3 Engagement Round #1 Results**

**4 Alternative Concepts Process Overview & Schedule**

**5 Discussion**

Monroe Litho



# OUTCOMES OF TODAY'S MEETING

**Review and Discuss Results  
from the First Round of  
Engagement**

**Go Over the Process for  
Alternative Concept  
Development**

**Confirm the Schedule  
for Upcoming Project  
Milestones**



# Stakeholder Focus Groups Takeaways

The consultant team met with four stakeholder groups: Mobility, Developers & Brokers, Anchor Users, and Neighborhood Organizations in October. Below are key takeaways from those conversations.

## Development + Open Space

- Concern was expressed regarding **amount of potential development sites. 4 times the amount available as Inner Loop East** seems very long-term and incremental.
- Consider more open space and less built out development sites.
- In the **eastern Sub-Area**, there area concerns about **building height and supporting home ownership opportunities**. Interest was expressed in **reinvigorating North Street as a Neighborhood Business District**.
- In the **central and western sub-areas**, there is a desire for **increases to denser housing** types.
- Concern was expressed over **affordable vs. work-force housing** included in new development. "We need affordable, we also need middle income housing to support retail uses."
- There is a desire for **athletic fields and recreational facilities** behind WOI school that can be **shared with the community**.
- Some larger sites (Trailways, etc.) offer opportunity for significant projects.
- Implement strategies to involve **smaller scale developers and black/brown developers** in projects.

## Mobility

- Takeaways from Union Street design from ILE:
  - Overbuilt, we should aim for **narrower streets** (curb to curb).
  - **Cycle track on sidewalk creates challenges** for maintenance and disabled populations (visual and wheelchairs).
- Can bike routing through ILN be separated/**protected 1 way bike lanes** in road as opposed to the facility on sidewalk in ILE?
- When designing these new street conditions, we should consider **going above the meeting ADA standards**, which implies doing the minimum.
- How can 490 transition into downtown be designed to **ensure slowing of traffic**?
- **Bike and scooter parking areas** integrated into development and open space would be ideal.
- Be sure to focus on **connections to other trail systems and nearby destinations** (state park, Innovative Field, school, intermodal center)

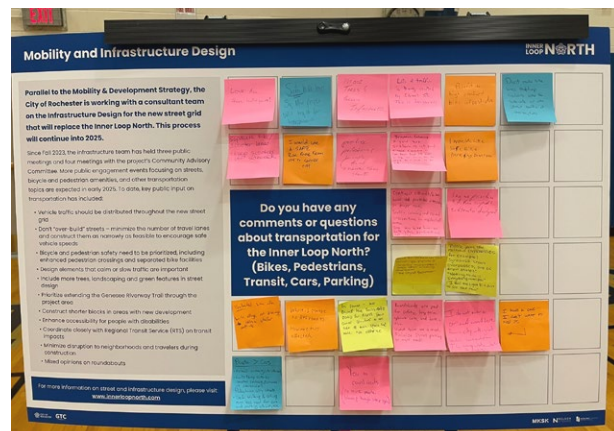
## Implementation

- Do people understand how long this will take to fully transform? **Understanding timeline and determining priority locations** is critical.
- What partners can be identified for implementation? (Health organizations, large employers, school district)
- **How does parking work** for new development, open space, and school?
- Interest in more details on eventual land disposition, development project review process, and what safeguards are in place to follow through on this plan's outcomes.



# Community Meeting 1

Approximately 60 people attended the open-house style meeting on November 7th held at the World of Inquiry School Gymnasium.



Many attendees commented that the open house style activities and inclusion of music playing made the meeting feel more like a social networking event!





# Overall Visioning

## Sticky-Note Feedback

Imaging the Inner Loop North corridor 15 years from now, what kind of place do you envision?

### Key Takeaways:

- Respondents expressed a desire improved connectivity with roadway designs that prioritize non-motorized transportation modes with separate, protected bike lanes where possible.
- Respondents expressed a desire for more grocery store options, and that mixed-use development would support community gathering.
- Respondents requested more neighborhood community spaces, safe areas for kids to play, and sports recreational amenities.
- Responses left on this board frequently used the words...
  - Re-connect
  - Parks
  - Walkable
  - Community

" A place where I can feel safe walking my dog as a single woman. "

" Diverse housing types. "

" Walkable. Mixed-use. Bikable. Transit-rich. Safe. Dense. "

" Place. Would not want to drive but walk and live. "

" A place to live, work and play. Dense, mixed use, community-oriented development. Where you don't need a car to participate in the community. "

" Re-create and reconnect parks and squares lost to the Inner Loop North and reconnect them to Schiller Park and extend Schiller Park northward. "



# Eastern Sub-Area Land Use Preferences

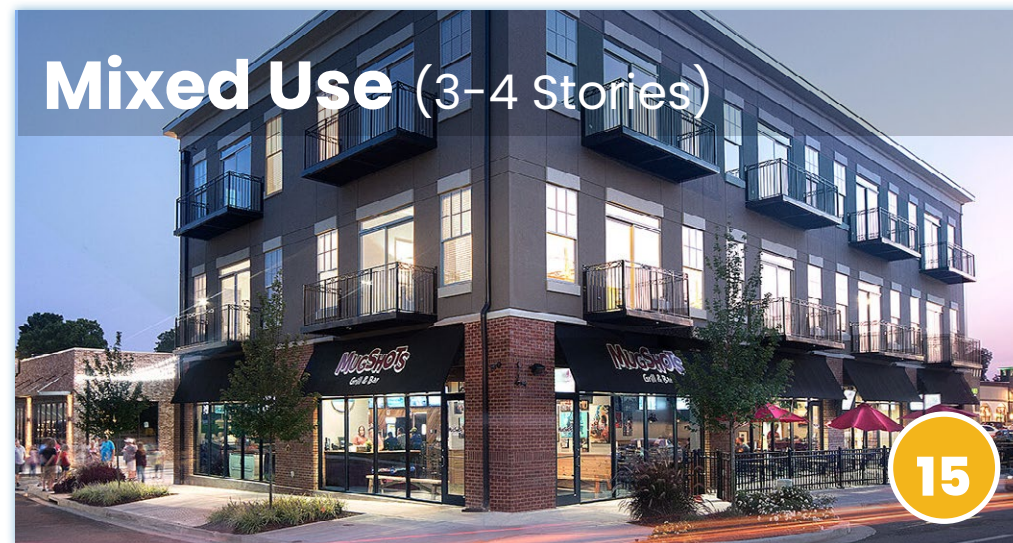
## Key Takeaways:

- **Support was expressed for lower density land uses in this sub-area.**
- Some support was expressed through comments to allow ADU's or 2-3 story mixed use development to increase the housing stock.
- New development of any kind should be complementary of existing neighborhood fabric.

" Please fill in the existing urban fabric; mesh and add to existing neighborhood "



The number in the gold dot represents the **total number of dots** placed on the land use category to indicate preference





# Eastern Sub-Area

## Open Space Character

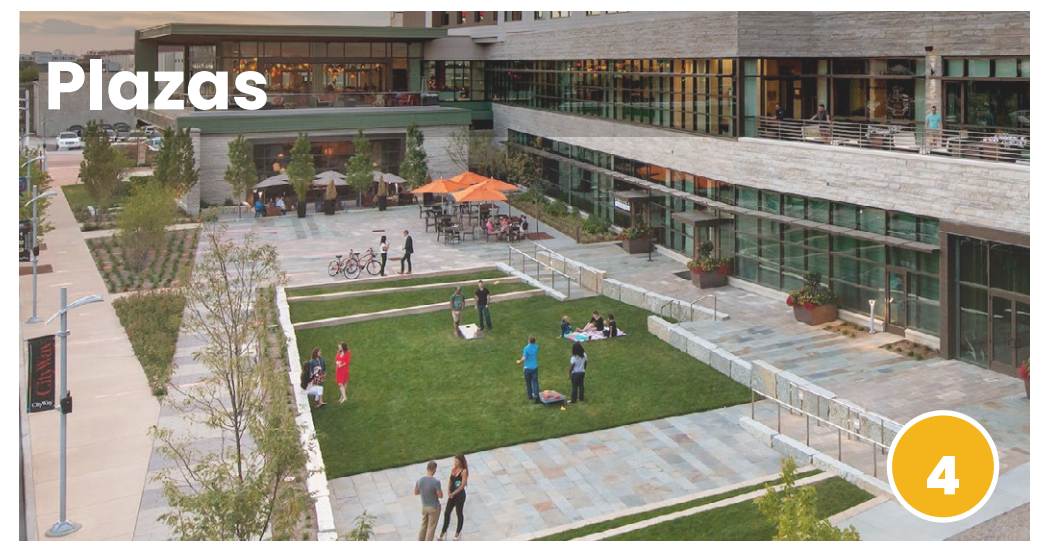
### Key Takeaways:

- Many comments about open space in this sub-area were concerned with green space around World of Inquiry School.
- The inclusion of play equipment and athletic facilities should be considered in park design.

“ Green space should include sport fields behind the school. ”



The number in the gold dot represents the **total number of dots** placed on the open space category to indicate preference





# Central Sub-Area Land Use Preferences

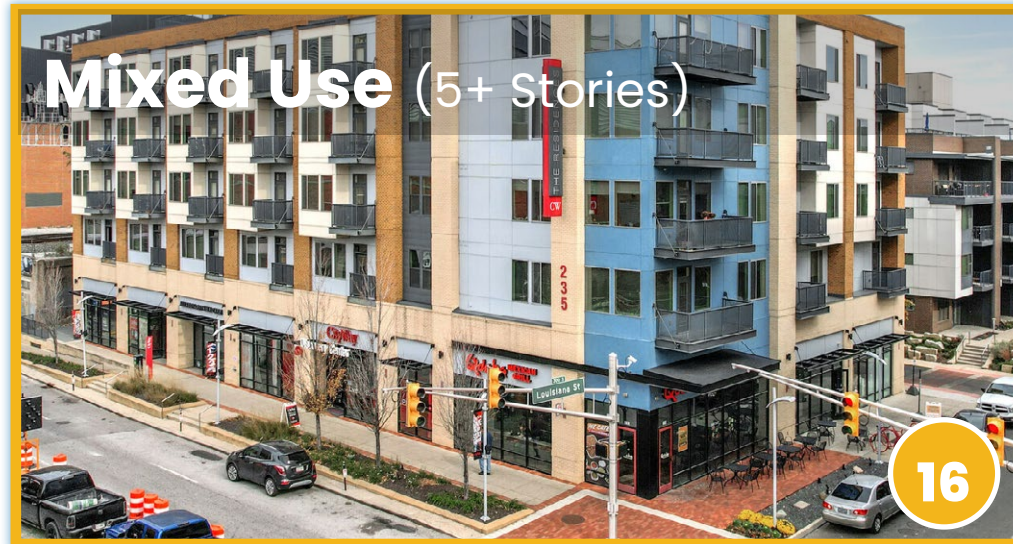
## Key Takeaways:

- Many comments about land use in this sub-area were concerned with connectivity improvements that should be included in new development.
- Respondents were open to many different land use types as long as they supported a lively, active neighborhood.
- Infrastructure for pedestrians, cyclists, buses, and other transit types should be balanced throughout the plan.
- Development should not create a wall within the city.

“ Integrate places to live, work and play. Don’t make this place in the center of our city a wasteland of commercial and industrial spaces. ”



The number in the gold dot represents the **total number of dots** placed on the land use category to indicate preference





# Central Sub-Area

## Open Space Character

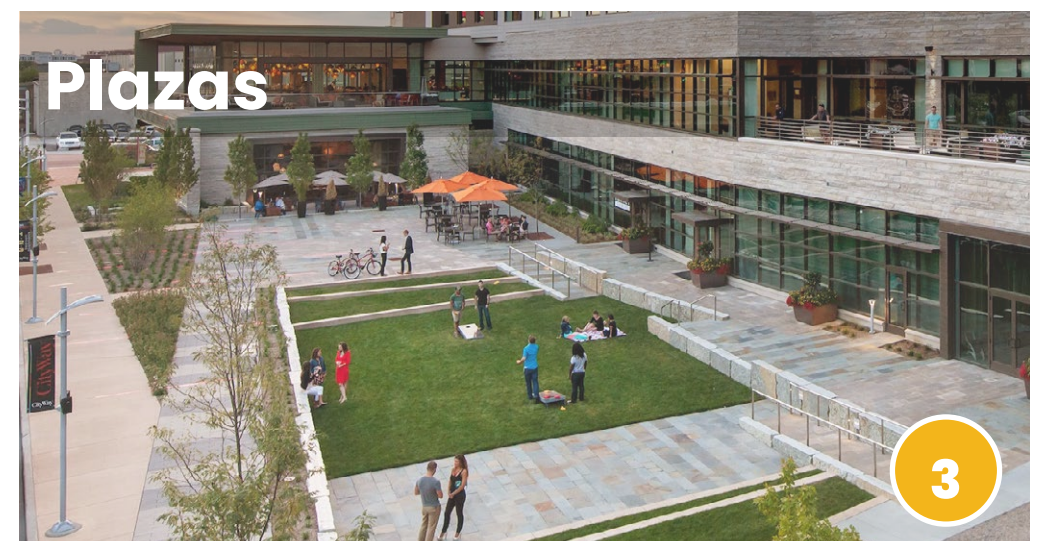
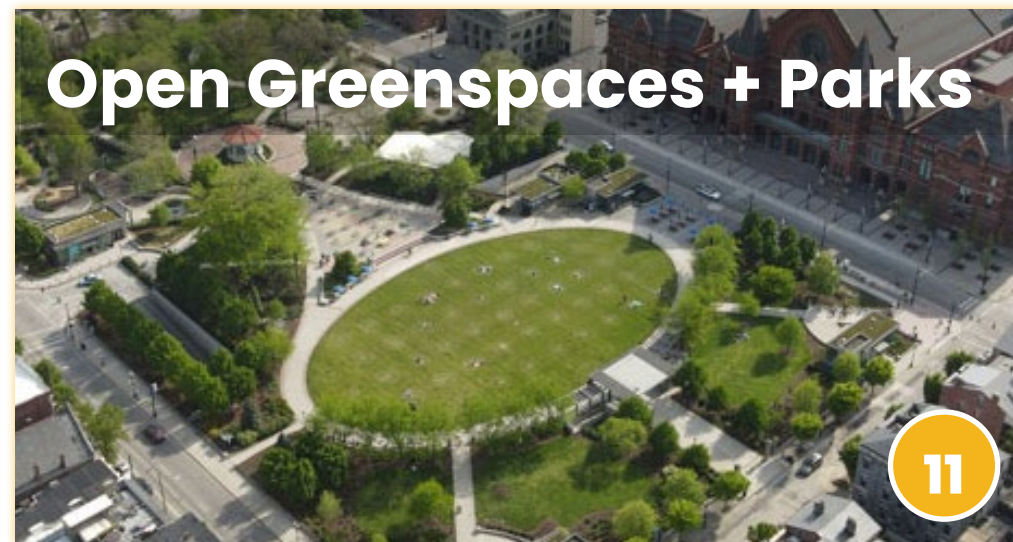
### Key Takeaways:

- Open spaces should complement the desire for connectivity options in design and scale.
- Respondents feel green streetscape corridors should be prioritized to support connectivity to multi-modal centers, such as the bus and train station.
- Small-scale interventions should support connected block designs.

“ Use pedestrian cut-throughs to split up the large lots ”



The number in the gold dot represents the **total number of dots** placed on the open space category to indicate preference





# Western Sub-Area

## Land Use Preferences

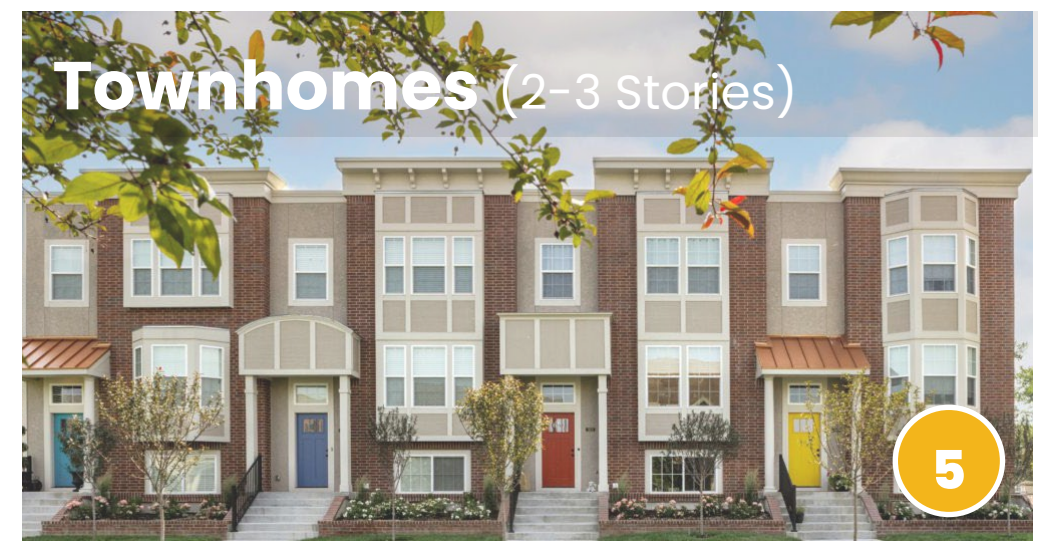
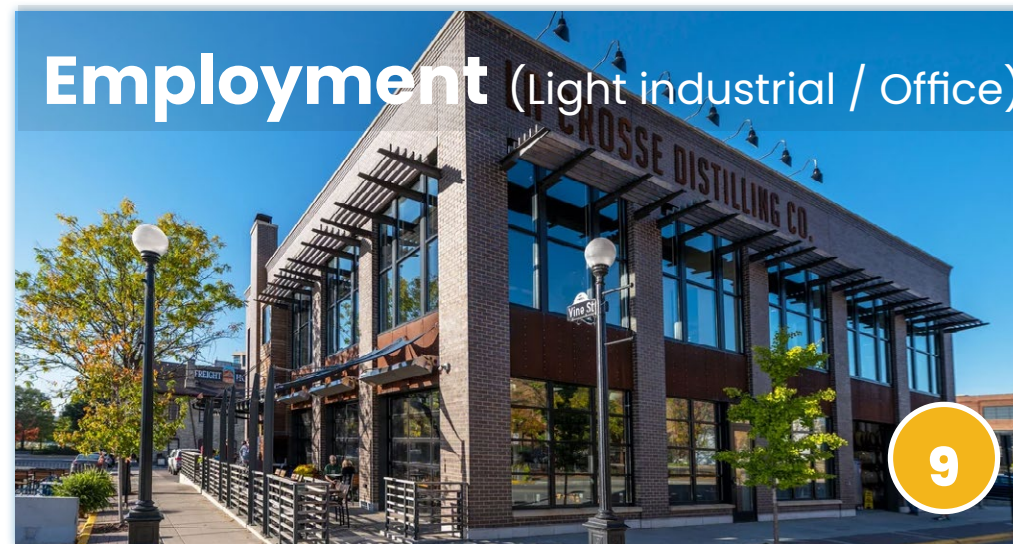
### Key Takeaways:

- Respondents support higher density development in this sub-area to utilize nearby amenities such as transit centers, innovative field, and High Falls State Park.
- If pedestrian and cyclist safety can be improved, there is an opportunity to create a “work/play/live” scenario in this sub-area.
- Parking structures should be consolidated to not create isolated, disconnected spaces.

“ Give people more places to live! It is currently nearby; innovative field, high falls, city center commercial space. Residents should be able to safely walk, bike and bus. ”



The number in the gold dot represents the **total number of dots** placed on the land use category to indicate preference





# Western Sub-Area

## Open Space Character

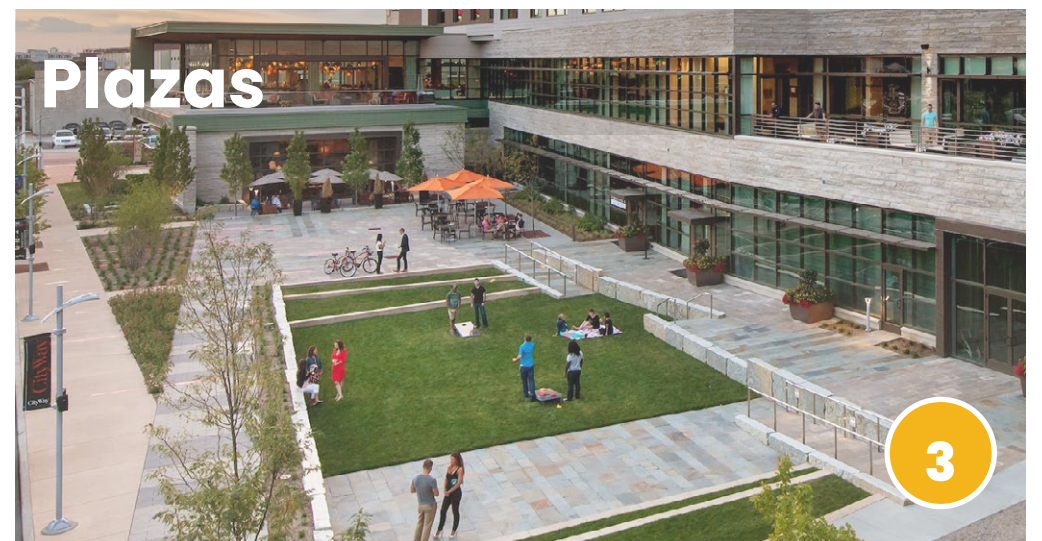
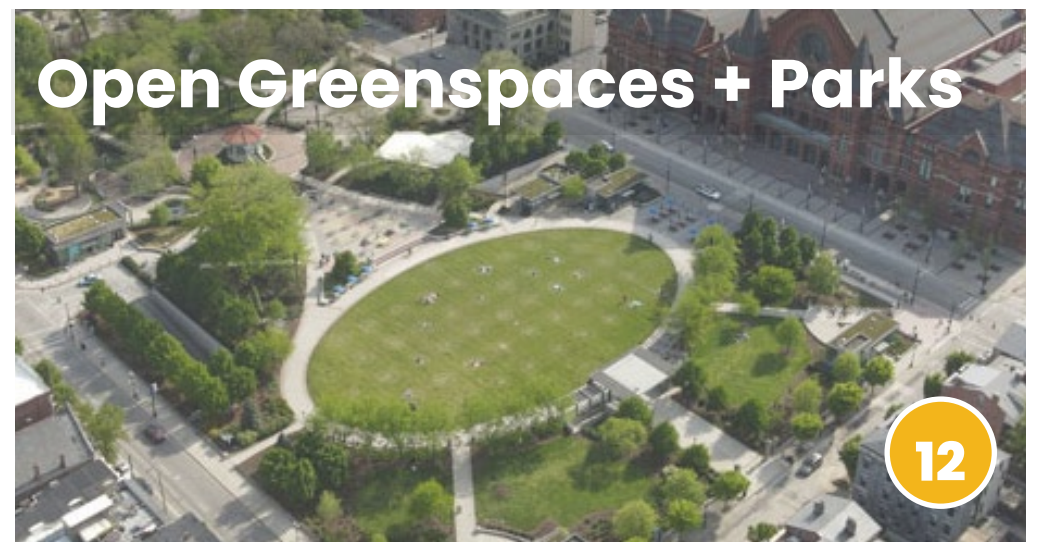
### Key Takeaways:

- Respondents expressed that **connectivity across the river to High Falls State Park should be prioritized.**
- Smaller-scale open space types should be used as tools to improve pedestrian and cyclist connectivity and safety throughout the sub-area.
- Unlocking waterfront access should be a strategy of new open space designs

“ Mixed-Use district to activate waterfront and baseball stadium. ”



The number in the gold dot represents the **total number of dots** placed on the open space category to indicate preference





# Mobility Station

## Sticky-Note Feedback

### Key Takeaways:

- **Respondents are most concerned with the safety of multi-modal lane design.**
- Necessary street width and lane separation should be considered where possible to prioritize the comfort of non-motorized transportation.
- Respondents would like to reduce their dependency on cars and be able to walk to access downtown amenities.
- Respondents were open to larger interventions in exchange for improved safety and connectivity; demolition of old buildings, painting of railway crossings, traffic calming measures, and roundabouts were all mentioned

" Prioritize pedestrians and bicycles - narrow short streets. "

" Safe bike lanes. So more people will try it for transportation. "

" I do not own a car and moved here for a city with great public transportation - it is lacking here. "

" I have a car and don't want to need it. "

" People > Cars. Raised crossings, bumpouts for shorter crossing intersections, pedestrian-only streets, safe walking ad biking . Less need for cars and parking infrastructure. "

" Continuous sidewalk/ bike lanes protect intersection on major roads. Traffic calming ad raised intersections in residential areas. One way bike lanes on both sides, bi-directional not ideal. "



# Development Concept Planning Process

How will we integrate engagement feedback into our development planning process?

## Initial Understanding

Concept 6A Street Network & Coordination with Infrastructure Team

Sites Identified from Transformation + Public Ownership

Prior Planning Study

Historic Street Network + Land Use Patterns

## Stakeholder Input

Stakeholder Input

Public Input

## Development Concept Design

Development Framework (Land use types, street and transportation improvements, and open space concepts)

Stakeholders Input

Refinement and Presentation of 2 Alternative Scenarios for each Sub-Area

Stakeholders & Public Input

Refinement and Determination of Preferred Scenario (Including Determining Priorities)



# Next Steps

## Future Project Milestones

**November 20th**

**PAC Meeting 2 (Today)**

**December 2024 -  
January 2025**

**Draft high level development framework diagrams (land use,  
open space, and mobility)**

**Late January 2025**

**PAC Meeting 3 (presentation of framework diagrams)**

**In Person?**

**February-March  
2025**

**Refinement of alternatives and prep for Engagement Round 2**

**April 2025**

**Engagement Round 2: PAC Meeting, Stakeholder Focus Groups, and Public**

**Summer 2025**

**Refinement of preferred alternative and final documentation**