



INNER LOOP EAST TRANSFORMATION PROJECT

REMOVE • RESTORE • RECONNECT • REVITALIZE

FINAL DESIGN REPORT – Volume 4

PIN 4940.T7

MARCH 2014



City of Rochester, Department of Environmental Services



New York State Department of Transportation



Federal Highway Administration



Stantec

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Public Involvement

Public Involvement

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Public Information Meeting #1
August 28, 2013

**Public Information Meeting #1
Scoping Phase**Inner Loop East Reconstruction Project

Date/Time: August 28, 2013 / 6:00 PM
Place: City Hall, Council Chambers
30 Church Street
Rochester NY 14614
Attendees: See Attached Sign-In Sheet
Absentees: Absentees
Distribution: Paul Way, COR
Erik Frisch, COR
Jim McIntosh, COR
Rick Papaj, NYSDOT
Jim Hofmann, Stantec

Item:**Action:****Introduction**

Jim McIntosh (City Engineer) introduced the project team and Jim Hofmann (Consultant Project Manager) presented a power point presentation (attached) of the project. A handout was provided to those attending. Various display boards showing the preliminary concept layout and typical sections were located around the room. A comment card was also available for anyone who wanted to provide written comments

Comments – Main Street Intersection

Received several questions on the proposed improvements to the Main Street / University Ave intersections.

Response: The scoping document evaluated several alternatives at the Main Street / University Avenue intersections including at-grade and geometric realignment options. The report documents that connecting the Inner Loop directly would result in capacity issues requiring additional lanes. These options were dismissed from further consideration at this time due to their impacts. Upon completion of the proposed project further evaluation could be performed in the future to see if the redistribution of traffic would result in more favorable conditions.

Comment – Wadsworth Park

What impact will the project have on Wadsworth Park?

Response: The project would not impact the park. The proposed improvements would replace the existing sidewalk and curb along the north side on its existing alignment (or potentially moved farther to the north to allow for additional green space).

Design with community in mind

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Comments – Proposed Land Use for Future Development

How and by whom will the future land use be determined for the reclaimed land created by the project?

Response: Once the parcels have been determined, the City of Rochester will issue a Request for Proposal from prospective interests. These proposals would be evaluated and awarded by the City based on conformance with the City's Master Plan and community cohesiveness.

How will the land be sold?

Response: The land would be sold at the appraised value, as part of the Request for Proposal process, to the most desirable applicant. Price will not be the determining factor in that decision process.

Statement received that the proposed land should not be used for additional parking, instead efforts to increase underutilized parking garages should be made.

Statement that the additional land next to the Strong museum should not be developed as an extension to their parking lot, but more effort should be directed at utilizing the nearby garages.

Response: Strong museum representative addressed this issue by stating their business is highly seasonal with approximately 600,000 visitors per year; and at times they don't have enough parking. Shuttles from nearby garages are utilized; however, visitors are reluctant to utilize this provision due to constraints caused by strollers. In addition employees are parked off site in an effort to meet the parking demands.

Could the vacant land be used as a park?

Response: The exact land use has not been determined at this time; however a park could be a possibility once a preferred alternative is determined.

Why does the City feel this land will be desirable for a developer when downtown has a surplus of vacant space available?

Response: A market study was conducted and is available on the webpage. The study concluded that there is a demand for mixed use (commercial/residential) property.

What would be the building to building width along Union Street?

Response: The exact width is not known at this time; however,; preliminary concepts have utilized an 86' wide Right of Way.

Statement was made with concern for adequate parking to the new future businesses.

Statement that the proposed land should be redeveloped in a manner that will generate tax revenue.

Statement was made that commercial access is essential along Pitkin Street.

Design with community in mind

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Statement that they are concerned about how the land will be redistributed.

Comments – Property Access During Construction

Received several questions on the impacts and limitations of access to both commercial business and residential properties during construction.

Response: The proposed construction phase will be approximately 2 to 3 years in duration. During this time access to properties and alleys will be maintained throughout the construction phase. It is the intent that S. Union Street would remain open during construction.

Comment – Current Inner Loop Closure

How long will the current closure on the Inner Loop be?

Response: The NYSDOT bridge project that closed the Inner Loop Ramps to I-490 should be completed in early September.

Comment – Traffic Signals at the Intersections

What traffic signals are being proposed?

Response: Currently, traffic signals are being evaluated at Monroe Ave. / Chestnut St., Howell St. / S Union, Broad / S Union, East Ave. / Union, Charlotte / Union and Union / University Ave. Each intersection will also be evaluated to determine if a roundabout would be a viable option. More definitive answers will be known upon completion of the evaluation during preliminary design.

Comment – Strong Access

How will access from the neighborhoods to the Strong Museum for pedestrians and bikes be improved?

Response: The removal of the Inner Loop barrier will greatly improve access to the property. The City will be coordinating with the Strong Museum throughout the design process.

Comment – Medians

Why are raised medians being proposed for the proposed alternative?

Response: The median shown in the proposed alternative is just an example and has not been determined to be the preferred treatment. Any median treatment will be evaluated during the preliminary design phase and presented to the public for input.

Comment – Road Name

What would the new roadway be called, Inner Loop?

Response: The roadway would be Union Street; the Inner Loop designation would be eliminated along this portion of the corridor.

Comment – Parking

Several statements on the need for parking in the project area, including a lack of parking near the intersection of Monroe Avenue especially for businesses.

Response: The City is aware of the parking demands throughout the entire project corridor. The proposed design will try and improve parking where possible.

Can you put parking under the Inner Loop?

Response: This was evaluated during the scoping phase. The existing Inner Loop profile is not consistently depressed in this section. The profile comes up to grade near Charlotte Street and S Union/Howell St. intersections. In addition future development would not be built in the same location, resulting in conflicts with building foundations.

Statement was made to the safety concerns of parking in existing parking garages and then walking to destinations.

Comment – Site Fill

How will the Inner Loop be filled in?

Response: The project will require additional fill. A portion of the required fill will come from the marina project in Charlotte. The exact order of operations will not be known until the preliminary design phase.

Comment – Pedestrian Facilities

Statement that there is a lack of pedestrian friendly access at the Monroe Avenue intersection.

Response: The project will evaluate all pedestrian facilities as part of the project and provide recommendations on improvements that can be made.

Statement that pedestrian improvements should be considered upfront as a priority and not as an afterthought.

Comment – Bicycle Facilities

Statement that project should seek to not only provide bicycle facilities as part of the project but also strive to provide the necessary connectivity to adjoining segments (river trail, public market, University Avenue) from the project to ensure their success.

Statement was made that the flow of bicycle traffic is critical and should be separated from vehicular traffic.

Response: The project provides the opportunity to create a significant segment in the City's continuing effort to improve bicycle accommodations within the City. This segment will connect to upgraded facilities along University Ave and provide another link to eventually connect to the Genesee Riverway Trail and the Rochester Public Market.

Comment – Proposed Beautification Efforts

Statement that the project should incorporate features to enhance the overall appearance through the project corridor.

Response: Although specific enhancements have not been determined at this time, the design will incorporate such features as part of the final design.

Comment – Future Roadway Connections (Woodbury & Alexander)

If a new roadway connection was made to Woodbury, would Strong Museum be willing to provide the property necessary?

Response: The City and Strong museum have discussed the potential for this future connection; although specific details have not been discussed. The Strong museum has expressed that this connection would be desirable.

What can be done to improve access from Alexander to Union Street?

Response: The City understands the lack of mobility between the two streets and continues to assess potential solutions; however, any solution would be part of a future project.

Statement was made that other barriers exist connecting Alexander to downtown such as existing developed blocks, incomplete alleys, fences and refuse making it undesirable.

Comment – Traffic Redistribution

How does the new development affect the future traffic demand?

Response: As part of the scoping phase a market study was conducted to determine what development would be most beneficial for the area. The future traffic demand was then assessed and is being incorporated into the project.

With the elimination of the Inner loop has traffic redistribution been looked at?

Response: Yes, as part of the scoping phase the City has coordinated with the Genesee Transportation Council and their regional traffic model to assess the changes in traffic patterns.

Comment – Project Costs

Did the project look at rehabilitation vs. reconstruction costs?

Response: As part of the TIGER grant application the project conducted a cost benefit analysis. The difference in the capital improvement costs was negligible.

Comment – Project Funding

How will the project move forward if funding is not procured?

Response: The preliminary and final design funding has already been allocated by the City. The construction funding is anticipated to be obtained from a TIGER grant application through the federal government. The City has made two applications for this funding and is optimistic that the current application or future applications will be successful.

Comment – Future Input on the Design

How does the City plan on receiving input from the community on the project in the future?

Response: There will be additional opportunity for public input during future public meetings on the project. The City has established a website with contact information where comments can be received at any time. In addition, as part of the future design phases, additional information meetings will be held. The City will coordinate with neighborhood and business associations and potentially could create a project specific taskforce similar to the group assembled for the Mt. Hope project.

Comment – Overall Project Opinion

Several statements were made endorsing the project going forward. Statements included the opinion that the project will reconnect the community by removing the Inner Loop barrier. Other comments were made noting that the street width (versus the highway) modification would provide a positive impact on businesses and street level activity. Also the new roadway will make people feel more comfortable.

Written Comments

Below is a summary of the written comments received: Original comments are attached.

Comment was received concerning the new developmental property attracting existing Monroe Avenue businesses to relocate to the new properties. (Comment #1)

Comment was received not in favor of a future Park Avenue Extension. (Comment #1)

Response: The project does not incorporate any connection to Park Avenue. Any future extension of Park Avenue would be progressed as a separate project.

Comment was received inquiring if the bicycle accommodations would connect to other trails. (Comment #1)

Response: Although this project would not directly connect to a trail system, the accommodations would provide connectivity to other bicycle facilities that do.

Comment was received requesting additional connectivity to I-490 near Clinton. (Comment #1)

Response: The reconfiguration of the Clinton Avenue exit to include an I-490 on-ramp was previously reviewed as part of the project scoping report and was dismissed from further consideration at this time.

Comment was received not in favor of the project due to existing favorable travel times the Inner Loop provides today. (Comment #2)

Response: The project will increase travel times for users of the Inner loop today however; the project will maintain connectivity while providing other benefits such as community cohesiveness, better pedestrian and bicycle facilities, reduced maintenance costs and additional tax revenue for the City.

Comment was received requesting additional street grid connectivity (Haags Alley). (Comment #3)

Response: The City's long term goal is to reestablish the original street grid to Main Street. As this time, additional connections such as Haags Alley and Richmond Street cannot be connected due to the need to maintain ramp access to the north portion of the Inner Loop.

Comment was received requesting that an advisory committee include advocacy groups (Comment #3)

Response: The City has, and will continue to include any advocacy group that wishes to participate in the development of the project.

Comment was received requesting that a parking garage be considered to address parking demands of the area. (Comment #4)

Response: Development plans will be coordinated by the City under a separate process.

Comment was received regarding parking under the Inner Loop. (Comment #5)

Response: Underground parking was evaluated during the scoping phase and dismissed due to the following considerations. Potential future property owners may evaluate underground parking option to satisfy their needs.

- *Access into and out of this underground area would be difficult.*
- *Ventilation requirements would be costly to install and maintain. The future buildings that would be built on top of these structures are currently unknown. As such the structural requirements to accommodate these buildings are unknown.*

Comment was received regarding filling in the Inner Loop. (Comment #5)

Response: The City of Rochester has developed numerous projects that have required substantial amounts of fill. With this particular project, the fill material will meet the most current New York States Department of Transportation Standard Specifications, leaving the site suitable for future development.

Comment was received regarding access to Lafayette park. (Comment #5)

Response: The project does not propose any change to access.

Comment was received regarding removing the center median. (Comment #5)

Response: The center median is required to facilitate left turns due to the high traffic volumes. Without a center median, vehicles turning left would block thru traffic resulting in considerable congestion.

Comment was received regarding realigning Howell Street with Lafayette Park. (Comment #5)

Response: This realignment would require the demolition of a four story building with no significant benefit.

Comment was received regarding the difficulty of pedestrian accommodations with roundabouts. (Comment #5)

Response: Several factors including pedestrians and bicycles will be evaluated in determining if a roundabout is the proper solution for intersection treatments. Roundabouts can be designed to accommodate pedestrians and bicyclists.

Comment was received in favor of the project. (Comment #6)

Comment was received regarding the bicycle accommodations and connectivity the project proposes. (Comment #7)

Response: The project will incorporate infrastructure improvements for all users including bicycle and pedestrians.

Comment was received noting that the future development parcels should not be used as additional parking. (Comment #8)

Response: The parcels would go through a public proposal process before a specific development is known. The City envisions mixed use development (residential/commercial) for the future parcels and not large scale parking lots. However, on-site parking areas for future developments may be required.



August 28, 2013
Public Information Meeting #1
Scoping Phase
Page 9 of 9

The meeting adjourned at 9:00 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services Inc.

A handwritten signature in black ink, appearing to read "Kayle Stettner", written over a horizontal line.

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Fax: (585) 272-1814
kayle.stettner@stantec.com

Attachment: Power Point Presentation
 Meeting Handout
 Sign In Sheet
 Comment Sheets

INNER LOOP EAST

TRANSFORMATION PROJECT



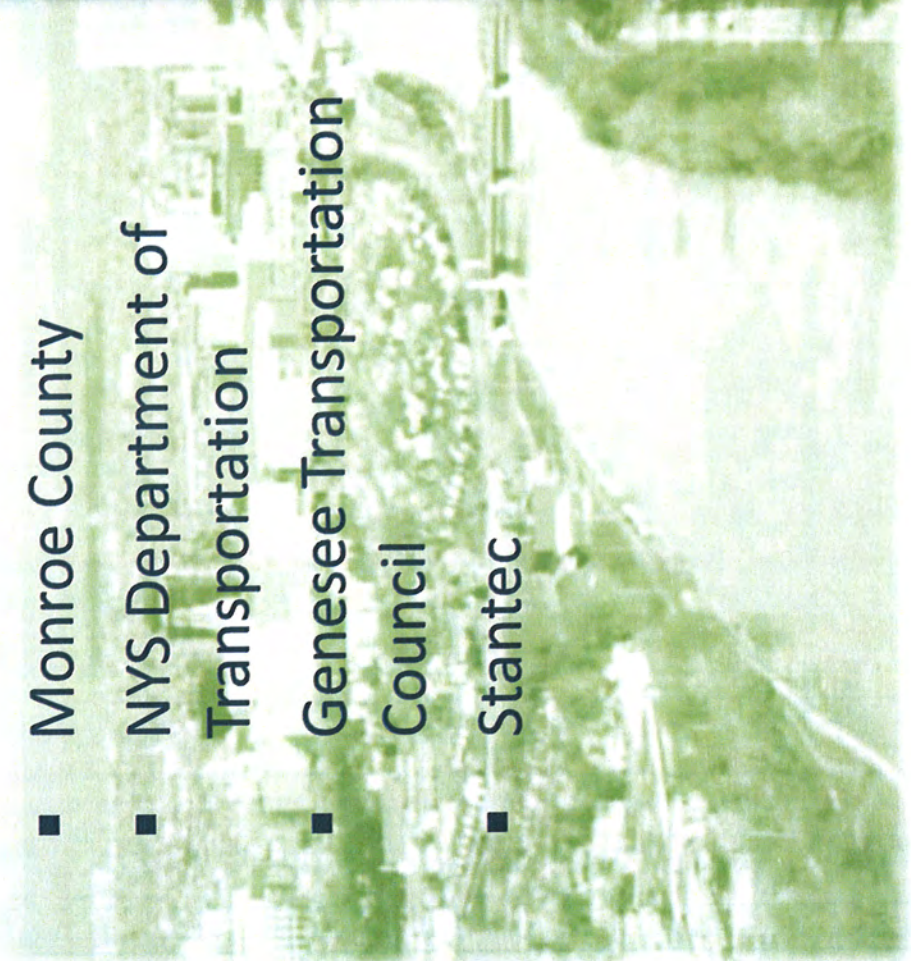
PUBLIC INFORMATION MEETING

August 28, 2013

Welcome

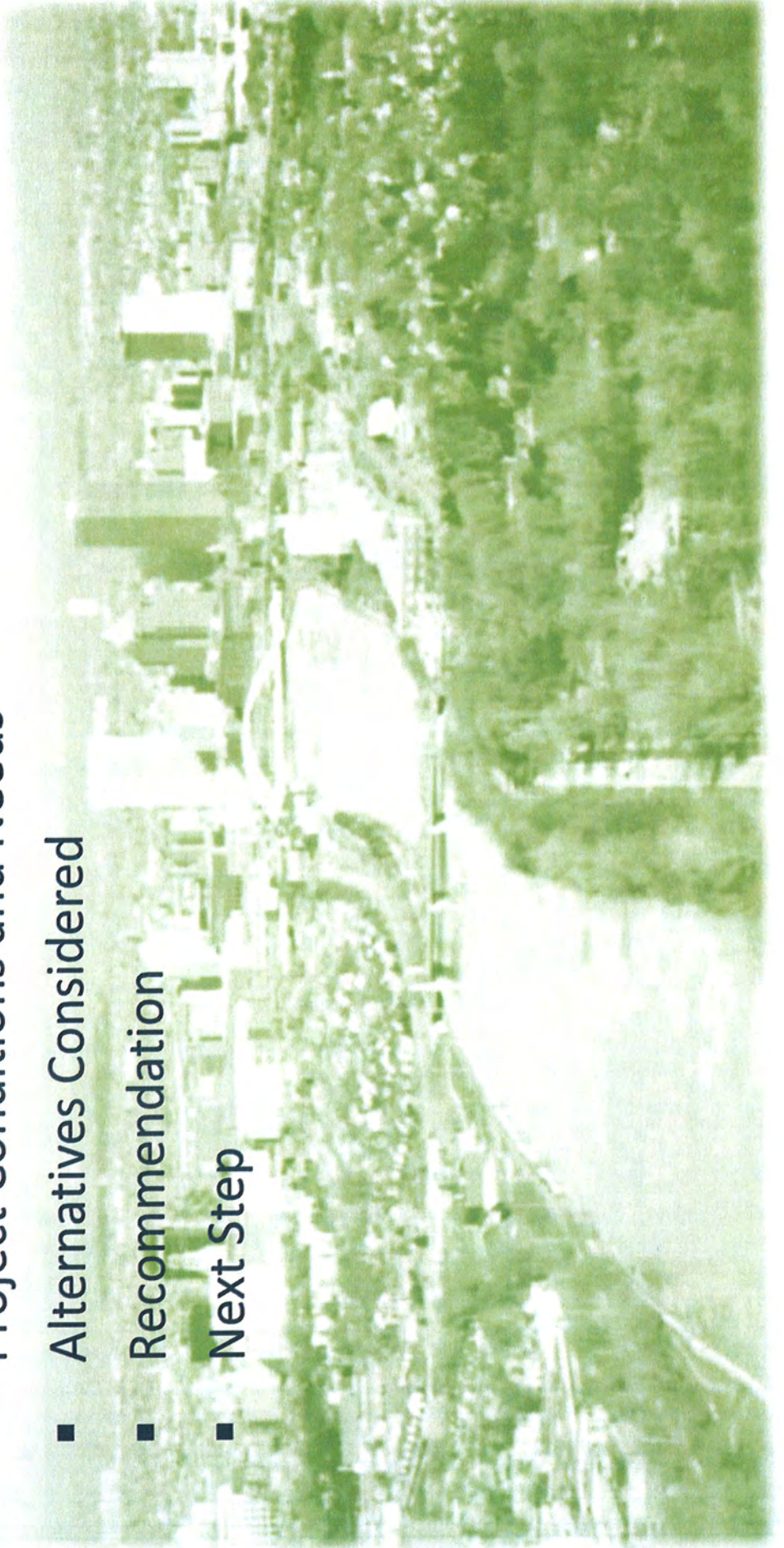
Team Introductions

- City of Rochester
- Monroe County
- NYS Department of Transportation
- Genesee Transportation Council
- Stantec



Agenda

- Background/History
- Project Conditions and Needs
- Alternatives Considered
- Recommendation
- Next Step



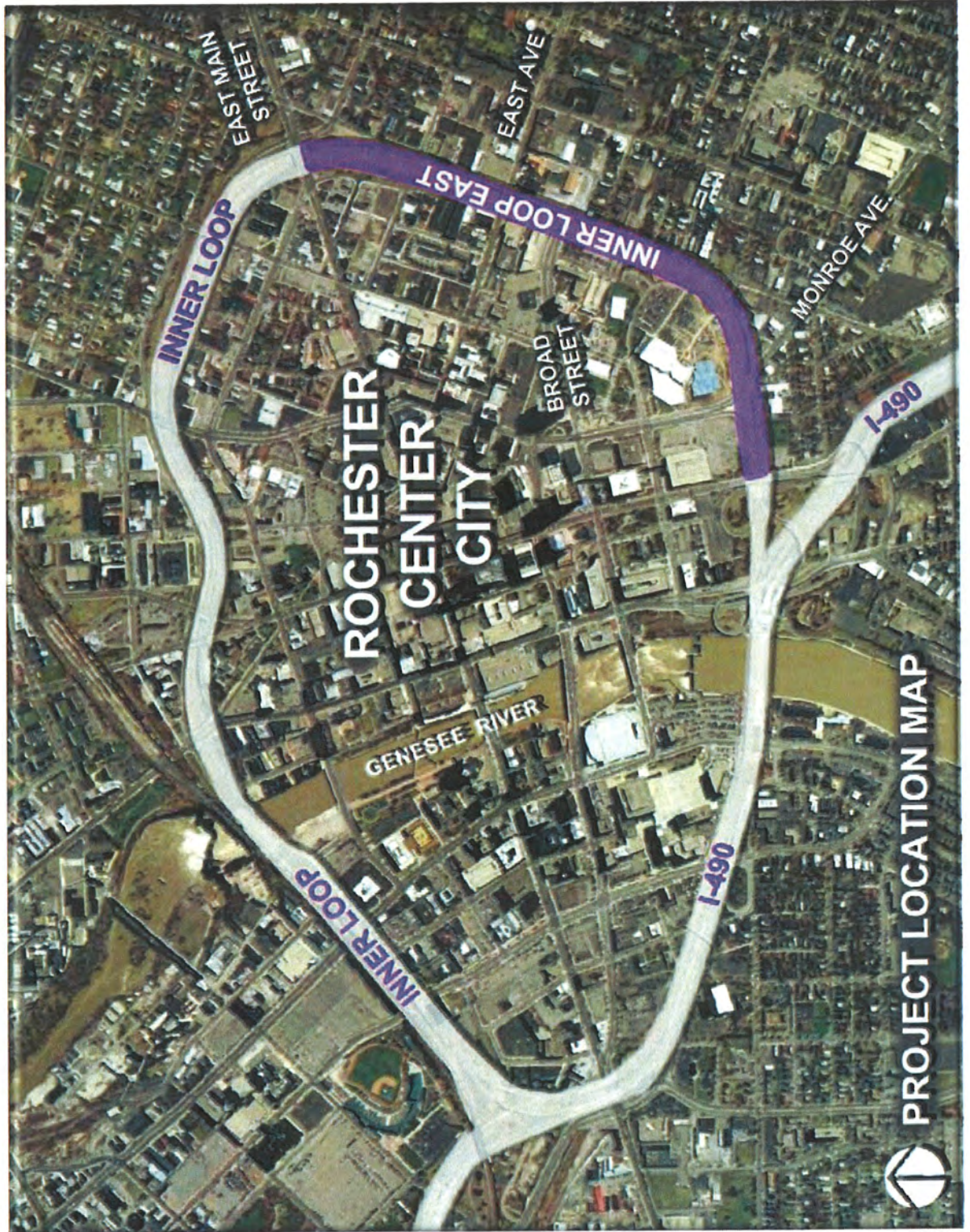
Why?

*encourages walking, biking
and enjoying the outdoor
environment. Replacing this
section of the Inner Loop will*

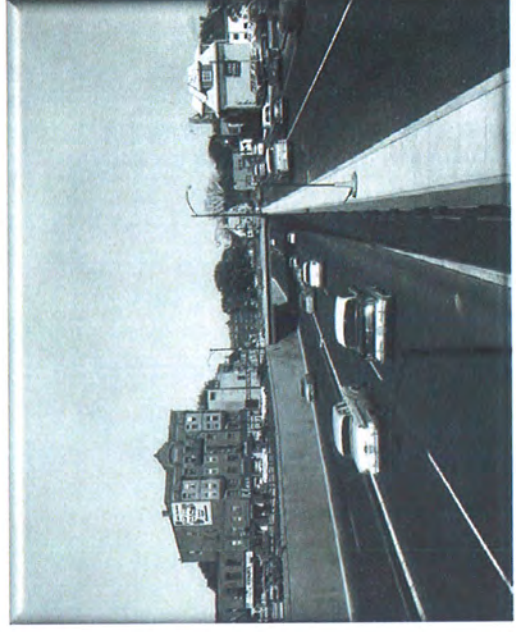
*commitment to fostering
quality of life here in*



Orientation

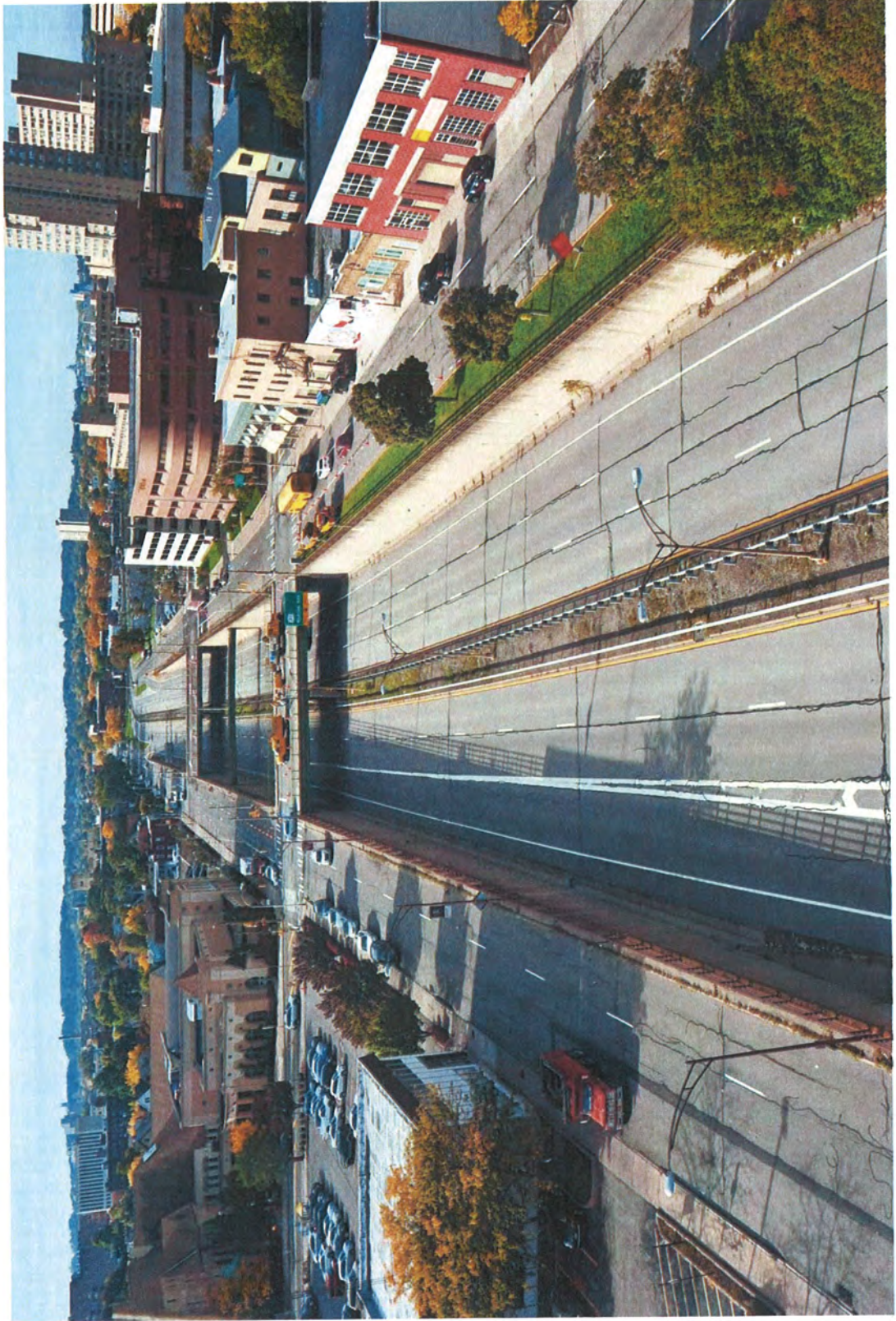


- City population peaks in 1950 at over 330,000
-
- Better Distribute Traffic Through and Around Downtown
- Connecting to I-490
- Ultimately complete I-390 extension
- 149 parcels razed



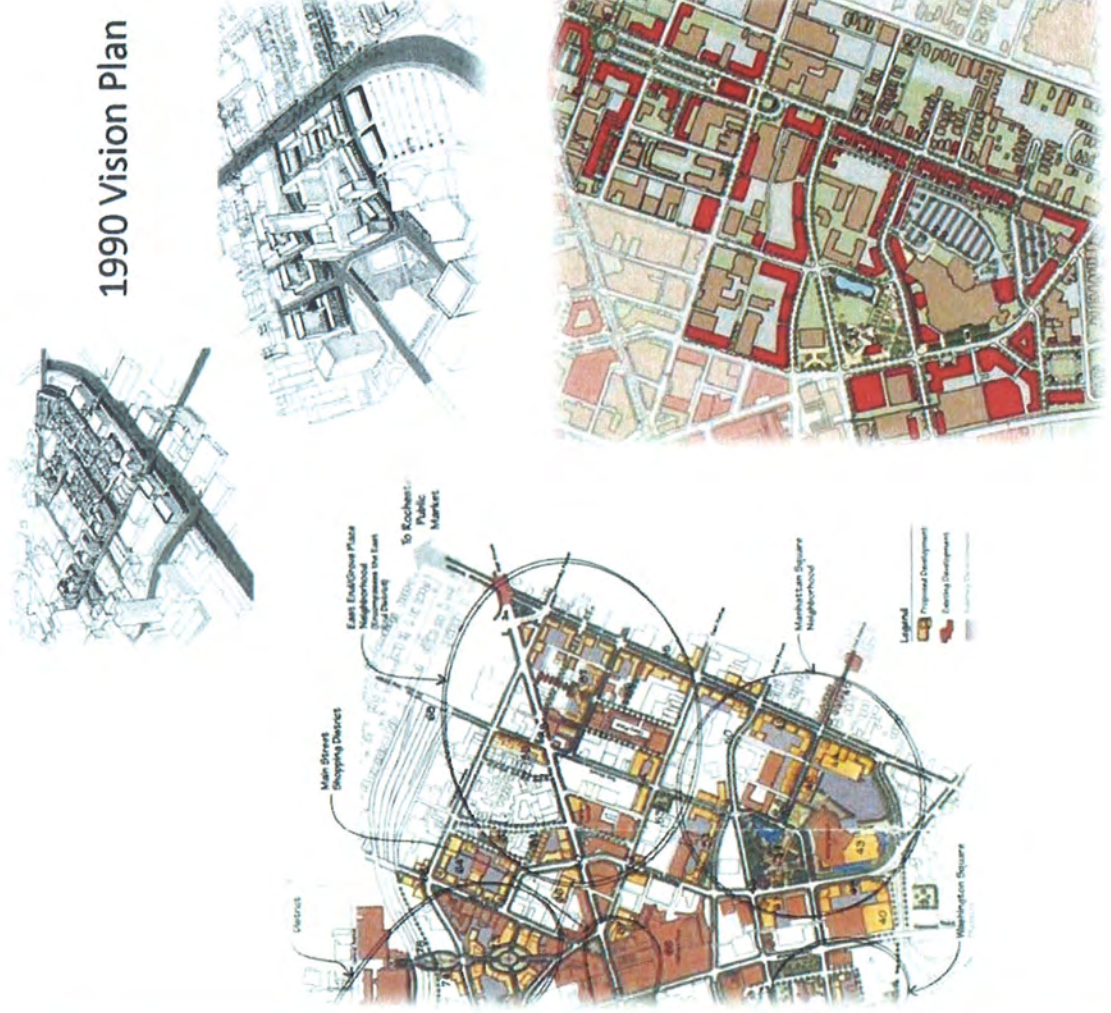
*Completion of the Inner
(looking east at Monroe Ave)*

Inner Loop Today (Count the Vehicles)



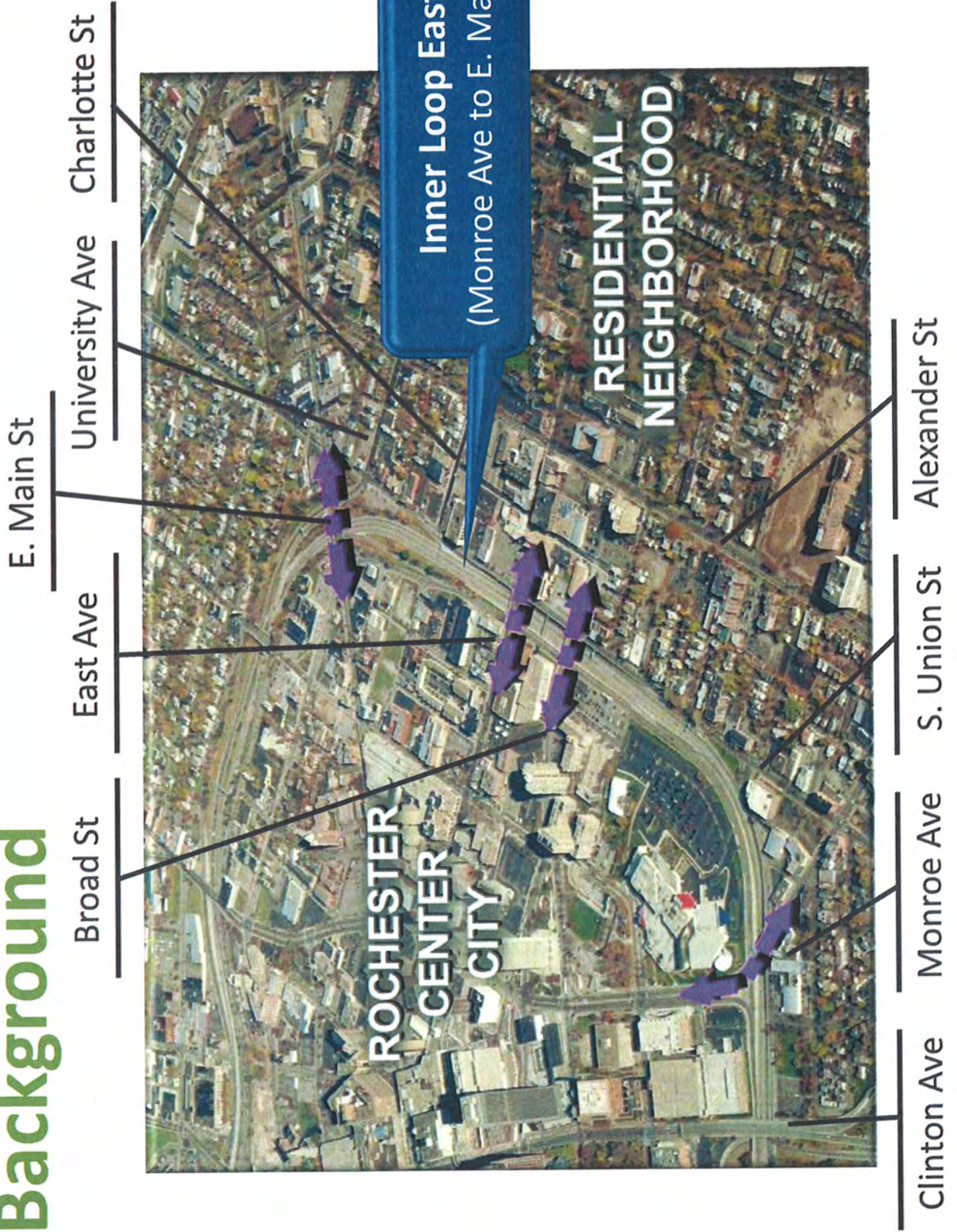
Visions of removal of the Inner Loop

- **The Vision 2000 Plan**
- **The Neighbors Building Neighborhoods Program**
- **Improvement Study 2001**
- **Center City Master Plan 2003**
- **Rochester Regional Community Community Based Vision Plan for Downtown Rochester 2007**
- **The Renaissance 2010 Comprehensive Plan**
- **GTC Long Range Transportation Plan 2035**
- **Scoping Document 2013**



1990 Vision Plan

Background



- Principal Arterial
- 4 - 6 Travel Lanes
- Parallel 2 to 3 Lane Frontage Streets
- Entrance and Exit Ramps
- Up to 12 travel lanes (355 feet wide)
- AADT(north end)
- South Union Street: 5,250
- Pitkin Street: 2,050
- Alexander (East to Park): 12,585
- East (Alexander to Union): 13,921
- Monroe (Union to Inner Loop): 15,239



Project Conditions and Needs

Structural Issues: Four major bridge crossings, of which three (East Avenue, Broad Street and East Main Street) need continuous investment to maintain condition.

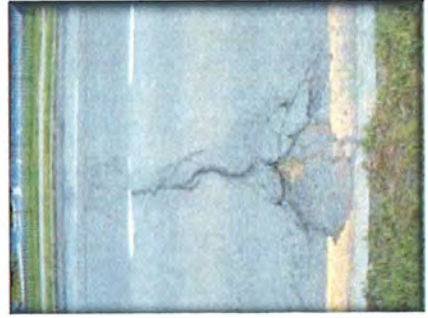


Project Conditions and Needs

Highway Design, Operations and Maintenance:

Geometric deficiencies (non-standard and non-conforming features) evident between past and present design standards.

- Non-standard design features: horizontal curvature, super elevation, sight distance and road widths (shoulders, medians and clearances) along the mainline.
- Non-conforming features: layout of the existing slip ramps.



Project Conditions and Needs

Safety: Inner Loop East crash rates are below the statewide average for similar interstate systems.

- Isolated intersection concerns
- Safety concerns attributable to: sight distance restrictions from adjacent buildings and bridge railings over the Inner Loop
- Severity of accidents along Inner Loop



Sight distance restrictions



Pedestrian running across Inner Loop.

Project Conditions and Needs

Capacity: Inner Loop East is operating well under capacity with traffic volumes reflecting arterial levels.

Nearby Expressways

I-490 (east of Inner Loop)	8,500 to 14,500 vehicles/day/lane
I-490 (west of Genesee River)	11,100 vehicles/day/lane
River)	7,800 vehicles/day/lane

Downtown Arterials

East Avenue	3,600 vehicles/day/lane
Lake Avenue	3,600 vehicles/day/lane
Mt. Hope Avenue	3,500 vehicles/day/lane
Monroe Avenue	2,900 vehicles/day/lane

Video of Existing Conditions



Project Conditions and Needs

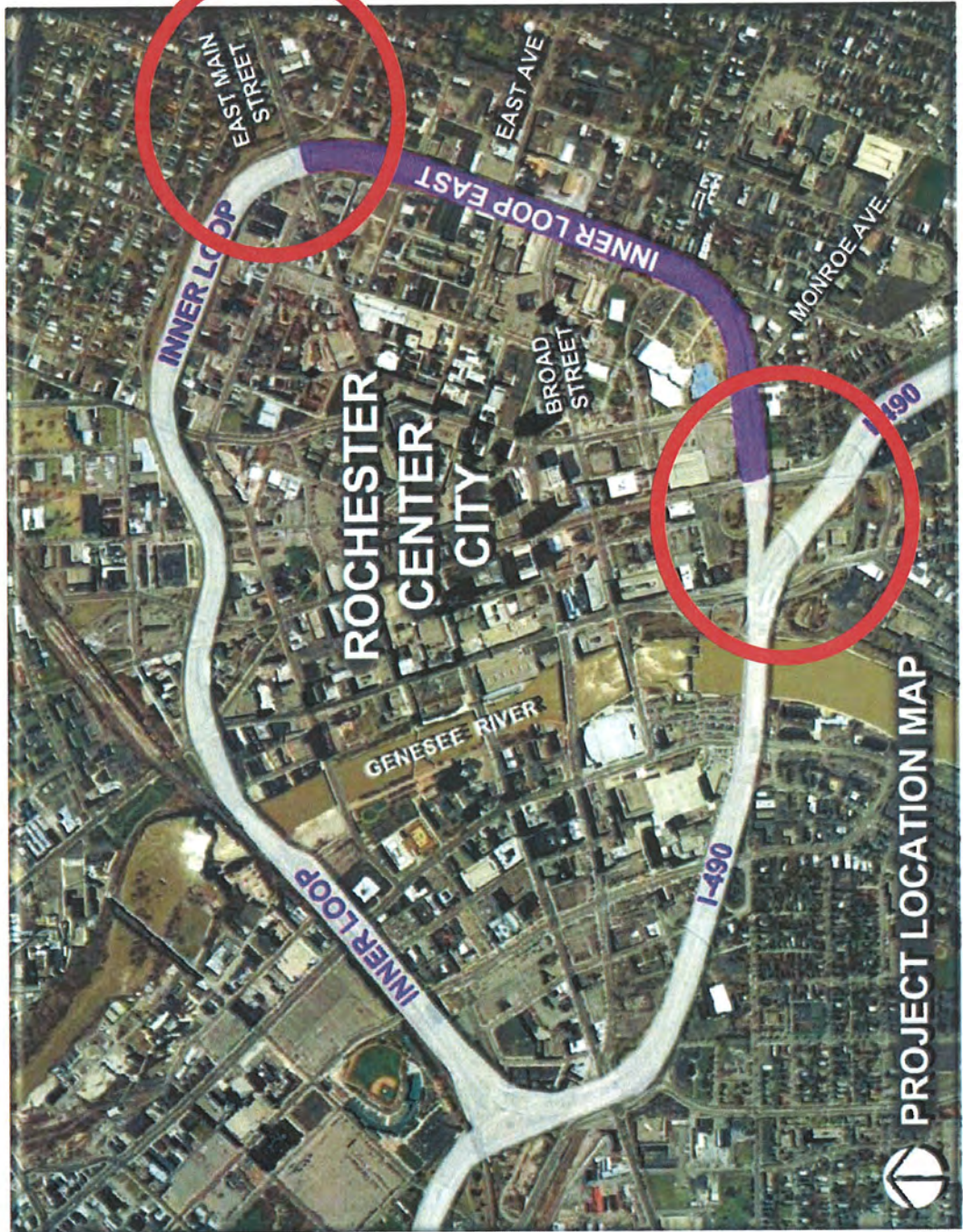
Community Cohesion:

- overcome the barrier effect
- break up the superblocks
- maximize development potential
- provide a seamless connection from downtown to neighborhoods
- create gateways and civic space
- environment for pedestrians, bicyclists, transit and private vehicles.

Economic Growth:

- Center City revitalization efforts in the surrounding neighborhoods (East End, Upper East End, Midtown, NOTA, and Alexander Park).
- Rejuvenating districts, thus providing future economic development opportunities.

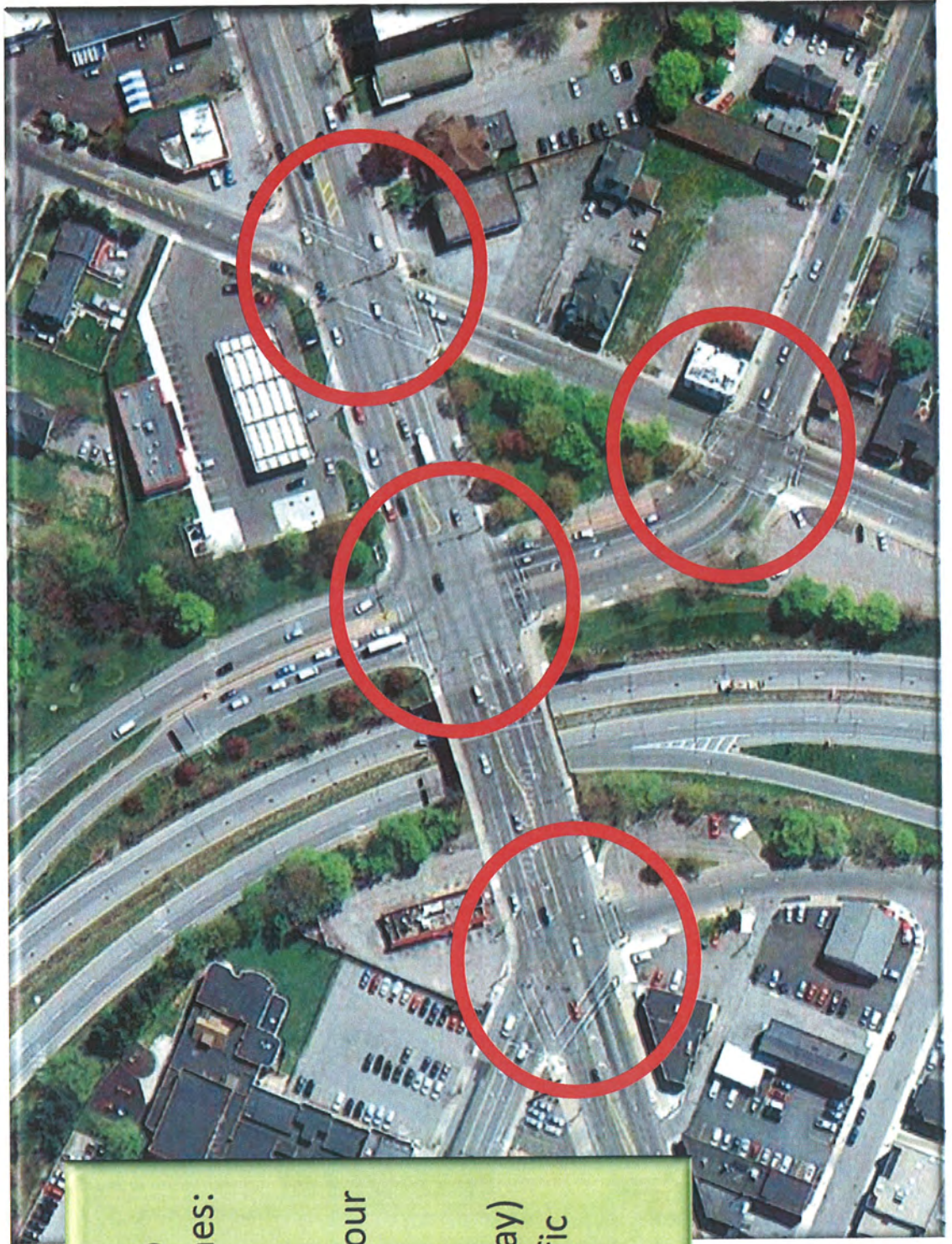
Alternatives Considered



East Main Street Interchange

I-490 Interchange

East Main Street

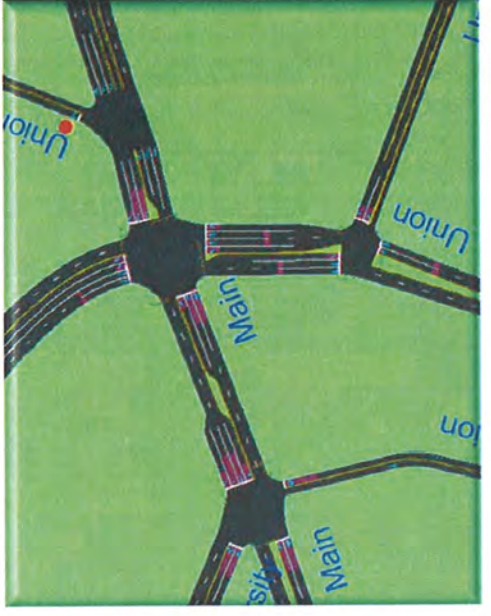
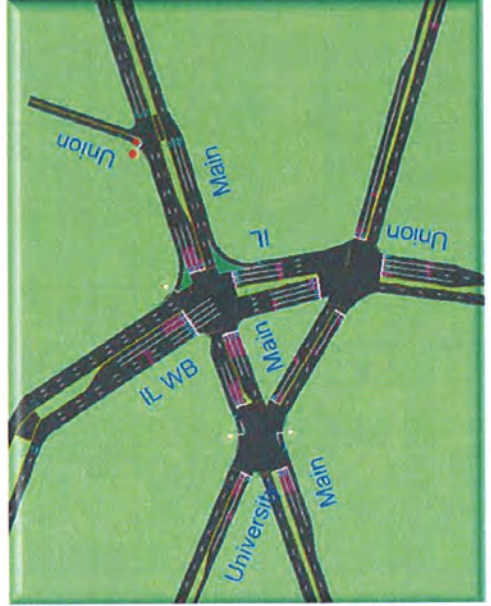


Raising the Inner Loop East has two inevitable outcomes:

- add 600-700 vehicles per hour
- South Union Street (two-way) increases traffic and turning movements

East Main Street

- A dozen alternatives evaluated; only three feasible.
- Impacts to adjacent properties (ROW, parcel access, etc.)
- Additional travel lanes - increase pedestrian exposure and conflicts.
- Intersection spacing causes queuing and driver confusion
- ratios, lane utilization factors and storage a concern.
- Safety - did not address safety concerns and not approved by NYSDOT.
- nding future redistribution of traffic that may allow for improved operations.



I-490 Interchange

- **Partial Interchange** - No I-490 WB exit ramp to Inner Loop
- FHWA approval with non-standard features would be required.
- **Traffic & Operations** - would divert 3,000-4,500 ADT from other I-490 interchanges; impacts to Monroe Avenue intersection; and lane reduction on I-490 EB Off-ramp.
- **Investment** - \$2.3 Million (2010\$)
- Non-essential to primary project, can be a stand alone project, not being advanced at this time.



Corridor Alternatives

- The Western Alignment (follow Pitkin Street), and the Eastern Alignment (follow South Union Street) were evaluated.
- **Intersection Types and Treatments-** intersection traffic control was considered to determine if a traffic signal control or a roundabout may be appropriate. We are required to evaluate roundabouts. Turn pockets will be incorporated as needed.
- **Minimum Geometric Requirements-** The majority of the South Union corridor will operate with one through lane in each direction. It is anticipated that both roundabouts will be single lane. Left turn lanes are recommended at the major signalized intersections of Broad Street and East Avenue.
- **Multi-modal Requirements-** designated bicycle lanes, pedestrian facilities and crossings, and transit amenities are recommended.
- Park Ave Extension, on-street parking, median treatments, signing and landscaping will be detailed during the preliminary engineering phase.

Market Study

Real Estate Market Analysis:

- Demographics (Population trends, Household sizes, age distribution, income distribution, Educational Attainment),
- Economic Trends (employment, employment by industry, emerging sectors, unemployment rate),
- Residential, Office, Retail, and Hotel Overview

Real Estate Development Scenarios:

- Scenario 1: 427,913 square feet
Residential 303 units, Retail 54K sf, Office 72K sf
- Scenario 2: 795,062 square feet
Residential 625 units, Retail 89K sf, Office 85K sf

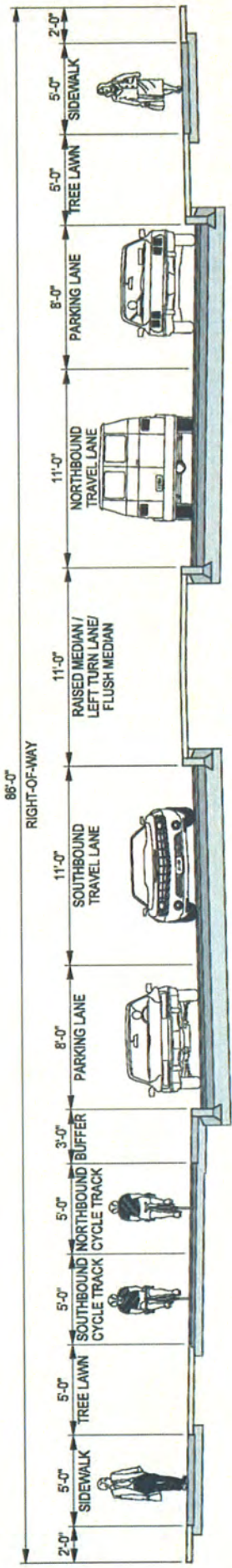
Recommendation

Proposed Complete Street:

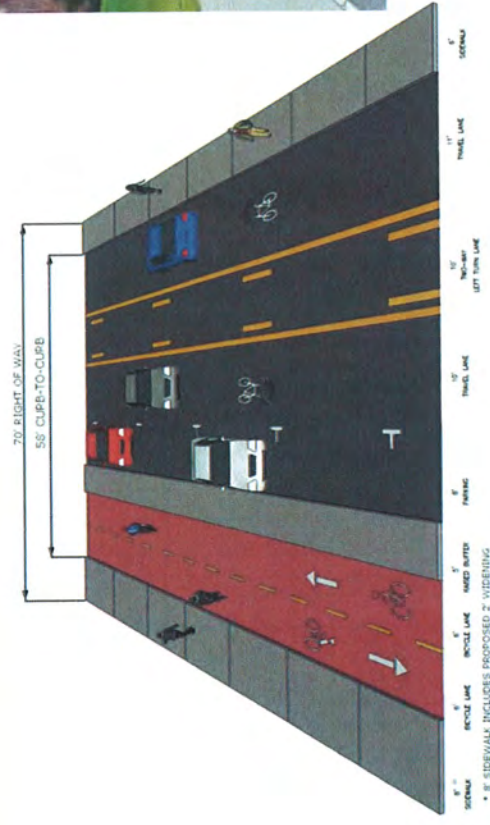
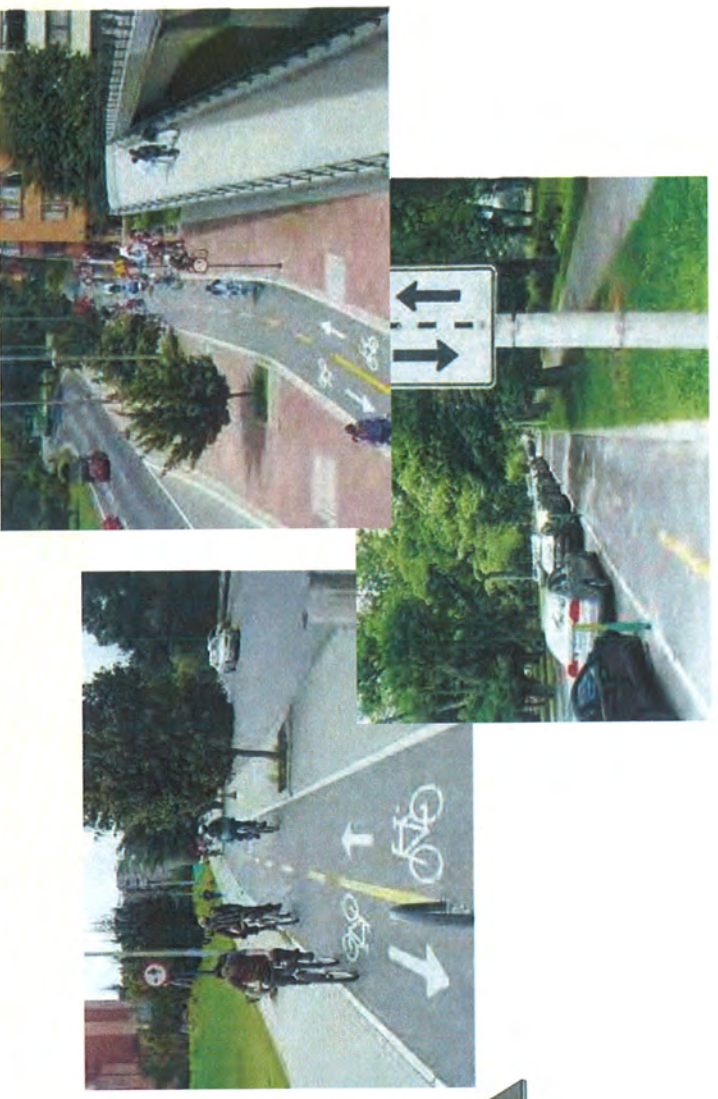
- Wide sidewalks
- Exclusive bike facilities
- On-street Parking
- Roundabouts
- 3-5 travel lanes
- Center landscaped medians
- Context Sensitive Design features
- Two-way traffic operations
- Reconnected City Streets



Typical Section Under Consideration



2-WAY CYCLE TRACK AT SIDEWALK LEVEL SECTION



Project Benefits

- will create 319 construction jobs.
- **New Development** - Opens approximately 9 acres of land for new development
- **Land Use** - Could support 427,913 to 795,062 square feet of mixed use developments
- **Walkability/Bikeability** - Sidewalks and bicycle accommodations (e.g. cycle tracks).



Project Benefits

State of Good Repair

project will eliminate the need to maintain, rehabilitate or replace the

- Four (4+) lane miles of the Inner Loop Expressway
- Three (3) multi-span bridges
- 16,000 square feet of retaining walls; and,
- Other Highway appurtenances (e.g. guide rail, safety rail, expressway signs and traffic signals).



Project Benefits

Sustainability

- restores historic street grid
- reduces circuitous routing
- enhances the attractiveness of alternative transportation modes
- encourages sustainable growth patterns with mixed use development
- creates job opportunities for nearby city residents dealing with above-average unemployment and high poverty rates.

Livability

- appropriate scale, size and configuration that meets the neighborhood cohesion and land use.



Project Benefits

Safety

- All of the expressway non-standard and non-conforming features will be eliminated from the network.
- Traffic Calming: reduces travel speeds and thus minimizes severe accident crashes that cause injuries.



Project Benefits

Sustainability - City has exercised fiscal responsibility by:

- minimizing costs (capital and O&M)
- ensuring the investment is cost effective
- Conversion to high quality interconnected city street will have positive benefits on air quality and energy use
- Green infrastructure practices will be integrated (i.e. porous materials, energy efficient lighting, innovative stormwater management, landscaping, etc.)



Vehicle Emission Reductions:

- -
 -
 -
- reduction

Project Website

Contains:

- Project overview
- Project support letters
- Documents (Scoping Report and TIGER Grant Application)
- Multimedia and Press
 - 3D Simulation
 - Slide Show Project Overview
 - Rush Hour Video
- Public Participation Information

Support from the Community

The following are letters to United States Secretary of Transportation, Ray LaHood, in support of the City's Inner Loop East project. These letters were penned by local neighborhood associations, business associations, elected officials, property developers, and more. They illustrate the deep and varied community support that stands behind filling in the Inner Loop East.

Elected Officials

- City of Rochester Mayor Thomas Richards
- United States Senator Charles Schumer
- United States Senator Kirsten Gillibrand
- United States Representative Kathleen Hochul
- New York Senator Joseph Robach
- New York Senator James Alesi
- New York Assemblyman Joseph Morelle
- New York Assemblyman Harry Bronson
- Rochester City Council

Metropolitan Planning Organization

- Genesee Transportation Council, assurances and letter of support

Real Estate Developers Letters of Interest

- Buckingham Properties, a downtown real estate and property management company
- Christa Construction, a Rochester real estate development company
- Comifer, a Rochester real estate development company
- Flower City Development, a downtown real estate green development company
- Graywood, a Rochester construction and property management company



U.S. Senator Schumer visits Rochester to support the Inner Loop project.

www.cityofrochester.gov/innerloopeast

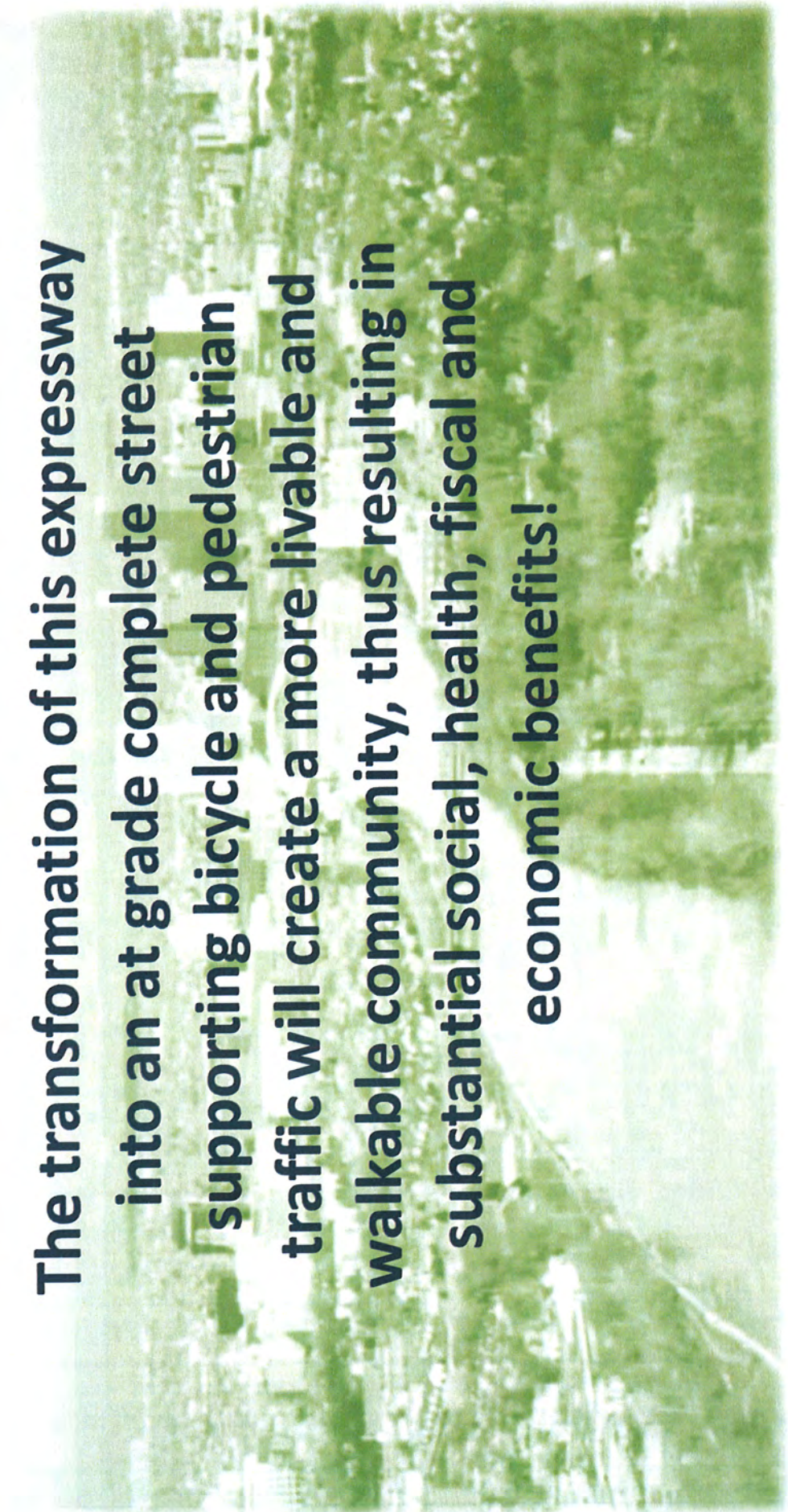
Next Step

- Preliminary Engineering and Design Phase initiated & NEPA (2013/2014)
- Finalize ROW transfer between NYSDOT and City
-
- Construction may begin as soon as Fall 2014 (depending on funding).



WHY?

The transformation of this expressway into an at grade complete street supporting bicycle and pedestrian traffic will create a more livable and walkable community, thus resulting in substantial social, health, fiscal and economic benefits!





Questions/Open House

PUBLIC INFORMATION MEETING

AUGUST 28, 2013

AGENDA

1. Background/History
2. Project Conditions and Needs
3. Alternatives Considered
4. Recommendation
5. Next Step

PROJECT LIMITS

- Charlotte Street to Monroe Avenue

WHY?

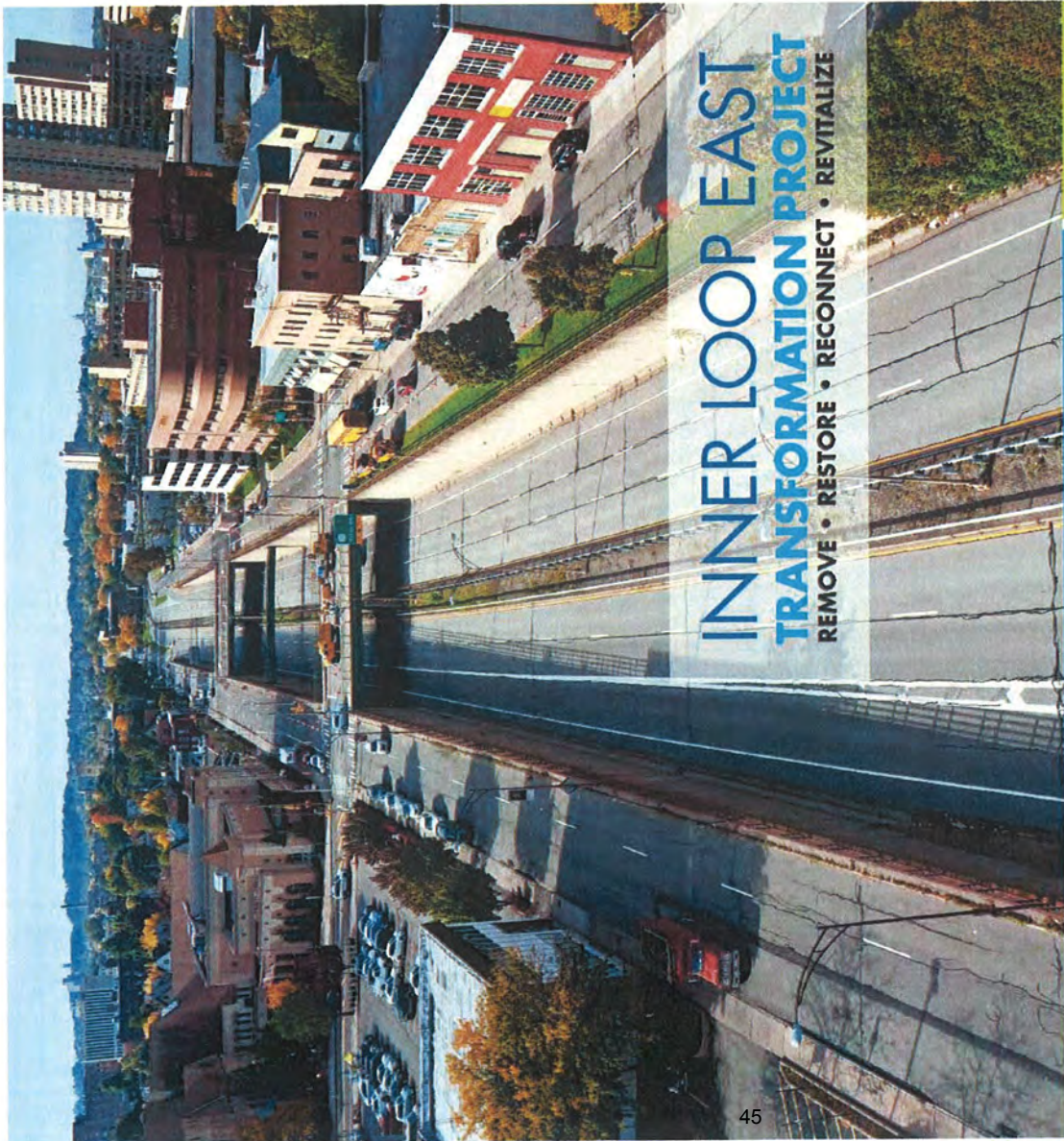
“We are building a city that encourages walking, biking, and enjoying the outdoor environment. Replacing this section of the Inner Loop will demonstrate the City’s commitment to fostering quality of life here in Rochester”

- Mayor Richards

CONTACT PERSON

- Erik Frisch, City of Rochester
(585) 428-6709
erik.frisch@cityofrochester.gov

www.cityofrochester.gov/innerloopeast/



City of Rochester, NY



Location

City Hall

Date

8/28/2013

Project

No.

192500295

Time

6:00 PM

Stantec

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Ed Randall	Randall + West, 309 W. Green St. Rochester, NY	607-252-6710	cjr@randall-west.com
John Schulz	36 Riverside St	585-238-6696	Tom.Schulz@RTI.edu
David Schoelrich	22A Chestnut Dr 100 Park Ave	585-3011019 516-391-5011	bablenon@gmail.com rpgreob@buffalo.edu
John Schulz	149 Monroe Ave	585-262-4776	jadorey@company.com
Jaime Dominguez	459 Meigs St Apt #5	936-532-2493	jaime.ms.956@ms.framherd.com
Jack Spulor	63 Benton St. 14620	585-271-0258	jbspulor@gmail.com
Kill Collins	217 Alameda St 14613	647-6850	alameda.junk@yehoo.com
Carlos Mercader	12 Vick Park A 14607	271-4844	cmmercader@rockwell.com
M. Andrea Pinares *	15 Chempackey Trace <small>(winning)</small>	209-0667	m.andrea.pinares@gmail.com
Elizabeth Murphy		224-3146	elizabeth.murphy@flhsa.org
John Lam	606 South Ave 14620	244-9745	jlam@ReconnectRochester.org
Richard Jeffin	GENESEE TEAMS, CMC 50 W. MAIN ST ROOM 14614	585.232.6240	
SCOTT FEARING	GAY ALLIANCE - EAST MAIN	585-244-8640	SCOTT@gayalliance.org
Scott Wagner	Rochester Cycling Alliance / other bicyclists	585-880-7643	scott.wagner.ny@gmail.com
John Ryan	24 Woodside Field	747 5844	j.m.r.28@hotmail.com
Aryeh Cohen-Wade	42 Vick Park B Apt C	973-699-3670	aryeh.cohen@psjmail.org
Rick PAPA	NYS DOT		

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Location

City Hall

Date

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No. 192500295

Time

6:00 PM

Stantec

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Jim Combs	1 Highledge Dr. Penfield, NY	585 899-0688	jimpc2011@yahoo.com
PATY SPINELLI	85C St. 56 S. Union St Roc Brewing Co. 56 S. Union St. Coch NY 14607	585 734 8042	mepsn@gmail.com
Chris Spinelli		585-734-2507	rochrening@a@gmail.com
Mike Murphy	Dr.ily Record - 16 W. Union City, Coercia	232-6820	michael.murphy@roco.com
CRAIG JENSEN	CJS ARCHITECTS	244.3780	conline@cityofrochester.com
BOB BADEN	ROCHESTER SOFTWARE ASSOC.	327-7121	cjensen@cityofrochester.com
OTTO VONDRAK	20 UPTON PK	820-2341	rd@rocoft.com
MIKE GEHL MD	19 EASEL ST	730 4038	ovondrak@ytslso.com
Alan Coburn	1127 Atlantic	224 0002	mbgdoc12@gmail.com
Alan Richards	Wadsworth Sq NA	230 6234	ALANSCOBY@Aa.com
Paul Campbell	Resident		university810@aol.com
Robert Williams	1082 Mt. Hope Ave Rochester, Rochester	281-2076	rcj2825@rochester.rr.com
John & Cindy Lidestm	234 East Ave	747-1277	doctorcindy@lidestmfoods.com
Ed Cramp	10 Mt Pleasant Park 14608	-	crampe@psr.rochester.edu
Michael Bouwmeester	212 Coniston Dr	-	mboowl@egmail.com
JIM DeLuca	62 MAESTRAL ST 14607	454-2667	jim@abundance.coup
Stephen Venturino	96 S. Union St.	585.705.3840	mry@rochester.rr.com

* *

* *

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Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Jim Hofmann	STANTEC, 601 Commercial St	475-1440	Jim.HOFMANN@STANTEC.COM
Paula Benway	STANTEC	" "	PAULA.BENWAY@STANTEC.COM
Paul Way	City of Rochester Rm 300B	428-7383	Paul.Way@CityofRochester.gov
Mike Gilbert	473 SENECA PLANT	370-5919	MIKE@PAZAZ.COM
Colin Hann	The STAMM	410-6774	colinhann@the-stamm.com
Jim Pond	Monroe County DOT	753-7755	jpond@monroecounty.gov
John Seaverty	Linden St Housing Alliance	914-25147	jseaverty4@gmail.com
Stephen DeLo	Riverway LLC	585-4065559	sdeleva@me.com
Michael Pelandry	28 Bithner St.	585-301-5268	michaelc.pelandry@gmail.com
*Mark Cammarata	34 S. Union St. Graham Creek Properties	585-362-7565	markc@grahamcreekproperties.com
Ronald Buc Kman	47 Brighton St	585-727-2496	ronald@backman.oxol.com
PAUL HOLANBY	CITY OF ROCHESTER	428-6855	holanby@parks@rochester.gov
Cody Gardner	1136 Clinton Ave S, Rochester 14620	315-576-6181	Cody.gardner@gmail.com
Randy Wolfe	1474 Middle Rd. Greenway	428-334-2179	randy@greenway.com
Philip Barrell	120 Cassline St, Park	470-1835	phillip.s.barrell@gmail.com
SEANIAN BILVA	RECDC		DESIGN@RECDC.ORG
Richard Burch	SBA neighborhood	328-4977	
Burch Leah	10 Wintthrop St	325-3337	Burch.Leah@emv.com

Comment #1

INNER LOOP EAST TRANSFORMATION PROJECT

PUBLIC INFORMATIONAL MEETING
WEDNESDAY, AUGUST 28, 2013

COMMENT SHEET

NAME: Ronald Buckman

ADDRESS: 47 Brighton St. 14607

COMMENT: _____

• What is impact to Monroe Ave business. Has anyone studied the movement of business from Monroe to the new inner loop east?

There are currently empty buildings on Monroe Ave.

• Please do not expand Park Ave keep Park Ave as is.

• Would bridge connect to other trails?

• Please have access from 490 (near Clinton) directly to Inner Loop East. This will stop an increase of traffic on Monroe and East Ave.

Comment #2

INNER LOOP EAST TRANSFORMATION PROJECT

PUBLIC INFORMATIONAL MEETING
WEDNESDAY, AUGUST 28, 2013

COMMENT SHEET

NAME: Alan Copenhagen 585-224-0002

ADDRESS: 1127 Atlantic Ave

COMMENT: I am against filling in the inner loop. I use the inner loop 3.5 times per week and believe it connects the city not divides the city. Please do not do this. Grant money or not do not ruin the city. It makes it quick to get around and even at drive times, it makes navigation a breeze.

From barrier

Comment #3

INNER LOOP EAST TRANSFORMATION PROJECT

PUBLIC INFORMATIONAL MEETING
WEDNESDAY, AUGUST 28, 2013

COMMENT SHEET

~~914 275 1481~~
914 275 1481

NAME: John Kennedy (Rochester Cycling Alliance) john@gradfly
ADDRESS: Linden St.

COMMENT: I would like to see block size reduced as much as possible. Have you considered including connections to smaller alleys such as Hagg St?

I also feel strongly that any advisory committee include representatives from advocacy groups such as the Rochester Cycling Alliance and the Center for Disability Rights.

Comment #4

INNER LOOP EAST TRANSFORMATION PROJECT

PUBLIC INFORMATIONAL MEETING
WEDNESDAY, AUGUST 28, 2013

COMMENT SHEET

NAME:

John Ryan

ADDRESS:

84 Woodside Dr. / j.m.r.28@hotmail.com

COMMENT:

I put forward a question concerning the use of the Inner Loop as a parking garage. The concern with this idea was that the section in question is not deep enough for a long enough stretch. While I understand the cost/benefit aspect of this answer, I think any way we can push the parking issue underground would benefit the area.

Please consider this suggestion a bit further. Thank you!

Jean O'Rain

PROP. OWNER
↓

INNER LOOP EAST TRANSFORMATION PROJECT

PUBLIC INFORMATIONAL MEETING
WEDNESDAY, AUGUST 28, 2013

COMMENT SHEET

NAME: * CRAIG JENSEN (54/56 UNION LLC.) AND.
ADDRESS: 54 S. UNION ST. (CJS ARCHITECTS)

COMMENT:

1. ADJACENT TO EAST AVE, WITH INNER LOOP ~~WARRANTY~~ DEPTH OF 20+ FEET PLEASE EXPLORE AN OPTION FOR BELOW GRADE STRUCTURE TO BE USED BY FUTURE DEVELOPER FOR PARKING RATHER THAN FILL AND THEN FUTURE RE EXCAVATION BY DEVELOPER TO GET REQUIRED BEARING PRESSURES AND NEEDED PARKING FOR RESIDENTIAL UNITS.
2. WHAT IS THE FILL MATERIAL, HOW WILL IT BE COMPACTED, HOW MUCH WILL IT SETTLE? FEET?
3. HOW WILL ENTRY AND EXIT WORK @ LAFAYETTE PARK INTERSECTION?
4. LOOK @ NO CENTER MEDIAN!
5. MOVE ROTARY TO ~~WARRANTY~~ ALIGN W/ LAFAYETTE PARK.
6. ROTARY IS HARD FOR PEDESTRIANS TO CROSS, LOOK AT WAYS TO ELIMINATE THESE TRAFFIC CIRCLES.
7. INTERESTED IN SERVING ON TASK ~~MANAGEMENT~~ FORCE,

Comment #6

INNER LOOP EAST TRANSFORMATION PROJECT

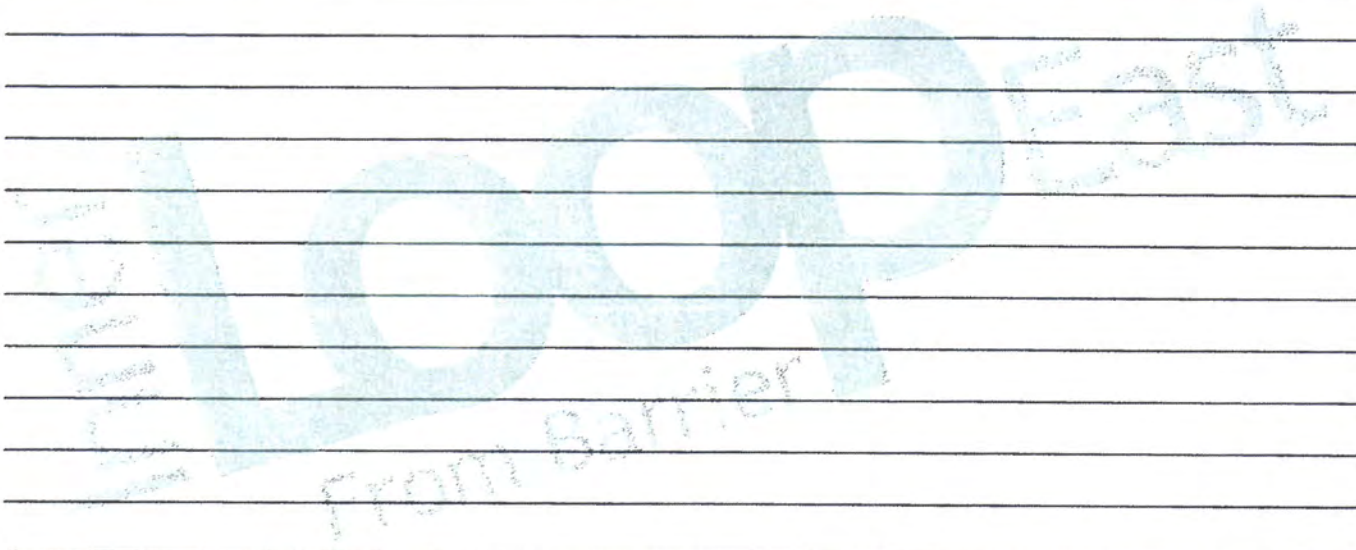
**PUBLIC INFORMATIONAL MEETING
WEDNESDAY, AUGUST 28, 2013**

COMMENT SHEET

NAME: Arvoh Cohen-Wade

ADDRESS: 42 Vick Park B Apt. C

COMMENT: I support this project and think
it will be a great thing for Rochester.



Comment #7

INNER LOOP EAST TRANSFORMATION PROJECT

PUBLIC INFORMATIONAL MEETING
WEDNESDAY, AUGUST 28, 2013

COMMENT SHEET

NAME: SCOTT WAGNER scott.wagner.ny@gmail.com 585-880-7643
ADDRESS: 29 GLASGOW ST, APT 1, ROCHESTER NY 14608

COMMENT: OVERALL: Great ideas, very worthy project, well organized meeting
Thoughts:

1) As a bicycle commuter year-round, I greatly appreciate the
emphasis on bicycle infrastructure in this project. Please
implement this as a backbone for bicycle connectivity,
making contiguous cycle routes throughout the east
end and connecting to the Genesee Greenway.

2) I suggest using Boston's Southwest Corridor as a
model. If the working group is interested, I have contacts
who are/were key participants in development of the
Southwest Corridor; I would be happy to tap their
expertise.

3) I am interested in actively contributing my efforts
to this process as a member of the task force and
a representative of the cycling community.

INNER LOOP EAST TRANSFORMATION PROJECT

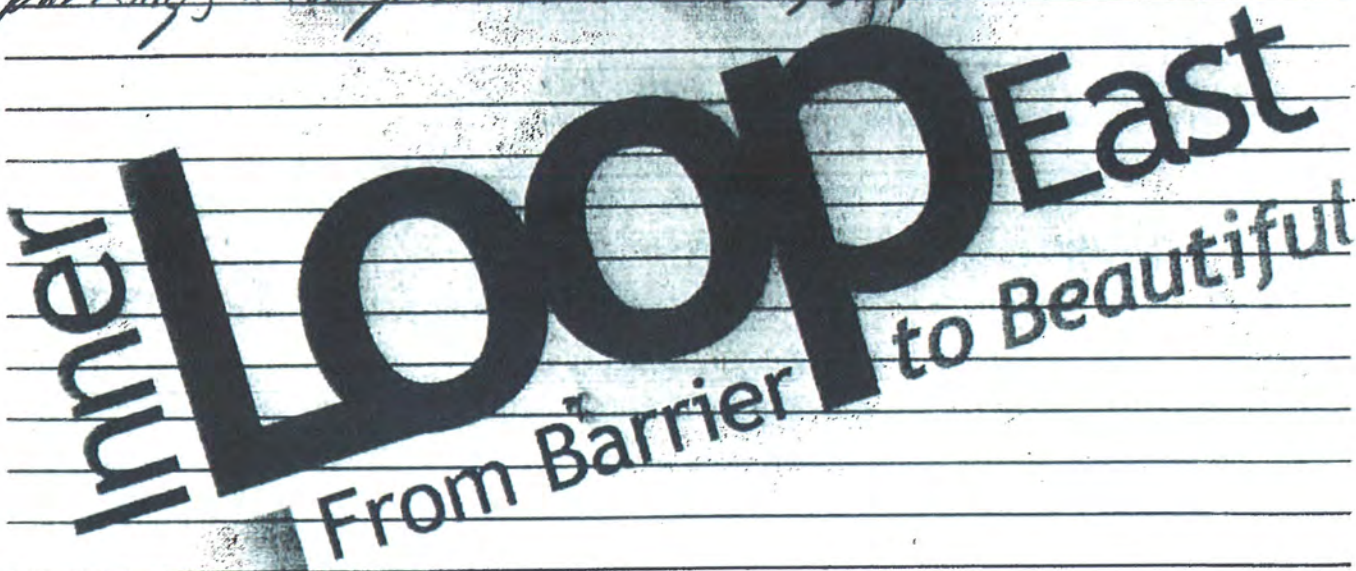
**PUBLIC INFORMATIONAL MEETING
WEDNESDAY, AUGUST 28, 2013**

COMMENT SHEET

NAME: M. André Primus

ADDRESS: 15 Champney Terrace

COMMENT: I would like to attend further meetings, as a stakeholder, you need to make strong guidelines for the new development, don't put in more parking, add pedestrian crossings,



**Public Open House
November 6, 2013**

Public Open House #1

Inner Loop East Transformation Project

Date/Time: November 6, 2013 / 2:00PM to 4:00PM and 6:00 PM to 8:00 PM
Place: Manhattan Square Park
Attendees: See Attached Sign-in Sheet
Absentees:
Distribution: Paul Way, COR
Erik Frisch, COR
Jim McIntosh, COR
Rick Papaj, NYSDOT
Jim Hofmann, Stantec

Item:**Action:****Introduction**

A Public Open House was held on November 6, 2013 at Manhattan Square Park to receive public input on the project. Stations were setup to allow the public to review the project history, alternatives, Ped/Bike considerations, preferred alternative and next steps in the design development process. Attendees were **encouraged to leave feedback at each station via markups and 'sticky notes'** which were captured and summarized. All comments will be reviewed by the project team and incorporated into the design development as appropriate.

A summary of the Open House is attached and includes the following information:

- Meeting Agenda
- Sign-in Sheets
- Project Display Boards
- RRCDC Display Boards
- Project Display Boards with 'sticky note' public comments
- RRCDC Boards with public comments
- Open House Comment Summary
- Comment correspondence

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Design with community in mind

u:\192500295\correspondence\outgoing\meeting minutes\mm00017_inner loop public open house summary.docx



November 6, 2013
Public Open House #1
Page 2 of 2

Stantec Consulting Services, Inc.

A handwritten signature in blue ink, appearing to read 'Jim Hofmann Jr.' with a stylized flourish at the end.

Jim Hofmann Jr., P.E.
Principal, Office Leader
Phone: (585) 413-5257
Fax: (585) 272-1814
Jim.hofmann@stantec.com

Attachment: As noted above

c. Distribution

**Public Open House
Outdoor Display and Meeting Agenda**

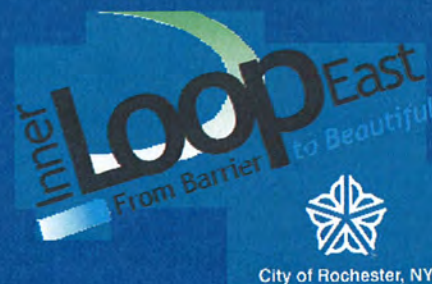


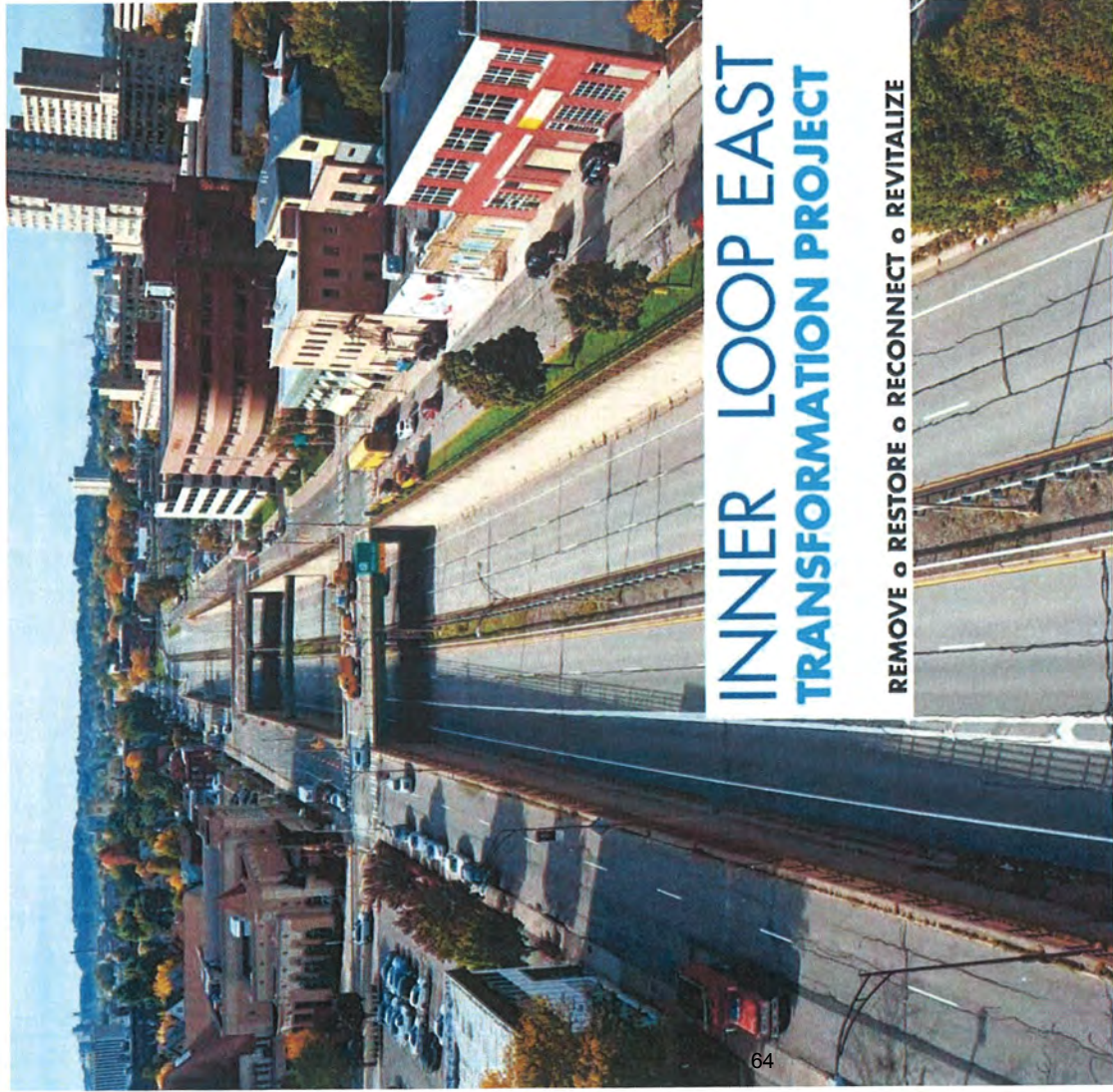
INNER LOOP EAST

TRANSFORMATION PROJECT

REMOVE • RESTORE • RECONNECT • REVITALIZE

WELCOME
PUBLIC OPEN HOUSE
November 6, 2013





INNER LOOP EAST TRANSFORMATION PROJECT

REMOVE • RESTORE • RECONNECT • REVITALIZE



Public Open House

Manhattan Square Park
November 6, 2013



City of Rochester, NY

Public Open House

November 6, 2013

AGENDA

Station 1 – Project History & Overview

Station 2 – Alternative Development Considerations

Station 3 – Pedestrian and Bicycle Considerations

Station 4 – Preferred Corridor Alternative

Station 5 – Next Step

CONTACT PERSON

Paul Way, City of Rochester
(585) 428-7383
WayP@cityofrochester.gov

www.cityofrochester.gov/innerloopeast/

Public Open House Sign-in Sheets



Subject Public Open House - Inner Loop Transformation Project

Sign-In Sheet

Location Manhattan Square Park - Lodge

Date

11/6/2013

Project

No. 192500295

Time

2:00 PM - 4:00 PM

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Adam Driscoll	DHD Ventures	329-0232	adriscolledhdventures.com
Burch Craig	10 Westwood St	585-3337	Burch.Craig@gmail.com ambiskennedy@yahoo.com
Aimee Kennedy	92 Richmond St.	355-3447	
Dorothy Parag	82 Whitnaya St.		dpaige-ny@yahoo.com
Carol Keiloy	10-4 Seiden St	585 442-0539	ckke11ogge@gmail.com
ANTHONY GIORDANO	100 HOWARD ST. #2	585 756-3172	ANTHONYGIORDANO@CTMCGMAD.COM
John Bera	81 Charlotte	242-2035	JohnBera24@gmail.com
Julie Tolar	RENTA		jtolar@rgta.com
Dan Meyron	ATS		dmevron@rgta.com
Dan Hallowell	NYSDOT	272-3318	dhalowell@dot.ny.us
Katherine Stathi's	194 Parkside Ave 14609		Stathiscap@latmail.com
M André Dimis	62 N. Union St		m.andre.primvis@icloud.com
JAY PEREKAC	1163 E. AVE	242-9088	J.Perekac@uefley.com
LYNNE BLACKMER	RECONNECT FORTSTER		LEBLACKMERO@gmail.com



Subject Public Open House - Inner Loop Transformation Project

Sign-In Sheet

Location Manhattan Square Park - Lodge

Date

11/6/2013

Project No. 192500295

Time

2:00 PM - 4:00 PM

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Mitchell Bredsky	475 E. BROAD ST	585 442-4300	
Pam DeLaney	City of Rochester		
Nancy Barron	"	428-6858	
JASON HARENZA	"	428-7761	jasson.harenza@ci.rochester.ny.us
CHRIS JENSEN	CJS ARCHITECTS	244 3760	CJENSEN@CJSARCHITECTS.COM
LOUIS VALUROT	267 OXFORD ST	442-5449	
Jodie Venterino	96 S. Union St	585.705.3840	
CHRIS COSTANZA	82 W	242.0501	
Tim Kraus	27 Gardiner Pk	828-4451	jnekraus@yahoo.com
Howard Ressel	148 Penhurst St Roch NY 1469	235 2584	hressel@frontiernet.net
Mary Staropoli	147 Crawford St		mstaropoli@rddc.org
Rick Emirzanti	34 Gardiner Park Inc	313 9828	rgmizanti@RochesterInc.com



Subject Public Open House - Inner Loop Transformation Project

Sign-In Sheet

Location Manhattan Square Park - Lodge

Date 11/6/2013

Project No. 192500295

Time 2:00 PM - 4:00 PM

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Thomas Ferrara	158 Monroe Ave	362-8701	TFerrara@FerraraJerum.com
JIM MARTIN	10 SELDEN ST.	530-2073	JIMART@ROSTER.RR.COM
Jim DeLuca	62 Marshall St	454-2667	jim@abundance.coop
Sandra Wright	109 UNIVERSITY	340-6480	SKDM@HOT2@MAC.COM
DENNIS WRIGHT	109 UNIVERSITY	340-6480	"
Suzanne Mayle	121 UNIVERSITY	442-9246	Suzanne.Mayle@rochester.ny.com
REBECCA WEBB	78 Nicholson	899-0972	bee@webb@gmail.com
CLINT BATTISTA	263 Central Ave	232-5577	
STEPHEN MACAULVER	444 EAST MAIN ST	478 2755	stevem@rochester.ny.com
Roger Brown	RRDC 65 Castleline	461-2685	rbrown@rochester.ny.com
Jess Flynn	The Storey	410-6352	JFlynn@theStorey.org
Carlos Marcallo	RRDC / Rec Klub	557-8778	Carlos@rochester.ny.com
Thomas Miller	LaBelle	295-6644	t.miller@labelle.com
Dimitri Saneto	Jan Bess	288-8349	djaneto@msn.com
DAND SANDFORD	SPRATIONS RD	467-6133	DAVID.SANDFORD@YHOO.COM
Ryan Kelly	HOME PROPRIETOR	315-7300017	ryan.kel@homeproprietors.com
TOM HATZEL	79 HOWELL ST	423-6300	THOM@TYELECTRIC.COM
Danielle Maloy	ACES-UR	238-2918	dmaloy@mail.mysed.gov



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Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Janice Gouldthorpe	Genesee Center for the Arts Ed 715 Monroe Ave	244 1730	gcsc@geneseearts.org
DAVID F. ANDRULIS	82 SOUTH UNION	586-4552	DAVEANDRULIS@YAHOO.COM
Darcy Padlock	94 Reedmond St.	737-6322	dkdesj@frontier.net
TOM PADLOCK	"	354-4489	TRP TRP548@GMAIL.COM
Ruth Lybore	Barkstrom & LaGrass	262-9914	rlybore@barkstromlaGrass.com
Dawn Williams - Fuller	86 South Union Street	507-7515	dwilliamsfuller@aol.com
Paul Waga	City of Rochester		
Donald Williams	10-4 Selden		
Maxine Manjos	56 Boardman St.	585 461-2186	mmanjos56@hotmail.com
Colin Adams	The Stamp	410-6374 4142-7246	
SPIRO P. JANETOS	RGR TA	654-0616	cbenjamin@rgrta.com
Crystal Benjamin	City of Roch/Rec of Youth Services		
L.J.'s Burgess	96 South Union St	585-7053840	MRV@Rochester-RA.com
Stephen Venturino	375 Lafayette Park	"	"
"	"	"	"
Edward Cramp	10 Mt Pleasant Park Apt #1/4608	-	cramp@pas.rochester.edu



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Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
DAN GOLDSSTEIN	Buckingham Properties	287-5856	dgoldstein@backprop.com
Thomas Hultsch	STA 263 Canal	232-5577	SMITHASSOCIAT.COM
SEBASTIAN GALVA	RRCDC		DESIGN@RRCDC.ORG
TIM RAYMOND	RRCDC / WADSWORTH SQ	458-1556	TIMRAYMOND@FRONTIERES.NET
John Lam	Reconnect Rochester	244-9745	jlam@lora.net
Kevin Under	Reconnect Rochester	334-7179	1105ft3rd@yahoo.com
Jess Cairer	Little Theater	258-0262	jess@alittle.org
ANTHONY BELLOMO	T.Y. LIN INTERNATIONAL	512-2000	anthony.bellomo@TYLINC.COM
MARISA PARSONS	HOME PROPERTIES	262-9365	therespa@homeproperties.com
PETER L. MORSE	UNION CATHAYETTE	530-2230	PeterL.Morse@aol.com
Graffney Gayd	Rochester Water Bureau	478-6629	gsagecity@wrb.org
Carol Kramer	ACCESS-UR + 19 Ward Comm Assn	838-2919	ckramer3@miu.nyu.edu
Joni Monroe	RRCDC	271-0520	jmonroe@rrcdc.org
Jeff Rodgers	Rep Louise Slaughter	232-4850	jeffrey.rodgers@mail.house.gov
JOHN LOVENHEIM	GRAVE PLACE ASSN	748-6221	THE FIZKEAR@gmail.com
JACK EISENBERG	GRAVE PLACE ASSN	766-3067	ide5271@gmail.com
JACK HURLEY	ABUNDANCE CO-OP	544-0178	JRHURLEY@abund.com
Jim Pond	Monroe Guny Det	753-7755	jpond@monroecounty.gov



Subject Public Open House - Inner Loop Transformation Project

Sign-In Sheet

Location Manhattan Square Park - Lodge

Date 11/6/2013

Project

No. 192500295

Time 6:00 PM - 8:00 PM

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
John Frasc	27 Evergreen St.	263-2665	
Henry Wozniak	Ludlow Park	309-2999	
Carl Zizzo	70 N. UNION ST.	738-7646	
TIM FORWARD	371 WINTON RD S	585-473-5729	
BEN DEUEL	41 PRILEM ST.	585-766-8267	
Thene Allen	315 Mt Hope Ave	585 2569822	contact@pentastich.org
Jim Mayer	315 Mt. Hope Ave	256-9822	(given)
John Ryan	34 Woodside	-	
CHERYL AMATI MARTIN	418 BROADWAY	325-7469	
JEFF Babey	19, 16, 15, 20 Grand Pk	482-4813	
Ed Spink	14 Lafayette Pk	454-6847	
Cecile Spink			
La Jackson	'bushucker' salon	454-1000 (585)	
Michael Governale	9164 ST. PAUL	354-6232	MIKE@RECONNECTROCHES.TEC.ORG
Veronica McElir	37 Woodstock Rd		
Jack Spink	149 Monroe Ave	262-4776	ja.doran@companyfrontier.com
Eric Spink	10 Cushman Terrace	943-5381	eric.spink@thmsi.com
Michael Boumeester	212 Coniston Dr		



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Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Nate Polselli	21 Vicks Park, A	508-320-2096	NJPOLSELLI@gmail.com
David Mayer	400 Broadway		davidmayer@yahoo.com
Susan Thidges	414 Broadway	575-514-3084	thidjss@transcat.com
DAVID MATTHEWS	IN-SITE ARCHITECTURE	585 237-2614	dave@IN.SITE.ANCH.COM
Phillip Beiderbecke	1144 Elmwood Ave	244-7175	
SERGEY SVISLOV	163 GRIFFITH ST	417-875-9881	@YAHOO.COM
Aryeh Cohen-Walker	42 Vicks Park B Apt c		aryehc@ymail.com
Scott Zorn	Corra Street Management	585-313-6779	scott@grovestreetmgt.com
Bob DiPaola	65 Winson St		bob.d8614@yahoo.com
Jeff Singer	5 Thayer St		
Gareth Fitzgerald Barry	Rutgers St.		
Bruce & Maey Anna Towler	Westwinds Blvd	244-9073	btowler@reconnect.citruspress.com
Linda Mayl	Wadsworth Sp. 45 1/2 Marshall St	454-1556	lindameyl@hotmail.com
MATT SHERWOOD	10 UNIMAN PL.	512-908-3335	Sher-woodandsteel@yahoo.com
Susan Bonnett	340 Oxford St		Susanbonnettsany.com
Robert J Williams	1082E Mt Hope Ave		bob.williams@reconnect.rochester.org
BRENDA PORTER			BRENDA.LPORTER@GMAIL.COM
Michael Quinn	90 Foxborough Rd Roxford	585-208-7562	mjquin@pyramidebrokerage.com



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Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Conrad Jane O'Brien	400 Broadway	(585) 671-2704	zavlos22@yahoo.com
Lisa Reason	220 Linden St	256-387	lisareason@frontiernet.net
South Westside Planning Committee JANE B. JACOBO	62 S. UNION ST	585-703-6578	Wibiducal@kuchter.lc.com
John Van Kerkhove	Hickory St 14C20		
Penny Hawley	362 ALEXANDER ST	585-461-2378	phawley@frontiernet.net
Elizabeth Murphy	346 Maplewood Ave		elizabethmurphy@flhsq.org
Chris Lanzetta	78-80 North Union St	704-1400	Chris@unitedabstract.com
Sohn J	Wilson Rd		
Chris Zeitman	Sen Schuman	263-3113	chris-zeitman@chem.cba.gov
Hemlock Matter	439 439 Rockingham St	252 1511	
Susan Dreter	Meigs St	261-8824	susan.dreter@live.com
Rick Pappas	NY SDOT	212-3417	RICHARD.PAPAS@DOT.NY.GOV
Emily Miller	Deerfoot Plaza 75 Howell	35-3647	EMILY@doosatplay.com
Mila Jankovic	Corinth 2 PL	-	MSoboln@ieberg.com
Sharon Banks			
Juan Sr			
Maria P.			

Public Open House Project Display Boards

WELCOME

PUBLIC OPEN HOUSE
MANHATTAN SQUARE PARK
NOVEMBER 6, 2013



U.S. Department of Transportation
Federal Highway Administration



City of Rochester, NY



Magpie Brooks
County Executive

GENESSEE TRANSPORTATION COUNCIL
The Metropolitan Planning Organization for the Genesee-Finger Lakes Region



EXIT 1

**PROJECT
HISTORY
&
OVERVIEW**



PROJECT LOCATION



PROJECT LOCATION MAP

HISTORY & OVERVIEW



PAST



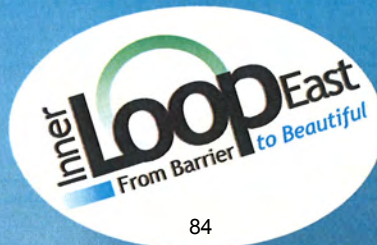
PRESENT



FUTURE

EXPRESSWAY HISTORY

- City population peaks in 1950 at over 330,000
- Built in the late 1950's and early 1960's
- Purpose was to distribute traffic around downtown
- Connection to I-490 and complete I-390 extension
- 149 parcels razed and street grid vanished
- NYS Route 940T – Federal Aid Principal Arterial
- 4 to 6 Travel Lanes
- Parallel 2 to 3 Lane Frontage Streets
- 4,430 feet in length or 0.84 mile
- Entrance and Exit Ramps
- Up to 12 travel lanes (355 feet wide)
- Traffic volumes per day range from 6,990 – 10,560
- South Union Street: 5,250 vehicles per day
- Pitkin Street: 2,050 vehicles per day
- Other nearby streets are serving:
 - Alexander Street (East Ave to Park Ave): 12,585
 - East Avenue (Alexander St to Union St): 13,921
 - Monroe Avenue (Union St to Inner Loop): 15,239
 - E. Main Street (East of Union St): 24,700
 - University Ave (East of Union St): 11,266
 - Broad Street (West of Union St): 3,294



SUPPORTIVE PLANS & STUDIES

VISIONS OF THE INNER LOOP

- The Vision 2000 Plan
- The Neighbors Building Neighborhoods Program
- City of Rochester's Inner Loop Improvement Study 2001
- Center City Master Plan 2003
- Rochester Regional Community Design Center - Charrette- A Community Based Vision Plan for Downtown Rochester 2007
- The Renaissance 2010 Comprehensive Plan
- GTC Long Range Transportation Plan 2035
- Inner Loop East Scoping Document 2013

"We are building a city that encourages walking, biking and enjoying the environment. Replacing this section of the Inner Loop will demonstrate the city's commitment to fostering quality of life here in Rochester." - Mayor Richards



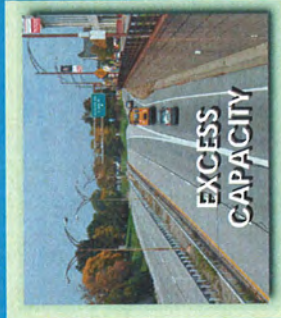
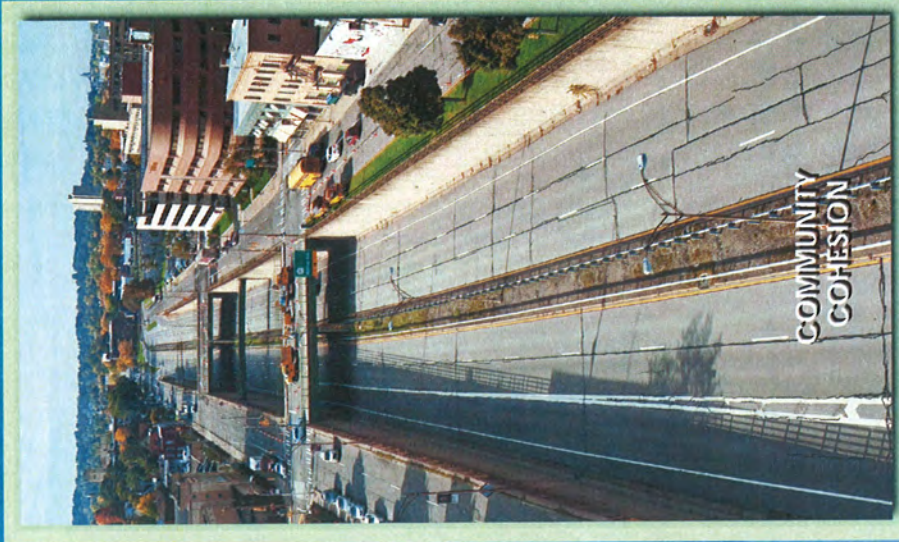
1990 Vision Plan



"Eliminating the southeast portion of the Inner Loop may be the single most transformational infrastructure project we could pursue at this time." - 2007 Downtown Charrette Report



EXISTING NEEDS



PROJECT GOALS

The transformation of this expressway into an at-grade “complete street” supporting bicycle and pedestrian traffic will create a more livable and walkable community, thus resulting in substantial social, health, fiscal and economic benefits!

Support or Enhance Community Quality of Life

- Enhance connectivity between Center City and adjacent neighborhoods.
- Reconnect the street grid system.
- Improve the visual built environment through context sensitive design.
- Encourage sustainable land use patterns.

Enhance Economic Opportunities

- Maintain or improve economic opportunities by addressing multi modal access.
- Create opportunity for new and infill development.
- Support local community land use plans.
- Improve transportation system efficiency, reliability and reduce travel costs.

Preserve or Enhance Environmental Health

- Minimize or maintain air quality and noise impacts on adjacent neighborhoods.
- Minimize impacts on designated community landmarks and historic resources.
- Minimize storm water impacts.
- Support local, regional and state environmental initiatives.

Enhance the Transportation Network

- Eliminate structural deficiencies or minimize future major investment.
- Improve geometric design.
- Improve connectivity for pedestrians and bicycles.
- Improve or maintain peak period mobility.

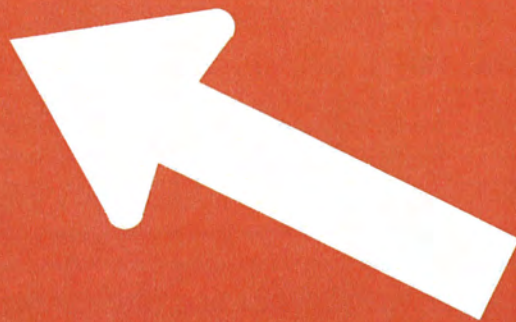
Improve Public Safety

- Reduce accident occurrences.
- Improve safety of alternative transportation modes.



EXIT 2

**ALTERNATIVE
DEVELOPMENT
CONSIDERATIONS**



2009 INITIAL CONCEPT



PROPOSED COMPLETE STREET:

- Wide sidewalks
- Exclusive bike facilities
- On-street Parking
- Roundabouts
- 3-5 travel lanes
- Center landscaped medians
- Context Sensitive Design features
- Two-way traffic operations
- Reconnected City Streets

MONROE / CHESTNUT AREA ALIGNMENT OPTIONS



NORTH

- No traffic calming features.
- Does not provide suitable width for development on North side.
- Long pedestrian crossing distances.
- Conflicts with ramp traffic.
- Provides additional space for access and parking near Wadsworth Park.



PREFERRED

- Minimizes pedestrian crossing distances.
- Improves intersection skew for traffic calming.
- Provides additional greenspace adjacent to Wadsworth Park.
- Adds parking between Broadway and Monroe.
- Creates desirable developable parcels East of Monroe Avenue.



SOUTH

- Brings the road immediately adjacent to the businesses on the Southwest corner.
- Creates a larger development parcel on the northeast quadrant next to Strong Museum.
- Creates development parcel adjacent to ESL, but it would be without access.

MONROE / CHESTNUT INTERSECTION OPTIONS



- OPTION 1**
TRADITIONAL INTERSECTION
- Original concept layout
 - 3-lanes on east-west approaches.
 - Long north/ south pedestrian crossing distance.
 - Provides little to no developable land or green space.
 - Provides excess capacity and travel lanes.



- OPTION 2**
**TRADITIONAL INTERSECTION -
REDUCED GEOMETRY**
- 2-lanes on east-west approaches.
 - Shorter north/south pedestrian crossing distance.
 - Provides pedestrian refuge island on east side of intersection.
 - Greater intersection skew provides traffic calming.



- OPTION 3**
TWO OFFSET T-INTERSECTIONS
- 3-lanes on east-west approaches.
 - 4-lanes on Monroe and Chestnut approaches.
 - Very long pedestrian crossing distance.
 - ROW impacts would occur along Monroe Avenue approach.



- OPTION 4**
ROUNDBOUT
- Intersection skew would require an oval roundabout creating a large intersection footprint.
 - Dual lane roundabout would be necessary to handle the volume.
 - Very long pedestrian crossing distances.
 - Little to no developable land would result.
 - ROW impacts would occur on the Monroe Avenue approach.
 - Impacts to private driveways and side streets.
 - Impacts to on-street parking



HOWELL / S. UNION OPTIONS



OPTION 1

- Recreates a true street grid system.
- 1-lane in each direction.
- Traffic signal control.
- Minimizes pedestrian crossing distances.
- Creates optimal developable parcel widths.
- Provides additional on-street parking.



OPTION 2

- 2-travel lanes in each direction.
- Stop sign control on Howell Street.
- Provides a true terminus to expressway.
- Natural traffic calming effect.
- Offset intersection with Lafayette Pk.
- Skewed intersection increases pedestrian crossing distances.
- Difficult right turn from Howell.



OPTION 3

- Original concept layout with a sweeping curve.
- 2 travel lanes and a center left turn lane.
- Stop sign control on the S. Union Street approach.
- Long and narrow development parcels would result.
- Offers little to calm traffic.



OPTION 4

- 2009 Initial concept layout
- Single lane roundabout.
- Minimizes developable land.
- Significant right-of-way needs.
- Impacts to private driveways.
- Eliminates all on-street parking.
- Long pedestrian crossing distances.



BROAD STREET / EAST AVENUE AREA OPTIONS



PREFERRED

- 3-lanes on Broad Street.
- 3-lanes on East Avenue.
- 3 to 4-lanes on Union Street.
- Traffic signal control.
- Maximizes developable land parcels.
- Minimizes right-of-way needs.
- Minimizes pedestrian crossing distances.



POTENTIAL FUTURE OPTION (BASED ON TRAFFIC CONDITIONS)

- Re-stripe East Avenue to 4-lane section.
- Restrict on-street parking along East Avenue.



Roundabout

- Single lane roundabout for Broad Street.
- Dual lane roundabout for East Ave, queuing would impact Broad Street.
- Long pedestrian crossing distances.
- Minimizes developable land.
- Maximizes right-of-way needs.
- Impacts to private driveways and side streets.
- Eliminates on-street parking.



NORTH TERMINUS OPTIONS



ROUNDAABOUT AT CHARLOTTE ST

- 2009 Initial Concept Layout for aesthetic treatment.
- One-way Union Street to East Main Street.
- Requires Pitkin Street to operate as one-way southbound.
- Minimizes developable land parcels and creates awkward parcels.
- Maximizes right-of-way needs.
- Maximizes pedestrian crossing distances.
- Impacts private driveways and side streets.
- Awkward access to Haags Alley and Richmond Street.
- Eliminates on-street parking.



TERMINUS AT CHARLOTTE STREET

- One-way Union Street to East Main Street.
- Requires Pitkin Street to operate as one-way southbound.
- Stop Sign control or traffic signal.
- Does not offer a traffic calming feature.
- Creates conflict points with pedestrian and cyclists.
- Off ramp traffic speed concerns.

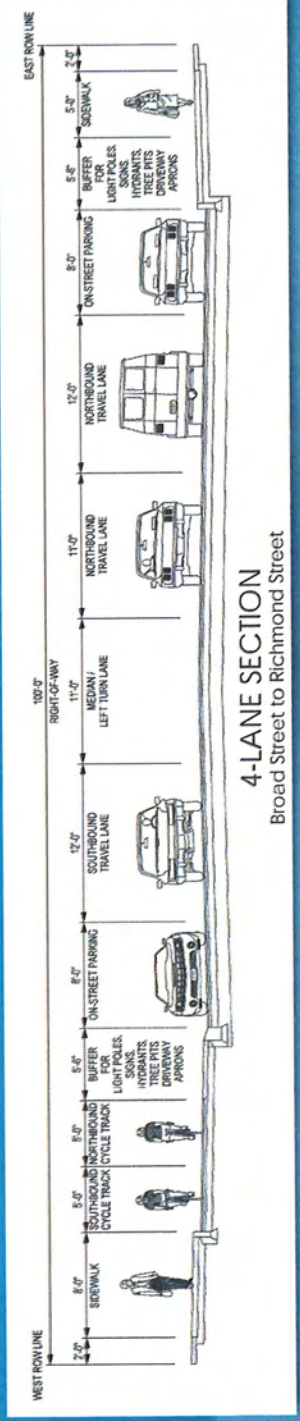
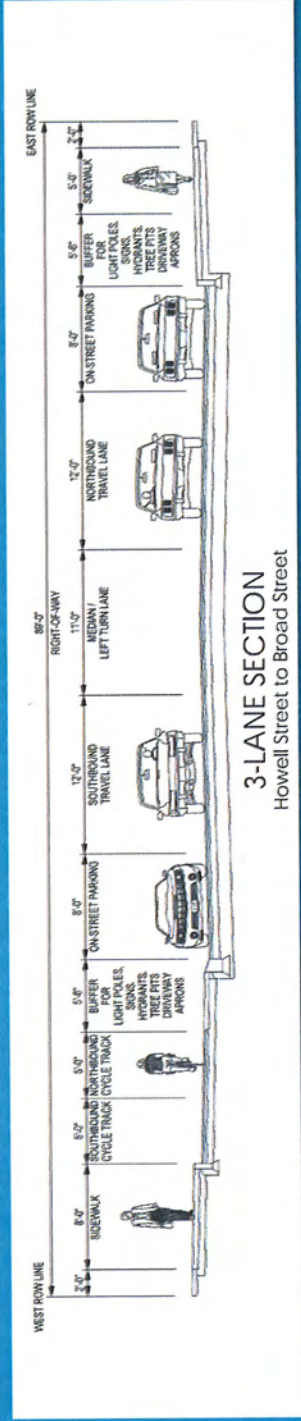
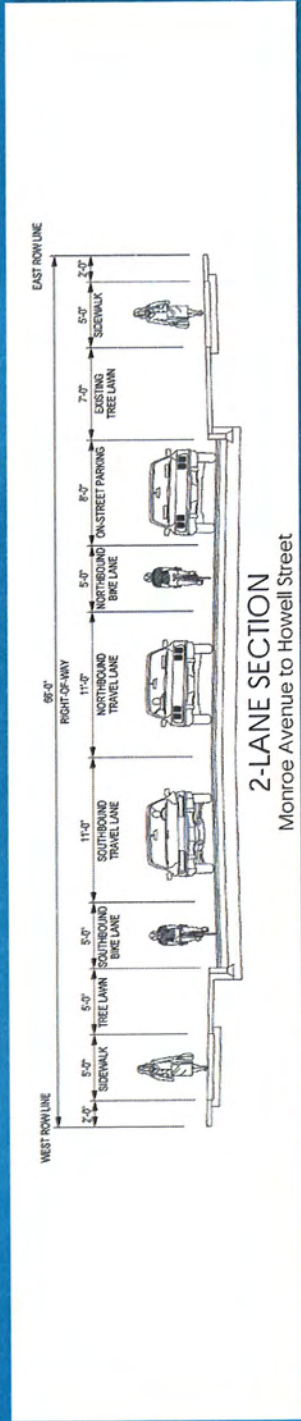


TERMINUS AT RICHMOND STREET

- Forms a four-way intersection at Richmond St.
 - Two-way traffic to East Main Street.
 - Stop sign control on east-west side streets.
 - Pedestrian sidewalk and crossings.
 - On street bike "sharrows" from Charlotte Street to East Main Street.
 - On-street parking provided.
- PROS AND CONS**
- Improved two-way circulation system on Union Street.
 - May attract cut-through traffic along Richmond Street.
 - Reduces size of state owned parking lot south of University Avenue.
 - Notably reduces off-ramp traffic speeds.
 - Reduces pedestrian/bicycle conflicts at Charlotte Street.

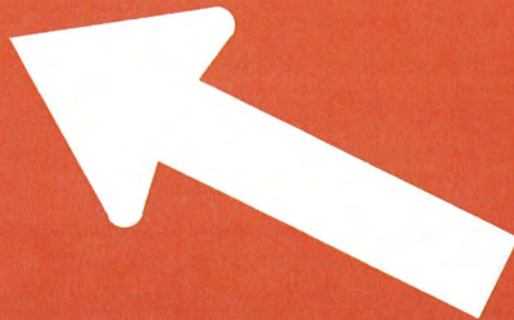


UNION STREET TYPICAL SECTIONS

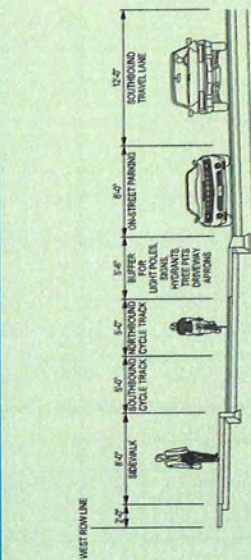


EXIT 3

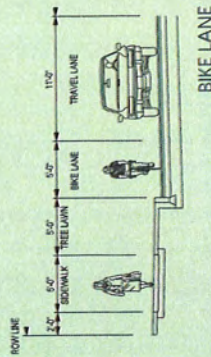
**PEDESTRIAN /
BIKE
CONSIDERATIONS**



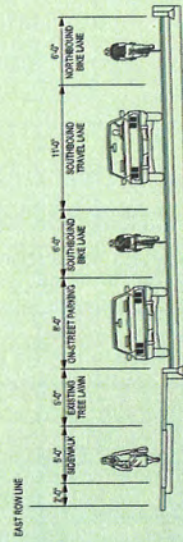
BICYCLE FACILITIES



CYCLE TRACK



BIKE LANE



CONTRA-FLOW



SHARED LANES

BIKE BOXES
Designate an area at signalized intersections for bikes to stop ahead of motor vehicles.



CYCLE TRACKS
are physically separated bike lanes that allow movement in both directions on one side of the street.

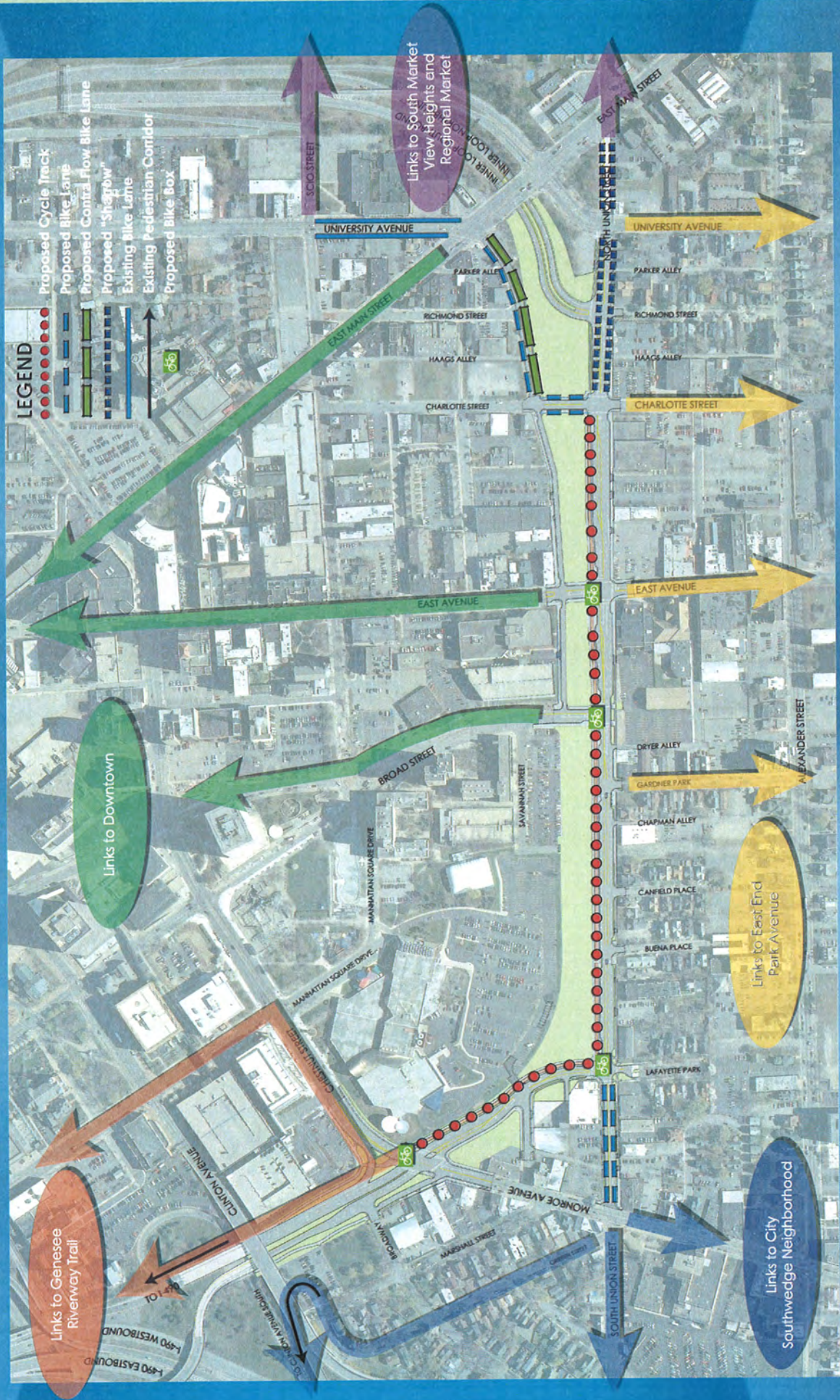


BIKE LANES
designate an exclusive space for bicyclists with pavement markings and signage.



CONTRA-FLOW BIKE LANES
allow bicyclists to ride in opposite direction of motor vehicle traffic.

CYCLE TRACK REGIONAL CONNECTIONS

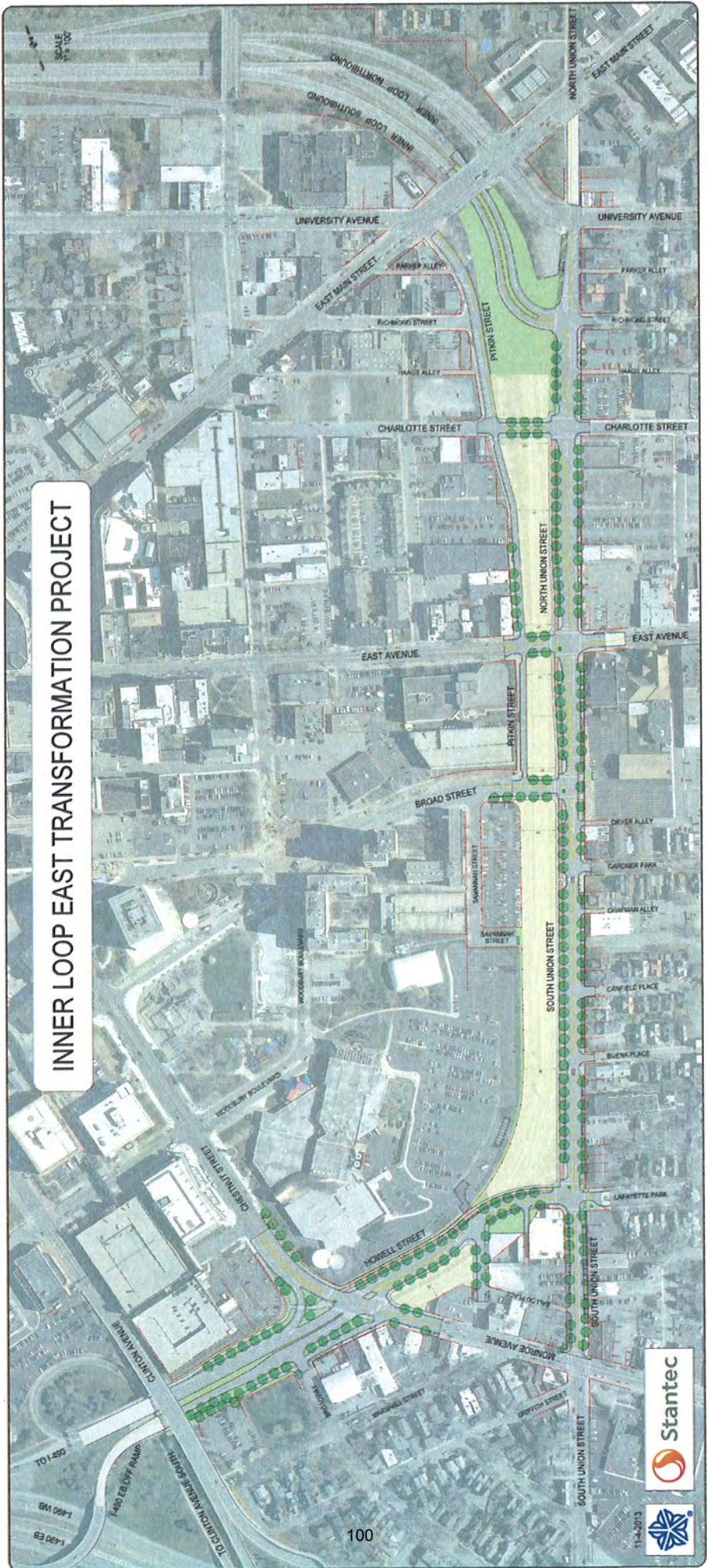


EXIT 4

**PREFERRED
CORRIDOR
ALTERNATIVE**



INNER LOOP EAST TRANSFORMATION PROJECT



ECONOMIC REDEVELOPMENT POTENTIAL

Real Estate Market Analysis Completed

- Considered the demographics of the area (Population trends, Household sizes, age distribution, income distribution, Educational Attainment).
- Evaluated economic trends (employment, employment by industry, emerging sectors, and unemployment rate).
- Evaluated the demand for residential, office, retail, and hotel uses.

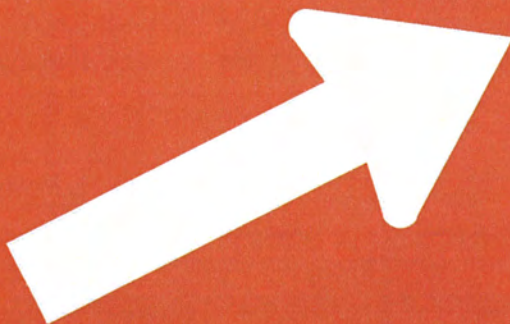
Findings - Real Estate Development Potential:

- **Scenario 1:** 427,913 square feet
303 Residential units
54,000 square feet of Retail
72,000 square feet of Office space
- **Scenario 2:** 795,062 square feet
625 Residential units
89,000 square feet of Retail
85,000 square feet of Office space



EXIT 5

NEXT STEPS



THANK YOU FOR COMING

NEXT STEP

- Preliminary Engineering and Design/ Environmental Assessment – Winter 2013/2014
- Final Design – Spring 2014
- Construction Plans – June 30, 2014
- Construction - Fall 2014 through Fall 2017
- On-Going Public Input
- Public Meeting –December/Early January
- Neighborhood Groups

PROJECT WEBSITE

www.cityofrochester.gov/innerloopeast

- Project overview
- Project support letters
- Documents (Scoping Report, TIGER Grant Application)
- Multimedia and Press
- Public Participation Information

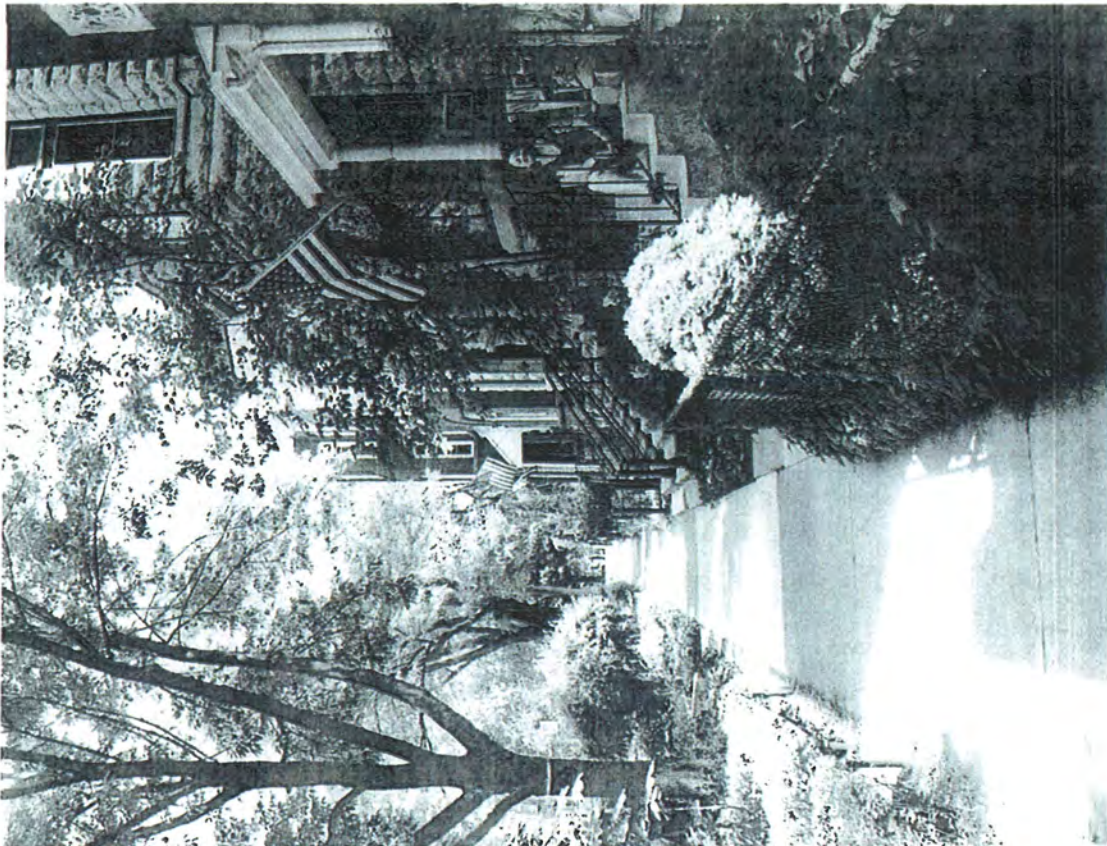


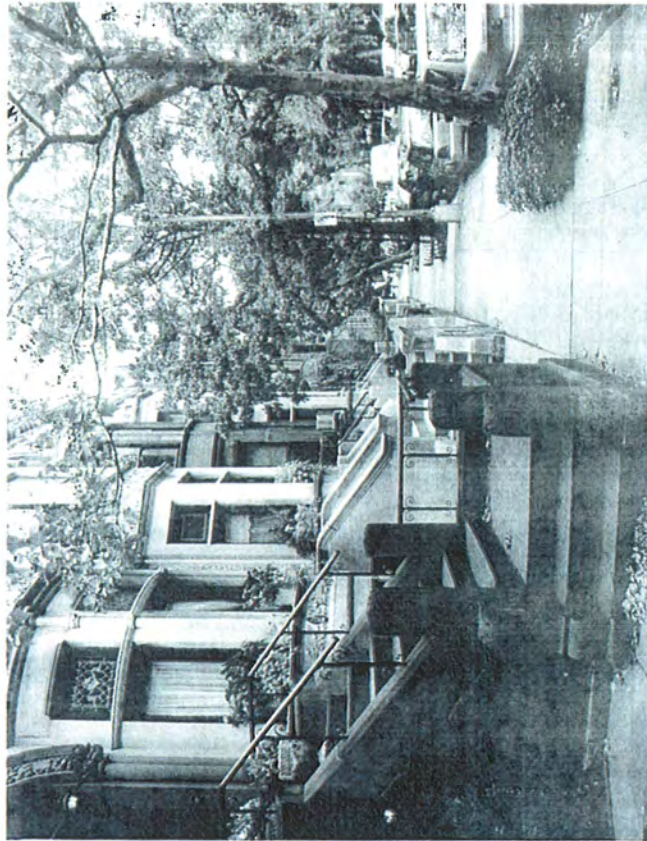
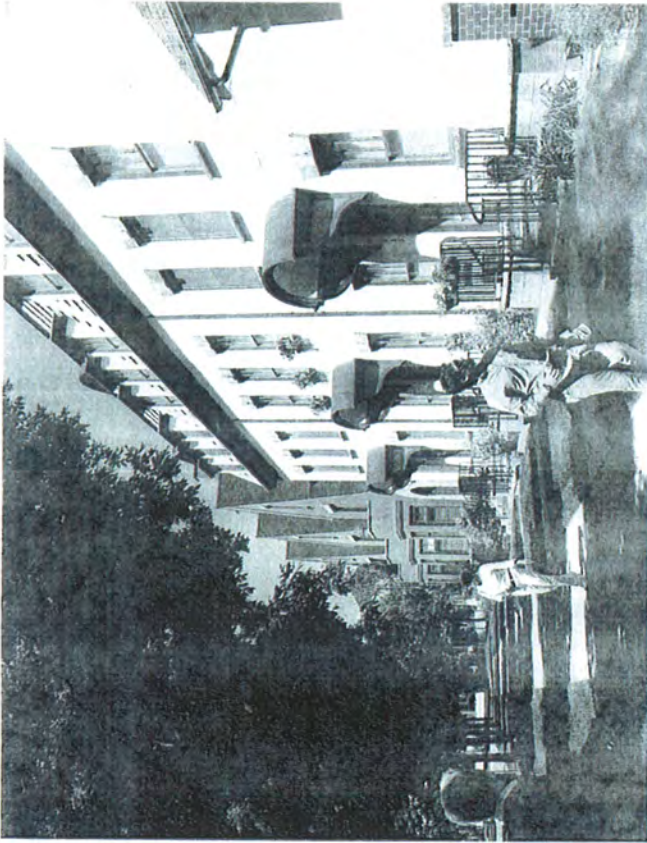
**Public Open House
RRCDC Display Boards**

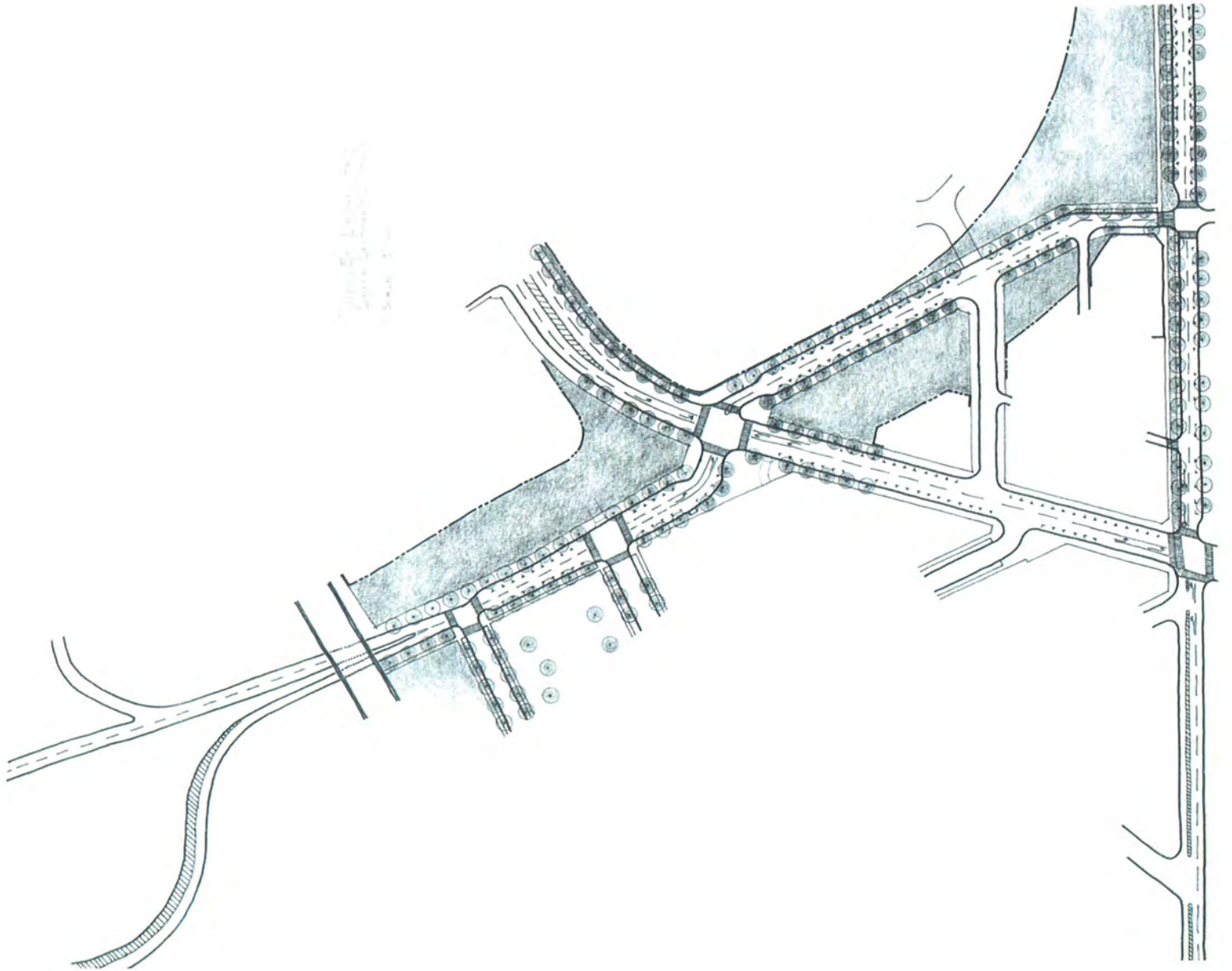
Design Alternatives to Consider

- Create Union Street as a "place" similar to Park Avenue in character, pedestrian focused
- Incorporate generously tree lawns (8') with street trees @ 30' o.c.
- Vehicle travel lanes no greater than 11' & preferably 10' - two travel lanes is preferred over 3.
- Always separate the pedestrian from both bike & vehicles by 8' tree lawn buffer
- Consider removing cycle track in favor of in-street striped lanes each side of roadway.
- If cycle track required, place next to roadway with 13' to 8' separator
- Incorporate pedestrian scale lighting
- Provide generous crosswalks @ intersections plus mid-block crossings.
- Design Alleys as one way tree lined narrow streets w/ sidewalks & street trees
- Create special zoning code for this area & street.

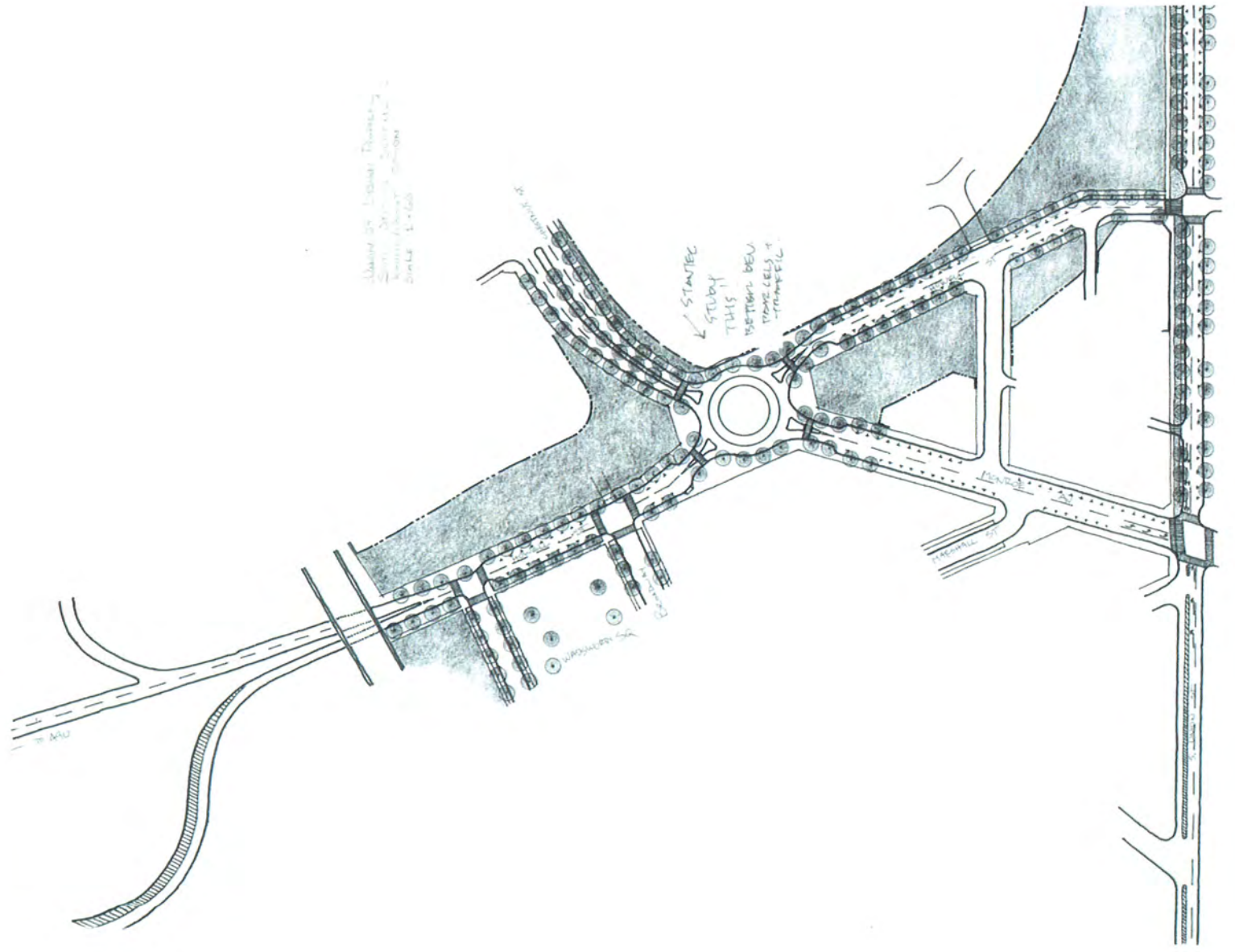
MARVIN WINDOWS ARE MADE TO ORDER.







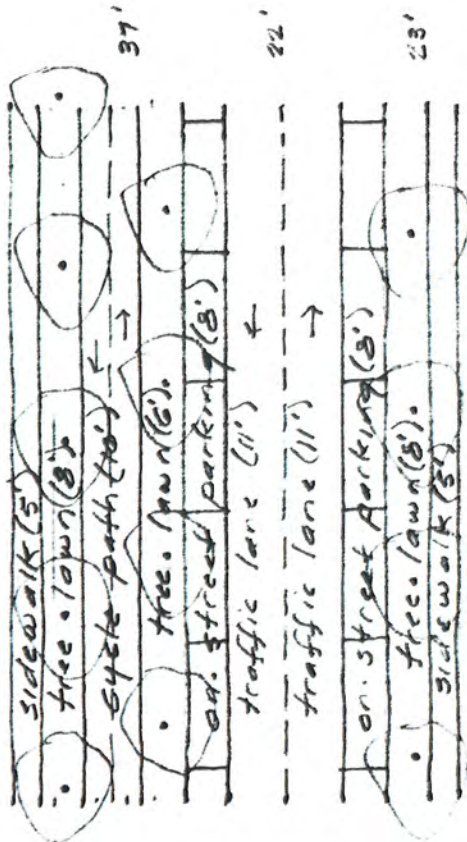
2008.10.10
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Cycle Track Scheme #1

Features

- Pedestrian separated from cycle path by tree lawn (trees @ 30' o.c.)
- Cycle path separated from on-street parking by tree lawn
- Two traffic lanes

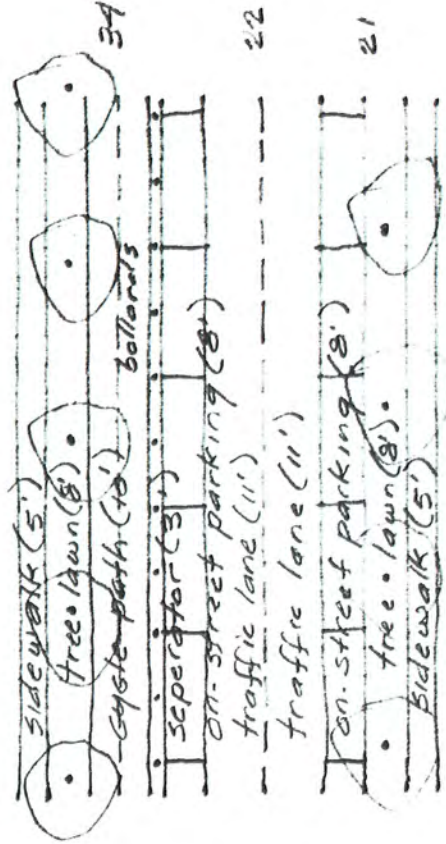


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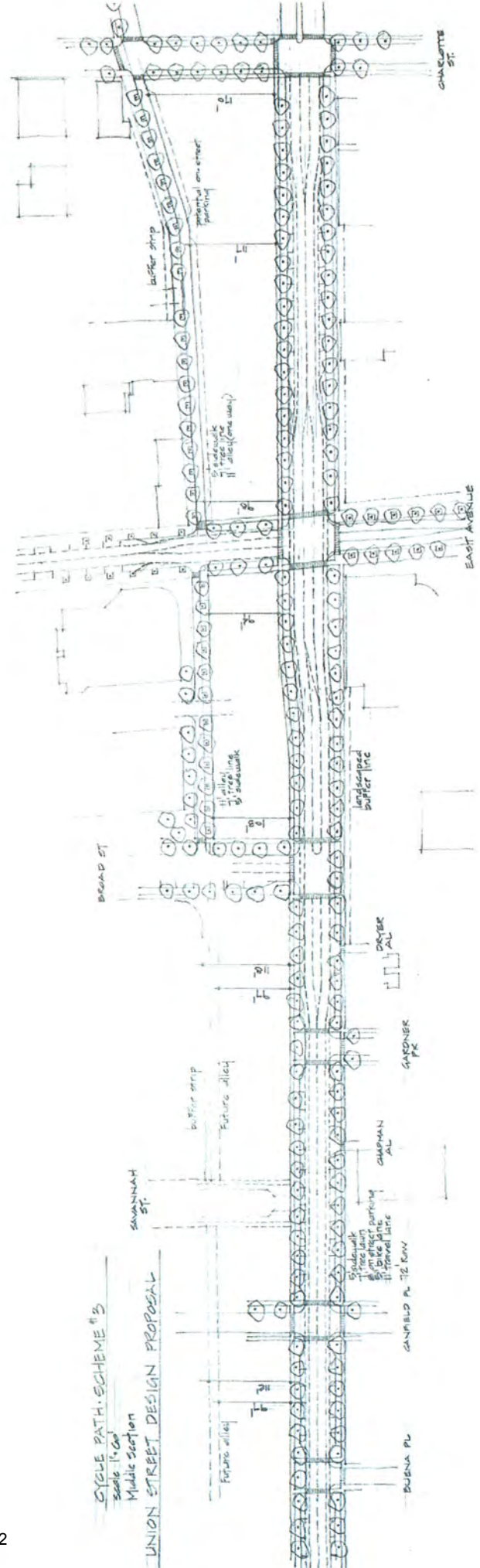
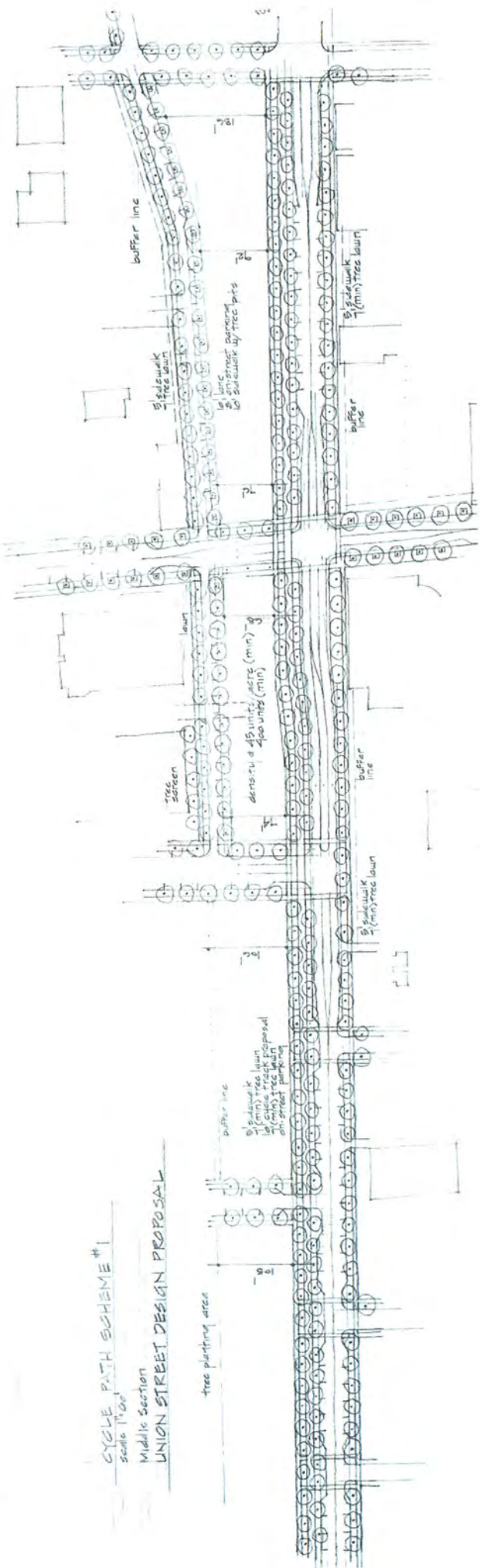
Cycle Track Scheme #2

Features:

- Pedestrian separated from cycle path by tree lawn (trees @ 30' o.c.)
- Cycle path separated from on-street parking by 3' concrete separator
- Two traffic lanes



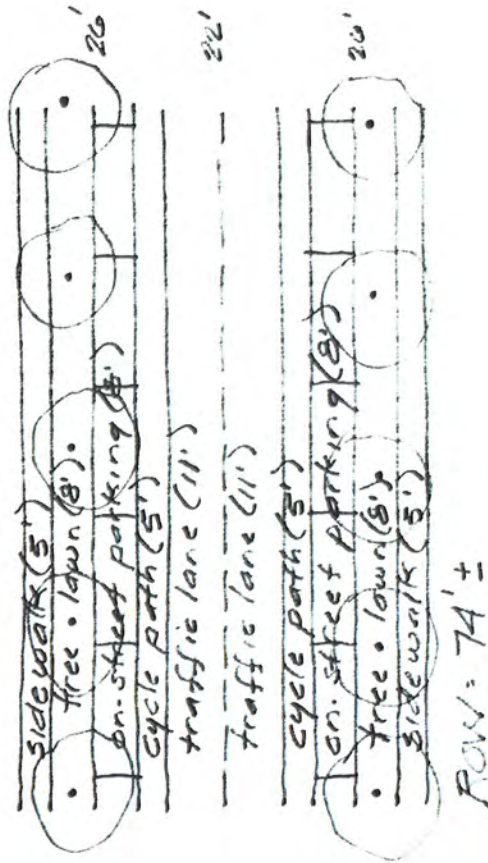
MARVIN WINDOWS ARE MADE TO ORDER.



Cycle Track Scheme # 3

Features

- Pedestrian separated from cars/cycles by tree lawn
- Narrow ROW
- Standard cycle paths common to typical Rochester layout

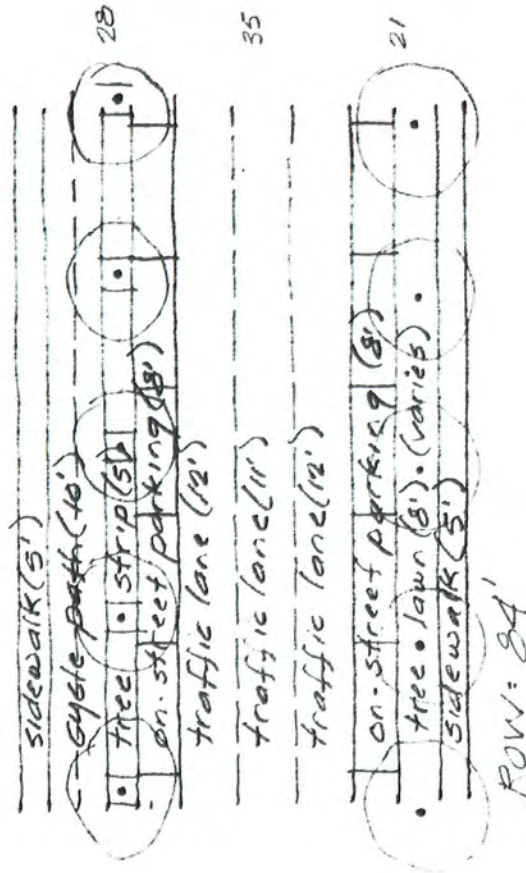


MARVIN WINDOWS ARE MADE TO ORDER.

Original Cycle Track Scheme

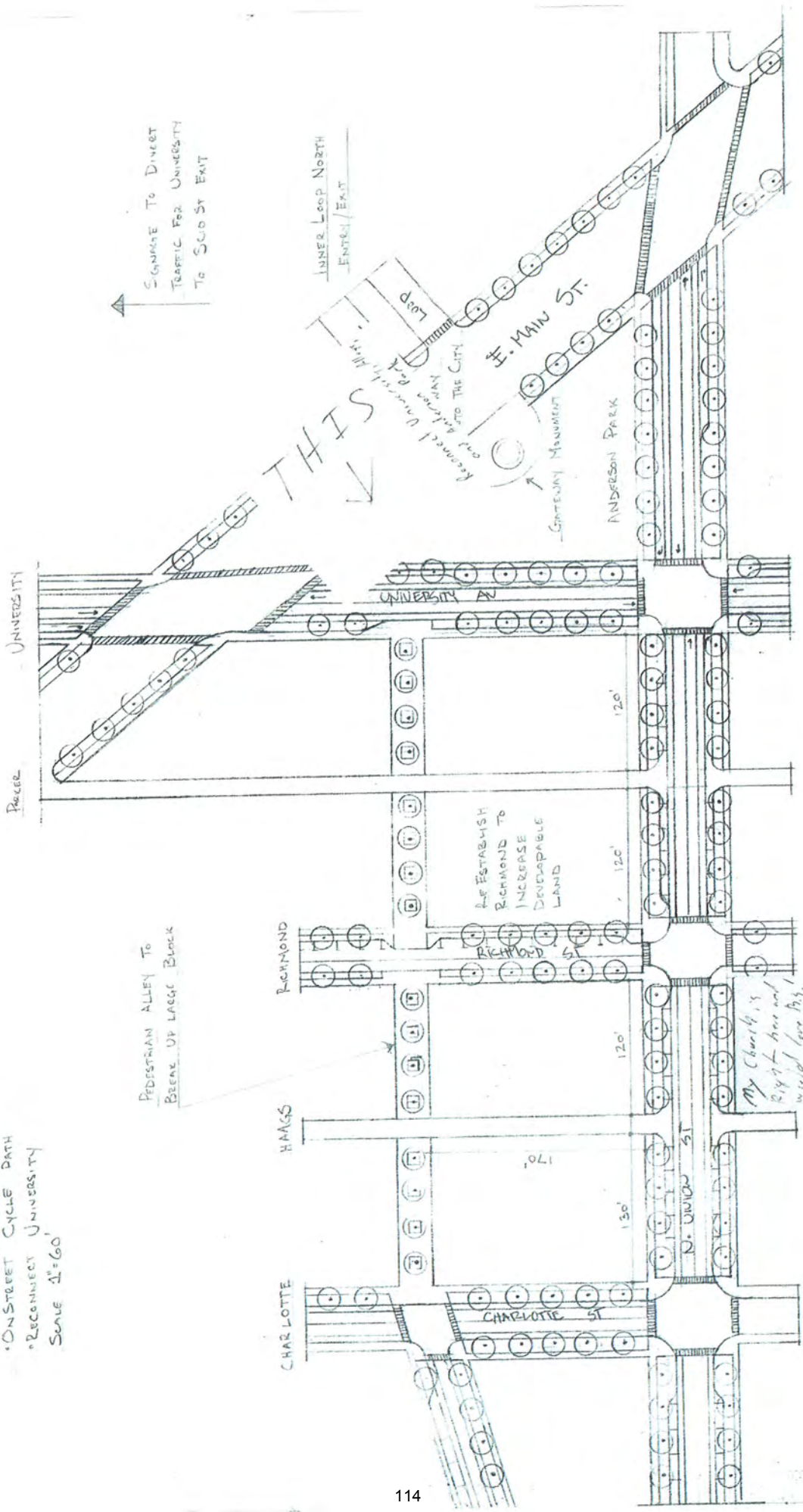
Negative Issues

- 20' paving from curb (west side)
- no buffer separation between sidewalk and cycle path (poor pedestrian experience)
- 3 lanes of traffic (old scheme had 2)
- sometimes thin tree lawn on east side



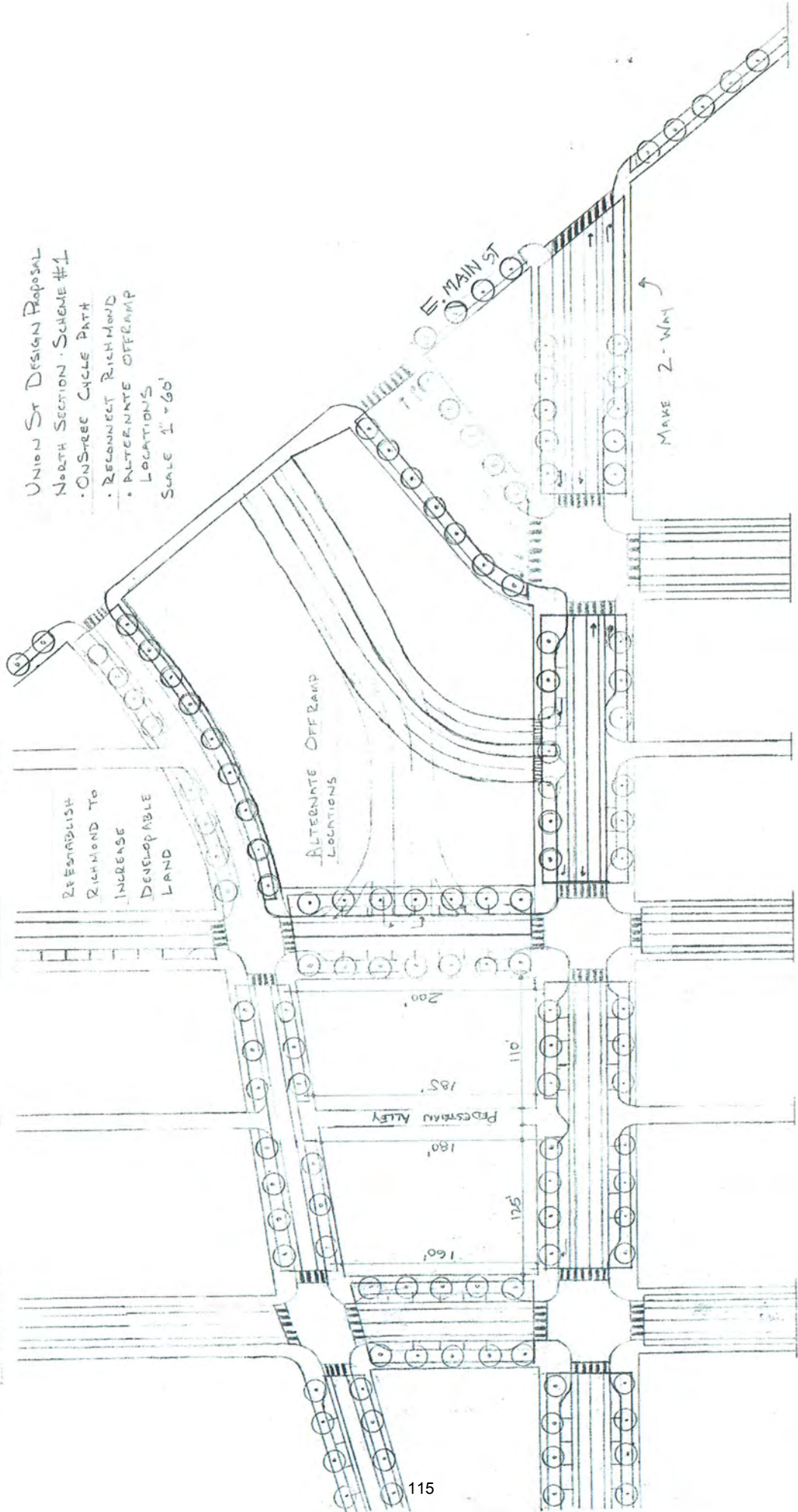
MARVIN WINDOWS ARE MADE TO ORDER.

UNION ST DESIGN PROPOSAL
 NORTH SECTION - SCHEME #2
 • ON-STREET CYCLE PATH
 • RECONNECT UNIVERSITY
 SCALE 1"=60'



CHARLOTTE HARGIS RICHMOND PARKER

Union St Design Proposal
North Section - Scheme #1
• On-Street Cycle Path
• Reconnect Richmond
• Alternate Off-Ramp
Locations
Scale 1" = 60'



REESTABLISH
RICHMOND TO
INCREASE
DEVELOPABLE
LAND

ALTERNATE OFF-RAMP
LOCATIONS

MAKE 2-WAY

UNIVERSITY



**Public Open House
Project Display Boards
with 'sticky note' comments**

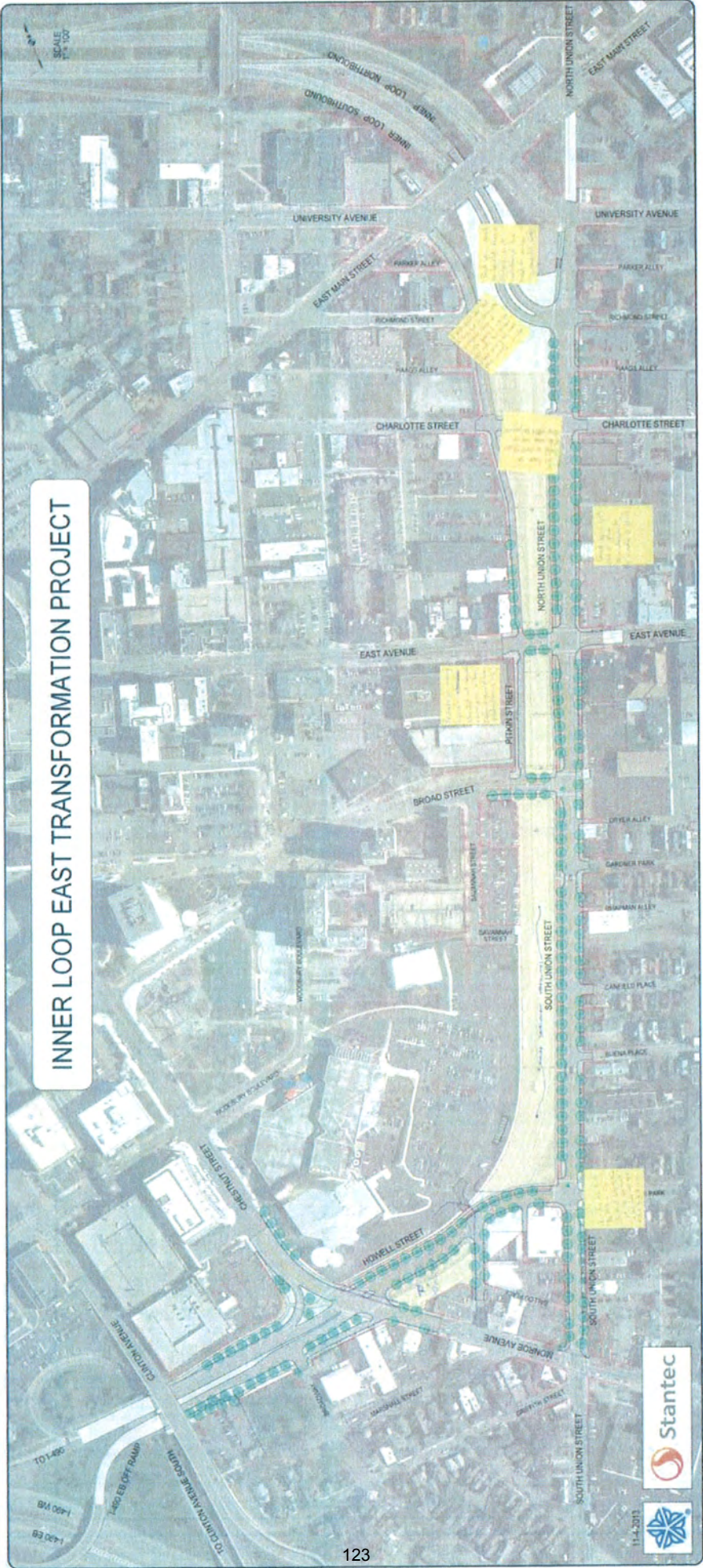
INNER LOOP EAST TRANSFORMATION PROJECT





INNER LOOP EAST TRANSFORMATION PROJECT





INNER LOOP EAST TRANSFORMATION PROJECT



CYCLE TRACK REGIONAL CONNECTIONS



- LEGEND**
- Proposed Cycle Track
 - Proposed Bike Lane
 - Proposed Contra-Flow Bike Lane
 - Proposed "Shogrow"
 - Existing Bike Lane
 - Existing Pedestrian Corridor
 - Proposed Bike Box

Links to South Market View Heights and Regional Market

Links to Downtown

Links to Genesee Riverway Trail

Links to East End Park Avenue

Links to City Southwedge Neighborhood

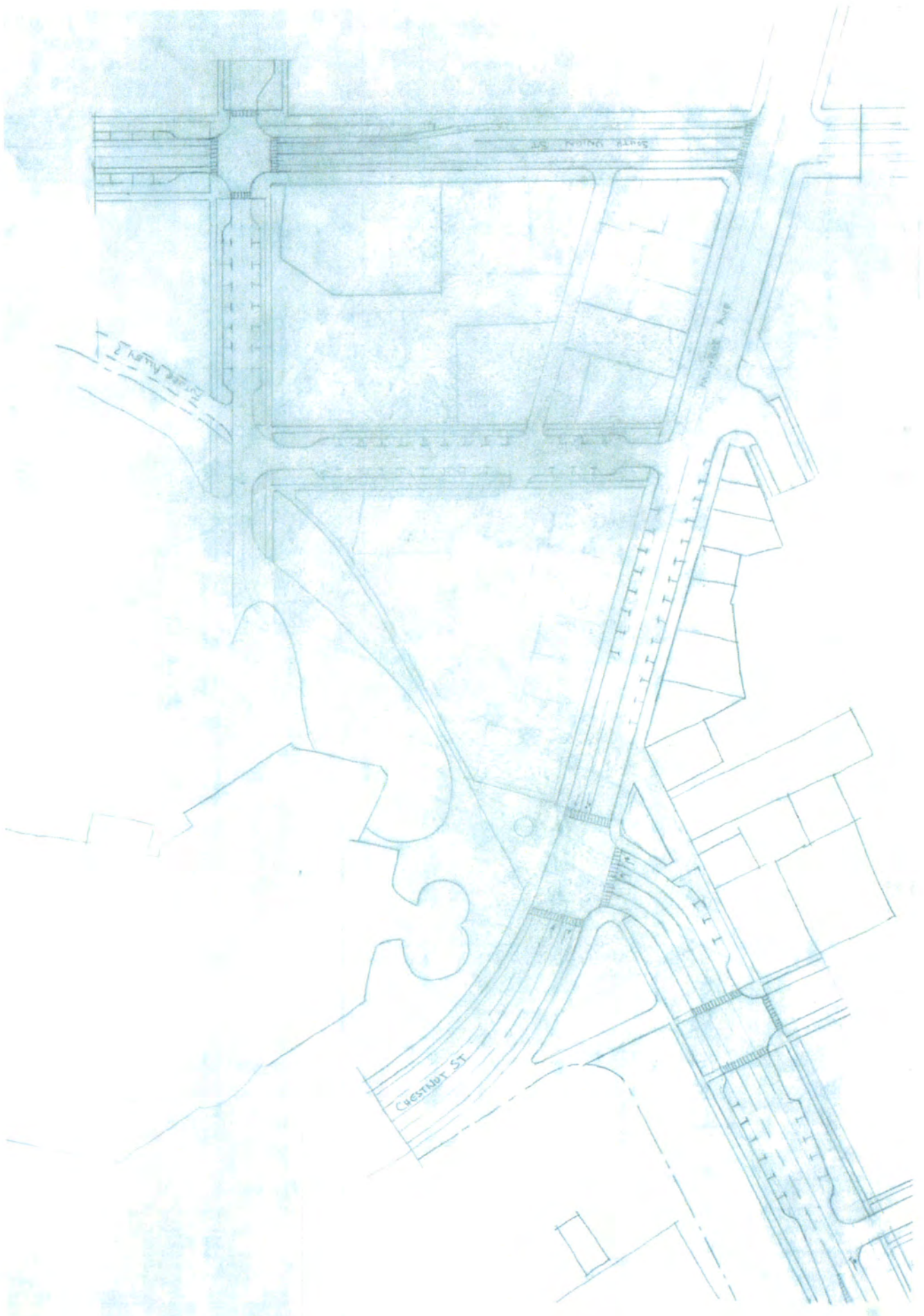
Since wind will likely be around on the Expressway

This area is still in the process of being developed. The area is still in the process of being developed. The area is still in the process of being developed.

Zone Cycle Deck (aka Cycle St) to also include

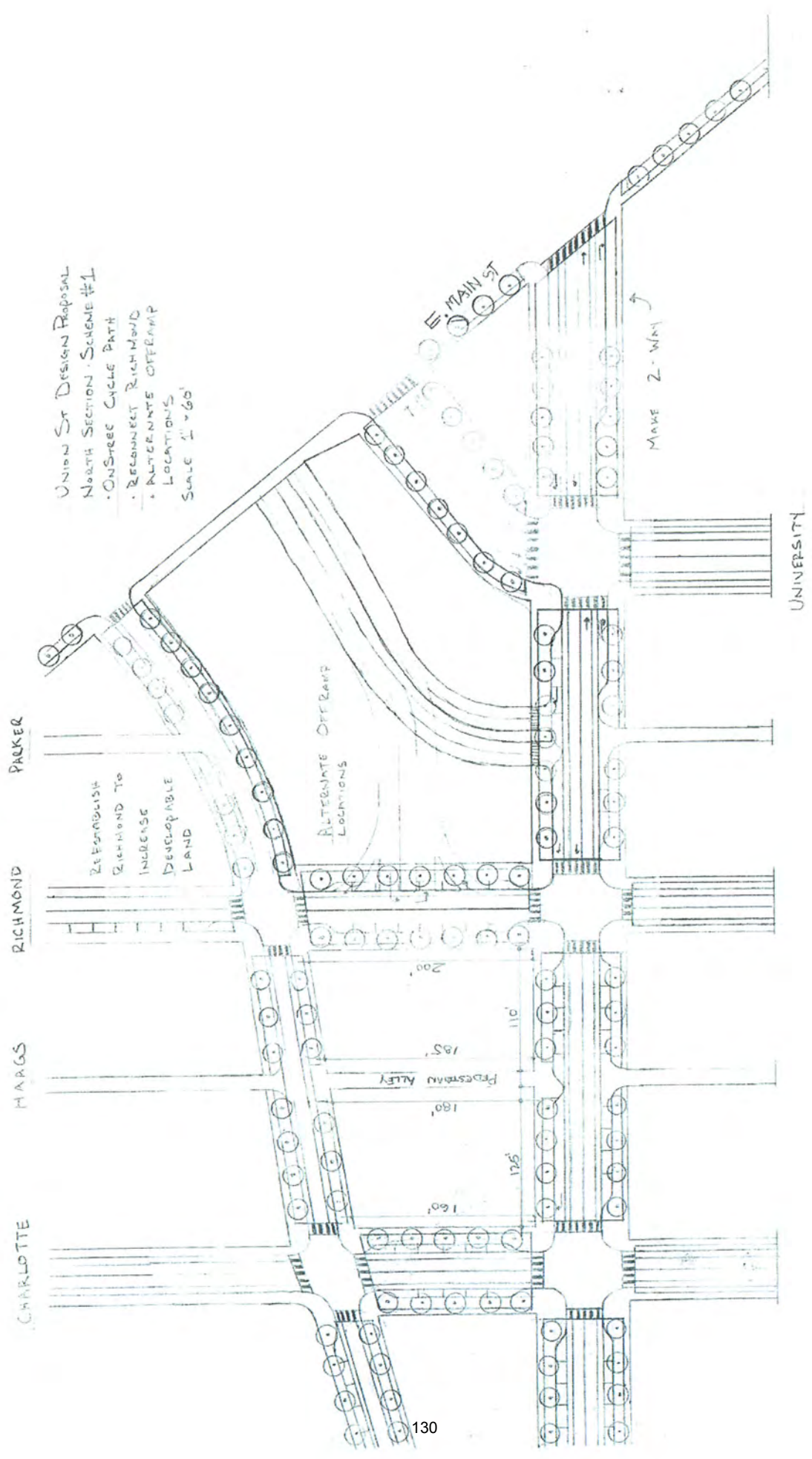
to connect to Upper Market

**Public Open House
RRCDC Display Boards
with comments**

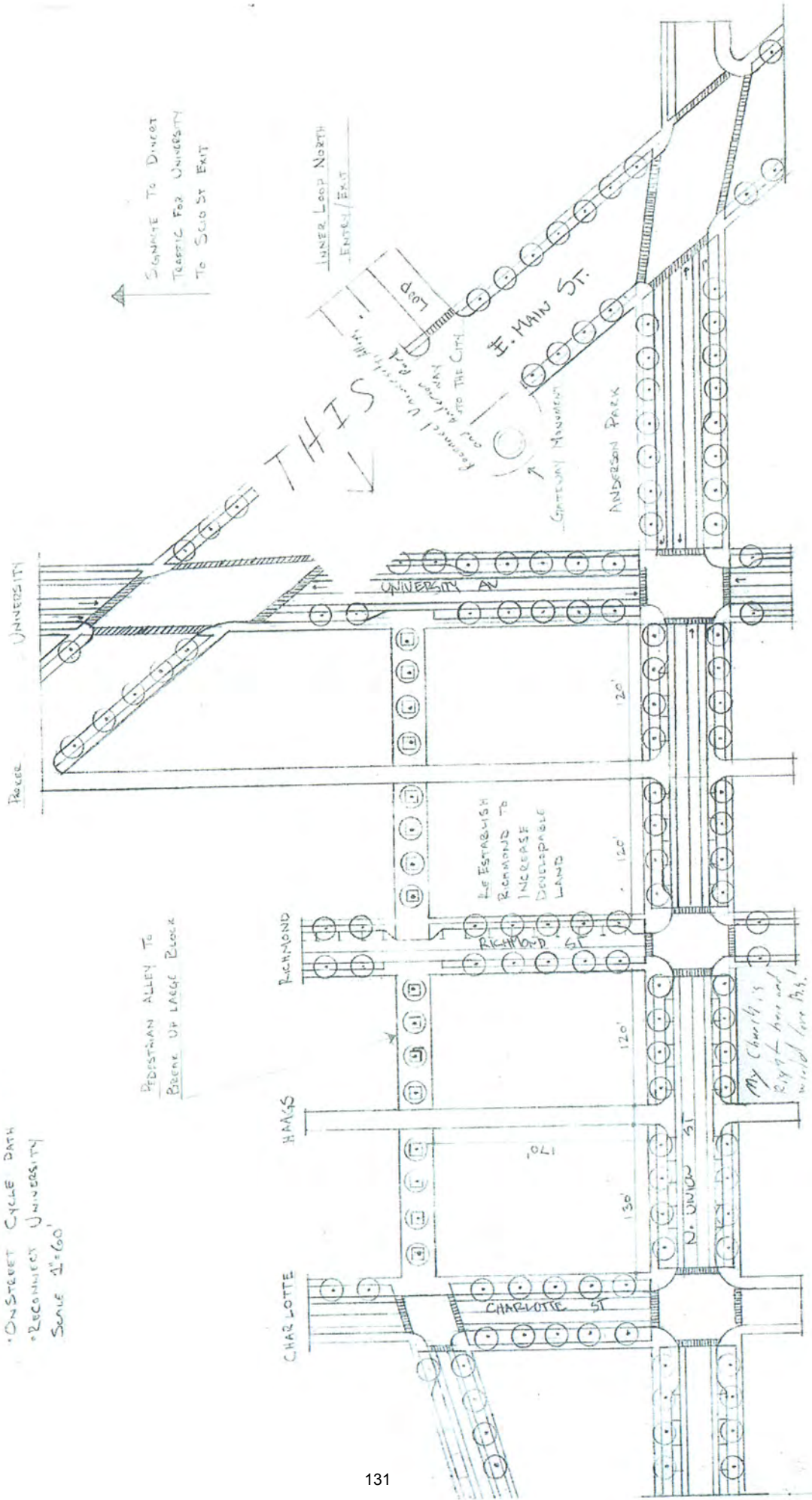




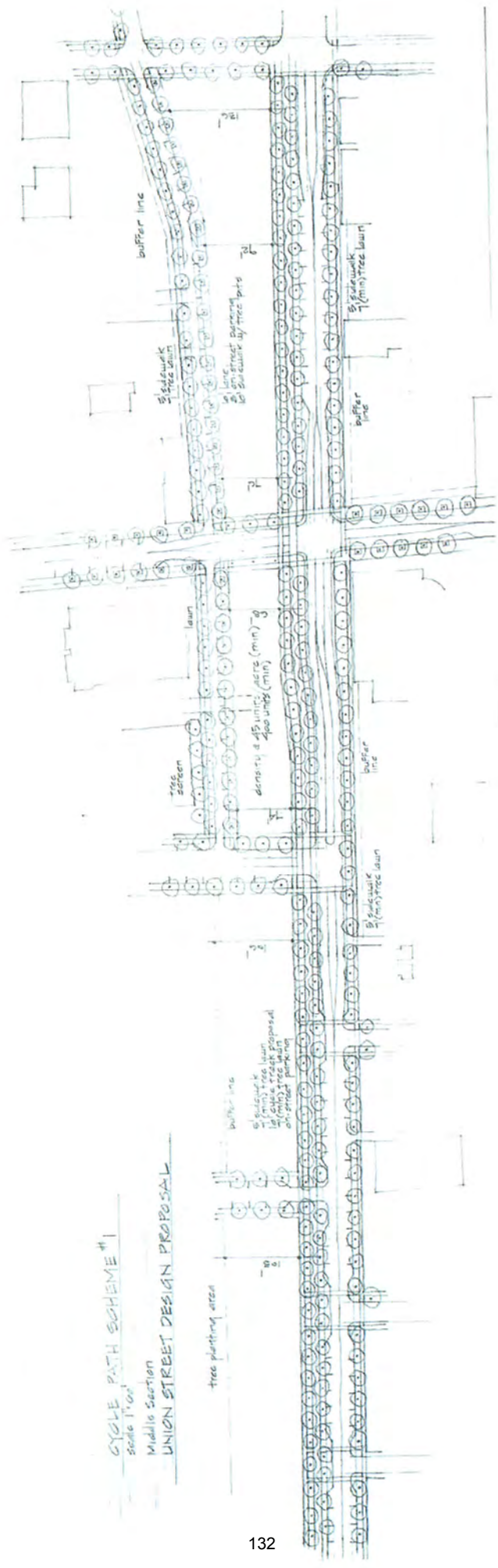


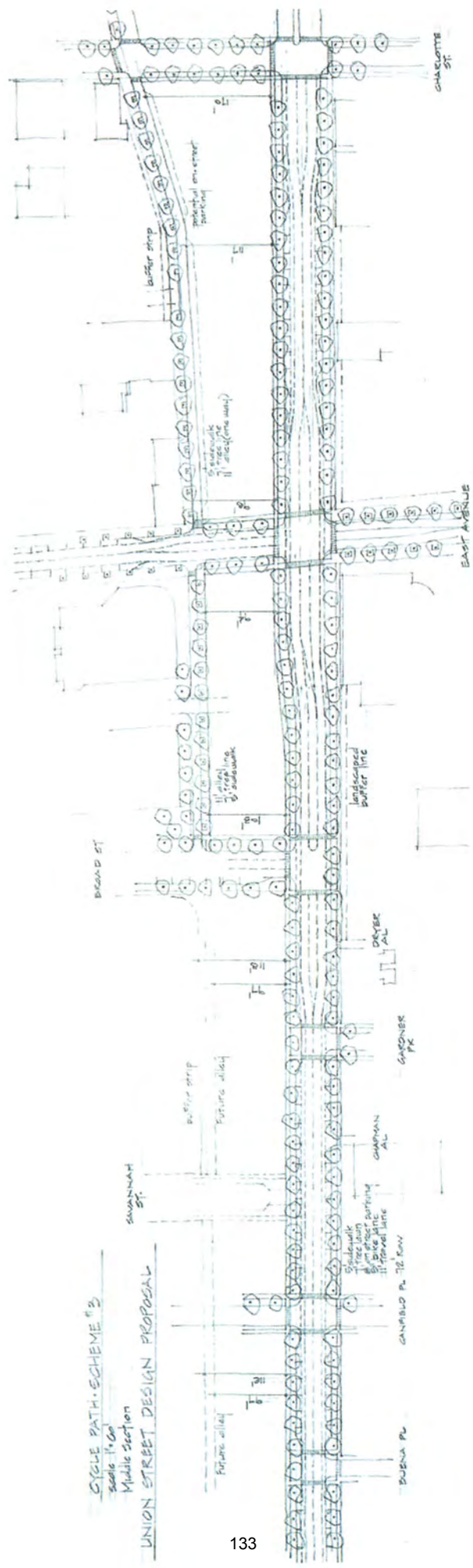


UNION ST DESIGN PROPOSAL
 NORTH SECTION - SCHEME #2
 ON-STREET CYCLE PATH
 RECONNECTS UNIVERSITY
 SCALE 1"=60'

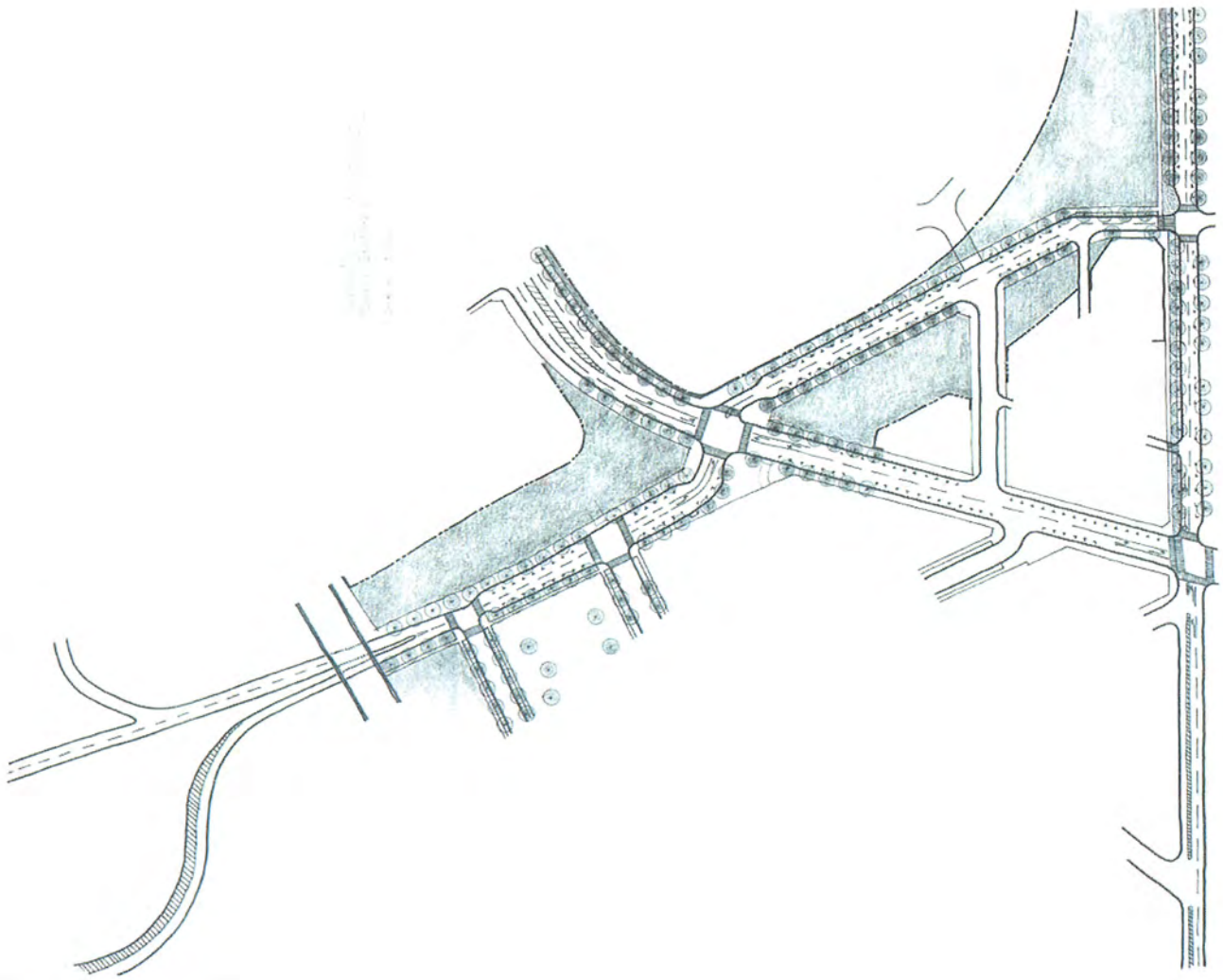


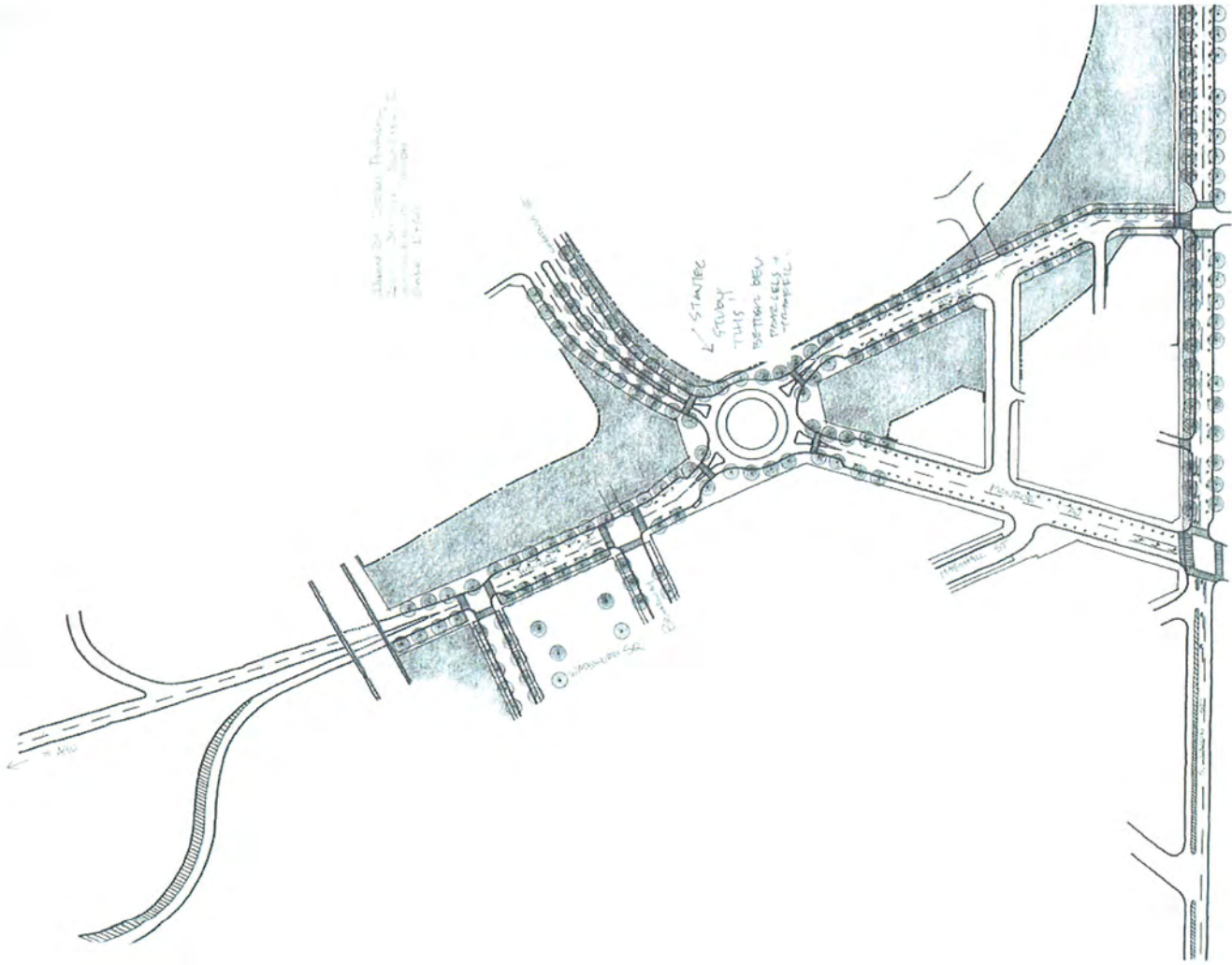
CYCLE PATH SCHEME #1
 Middle Section
 UNION STREET DESIGN PROPOSAL





CYCLE PATH - SCHEME #3
 Scale 1" = 60'
 Middle Section
 UNION STREET DESIGN PROPOSAL





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Public Open House Comment Summary

Attached are the raw comments received to date at the meeting and the on-line comments. We received approximately 143 individual comments that were relayed to us either through written comments (45), display comments (88), and on-line comments (10). The comments were organized by location or general overall comments. The following provides a quick overview:

Multi-Modal/Livability/Walkability (39 comments) – this category was the most popular with significant positive support for the cycle track and other multimodal components of the project. Connections to other locations and existing facilities were noted and encouraged. There were questions on how the cycle track will work and safety (bike detection, signals, bike boxes). Suggestion that cycle track should be in the middle to avoid conflicts and to build tunnel/bridges for the cycle track crossings were mentioned. Bike, pedestrian and transit amenities (bike locks, benches, awareness of transit) were also noted as needed.

Richmond Connection/North Terminus Area (28 comments) – notable opposition to alignment of the ILE ramps opposite Richmond and the impacts on the neighborhood street and adjacent streets/alleys. Concern with why the ramps are even needed at that location. Notable comments related to reconnecting University Avenue.

South Terminus/ Monroe/Chestnut Area (20 comments) – notable safety concerns noted with pedestrian/bike safety through the intersection due to speed and volume. There were questions related to the effects of roundabouts vs. traditional intersection. Concern with the number of lanes on the ILE ramps to I-490 as previously heard. The elimination of the Howell Street section between Monroe and Union was noted.

General Union Street Corridor (18 comments) – overall positive support for the preferred plan and the enhancements shown. There was expression for no turn lanes, too many lanes and no roundabouts. While the RRCDC plans were referenced various times, overall comments were thankful the roundabouts were eliminated from the original plan.

Future Development Parcels (16 comments) – a lot of suggestions related to sustainable practices, solar orientation, LEED certifications, more cross connections (Park Ave) to ensure economic success, more open space, design controls, etc.

Misc/General Comments (10 comments) – included comments on the meeting format, digital comments, relationship to other projects, etc.

Howell/Union/Lafayette (8 comments) – Not too many comments with the majority comparing/contrasting the options but no definitive preference. Concerns with the Lafayette alignment by neighbors related to intruding traffic.

Project Purpose (5 comments) – Comments related to why are we doing the project?

Inner Loop Transformation Project - Public Open House
Wednesday, November 6, 2013
Comments Received

		Eric Stender	10 Crosman Terrace
Project Purpose	Concerned that raising Innerloop removes a boundary that defines downtown Rochester. A boundary that gives instant definition to our Downtown. I am also not convinced that more developable land is needed in the center city, as there are plenty of parking lots and empty space that has yet to be developed. It is very easy to explain to people what/where our downtown area is. How would you do that w/ a city like Buffalo? We are removing this definition and opening up the potential of sprawl. I agree that the Inner-Loop is not functional as is, but a better use of the land may be a sunken park/pedestrian/bike corridor (i.e. NYS Highline Park).		
Form	Why fill the Innerloop? The cost of filling the loop is very high w/ little, if any benefit. This city does not need more land to develop. It already has high vacancies and under developed areas. Why not, instead, use the Loop opportunity to create something truly unique to the city. Personally, I like the idea of not filling in Loop. By not filling in, we have the chance to create a dynamic, three-dimensional space/landscape. There can still be residential and commercial developments, but let that infrastructure rise out of the Loop. Surrounded by fountains, edible landscapes, community gardens, rock climbing, bike trails, etc. [diagram attached]	Chris Costanza	
Form	Why fill in? The negative and positive volume of space could be interesting		
Display	If the intent is to destroy what little business is left in the East End of downtown, then go ahead and fill in the inner loop. The convenient access to the East End for city and suburban dwellers alike is all that keeps the East End alive. Filling in the Inner Loop along Union and Pitkin streets will reduce the accessibility to the East End. It will also remove the physical barrier that keeps downtown desolation and crime from easily spreading into the East End. While there has been some small revitalization of the downtown core in recent months, it has all taken place at the edges adjoining the inner loop. The only other vibrant part of the downtown core is the two blocks of East Ave. inside the inner loop that reflect the benefit of both the nearness of the East End and the access provided by the loop. Removing the loop will endanger such long standing Rochester landmarks as The Little Theater, Arena's, and Spot (Hallman Chevrolet) Coffee.	J. Matthew Good	124 Seager St. (owner occupant)
On-Line			

Kevin Yost 1474 Middle Road,
Rush, NY 14543

Needs to be done entirely differently. - Inner Loop between East Main Street and I-490 needs to be entirely done away with and filled in and put back on the tar rolls with buildings along Union, Pitken, and Howell. - University Avenue two sections need to be reconnected as do five side streets between University and Charlotte Street and Park Avenue connect to new roundabout at corner between Midown and Manhattan Square Park using existing side streets (can't currently name them off the top of my head now) - Only part of inner Loop that should be made into a boulevard should be north of Main Street to a new roundabout connecting this new boulevard to Grope, Wilder, Maple, Silver, streets and Jefferson Avenue. - If current Inner Loop plan south of Charlotte Street must remain, then boulevard/parkway should be tied in with Pitkin and Howell Streets instead of Union Street, as Pitken and Howell follow the loop entirely, where as Union diverges for the loop near Monroe Avenue.

Form

Union Street Corridor - General

Form More Traffic Circles! (traffic circles work nicely for bikes .

I have lived in Wadsworth Square for over 25 years and have walked through the Inner Loop, Howell, Monroe/Chestnut area extensively and know it very well, both as a pedestrian and a driver. I have also been involved in the Wadsworth Square Neighborhood Association and other planning efforts along Monroe Avenue. When ever people are asked about their vision for the area. Walkability and a pedestrian friendly connection to downtown and creating a walkable vibrant environment. The plans presented tonight are very disappointing. They are still primarily about moving cars. Continually I hear about NYS DOT standards and traffic counts. We need to think about our city differently. The worry about putting traffic into failure has put our city into failure. Right now I see cars scurrying out of downtown as fast as possible, contributing nothing to the city. We have to stop worrying about the car and start thinking about the people of the city. Our City Design Team need to start thinking differently and working with the NYS DOT and advocating for a different way of doing things - to build a city for people and not cars.

Form

I am very happy to see this move forward. I've been watching this project for several years. I like that the design has dropped the traffic circles.

Form

I like the latest design better than alternatives

Form

If the plan is implemented, I like the idea and use of roundabouts to break-up the visual impact of staring down a corridor.

Display

The residents of Gordman Park (where I live) Buena Place, Canfield Place, Lafayette Park, and S. Union are eager to have our residential experience improved and enhanced.

Display

Two lanes for traffic on Union St. will not be enough room for future growth you proposed.

Display

Eliminate Turn Lane, Use Island.

Tedd Kidd 781 Harvard St
Linda Magi 45 1/2 Marshall
Street, Wadsworth
Square

Jim Mayer 315 Mt. Hope Ave,
Apt 601

Irene Allen 315 Mt. Hope Ave,
Eric Stender 10 Crosman Terrace

Display Add east side of Union St. to C.C.D.
 Display Lose the center lane! The street section should be compressed as much as possible. [Union St.]
 Display List the center lane now! You have lots of width w/ cycle track.
 Display Too many lanes for practically non-existent traffic [Howell]
 Display Go with RRDCDC Plan
 Display Thank you for no roundabouts!
 Form Limit Roundabouts and definitely no two lane roundabouts. Keep it simple! Keep S. Union a two lane road as much as possible - don't start the expressway too soon. Home: 96 Rosalind St, 14619
 Display Glad you got rid of roundabouts and made a grid
 On-Line As a whole, the plan is a huge step in the direction the city needs to be going. I think this will greatly benefit most of the surrounding areas, and the businesses in them. [mailto:jeffsinger@gmail.com]
 on-line It is important to maintain current access to the commercial buildings on Pitkin St. These businesses use the area adjacent to the their buildings for pick and delivery of goods. Burch Singer
 on-line 10 Winthrop St. Rochester, NY 14607

South Terminus Area

Display Ramp to S. Clinton from I-490 EB Off-Ramp?
 Display This is too wide! [Howell and 490 ramps]
 Display What's the point? No reduction in width, no gain in developable land [Howell and 490 ramps]
 Display Too many lanes here [Howell and 490 Ramps]
 Display The new Wyoming! Wide open spaces! [Howell and 490 ramps]
 Display Would love Howell to be 2 way to Broadway

Chestnut/Monroe Intersection

Form Monroe/Chestnut intersections options 1 + 2 preferred (traditional intersections, no roundabouts) Jason 414 Broadway
 Form The drawings for Monroe/Chestnut St area are all a bit confusing. I really think that the two options drawn by Jim Deluca 62 Marshall Street
 Form Rochester Community Design (Tim Raymond) seem much better. In particular the both all are 2 way traffic on Howell and Broadway which is highly desirable for my business. Tom Yatteau 79 Howell St / 62 Marshall St
 Form Lets Make Howell St two way traffic. Eliminate proposed median-center to allow ingress traffic - add parking provisions. Review Tim Raymond's Design for traffic circle on Monroe Ave. Less is more!
 Display Remove Howell from Monroe to Savannah
 Display I'm concerned about bike/pedestrian safety crossing here [chestnut/howell] especially because the cycle track leads here. Why not bring the curb out and get rid of the island to cars turning right onto the 490 West Ramp to come to a full stop and turn around a corner...?

Display	Cars speeding up for freeway hit cyclists and pedestrians? [chestnut/howell] Stop light?		
Display	I'm worried about safety on this turn - no sharp angles to force cars to slow down. [chestnut/howell]		
Display	Please study rotary per RRCDC sketch @ this location! [chestnut/howell]		
Display	This intersection is unacceptable - it would be better to do nothing - dangerous for pedestrians		
Display	Preferred plan for this intersection if with controlled by traffic signal turns provided. [Chestnut/Howell]		
Display	Concern with cut through traffic on Broadway from Goodman St. w/ congestion on Monroe.		
Display	Be careful w/ traffic control at this intersection. Will be lots more traffic. [Monroe/Union]		
Display	Will congestion occur with a signal vs. a roundabout?		
Display	Eliminate Howell?		
On-line	The concessions made for parking in front of the businesses near howell and broadway seem very strange.	Jeff Singer	[mailto:jeffsinger@gmail.com]
On-line	I realize the Howell/Broadway/Monroe/Union intersection is high traffic, and complicated, however, is there anything that could be done to make the pedestrian crossing from Monroe to the opposite side of Chestnut is very, very far, and involves crossing the on ramp to 490 from Chestnut. Is a signal possible there?	Jeff Singer	[mailto:jeffsinger@gmail.com]
Howell/Union/Lafayette			
Form	Option 1: Alignment w/ Lafayette Park. Pros: two way traffic, light will slow traffic. Cons: Lacking visual, aesthetic value (unlike Alt. 1 that has curve) - like Park Ave. Grid system is common, boring and not a strong gateway into the city. Bicycle lane ends at corner of Howell, forcing bikes into the street and mixing w/ pedestrians (potential safety issue). It also prohibits right on red forcing traffic to back up on S. Union St. Cuts frontage in front of building on the corner of Howell and S. Union St. - often cars and delivery vehicles park in that space. Lafayette Park will lose privacy due to transient vehicles from Howell St.	Stephen and Jodie Venturino	96 S. Union - Owners of lots 3 & 5 of Lafayette Park
Form	Inner Loop: Alternative 1 (Curved Street). Pros: Unbroken bike path that could potentially connect w/ Riverwalk trail. Makes a "park" like atmosphere at the opening of Lafayette "Park". Added green space. No stop light. Easy access to 490. East exit Eastbound off-ramp form 490. Curved street is beautiful. Leaves Lafayette Park undisturbed maintaining its historic beauty. Possible 2nd entry into Strong from Union. Cons: Short stretch between light on Broad and Monroe where traffic speed isn't managed. Solution - add a light to one of the side streets intersecting S. Union. (Buena Place or at Strong Museum entrance onto Union)	Stephen and Jodie Venturino	96 S. Union - Owners of lots 3 & 5 of Lafayette Park
Form	Howell/South Union Connection Options - Option 1: More on street parking for tenants/shoppers	David F. Androlis	82 South Union

Display	Grid system is common, boring, and not a strong gateway into this section of town. [Howell/Union]		
Display	Lafayette Park will lose privacy due to transient traffic.		
Display	This is a charming quiet neighborhood street. Also a small one. The proposed traffic patterns are somewhat alarming. We will become a "turnaround" possibility. Could the main intersection be farther down Union St.? (Lafayette Park)		
Display	Concern bikes will have to enter road and mix with pedestrian traffic. Option 2 curve avoids these two scenarios - Bike traffic will not allow right on red traffic will not have a natural flow [Howell/Union]		
Display	Love the right angle [Howell/Union]		
	Richmond Connection/ North Terminus		
Form	I'm not wild about the ramps around University, but I do understand the constraints and why you are proposing this solution. Hopefully it will be less "temporary" than the Amtrak station. Good Job!	Jim Mayer	315 Mt. Hope Ave, Apt 601
Form	Why put on/off ramp to Richmond Street?	Suzanne Mayer	121 University Ave, Rochester, NY 14605
Form	Strongly oppose north terminus at Richmond St. We are trying to reduce traffic on Richmond St. to maintain and/or cultivate a quiet residential neighborhood. Support Scheme 2 [RRCDC] This project should not negatively impact existing residential neighborhoods.	Dary and Tom Paddock	94 Richmond Street, 14607
Form	Please protect our neighborhood from speeders going from Alexander to the "ramps" at end of Richmond. Strongly against ramps at Richmond St. Charlotte is more "industrial" zoned, so that makes sense. If ramps at Richmond, strongly want Richmond St. to be one way. Traffic now zooms down at 45 MPH. One way for the whole length. Please consider also Hags Alley and Parker Alley. Although they are narrow, people still fly down these "one way" widths, please have these one way, or put traffic lights mid length down. If we lose what neighborhood quiet we have now (which at 5pm is nil) we would like some compensation to protect us. One way for all 3 of these streets please.	Ann Kennedy	92 Richmond Street
Display	I understand why this [Inner Loop Termination] is here, but it seems like a complete lack of usable space. I wish you could make this better without spending too much extra money.		
Display	Sad you need to build these [Inner Loop Termination] ramps, but understand the need to make incremental steps.		
Display	Drop these lanes [Inner Loop Termination]		
Display	Out - In Sufficient [Inner Loop]		
Display	Why two entrances to Inner Loop?		
Display	Reconnect Haags-Richmond Parks		
Display	Move exit over, reconnect Richmond		
Display	Make this [Inner Loop Termination] a park, not a road.		

Display	Leave this [Inner Loop Termination] alone and keep University Ave. as is.		
Display	This is great! [Charlotte connection]		
Display	How to protect residential neighborhoods? Hags Alley, Richmond St., Parker Alley need to be One Way		
Display	Keep Inner Loop's ramps away from existing neighborhoods. This project should not damage what people have worked to protect. No ramps at Richmond St. Keep them off of Main St.		
Display	Eliminate all lanes that go under E. Main St.		
Display	Very people unfriendly [Inner Loop Termination]		
Display	No Ramps, enlarge the development parcels		
Display	This second entry is a waste of land [Inner Loop Termination]		
Display	Reconnect University, Alleys, and Anderson Park		
Form	Reconnect University Ave	Suzanne	121 University Ave,
Display	Reconnect University	Maver	Rochester. NY 14605
Display	Reconnect University Ave		
Display	Reconnect University!		
Display	Why not put roundabouts here? [University/Union]		
Display	Knock down two empty buildings and make a focal point at entrance to art area. [University]		
Display	Need N/S left turn lane [University/Union]		

Multimodal Transportation/Sustainability

Form	Great News - It's been a dream to reconnect the neighborhoods and street life for a long time. Focus on the pedestrian connections, multimodal transportation options, and all sustainable aspects.	David Mathews	Insite Architecture
Form	Please consider alternate and sustainable stormwater management as a part of streetscape.	David Mathews	Insite Architecture
Form	My input is to maximize walkability, easy crossing of streets. Increase retail and housing. Love the idea of more bike lanes. I'm not a biker but love cities which encourage this.	Sandra Wright	109 University, Rochester, 14605
Form	Remember team: this project must focus on city building, not traffic engineering. We need to end with new opportunities for walking and cycling, new opportunities for developing urban fabric and removing all bias towards automobiles.	Howard Decker	347 Cobbs Hill Drive
Form	I don't think the parameters of on and off requirements from DOT should over play need of city and walkable area.	Suzanne Mayer	121 University Ave, Rochester, NY 14605
Form	You are still designing for the car.	Rebecca Webb	78 Nicholson St, 14620
Form	Very pleased about focus on integrating pedestrian and bike ways. Glad bike ways will serve public market.		

56 Boardman Street

Maxino
Manjos

Bicycle access to Public Market: If I bicycle to the PM, I need a bus with a bike rack to go home. I am carrying two pumpkins, eggs and lots of produce - too much for carrying on my bike. What about dedicated Public Market buses on public market days? Suggested route: Monroe Ave to Union Street entrance of market.

Form

56 Boardman Street

Maxino
Manjos

Amtrack - Buses should go onto Amtrack property to front door. As it is, I have to walk up and down icy sidewalks and a hill to get to or from RTS bus. The best deal in Rochester is taking bus to Airport. Monroe Ave --> Downtown. Thurston Rd. bus to airport costs me \$1. More people need to know about this.

Form

Carol Kramer Home: 96 Rosalind

St, 14619 Work: 109

S. Union St

Like the cycle tracks. Like the idea of bringing Innerloop up to grade and redeveloping it. Like S. Union becoming 2 way street. Like entrance to 490 W.

Form

Try to get Tom Robinson of EDR involved? Electric Car Parking/ Charging? Bypass cross streets for main bike loop with bridges/tunnels like Jackson Hole WY. Have porta potty's periodically like Jackson Hole WY. Tunnels for bikes - already filling.

Form

781 Harvard St

Tedd Kidd

How does bike traffic North on Union South of Lafayette/Howell get into cycle track? And from north of Howell transfer to Union

Display

Display

Pedestrian Crossing Lights - should not require me to push button. Default should be pedestrians okay.

Display

Display

Display

Why does the cycle track end at Charlotte? It should be extended all the way to East Main!! (or University ay least!!!) or beyond, we need bike connection to the public inlet.

Connect to Market District

Bike Detection?

Display

Consider potential for car NB on Union turning left on Broad St. Colliding with bike NB on cycle track. Bike Lanes alleviate this.

Display

Display

Display

Display

Display

Display

Signal light for NB cyclists on cycle track (they are on the opposite side of the road from the light for cars

Should Cyclists EB on Broad St. stop at white line or "bike box" to queue or turn left?

Bike Lock Stations and (for god sakes) Park Benches

Expressways have no place in down town redevelopment. People first, not cars.

Put cycle track in the middle and connect Union St. from Alexander St. to Main St. (or Averill Ave.)

Since when are bikes allowed on expressways (cycle track boards)

There is a sidewalk on the North side of Inner Loop to South Ave. It may be used by bicyclists as it is Inner Loop adjacent. (cycle track boards)

Display

Display

Tunnel cycle track under Chestnut Street! @ other x-streets (cycle track boards)

Display	Monroe Ave also connects to Monroe Village / Upper Monroe Neighborhoods (cycle track boards)	
Display	ALT 1A (Ease side track) - Better Design! Keeps bike traffic on same side of road.	
Display	ALT 1A (east side track)- Shouldn't this be about making Rochester a livable city (i.e. people friendly and bike friendly) not about moving cars at the fastest speed possible?	
Display	ALT 1B (west side track) - Cycle track Try to connect bike paths and canal paths with new paths	
Display	ALT 1B (west side track) - Cycle track I prefer this scheme	
Display	ALT 1B (west side track)- Cycle track No stop light allowing natural flow of traffic. Possible second entry into Strong Museum.	
Display	ALT 1B (west side track) - Cycle track This design is more creative like the conceptual design that had the roundabouts. It has curves that make it more unique like Park Ave.	
Display	ALT 1B (west side track)- Cycle track Not cool having to switch sides of the road. It was okay after the guy explained how.	
Display	ALT 1B (west side track) - Cycle track Easy access to 490 from East and Broad	
Display	ALT 1B (west side track) - Cycle track Nice unbroken bike path that could potentially connect with riverwalk trail	
Display	ALT 1B (west side track) - Cycle track Adds some green space to the project which seems to have none in the other design	
Display	ALT 1B (west side track) - Cycle track This design leaves Lafayette Park undisturbed maintaining the historic beauty.	
Display	Improve pedestrian (cycling?) connection through to Capton and South Ave. Improve alignment and add crosswalk at ramp to Clinton ave.	
Display	Trade cycle track for bike lanes both directions	
Display	The city should make an effort to connect the new bike facilities with existing ones, including on University going east, Monroe, and down Woodbury to the Genesee Riverway trail.	
on-line	It would be great if the city could secure a pedestrian and bicycle right of way down canfield place to the intersection of alexander and Park Ave.	Jeff Singer [mailto:jeffsinger@gmail.com]
on-line	A design that has been circulating uses roundabouts for vehicle traffic. While the concept is great for vehicle traffic it is a disaster for pedestrians. The new traffic circle at Broad and Broadway is a great example. The pedestrian crossing and signage are very clear yet many times I have observed vehicles failing to yield to pedestrians. I know from experience driving a car thru it that I am more focused on other cars and the pedestrian awareness come 2 nd . With traffic intersections and signalling devices the pedestrian is given a safer route to cross the street. So go with signaled intersections!	Jeff Singer Burch Craig 10 Winthrop St. Rochester, NY 14607

Future Development Parcels

David Insite Architecture

David

When development starts planning for the new parcels - consider prime south facing solar orientation for passive use - Mathews it's such an easy move with the potential to decrease energy demand - if LEED certifications are possible - The team aspects and early focus on sustainable principals could lead to some great infill projects. "Make no small plans"!

Dan

Buckingham

Goldstein

Properties

If you do not connect/extend Park Avenue to allow Park Ave to become a connecting point to the new development parcels, you will likely never be successful attracting or keeping retail development on the new parcels. If you extend Park Ave. to allow a connection to both Midtown area and Strong Museum, then the connectivity between these areas will be made possible and will effectively cross-promote both areas. This will allow Park Ave, Alexander Park, Midtown and Downtown to be accessible to each other.

Janice

713 Monroe Ave

Gooldthrope

Need to be intentional regarding open space. There should be "undeveloped/non-built" areas of public access. The idea of parklets is on that is attractive. Also to have outdoor, protected (covered) spaces to pass between buildings. This would allow outdoor activities through the seasons and promote people being outdoors.

Suzanne

121 University Ave,

Jess Cayer

240 East Ave (Little Theater)

Skate Park to sell plan to new administrators

The creation of bike lanes down town is great. It's good for our community - it's good for business. However, I'd like to suggest bright, well lighted areas to park or lock bikes up in the evening. As a business downtown, we want to foster a sense of connection and if people feel like their bikes may be stolen if they leave it outside while they see a film - that's not fostering anything. Alley's that are unlit - and the general feel of the area can be enhanced by better places to park and lock bikes through out downtown are needed. Specifically, I'd like to see some of the development space used for this purpose. Trees, bike trees, and park benches will really make the area feel safer and cut down on the amount of bike thefts on East Ave and Union St.

Douglas

339 East Avenue,

Jerum

suite 4320,

Rochester, NY

We are the owners of 158 Monroe Avenue, adjacent to the "Parcel #3" that would ostensibly be created by the (excellent) project to fill the Inner Loop East. We are wondering if there has been any discussion about how the parcels will be sold. In the case of Parcel #3, we will be the only private landowner abutting the parcel. Will property abutters be given any preference or priority for purchasing the land created, especially in a situation such as ours where there are no other private property owners abutting the parcel? The ability to combine parcel #3 with our existing property would greatly increase the development options over what can be done on each one individually.

About 1/3 of the frontage to Union St that will remain is currently parking lots, and a big portion of the rest is businesses that face other streets. I only see a handful of new parcels being generated that are clearly going to be very desirable to developers (mostly those along East Ave). Is the city going to offer any incentives to developers? Will there be zoning requirements to have buildings that actually face the new union st rather than the cross streets?

[\[mailto:jeffsinger@gmail.com\]](mailto:jeffsinger@gmail.com)

Jeff Singer

One idea for a non-developed greenspace - an edible orchard park- give some land back to everyone and not a few developers

Display

How much of the development parcel space you'd create will be set aside to be green space? Not all should be built on.

Display

I disagree [in regards to "not all should be built on"] It should be urban. Make current park good and solve problem.

Display

Please consider "design" controls to maximize compatible designs with S. Union St. homes

Display

Green zone on both sides this area?

Display

Does this provide enough room to do what we want reconnect East Ave to downtown 83'? Get rid of Pitkin

Display

Add more green space to eliminate University Traffic

Display

Add Trees Here [Inner Loop Term. Green Space]

Display

Increase Green Space Opportunities. Decrease architecture square footage to have city connection.

Display

Public Open House Comment Correspondence



Ambassador Union Street, LLC
P.O. Box 25104
Rochester NY 14625
585-507-7515
dwilliamsfuller@aol.com

November 7, 2013

Paul Way, P.E., Project Manager
City Hall Room 300B
30 Church Street
Rochester NY 14614-1290

C: James R. McIntosh, P.E., City Engineer

Re: Inner Loop East Project & South Union St Resident On-Street Parking Needs

Dear Mr. Way,

It was a pleasure to meet you on Wednesday, November 6, 2013 at the Inner Loop East Transformation Project Public Open House. Thank you for taking the time to walk us through the new design drawing, **Inner Loop East Alternative11-4-2013**.

As discussed, we are very pleased with this new design. It is aesthetically pleasing, yet provides the necessary parking for residents living on South Union Street and its side streets, between Lafayette Park and Canfield Place. This design is a significant improvement over the prior preliminary design which did not meet the critical parking needs of residents living in our neighborhood.

Our company, EthanMaya Development Corp, a residential real estate operations company focused on the acquisition, development and management of multifamily real estate, is the parent company of **Ambassador Union Street, LLC** that owns and manages the **Ambassador Apartments at 86 South Union Street**, Rochester New York.

The Ambassador Apartment Complex is a recently-renovated, 54-unit, multifamily complex that is home to more than 70 residents. We welcome the new neighborhood design. It shows a pedestrian-friendly, bike-friendly, beautiful tree-lined street, and gives weight and consideration to resident on-street parking needs, a critical design element for any successful urban neighborhood.

Thank you for the opportunity to share our support for this project. We would like to ensure that as design changes are made, the importance of on-street parking to residents in the South Union Street neighborhood is not overlooked. If you have any questions, please do not hesitate to contact us.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dawn", with a long horizontal flourish extending to the right.

Dawn Williams-Fuller
President, EthanMaya Development Corp, Member
Ambassador Union Street, LLC
(585) 507-7515

From: Burch Craig [<mailto:burch.craig@gmail.com>]

Sent: Wednesday, October 30, 2013 8:47 AM

To: Frisch, Erik L.

Subject: Inner Loop East Transformation Project - public comment

I have 2 comments for your public upcoming public meeting on November 6th and wish them to put on record.

1. It is important to maintain current access to the commercial buildings on Pitkin St. These businesses use the area adjacent to their buildings for pick and delivery of goods.
2. A design that has been circulating uses roundabouts for vehicle traffic. While the concept is great for vehicle traffic it is a disaster for pedestrians. The new traffic circle at Broad and Broadway is a great example. The pedestrian crossing and signage are very clear yet many times I have observed vehicles failing to yield to pedestrians. I know from experience driving a car through it that I am more focused on other cars and the pedestrian awareness comes 2nd. With traffic intersections and signalling devices the pedestrian is given a safer route to cross the street. So go with signaled intersections!

Burch Craig

www.craigautometrics.com

10 Winthrop St.

Rochester, NY 14607

Bosch Authorized Service

Google Voice [\(585\) 210-9301](tel:5852109301)

From: Jeff Singer [<mailto:jeffasinger@gmail.com>]
Sent: Wednesday, November 06, 2013 9:35 PM
To: Frisch, Erik L.
Subject: Inner Loop Feedback

I attended the information sessions earlier today, here are some thoughts:

1. As a whole, the plan is a huge step in the direction the city needs to be going. I think this will greatly benefit most of the surrounding areas, and the businesses in them.
2. The city should make an effort to connect the new bike facilities with existing ones, including on University going east, Monroe, and down Woodbury to the Genesee Riverway trail.
3. It would be great if the city could secure a pedestrian and bicycle right of way down canfield place to the intersection of alexander and Park Ave.
4. The concessions made for parking in front of the businesses near howell and broadway seem very strange.
5. I realize the Howell/Broadway/Monroe/Union intersection is high traffic, and complicated, however, is there anything that could be done to make the pedestrian crossing from Monroe to the opposite side of Chestnut is very, very far, and involves crossing the on ramp to 490 from Chestnut. Is a signal possible there?
6. About 1/3 of the frontage to Union St that will remain is currently parking lots, and a big portion of the rest is businesses that face other streets. I only see a handful of new parcels being generated that are clearly going to be very desirable to developers (mostly those along East Ave). Is the city going to offer any incentives to developers? Will there be zoning requirements to have buildings that actually face the new union st rather than the cross streets?

From: Doug Jerum [<mailto:djerum@ferrarajerum.com>]
Sent: Monday, October 07, 2013 3:46 PM
To: Frisch, Erik L.
Subject: Inner Loop question from the web

Dear Mr. Frisch,

We are the owners of 158 Monroe Avenue, adjacent to the "Parcel #3" that would ostensibly be created by the (excellent) project to fill the Inner Loop East. We are wondering if there has been any discussion about how the parcels will be sold. In the case of Parcel #3, we will be the only private landowner abutting the parcel. Will property abutters be given any preference or priority for purchasing the land created, especially in a situation such as ours where there are no other private property owners abutting the parcel? The ability to combine parcel #3 with our existing property would greatly increase the development options over what can be done on each one individually.

Thank you in advance for your time and consideration.

Douglas Jerum
Partner
339 East Avenue
Suite 4320
Rochester, NY 14604-2615
585.362.8702 direct
585.454.6991 main
ferrarajerum.com
[@FJIrealestate](#)



From: J. Matthew Good [<mailto:jmatthew.good@gmail.com>]
Sent: Friday, November 08, 2013 12:14 AM
To: Frisch, Erik L.
Subject: Inner Loop

If the intent is to destroy what little business is left in the East End of downtown, then go ahead and fill in the inner loop. The convenient access to the East End for city and suburban dwellers alike is all that keeps the East End alive. Filling in the Inner Loop along Union and Pitkin streets will reduce the accessibility to the East End. It will also remove the physical barrier that keeps downtown desolation and crime from easily spreading into the East End. While there has been some small revitalization of the downtown core in recent months, it has all taken place at the edges adjoining the inner loop. The only other vibrant part of the downtown core is the two blocks of East Ave. inside the inner loop that reflect the benefit of both the nearness of the East End and the access provided by the loop. Removing the loop will endanger such long standing Rochester landmarks as The Little Theater, Arena's, and Spot (Hallman Chevrolet) Coffee.

J. Matthew Good
124 Seager St. (owner occupant)
City of Rochester, 14620



Please consider the environment before printing this email.

From: Sue.Eliaszewskyj@lifethc.com [<mailto:Sue.Eliaszewskyj@lifethc.com>]

Sent: Friday, January 03, 2014 10:51 AM

To: Hofmann, Jim

Subject: 490 entrance ramp by ESL garage

Good morning Jim. I work for Excellus and am responsible for Facilities, parking etc. Late last fall, Steve Golding told me that you were looking for feedback from area property owners regarding the temporary closing of the access to 490 from Chestnut by the ESL garage. It was closed for repairs to a section of the bridge I believe.

That closing was a nightmare for our company and everyone who parks off of Woodbury including the folks that park in the Washington St garage. Since that entrance was closed, drivers chose to travel down Woodbury to get onto the highway. There was always a long queue of traffic waiting at the Woodbury and South Ave traffic light for the 490 E entrance ramp that often extended beyond S. Clinton. Our underground garage houses 525 cars which had difficulty exiting the building at many times during the day, not just rush hour. In addition our employees who park in the rented lot from St Mary's and the lot behind GEVA had difficulty crossing the street to get to those lots. It was a huge safety issue for those several months.

I hope you are not remotely thinking about eliminating that entrance ramp to 490 with the fill in of the portion of the Inner Loop. Please contact me if you need any additional feedback or information. Thank you. Sue

Susan Eliaszewskyj, Corporate VP Administrative Services
165 Court St, Rochester, NY 14647
phone 585.238.4262 fax 585.238.4224
sue.eliaszewskyj@lifethc.com

Public Information Meeting #2
February 4, 2014

Public HearingInner Loop East Transformation Project / 192500295

Date/Time: February 4, 2014 / Information meeting -6:00; Public Hearing - 7:30

Place: Kate Gleason Auditorium, Bausch & Lomb Public Library Building
110 South Avenue, Rochester, New York 14604

Next Meeting:

Attendees:

Absentees:

Distribution:

Item:**6:00 – OPEN HOUSE****6:30 – PRESENTATION**

Welcoming with presentation of the project (see attached). Concluded presentation at 6:55. Opened floor to comments/questions.

6:55 – QUESTION & ANSWER SESSION**Question/Comment: Concerned about the street being pedestrian-friendly; asked to point out street crossings.**

Response: All of the proposed crosswalks within the project limits were identified on the project display.

Question/Comment: Asked about pedestrian bridge between Park Avenue and the downtown area).

It was noted that the grade separated Inner Loop will be removed and the corridor will be replaced with an at-grade facility (Union Street). The City asked for clarification on the comment and inquired to see if the individual was referring to maybe the Park Avenue extension. Individual responds that he is asking about access between Lafayette and Buena place. And the individual questions whether this project seeks to provide access across as opposed to having to go around. The individual summarizes that after this project, people will still have to go around. Project representatives noted that the Park Avenue extension is part of the city plan but re-iterates that it is outside of this particular project extent. The extension is still an open possibility for the future – this design does not close off the potential for that connection in the future.

Individual continues to speak about concerns of alleys and limited access and the potential for creating pedestrian access ways. City representatives responded that the COR will be looking at possibilities.

Question/Comment: parking – what will the parking restrictions/regulations be and when will they be implemented.

The City is looking at all of the possibilities and is in the process of determining the rules/regulations for parking. It was noted that the City will be open to suggestions and agrees that this is an area of high parking

demands. He suggests that one possibility would be daytime metered parking but unregulated night and weekend parking.

It was noted that closer to Monroe is heavily residential, but moving north is more commercial. Metering is not necessarily fair to all residents. It was requested that residences should be protected from nighttime bargoers and work commuters who take a lot of the parking spaces.

The City noted that establishing residential parking restrictions is a complicated process (e.g. Corn Hill). This process has not been ruled out. The City acknowledges that parking is an important issue, particularly separating the competing parking needs for business people/customers and residential owners.

Individual asks about a parking lot developed for residential parking only (Lafayette and Canfield). He states that the community is looking for assurance that protecting parking for residences is being considered. The City responded that the only assurance that can be given at this point is that there will be more available parking (two-sided), but cannot assure yet that parking will have restrictions. He states that at this point the City needs to evaluate this issue. Community input will be taken into consideration throughout the development of the parking rules and regulations.

Question/Comment: Asked about vision for development and if citizens/neighbors will be able to be involved in those kinds of decisions.

Del Smith (Department of Neighborhood & Business Development, Commissioner) responds that there have been no decisions on the future development yet. Community involvement will be part of the process in the future though.

Paul Way (COR) agrees that this part of the process is focused on the design and construction of the roadways, but future input will be welcome for the development phase (2017).

Question/Comment: asked about Monroe and Union Street – statistics about one-way illegal driving and whether this design will help prevent this problem or add to it.

The project will include a combination of signage/stripping along Union Street in order to discourage/prevent drivers from continuing through the intersection. This will be reviewed in greater detail during the final design phase.

Individual asks whether there are any statistics for this problem. It was noted that accident data was reviewed and it was not a primary problem intersection from an accident statistic perspective and acknowledged that it merits another look. City representative states that they are conscious of the issue (South Union on the south side) but with this project/funding, work needs to remain within the project extent and this does not rule out the possibility of changing to a two-way potentially in the future. Individual responds that safety should be considered over expediency.

Question/Comment: Concerns about closing off the Inner Loop entirely and how that will effect traffic loading and gridlock, particularly during about peak traffic. Concerns about traffic pattern re-shuffling and asked how has this been studied?

Stantec representative noted that an extensive traffic study was completed for the project, which considered a macro evaluation (e.g. regional perspective, 390/490/590) and a micro evaluation (immediate study area). The studies concluded that there will be no adverse impacts.

Individual expressed his concern over the traffic study. The City of Rochester responds that the traffic modeling by Stantec and Monroe County is shown to be very accurate and that models take into account many variables. He states that Stantec, Monroe County and the State have all “signed off” on the traffic perspective. He gives the example that the flows on Pitkin/Union/Inner Loop all have less traffic than Monroe Ave. He emphasizes that traffic patterns and peak traffic hours are well understood and were considered throughout the design plan phase.

Individual states that when the Inner Loop Bridge was closed this summer, travel time was greatly impacted. Stantec responds that in that situation, there was a complete severing of a travel route which is what caused dispersal.

Individual continues with questions/comments pertaining to parking, stoplights (syncing), traffic accidents and states that he is still very concerned about flow-back and congestion; he also expresses that people who know the city can really use these routes and is concerned that it’s a big mistake down the road.

Question/Comment: Audience member interjects that a lot of these questions are more like comments, which might be better expressed in the Public Hearing. It was then asked if the PowerPoint presentation will be available.

It was noted that the powerpoint presentation will be available on the website by the end of the week.

Question/Comment: Concerns about deterioration valid in this section of the Inner Loop, but asked about the rest of it (traffic, conditions, etc.).

City representative responded that these are the project limits at this time and acknowledged that there are heavier traffic issues to the north. He re-iterates that the portion of the Inner Loop to the north is outside of the project limits. At this time, the section to the north will remain.

Individual asks if there is any plan for deteriorating conditions on other sections. City noted that the State maintains the Inner Loop and they will continue with their typical maintenance efforts.

Question/comment: Individual first thanks the City for the project and states that he is usually at these meetings because of something negative, but he questions the plans for future development and whether it will only be designated for residential/commercial use, which will lead to expansion of the current parking issues. He asks if other options for development were studied.

City acknowledges that part of the impetus of this project is the opportunity to create more development lands, but that this does not exclude the possibility public space although at this point the type of development cannot be guaranteed. He stated that development scenarios and individual site plans will be reviewed closely prior to development.

Individual asked whether there was actual economic justification for commercial development when there is already so much vacant land in this area.

Stantec responded that a market assessment is available on the City’s website for the Inner Loop. The market assessment evaluated many different scenarios (tended to be focused on the economic development side) and concluded that there is an opportunity for these parcels to be developable.

Question/Comment: What has been done to make the Monroe/Chestnut/Howell area more pedestrian friendly?

Using the graphic display, Stantec provides an overview of the improvements.

Individual comments that a pedestrian crossing four lanes without an island of refuge seems less pedestrian friendly.

Stantec responds that the approach is to make the crossing as short as possible and he believes that the crosswalks are significantly shorter than the existing crossings. Also, the design improves the angle of the intersection.

Individual states that another concern is the speed that vehicles take for left hand turns.

Stantec re-iterates that the design has narrowed Chestnut and shortened the crosswalks.

City representative states that it is time for the Public Hearing portion of the meeting.

7:30 – PUBLIC HEARING

Paul Way (PM COR) formally opens public hearing at 7:30PM. An official transcript is available for this portion of the meeting. The Public Hearing adjourned at 8:00 PM

Open house with questions continued until approximately 8:30.

Please note that the above minutes are summaries of the comments/questions/responses and proceedings. Refer to the transcript from the Public Hearing for detailed accounts of the statements made.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services Inc.



Laura Best
Phone: (585) 413-5327
Laura.Best@stantec.com

Attachments: Presentation
Meeting Hand-out
Public Hearing Notice

c. Files

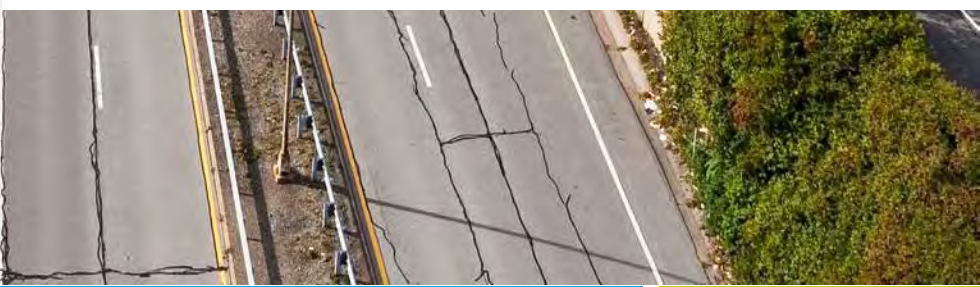
**Public Information Meeting #2
Outdoor Display and Meeting Agenda**



INNER LOOP EAST

TRANSFORMATION PROJECT

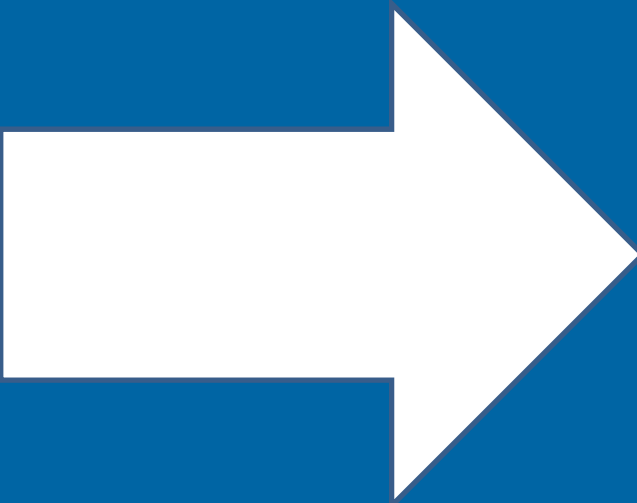
REMOVE • RESTORE • RECONNECT • REVITALIZE

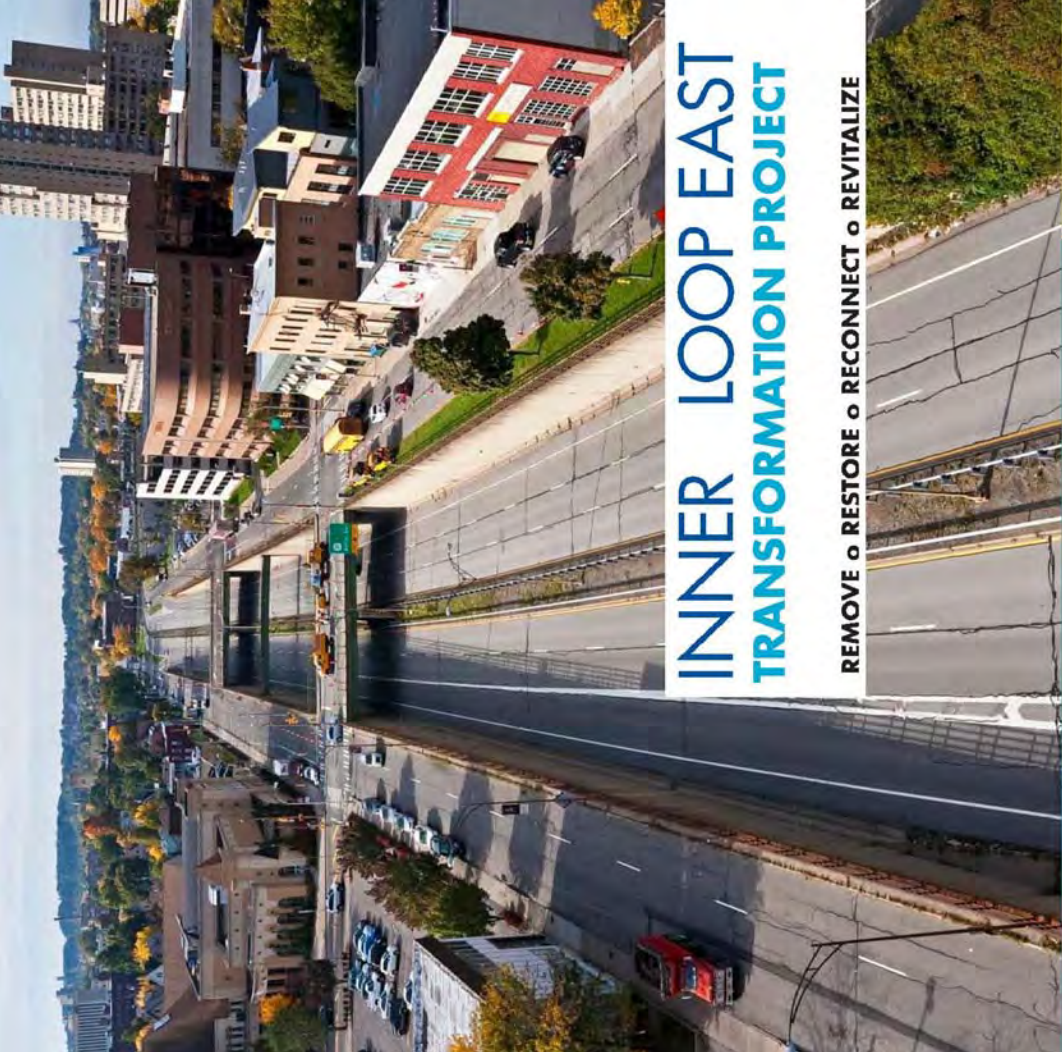


WELCOME

PUBLIC MEETING / HEARING

February 4, 2014





Public Meeting / Hearing

February 4, 2014

AGENDA

- 6:00pm – Open House
- 6:30pm – Presentation
- 7:00 pm - Questions and Answers
- 7:30pm – Public Hearing
- 8:00pm – Open House
- 8:30pm – Closing

CONTACT PERSON

Paul Way, City of Rochester
(585) 428-7383
WayP@cityofrochester.gov

www.cityofrochester.gov/innerloopeast/

Public Meeting/ Hearing

Bausch & Lomb Public Library
Kate Gleason Auditorium
February 4, 2014



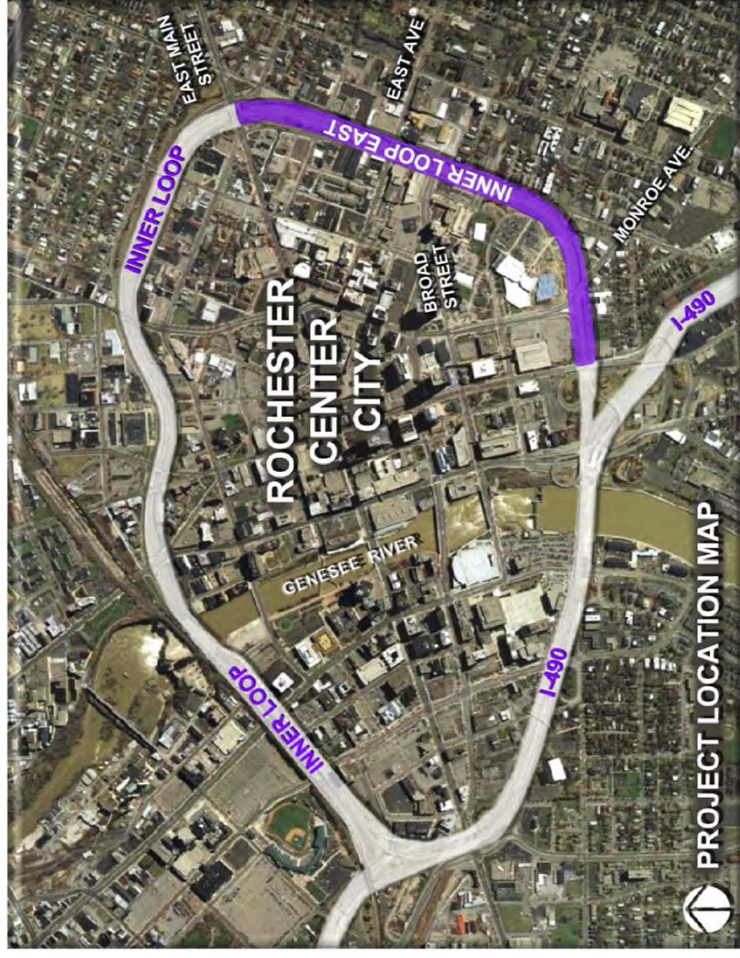
City of Rochester, NY

Project Description

The above referenced project is a Locally Administered Federal Aid highway reconstruction project. The project is located in the City of Rochester, Monroe County, New York. The primary project corridor is the southeast portion of the Inner Loop that encloses the central business district and extends from Monroe Avenue to Charlotte Street and includes the connections at the south (I-490) and north (East Main Street). The project is approximately 1 mile in length and occupies a width ranging from 182 feet to 355 feet (curb to curb).

The Inner Loop East Transformation Project consists of the removal of an urban expressway known as the "Inner Loop" through the SE quadrant of the City of Rochester downtown area. The conceptual project originated in the early 1990s and has been part of the City of Rochester's comprehensive plan ever since. The project will remove excess highway infrastructure (replacing the existing 10-12 lane section with a 3-5 lane section) from Clinton Street South to East Main Street and provide a "complete street" facility that is properly scaled to the regional and local needs. The "complete street" design approach incorporates balanced pedestrian, bicycle, and vehicle needs throughout the project corridor.

The project will incorporate innovative design concepts for pedestrian and bicyclist including a cycle track that will provide cyclists with their own designated travel way separated from vehicle traffic. The proposed roadway would be constructed along the existing street alignments (Union, Howell, and Pitkin Streets) and reestablish the original street grid network that provided connectivity between the adjoining neighborhoods and downtown that existed prior to the urbanization and construction of the expressway. As a secondary benefit, the removal of the excess highway infrastructure will provide the City with a unique opportunity to create additional land that could be developed within the downtown area. This potential development would be progressed in the future by the City of Rochester to fit the vision and character of the surrounding neighborhoods.



Public Information Meeting #2

Sign-in Sheets



Sign-In Sheet

Subject Public Meeting / Hearing - Inner Loop Transformation Project

Location Bausch & Lomb Public Library

Date 2/4/2014

Project

No. 192500295

Time 6:00 PM - 8:00 PM

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Edward Hamburg	14 Lafayette St	454-6847	edhamb@yaho.com
Dwight Hurvieu	Stanley St	413-5273	dhurvieu@stntec.com
Rollie Adams	The Hills		
Derek Reiz	Little Dante	576-507	
Linda Magi	Wadsworth Square	454-1556	linda.magi@btanil.com
Ove Overmyer	34 Canfield Pkce	754-8933	overmyer@yahoo.com
Anthony Murgia	211 Edgerton St Roch 14607	442-0559	AMIT719@ROCHESTER.PR.COM
Tom Warrn	219 Chickmford Rd.	409-4594	jtwarth@frontier.net
Elizabeth Murphy	1150 University Ave, Bldg 5	244-3146	elizabeth.murphy@flhsa.org
John Lam	Reconnect Rochester	244-9745	jlam-1@rpa.net
Tryn Conrad	86 S Union St	203-4409	conrad25@gmail.com
M. Andy Collins	62 N Union St	571-7036	M.andre.collins@rochester.com
Doug Jerlan	158 Margaret Ave	362-8702	djerlan@ferret.org



Sign-In Sheet

Subject Public Meeting / Hearing - Inner Loop Transformation Project

Location Bausch & Lomb Public Library

Date 2/4/2014

Project

No. 192500295

Time 6:00 PM - 8:00 PM

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Bruce Vair	23 Canfield Pl	615-8618	bvair@rochester.rr.com
Rev. Willie E. Jefferson	82 South Union		
Van Ramos	1965 E MAIN ST	362-8923	BlondyVan@gmail.com
James Love	Bethel Christian Fellowship 331 East	232-1136	jlove@bethelcf.com
Alex Wirth	Yellow Haus Bicycles	698 6812	yellowhausbicycles@gmail.com
Ann Kennedy	92 Richmond St.	355-3449	annkennedy@yahoo.com
Lynn Keenan	TETRA TECH	410-0342	Lynn.Keenan@TETRA TECH.com
Maxine MANDS	56 Boardman St.	461-2186	mmmands56@hotmail.com
Geoffrey Kending	42 Buena Pl	355-9006	gkending@franciscanet.net
CHRIS McCAMIC	27 Buena Place	315-244-8717	chris.mccamic@gmail.com
John Glassman	45 Crosman Terrace	385 739-5460	JohnGlassman1@yahoo.com
Allan Richards	23 Park Street	585 230 6234	university810@aol.com
Richard Wrenen	273 Alexander St.	571 944 7191	Richard Wrenen 143@aol.com
Stephen Venturino	96 South Union	585-705-3840	MRV@Rochester.RR.COM
"	345 Lafayette Place	" " "	" " "
CHERYL ANNAL MARTIN	418 BROADWAY	325-7469	cherylannalmartin@gmail.com
Joey Lancelotti	Rochester Insomniac	N/A	Joeylancelotti@gmail.com
Janet Laird		323-2254	JanetL55@gmail.com



Sign-In Sheet

Subject Public Meeting / Hearing - Inner Loop Transformation Project

Location Bausch & Lomb Public Library

Date 2/4/2014

Project

No. 192500295

Time 6:00 PM - 8:00 PM

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Jim TOEMANN	STARTEC	475-1440	JTOEMANN@STARTEC.COM
PAULA F. BENWAY	"	"	PAULA.BENWAY@STARTEC.COM
WYNNE C. BRIGMAN	Owner	671-3806	
Laura Best	StarTEC	475-1440	laura.best@startec.com
REBECCA WEBB	SWPC	899-0972	becwebb@gmail.com
Jana Strolly	CHESTER MERIST	473-7268	
Holger DP MILLER	PRIEM ST	494-0125	HOLGERMILLER@YAHOO.COM
Josiah Walters	54 mountains rd	385 148	jwalters47@gmail.com
Peter Willard	31 Patonville	370-4470	JPW@Frontier.net
Brian Wilko	845 Atlantic Ave Rm 6	385-944-5294	briwilko1@gmail.com
Teronoma MUMFORD	40 Chestnut St 273	Appanch St	
BL Garney #	427 Brooklyn	202-2903	Blakerblakney@gmail.com
RICHARD COUSY	7 CHESTER ST	303-8569	RCOUSY85@GMAIL.COM
JESS CUMLER	240 East Ave	258 0260	JESS@THELITTLE.ORG
Phillip Barrett	120 Coalbrook St	990-1835	Phillip@PhillipBarrett.com
Michael Bates			mbates8@gmail.com
Edward Cramp	10 Mt Pleasant Pl, Apt #2	14609	cramp@pas.chester.edu



Sign-In Sheet

Subject Public Meeting / Hearing - Inner Loop Transformation Project

Location Bausch & Lomb Public Library

Date 2/4/2014

Project

No. 192500295

Time 6:00 PM - 8:00 PM

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
MIKE KNIGHT	BUEANA PLACE	585-469-4911	MICHAELKNIGHT77@yahoo.com
Tom Frys	MCDOT	753-7741	tfrys@monroe-county.gov
Robert Eckert	Mx	319-505-0588	rgrecker@yahoo.com
RICK FARAS	NYS DOT	585-272-3417	RICHARDS-FARAS@DOT.NY.GOV
Neel Basha	Rochester	585-465-3190	neelbasha@hotmail.com
John Thomas	21 Crossman Ter	442-2035	jthomas@frontiernet.net
Tom Gillett	30 N. Union St	454-5550	tgillett@nysutmail.org
Ted Messeri	34 Park Ave	750-7583	TedMesseri@gmail.com
Dawn Williams-Fuller	Ambassador Apt	507-7515	dwilliamsfuller@aol.com
Jordan B. Gore	Floor City Dev	647-6116	
Surf Betchart	234 Melville St	209-0517	betchart@gmail.com
James Camiglia	12 Lafayette Park	546-1183	
Jack Darnoff	149 Monroe Ave	262-4776	jackdarnoff@frontier.com
Jules Elmer	500 N. Southgate	585-410-6356	JElmer@monroecounty.com
Daray & Tom Padlock	97 Richmond St.	737-6322	DESIGN@Frontier.net
Mitchell Rowe	City of Rochester	428-6785	RoweCM@cityofrochester.gov

Public Information Meeting #2
Project Display Boards

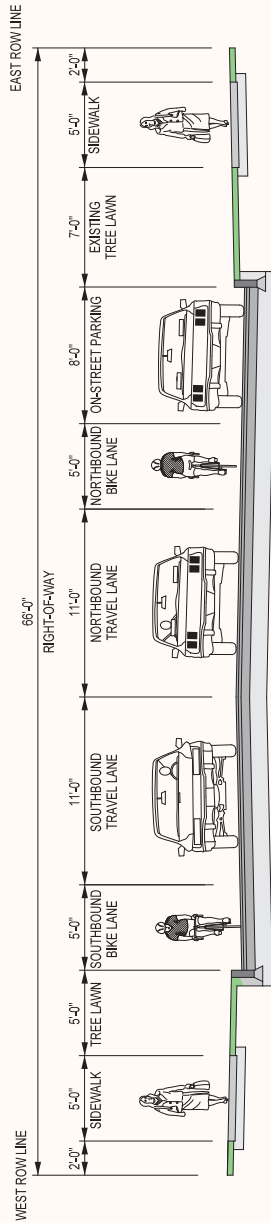
INNER LOOP EAST TRANSFORMATION PROJECT

LEGEND

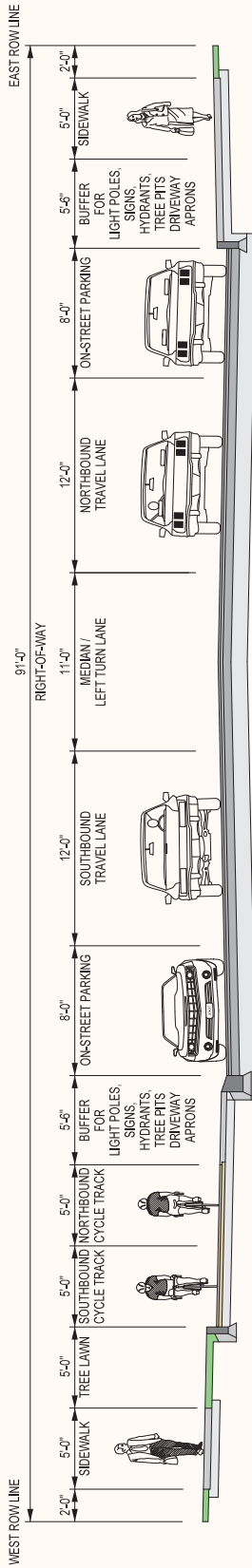
- PROPOSED PARKWAY
- PROPOSED BIOWALK
- PROPOSED BIOWAY
- FUTURE DEVELOPMENT AREA
- TREE LANE (LEFT SPACE)
- CYCLE TRACK
- BIKE BOX
- PROPOSED TREE
- TRAFFIC SIGNAL



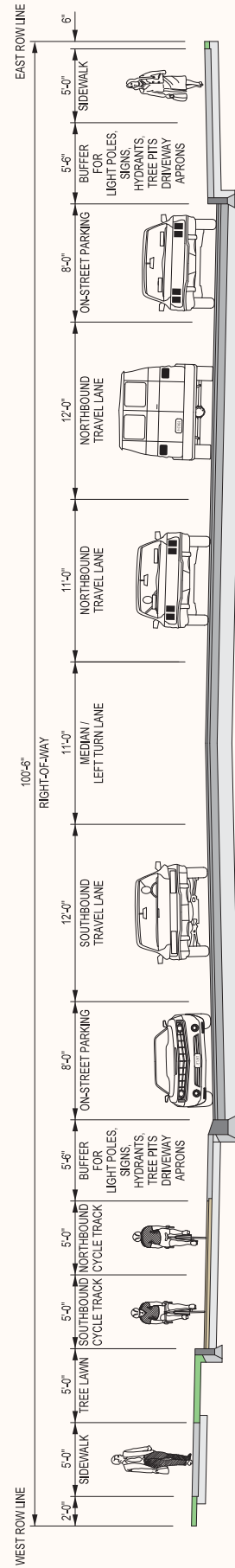
UNION STREET PROPOSED TYPICAL SECTIONS



UNION STREET - 2 LANE SECTION
MONROE AVENUE TO HOWELL STREET



UNION STREET - 3 LANE SECTION
HOWELL STREET TO BROAD STREET



UNION STREET - 4 LANE SECTION
BROAD STREET TO RICHMOND STREET

Public Information Meeting #2 Presentation

INNER LOOP EAST

TRANSFORMATION PROJECT



PUBLIC INFORMATION MEETING / PUBLIC HEARING
February 4, 2014

Welcome – Jim McIntosh, City Engineer

Team Introductions

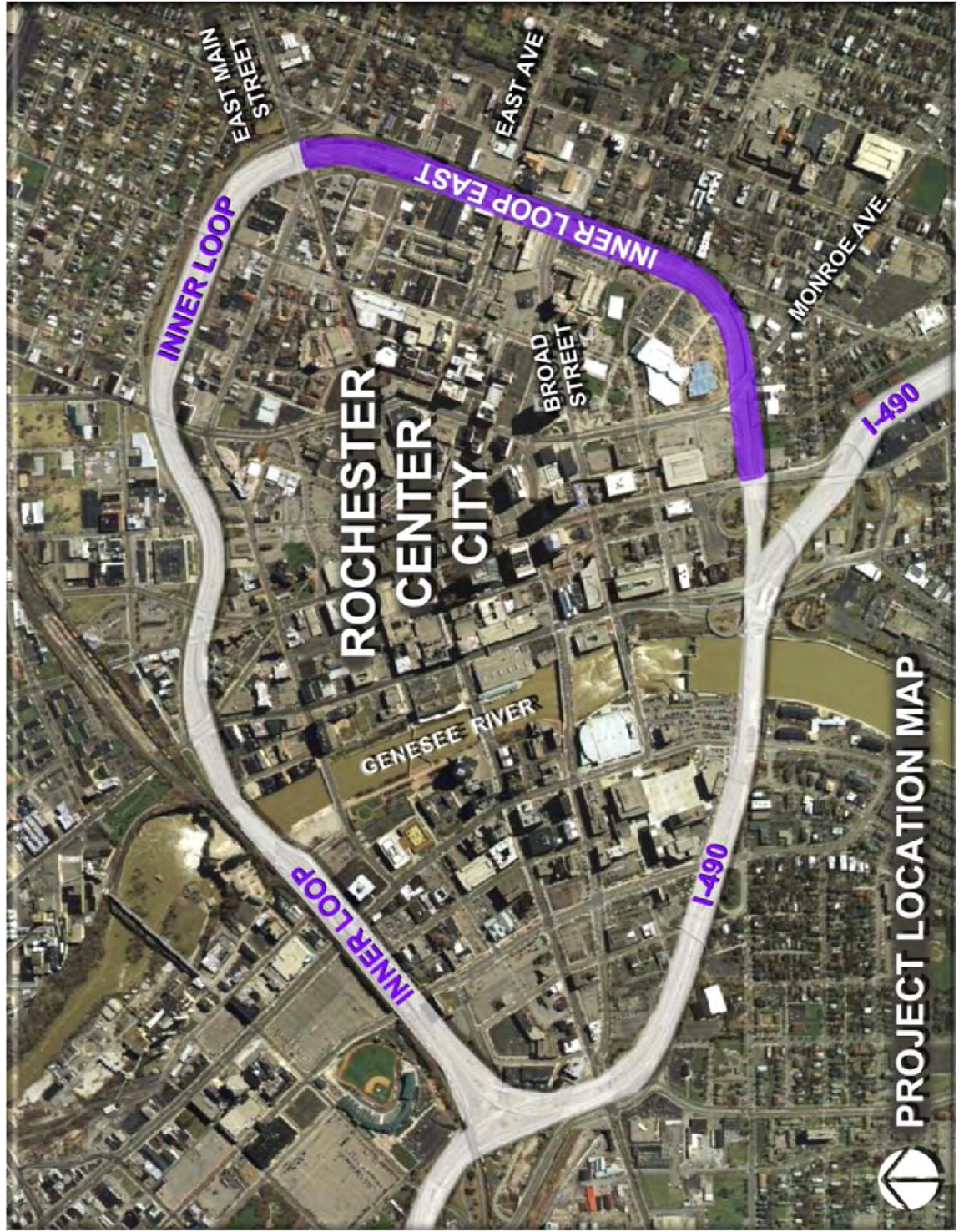
- City of Rochester
- NYS Department of Transportation
- US Department of Transportation, Federal Highway Administration
- Monroe County
- Genesee Transportation Council
- Stantec Consulting Inc.



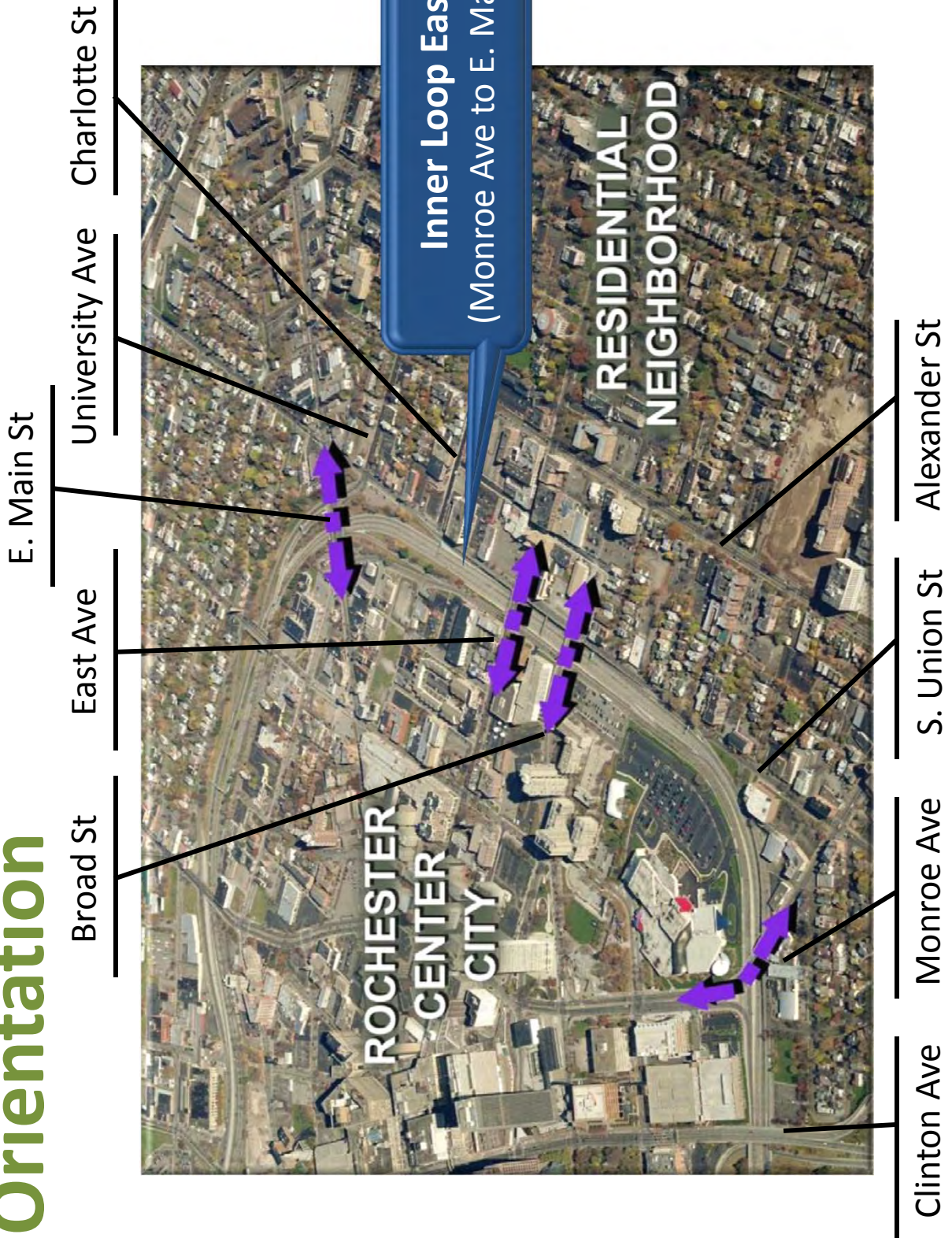
Agenda

- Open House 6:00 to 6:30 PM
- Presentation 6:30 to 7:00 PM
 - Background/History
 - Project Conditions and Needs
 - Project Status
 - Alternatives Considered
 - Recommendation
 - Next Step
- Question and Answer 7:00 to 7:30 PM
- Formal Comment (Hearing) 7:30 to 8:00 PM
- Open House 8:00 to 8:30 PM
- Closing 8:30 PM

Orientation

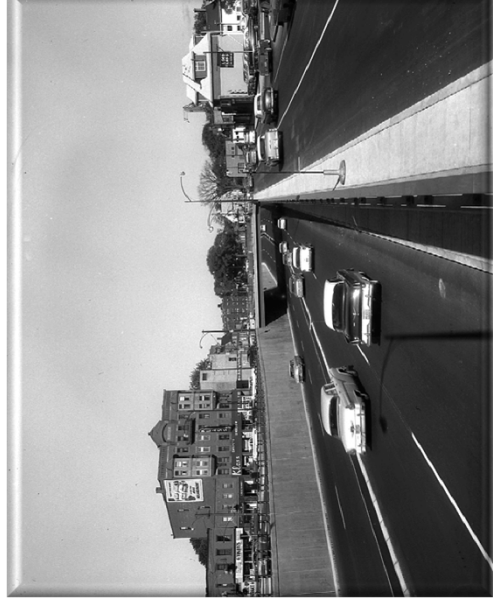


Orientation



Inner Loop East – History

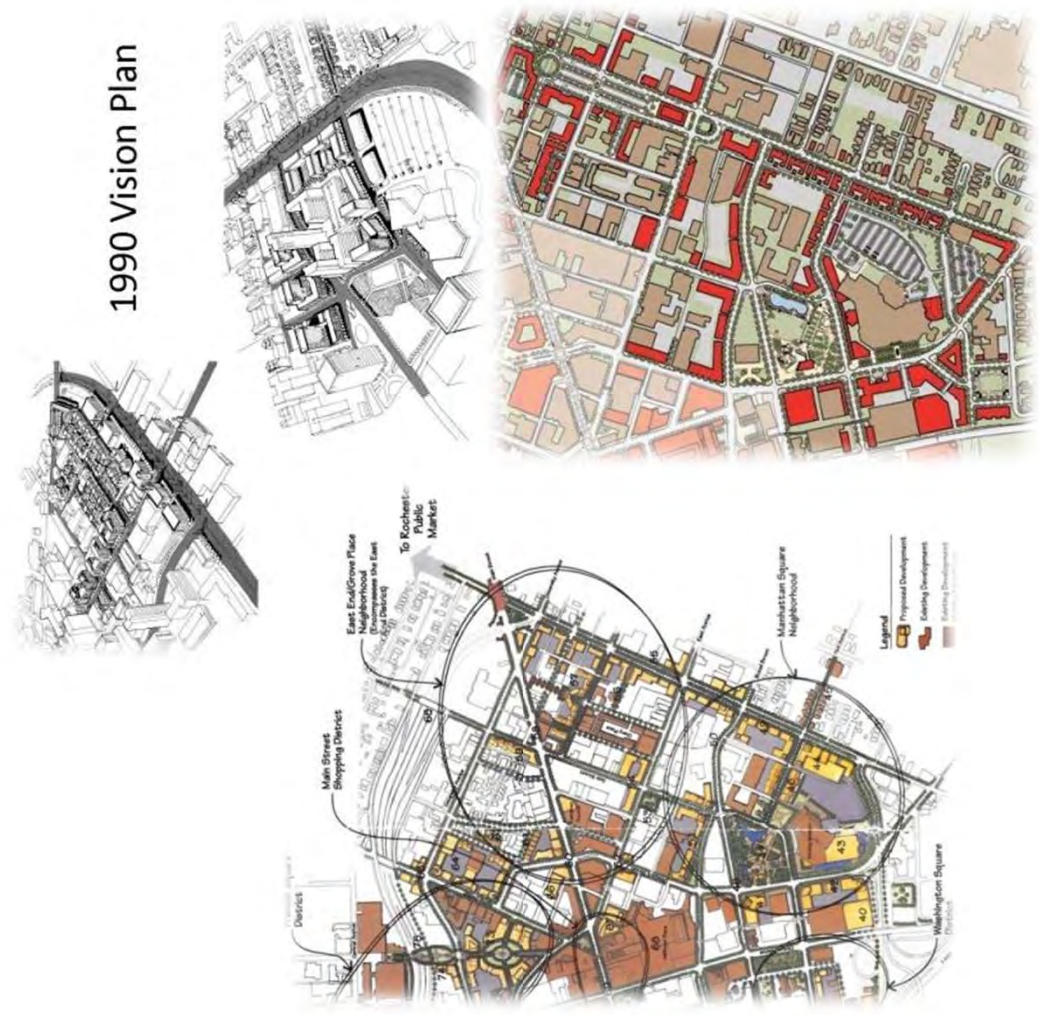
- City population peaks in 1950 at over 330,000
- Built in late 1950's and early 1960's
- Better Distribute Traffic Through and Around Downtown
- 149 parcels razed



*Completion of the Inner Loop in mid 1960's
(looking east at Monroe Ave)*

1990 - 2014

- Visions of removal of the Inner Loop*
- *The Vision 2000 Plan*
 - *The Neighbors Building Neighborhoods Program*
 - *City of Rochester's Inner Loop Improvement Study 2001*
 - *Center City Master Plan 2003*
 - *Rochester Regional Community Design Center – Charrette – A Community Based Vision Plan for Downtown Rochester 2007*
 - *The Renaissance 2010 Comprehensive Plan*
 - *GTC Long Range Transportation Plan 2035*
 - *Scoping Document 2013*

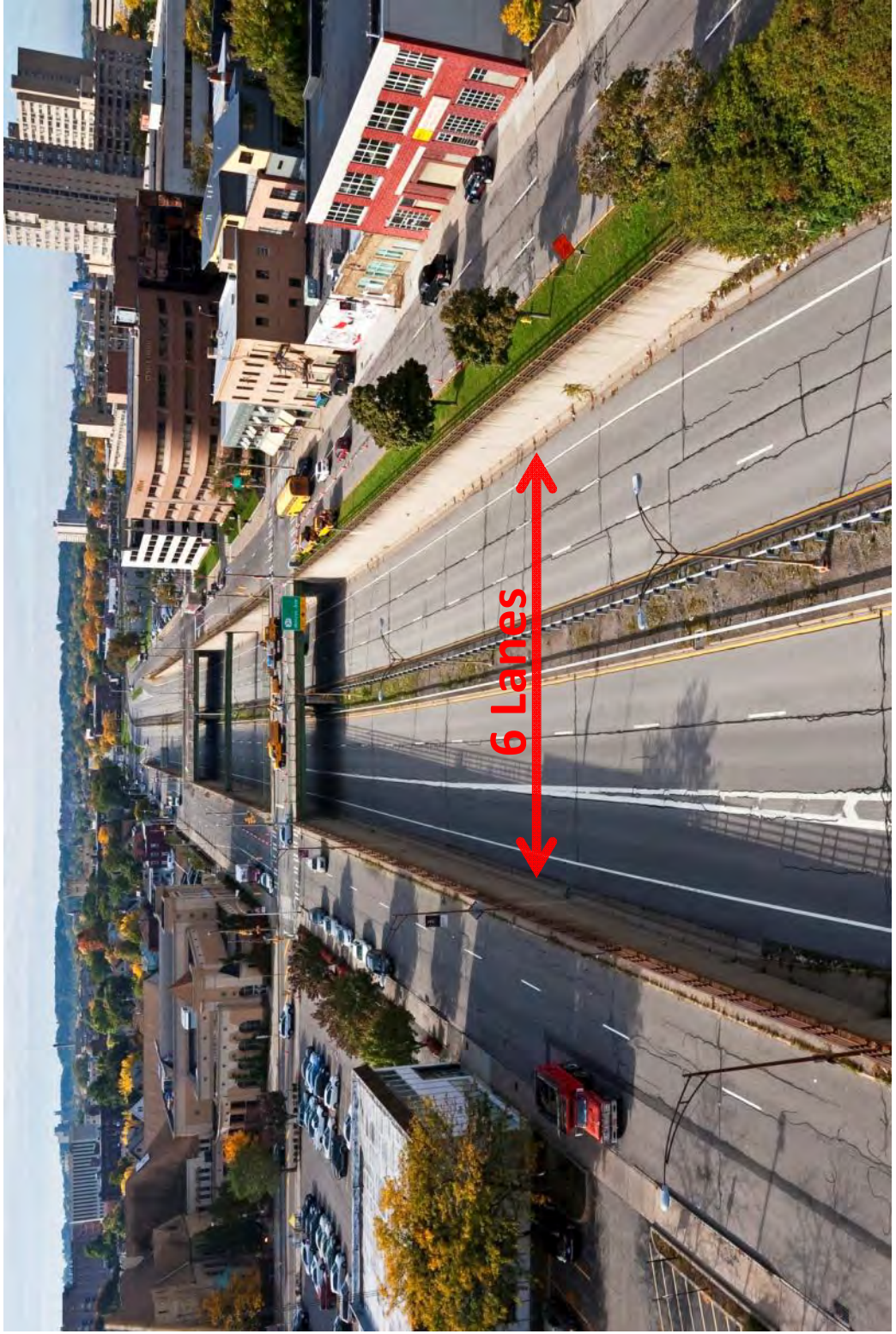


1990 Vision Plan

2003 Master Plan

2007 Charrette

TIGER Funding – Late Summer 2013



Preliminary Design

- Functional Classification
- Control of Access
- Traffic Control Devices
- Intelligent Transportation Systems
- Traffic Volumes
- Level of Service and Mobility
- Safety Considerations, Accident History and Analysis
- Non-Standard Design Features
- Pavement and Shoulder Conditions
- Drainage Systems
- Geotechnical, Structures, Guiderrails
- Utilities
- Existing Police, Fire Protection and Ambulance Access
- Parking Regulations
- Lighting
- Ownership and Maintenance Jurisdiction
- Pedestrians, Bicyclists, Transit
- Airports, Rail Stations
- Access to Recreation Areas
- Highway Geometry
- Landscaping
- Alternatives
- Design Criteria

Background – Quick Facts

- NYS Route 940T – Federal Aid Principal Arterial
- 4 - 6 Travel Lanes
- Parallel 2 to 3 Lane Frontage Streets
- Entrance and Exit Ramps
- Up to 12 travel lanes (355 feet wide)
- 6,990 AADT
- South Union Street: 5,250
- Pitkin Street: 2,050
- Adjacent Streets:
 - Alexander (East to Park): 12,585
 - East (Alexander to Union): 13,921
 - Monroe (Union to Inner Loop): 15,239



Project Conditions and Needs (50+ Years)

The image is a grid of 12 photographs, each with a text overlay describing a project condition or need. The conditions are:

- DETERIORATING INFRASTRUCTURE**: Shows a view from under a bridge with concrete pillars and a road with a traffic cone.
- SAFETY**: Shows a road with a 'Watch for Pedestrians' sign and a crosswalk.
- ENVIRONMENTAL STORMWATER, AIRQUALITY, NOISE**: Shows a residential street with cars and trees.
- EXCESS CAPACITY**: Shows a wide, multi-lane road with traffic.
- ECONOMIC REDEVELOPMENT**: Shows a modern building with a glass facade.
- COMMUNITY COHESION**: Shows a street view with buildings and a road.
- SAFETY** (second instance): Shows a road with a 'Watch for Pedestrians' sign and a crosswalk.
- SAFETY** (third instance): Shows a street with a red bus and a crosswalk.
- DETERIORATING INFRASTRUCTURE** (second instance): Shows a view from under a bridge with concrete pillars and a road with a traffic cone.
- DETERIORATING INFRASTRUCTURE** (third instance): Shows a view from under a bridge with concrete pillars and a road with a traffic cone.
- DETERIORATING INFRASTRUCTURE** (fourth instance): Shows a view from under a bridge with concrete pillars and a road with a traffic cone.
- DETERIORATING INFRASTRUCTURE** (fifth instance): Shows a view from under a bridge with concrete pillars and a road with a traffic cone.
- DETERIORATING INFRASTRUCTURE** (sixth instance): Shows a view from under a bridge with concrete pillars and a road with a traffic cone.

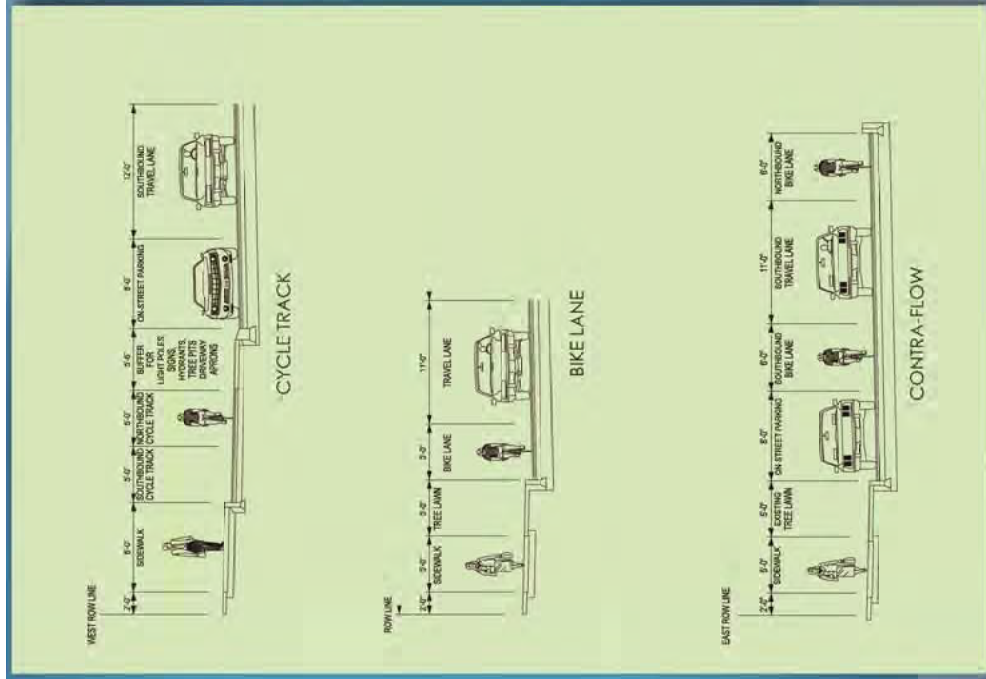


Project Need

The existing Inner Loop is reaching 50 years of service and now is the time to:

- Rebuild neighborhood connections
- Encourage Economic Development
- Encourage a more sustainable/multi-modal transportation system

Alternatives Considered – Bicycle Facilities



SHARED LANES

BIKE BOXES

Designate an area at signalized intersections for bikes to stop ahead of motor vehicles.



CYCLE TRACKS are physically separated bike lanes that allow movement in both directions on one side of the street.



CONTRA-FLOW BIKE LANES allow bicyclists to ride in opposite direction of motor vehicle traffic.



BIKE LANES designate an exclusive space for bicyclists with pavement markings and signage.

Alternatives Considered – Monroe/Chestnut Intersection Options



OPTION 1

TRADITIONAL INTERSECTION

- Original concept layout
- 3-lanes on east-west approaches.
- Long north/ south pedestrian crossing distance.
- Provides little to no developable land or green space.
- Provides excess capacity and travel lanes.



OPTION 2

TRADITIONAL INTERSECTION - REDUCED GEOMETRY

- 2-lanes on east-west approaches.
- Shorter north/south pedestrian crossing distance.
- Provides pedestrian refuge island on east side of intersection.
- Greater intersection skew provides traffic calming.



OPTION 3

TWO OFFSET T-INTERSECTIONS

- 3-lanes on east-west approaches.
- 4-lanes on Monroe and Chestnut approaches.
- Very long pedestrian crossing distance.
- ROW impacts would occur along Monroe Avenue approach.



OPTION 4

ROUNDABOUT

- Intersection skew would require an oval roundabout creating a large intersection footprint.
- Dual lane roundabout would be necessary to handle the volume.
- Very long pedestrian crossing distances.
- Little to no developable land would result.
- ROW impacts would occur on the Monroe Avenue approach.
- Impacts to private driveways and side streets.
- Impacts to on-street parking

Alternatives Considered – Howell / S. Union Options



OPTION 1

- Recreates a true street grid system.
- 1-lane in each direction.
- Traffic signal control.
- Minimizes pedestrian crossing distances.
- Creates optimal developable parcel widths.
- Provides additional on-street parking.



OPTION 2

- 2-travel lanes in each direction.
- Stop sign control on Howell Street.
- Provides a true terminus to expressway.
- Natural traffic calming effect.
- Offset intersection with Lafayette Pk.
- Skewed intersection increases pedestrian crossing distances.
- Difficult right turn from Howell.



OPTION 3

- Original concept layout with a sweeping curve.
- 2 travel lanes and a center left turn lane.
- Stop sign control on the S. Union Street approach.
- Long and narrow development parcels would result.
- Offers little to calm traffic.



OPTION 4

- 2009 initial concept layout
- Single lane roundabout.
- Minimizes developable land.
- Significant right-of-way needs.
- Impacts to private driveways.
- Eliminates all on-street parking.
- Long pedestrian crossing distances.

Alternatives Considered – North Terminus Options



ROUNDABOUT AT CHARLOTTE ST

- 2009 Initial Concept Layout for aesthetic treatment.
- One-way Union Street to East Main Street.
- Requires Pitkin Street to operate as one-way southbound.
- Minimizes developable land parcels and creates awkward parcels.
- Maximizes right-of-way needs.
- Maximizes pedestrian crossing distances.
- Impacts private driveways and side streets.
- Awkward access to Haags Alley and Richmond Street.
- Eliminates on-street parking.



TERMINUS AT CHARLOTTE STREET

- One-way Union Street to East Main Street.
- Requires Pitkin Street to operate as one-way southbound.
- Stop Sign control or traffic signal.
- Does not offer a traffic calming feature.
- Creates conflict points with pedestrian and cyclists.
- Off ramp traffic speed concerns.



TERMINUS AT RICHMOND STREET

- Forms a four-way intersection at Richmond St.
- Two-way traffic to East Main Street.
- Stop sign control on east-west side streets.
- Pedestrian sidewalk and crossings.
- On street bike "sharrows" from Charlotte Street to East Main Street.
- On-street parking provided.

PROS AND CONS

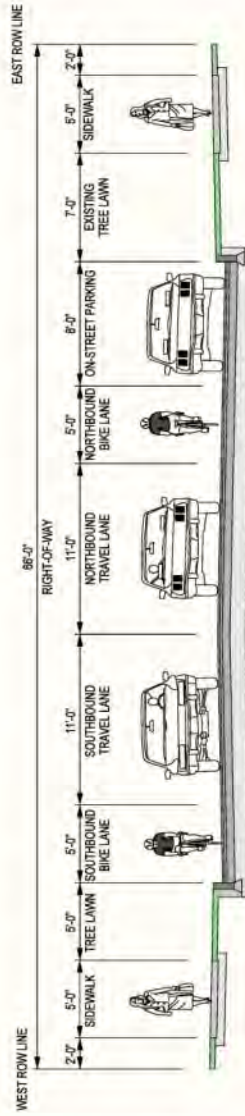
- Improved two-way circulation system on Union Street.
- May attract cut-through traffic along Richmond Street.
- Reduces size of state owned parking lot south of University Avenue.
- Notably reduces off-ramp traffic speeds.
- Reduces pedestrian/bicycle conflicts at Charlotte Street.



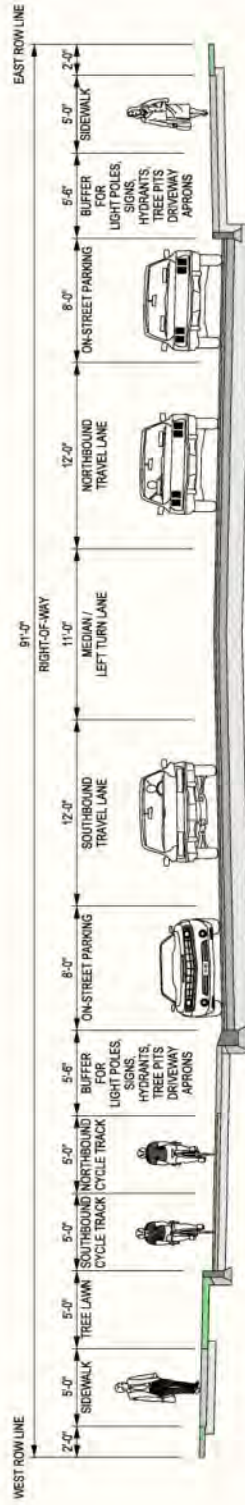
Preferred Alternative (2-way Union St.)



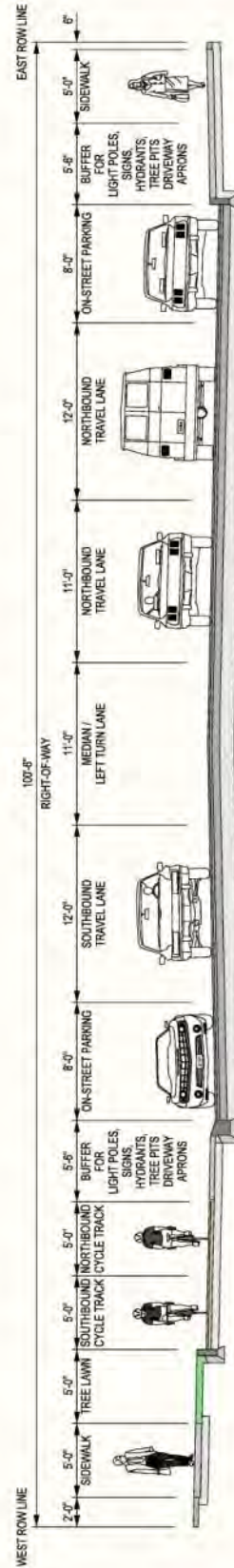
UNION STREET PROPOSED TYPICAL SECTIONS



UNION STREET - 2 LANE SECTION
MONROE AVENUE TO HOWELL STREET



UNION STREET - 3 LANE SECTION
HOWELL STREET TO BROAD STREET



UNION STREET - 4 LANE SECTION
BROAD STREET TO RICHMOND STREET



Preferred Alternative

Before



**S. Union Street
Looking North**

After



Laundry List of Environmental Studies and Evaluations:

- Parks and Recreational Resources
- Visual Resources
- Farmlands
- Air Quality
- Energy
- Noise
- Asbestos
- Hazardous Wastes and Contaminated Materials
- Wetlands
- Surface Waterbodies and Watercourses
- Waters
- Floodplains
- Coastal Resources
- Groundwater
- Resources, Aquifers
- Stormwater
- Management
- General Ecology & Wildlife Resources
- Critical Environmental Areas
- Historic and Cultural Resources
- Construction Effects
- Indirect Secondary Effects
- Cumulative Effects

Environmental Review Process

- National Environmental Policy Act (NEPA) Class II - “Categorical Exclusion with Documentation”
 - State Environmental Quality Review Act (SEQRA) Type 1 Action – Full EAF Parts 1 and 2
 - Mayor, City of Rochester is Lead Agency
 - Negative Declaration issued on December 23, 2013
- ❖ **No significant adverse environmental impacts have been identified to date.**

Public Participation

- Public Meeting, City Hall, August 28, 2013
- Public Open House, Manhattan Square Park, November 6, 2013
- RRDC, Reconnect Rochester, Rochester Cycling Alliance, October 16, 2013
- City Council Meeting Update, October 17, 2013
- ESL Meeting, October, November 5, 2013
- East End Business Association Meeting, November 6, 2013
- RRDC, November 15, 2014
- Wadsworth Neighborhood Meeting
- Richmond Street Neighborhood Meeting, December 5, 2013
- Numerous collaborative meetings with Monroe County DOT, NYSDOT, and FHWA

Future Meetings:

- Final Design Public Meeting
- Pre-Construction Public Meeting

Project Status/Schedule/Next Step

- Selected for “TIGER” Funding (Fall, 2013); ranked 3rd of 50 nationally
- Complete Preliminary Engineering Design Report **(End of February)**
 - Alternative Development
 - Environmental Studies
 - Public Participation
 - Complete SEQRA and NEPA per State and Federal Requirements
- Final Design **(Complete by End of May)**
- Bid **(Summer)**
- Start Construction **(Fall)**



Project Website

Contains:

- Project overview
- Project support letters
- Documents (Scoping Report and TIGER Grant Application)
- Multimedia and Press
 - 3D Simulation
 - Slide Show Project Overview
 - Rush Hour Video
- Public Participation Information

Support from the Community

The following are letters to United States Secretary of Transportation, Ray LaHood, in support of the City's Inner Loop East project. These letters were penned by local neighborhood associations, business associations, elected officials, property developers, and more. They illustrate the deep and varied community support that stands behind filling in the Inner Loop East.

Elected Officials

- City of Rochester Mayor Thomas Richards
- United States Senator Charles Schumer
- United States Senator Kirsten Gillibrand
- United States Representative Kathleen Hochul
- New York Senator Joseph Robach
- New York Senator James Alesi
- New York Assemblyman Joseph Morelle
- New York Assemblyman Harry Bronson
- Rochester City Council



U.S. Senator Schumer visits Rochester to support the Inner Loop project.

Metropolitan Planning Organization

- Genesee Transportation Council, assurances and letter of support

Real Estate Developers Letters of Interest

- Buckingham Properties, a downtown real estate and property management company
- Christa Construction, a Rochester real estate development company
- Conifer, a Rochester real estate development company
- Flower City Development, a downtown real estate green development company
- Graywood, a Rochester construction and property management company

www.cityofrochester.gov/innerloopeast

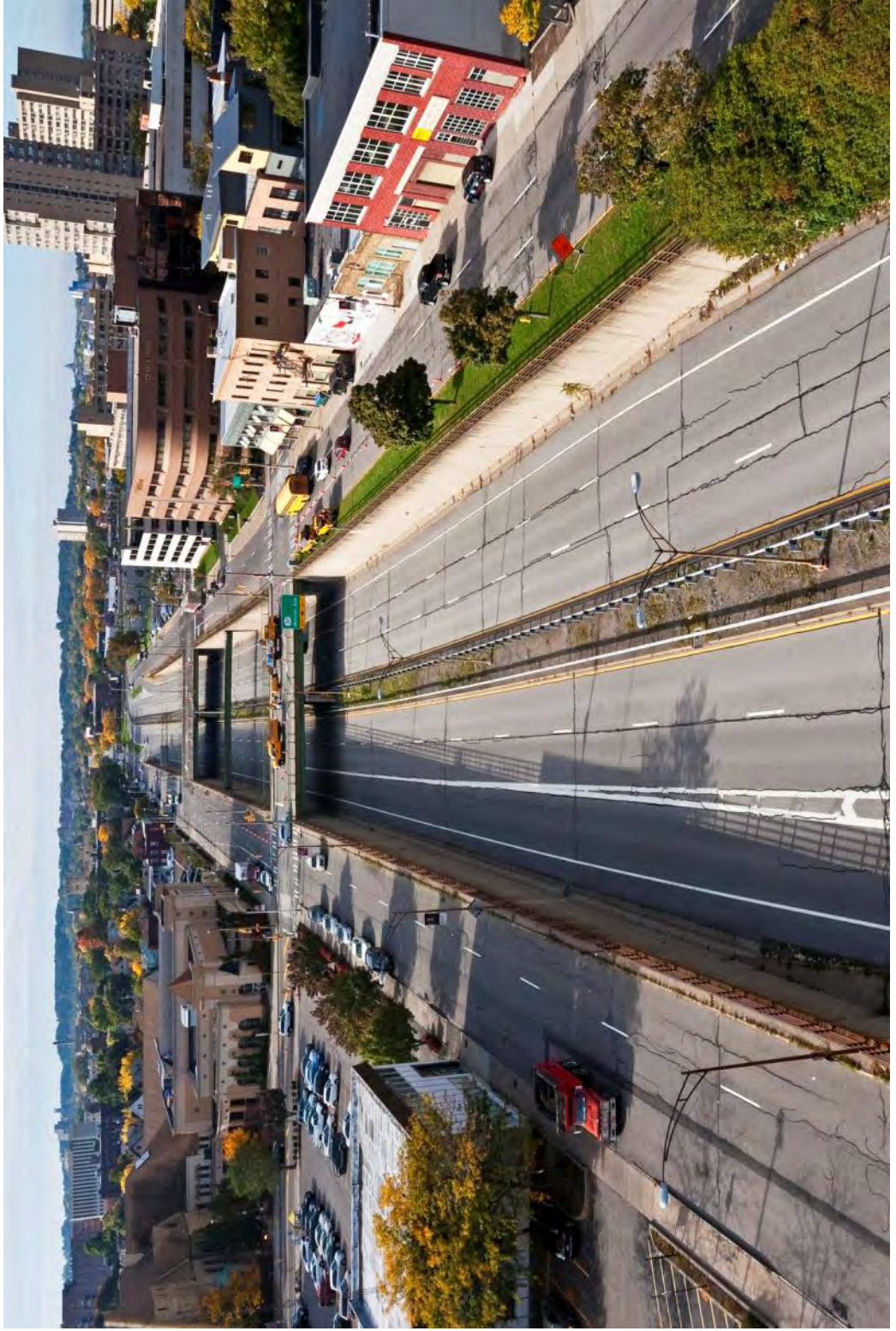
WHY?

The transformation of this expressway into an at grade complete street supporting bicycle and pedestrian traffic will create a more livable and walkable community, thus resulting in substantial social, health, fiscal and economic benefits!

Agenda

- Open House 6:00 to 6:30 PM
- Presentation 6:30 to 7:00 PM
 - Background/History
 - Project Conditions and Needs
 - Project Status
 - Alternatives Considered
 - Recommendation
 - Next Step
- Question and Answer 7:00 to 7:30 PM
- Formal Comment (Hearing) 7:30 to 8:00 PM
- Open House 8:00 to 8:30 PM
- Closing 8:30 PM

Public Hearing



**Public Hearing
February 4, 2014**

Public Hearing Notices



PUBLIC INFORM MEETING NOTICE

for the

INNER LOOP EAST TRANSFORMATION PROJECT

DATE:	Tuesday, February 4, 2014	TIME:	6:00 – 8:00 PM
LOCATION:	Bausch & Lomb Public Library Building	ROOM NO.:	Kate Gleason Auditorium
ADDRESS:	110 South Avenue		

The Inner Loop East Transformation Project team will present the Draft Design Approval Document for the project. The presentation will describe the deficiencies and inadequacies associated with the aging 50-year old Inner Loop corridor. The team will also present the project objectives with a focus on the City’s vision for the southeast segment of the Inner Loop and specifically, the Center City redevelopment efforts, the current/future traffic demand, and community needs.

The Inner Loop East Transformation Project is about capturing the opportunity to reconnect neighborhoods, spur economic development and provide an appropriate-scaled complete city street; by eliminating an underutilized grade separated access controlled expressway facility.

The first 90 minutes of the meeting will be an informal, informational session with free-flowing questions and comments welcomed during that time. At 7:30 PM, a more formal Public Hearing will be conducted in accordance with Federal Highway Administration procedures with the proceeding recorded. Persons may file written statements and other exhibits in place of or in addition to oral statements made at the Public Hearing. Written statements submitted at the hearing, or mailed and received before February 14, 2014 will be made part of the record.

Please attend this important meeting. We look forward to meeting you and welcome your comments. If you require special arrangements for the meeting (translators, handicap accessibility, etc.) or further information on this meeting contact: Paul Way at 428-7383 or visit the project web page at: www.cityofrochester.gov/innerloopeast



James R. McIntosh, P.E.
City Engineer



Legals

Legals

Whee

4900
Legals

LEGAL NOTICE

BE IT RESOLVED BY THE BOARD OF EDUCATION AS FOLLOWS:

1. A special meeting of the qualified voters of the York Central School District shall be held in the Chorus Room in said District, on Tuesday, February 11, 2014, between the hours of 12:00 noon and 8:00 p.m., for the purpose of voting on the proposition described in the notice of special meeting hereinafter set forth.

2. Said special meeting shall be called by giving the following notice thereof:

NOTICE OF SPECIAL MEETING OF THE QUALIFIED VOTERS OF YORK CENTRAL SCHOOL DISTRICT

NOTICE IS HEREBY GIVEN that a special meeting of the qualified voters of the York Central School District shall be held in the Chorus Room in said District, on Tuesday, February 11, 2014, between the hours of 12:00 noon and 8:00 p.m. The following proposition will be submitted for voter approval at said meeting:

PROPOSITION

Shall the following resolution be adopted to wit:

RESOLVED THAT THE BOARD OF EDUCATION OF THE YORK CENTRAL SCHOOL DISTRICT IS HEREBY AUTHORIZED TO UNDERTAKE CERTAIN CAPITAL IMPROVEMENTS CONSISTING OF CONSTRUCTION AND RECONSTRUCTION OF EXISTING SCHOOL BUILDINGS AND FACILITIES, SITE IMPROVEMENTS AND THE ACQUISITION OF CERTAIN ORIGINAL FURNISHINGS, EQUIPMENT, AND APPARATUS, AND OTHER INCIDENTAL IMPROVEMENTS REQUIRED IN CONNECTION THEREWITH FOR SUCH CONSTRUCTION AND SCHOOL USE, ALL AT AN ESTIMATED MAXIMUM AGGREGATE COST OF \$5,075,000; AND THAT SUCH COSTS, OR SO MUCH THEREOF AS MAY BE NECESSARY, SHALL BE RAISED BY THE LEVY OF A TAX TO BE COLLECTED IN ANNUAL INSTALLMENTS, WITH SUCH TAX TO BE OFFSET BY STATE AID AVAILABLE THEREFOR; AND, IN ANTICIPATION OF SUCH TAX, DEBT OBLIGATIONS OF THE SCHOOL DISTRICT AS MAY BE NECESSARY NOT TO EXCEED SUCH ESTIMATED MAXIMUM AGGREGATE COST SHALL BE ISSUED.

NOTICE IS HEREBY FURTHER GIVEN that the text of the aforesaid proposition may appear on the ballot labels in the following abbreviated form:

PROPOSITION

Shall the proposition set forth in the legal notice of this special voter meeting, authorizing construction, reconstruction and equipping of existing school buildings and facilities, site and incidental improvements, all at an estimated maximum aggregate cost of \$5,075,000; the issue

4900
Legals

and Sunday). An absentee ballot must reach the office of the District Clerk not later than 5:00 p.m. on the day of such special district meeting.

DATED: December 9, 2013
Retsol, New York

Heidi Newcomb
District Clerk
York Central School District
New York IEQ-4x

SUPPLEMENTAL SUMMONS

SUPREME COURT OF THE STATE OF NEW YORK
COUNTY OF MONROE

Index No. 6871/2012

Plaintiff designates Monroe County as the place of trial. Venue is based upon the County in which the Mortgage premises is situated.

MidFirst Bank, Plaintiff,
-against-

Joanne M. De Buono 1/2x/
Joanne M. Brown, if living and if any be dead, and all persons who are spouses, widows, grantees, mortgagees, lienor, heirs, devisees, distributees, or successors in interest of such of the above as may be dead, and their spouses, heirs, devisees, distributees and successors in interest, all of whom and whose names and places of residences are unknown to Plaintiff, New York State Department of Taxation and Finance, Capital One Bank, Discover Bank, United States of America, Defendants.

TO THE ABOVE NAMED DEFENDANT(S):

YOU ARE HEREBY SUMMONED to answer the Complaint in this action and to serve a copy of your Answer or, if the Complaint is not served with this Summons, to serve a Notice of Appearance on the attorneys for the plaintiff within twenty (20) days after service of this Summons, exclusive of the day of service (or within thirty (30) days after service is complete if this Summons is not personally delivered to you within the State of New York). In case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the Complaint.

NOTICE OF NATURE OF A ACTION AND RELIEF SOUGHT

THE OBJECT of the above captioned action is to foreclose a Mortgage to secure \$27,750.00 and interest, recorded in the Office of the Clerk of the County of MONROE on October 11, 1996, in Book 13121, Page 125, covering premises known as 19 Wendell Street, Rochester, NY 14609.

The relief sought in the within action is a final judgment directing the sale of the premises described above to satisfy the debt secured by the Mortgage described above.

NOTICE YOU ARE IN DANGER OF LOSING YOUR HOME

4900
Legals

NOTICE OF PUBLIC INFORMATION MEETING, PUBLIC HEARING AND NOTICE OF AVAILABILITY OF DESIGN APPROVAL DOCUMENT CITY OF ROCHESTER P.I.N. 4940.T7

A design public information meeting beginning at 6:00 PM, followed by a public hearing beginning at 7:30 PM, will be held at the Kate Gleason Auditorium in the Bausch & Lomb Public Library Building at 110 South Ave., Rochester NY 14604, on Tuesday February 4, 2014 on the proposed Inner Loop East Transformation Project. The total length of the project is 0.9 ± miles, all in the City of Rochester, Monroe County.

Design plans for the project have been developed by the City of Rochester after coordination with Federal, State and local agencies. Engineers will be on hand to discuss the project and answer any questions. Tentative schedules for the project improvements and construction will be discussed.

A Draft Design Approval Document has been prepared which assesses the project's effect on the quality of the human environment. Copies are available for review and copying during business hours at Rochester City Clerk's Office in Rochester City Hall, Room 300A, 300 Church Street Rochester NY 14614 and the Bausch & Lomb Public Library Building at 110 South Avenue Rochester NY 14604.

All interested persons will be given the opportunity to express their views concerning the economic and social effects of the design plans, their impact on the environment and their consistency with the goals and objectives of such planning as has been promulgated by the community. The proceedings will be recorded. Persons may file written statements and other exhibits in place of or in addition to oral statements made at the public hearing. Written statements submitted at the hearing, or mailed or received before February 14, 2014 will be made part of the record.

Please advise this office if a sign language interpreter, assistive listening system or any other accommodation will be required to facilitate your participation in this public hearing. Our contact person is Paul R. Way, P.E. Project Manager, City of Rochester, whose phone number is 585-428-7383.

(HK-1x)

LEGAL NOTICE

ORDER OF PUBLICATION COMMONWEALTH OF VIRGINIA
CASE NO. CL1300340-00
HENRY COUNTY CIRCUIT COURT
IN RE
JOEL DARIN

4910
Notice to Bidders

STATE UNIVERSITY CONSTRUCTION FUND NOTICE TO BIDDERS

The State University Construction Fund will receive sealed Proposals for Project No. 02410 Titled: ADA Access to Pedestrian Bridge at The College at Brockport SUNY until 2:00 p.m. Local Time on 2/11/14 at the Fund's Office at State Univ. Plaza, 353 Broadway, Albany, NY 12246, where such proposals will be publicly opened and read aloud in Room S201. All proposals and/or proposal modifications must be received and stamped in no later than 2:00 p.m. on the bid opening date. The Proposal may be hand delivered to Room S204A, or be mailed or sent by delivery service to the State University Construction Fund, State University Plaza, 353 Broadway, Albany, New York 12246. Proposals that are mailed to the Fund must be delivered by 1:00 p.m. on the day of the scheduled bid opening and all of such Proposals when mailed should be sent "return receipt requested." The Fund assumes no responsibility for any Proposal that is not delivered to the aforesaid address by 1:00 p.m. See Section 3 of the Information for Bidders for additional instructions regarding proposals, including modifications. Please be advised that all individuals who access the State University Plaza to submit bids or attend bid openings will be required to present picture identification to building security officials and obtain a visitor's pass prior to entering the building. To assure delivery of their bid prior to the aforesaid deadline for receipt of bids, bidders should allow sufficient time for individuals to find public parking for their vehicles since no parking is available for bidders at SUNY Plaza, to find the North Entrance to the building, to be processed through building security, to find the Fund's office within the building, to properly complete and submit their proposal and to allow for delays that are typical for congested urban areas and crowded public bid openings. To assure delivery of their bid modification, if any, prior to the aforesaid deadline for receipt of bids, bidders should allow sufficient time to account for internet connectivity problems, to correct email address errors, to be processed through spam filters and security software and to allow for delays that are typical for congested internet servers. The Contractor shall complete all work necessary for substantial completion. All work will be completed within 285 calendar days from receipt of the Notice to Proceed. The Fund's project specific goals for this project are 6% MBE and 3% WBE. A pre bid conference and project walk through will be held on 1/23/14 with all contractors assembled at 2 pm, Conference Room, Commissary Bldg. #36 College @ Brockport, Brockport, N.Y. 14420. For additional information, see Section 14 of the Information for Bidders. There is no free parking on campus for those attending the walk through, but a parking pass must be obtained at the Visitor's Center. Bidding and Contract Documents may be examined free of charge at:

Consultant's Office: John Zietkiewicz, Razak Associates, 2060 Nine Mile Point Rd., Penfield, N.Y. 14525, (585)388-8710 x26
Campus at which the work is to be performed: Brown Bldg., College @ Brockport SUNY, Brockport, NY 14420.

Contact Person: Michael Baird, Phone # (585) 509-3248
Reed Construction (subscribers only): Documents may be viewed electronically at the subscriber

Data website for Reed Construction Data: www.reedconstructiondata.com
Dodge Reports Visit www.dodge.construction.com
iSqFt Visit www.isqft.com

Southern Exch of Buffalo & WNY, Inc. 2660 William Street, Buffalo, NY 14227
Construm Tier Ektra, Assoc. Inc. 65 East Main Street, Falconer, NY 14733-1397
Builders Exchange 180 Linden Oaks, Suite 100, Rochester, NY 14625
Syracuse Builders Exchange 6563 Ridings Road, Syracuse, NY 13206
Minority Contractors 2610 South Salina Street, Suite 7, Syracuse, NY 13205
Assoc of Central NY Email: stevencoker@rocketmail.com
Clarkson Univ, Old Snell Hall (Rm 239) 41 Elm Street, Potsdam NY 13676
Northern NY Builders Exchange 728 Court Street, Utica, NY 13502
15 Belden Street, Binghamton NY 13903-2159

Mohawk Valley Bids Exchange Eastern Contractors Assoc 6 Airline Drive, Albany, NY 12205
Associated Bldg Contractors of the Triple Cities, Inc. Urban League of Rochester(Business Dev. Div.) 285 N. Clinton Ave, Rochester NY 14605
NYS Assoc of Minority Contractors

Brooklyn Navy Yard Bldg. 280, 4th Fl, Brooklyn NY 11205
Albany Ctr for Economic Success #101, 255 Orange Street, Albany, NY 12210
Black Chamber of Commerce of WNY 836 East Delaware Avenue Buffalo, NY 14215
Phone: 716-995-0622 Fax: 716-597-0263

Plans will be available on 1/15/14 from: Avalon Document Services, 89 Allen St., Rochester, N.Y. 14608; Contact: Jessica Wallace, Jessica.Wallace@teamavalon.com; Ph 585/242-9999; Fax: 585/242-9994 (the Printer). Bidders will be able to access the project online at the Printer's web site: www.avalonroch-planroom.com Click on "Go" link under Public Plan room. Then click Project # 02410, where the bid set, addenda and current bidder log may be viewed.

Bidders who register as a plan holder through the Printer may acquire the bidding and contract documents using the following options:

- For a fee of ten dollars (\$10), interested firms may request and receive an electronic download of the bidding and contract documents. At the bidder's expense, purchase a printed copy or copies of the bid set.
- For a fee of ten dollars (\$10), interested firms may request and receive a CD with electronic copies of the bidding and contract documents. At the bidder's expense, purchase a printed copy or copies of the bid set.
- For a fee of \$49, interested firms may request and receive a printed copy of the complete set. An electronic download or copy on CD will not be provided. Payments of less than \$50.00 are non-refundable. Deposits of \$50.00 or more will be returned to all entities who have paid the aforesaid deposit for the entire set of Bidding and Contract Documents and who return such sets to the Consultant in good condition within forty-five (45) calendar days after the opening of bids, not exceeding five (5), so returned to the Consultant. Bids must be submitted in duplicate in accordance with the instructions contained in the Information for Bidders. A Bid Security will be required for each bid in an amount not less than five (5) percent of the Total Bid. It is the policy of the State of New York and the Fund to encourage minority and women-owned business enterprise participation in this project by contractors, subcontractors and suppliers. All bidders are expected to cooperate in implementing this policy.

Please be advised that the Fund's insurance requirements are contained in the bidding documents. Paragraph (1) of Section 5.06 of Article V of the Agreement requires that all insurance must be provided by companies approved by the Fund, licensed to do business in the State of New York ("admitted" carriers), and rated at least "A-" by A.M. Best Company. Excess line insurers are not acceptable. Please be advised that effective September 19, 2013, the New York State Vendor/Rep System and the paper version of the New York State Vendor Responsibility Questionnaire - For-Profit Construction, commonly known as the CCA2, was revised. The questionnaire now has an instructional cover page. Please note the form number in the upper left corner shows a revision date of this month - AC 3292-S (Rev. 9/13). You and your nominated subcontractors must submit this revised form (Rev. 9/13) if you are one of the apparent three low bidders. See Section 8 of the Information or Bidders for more information. To access the paper versions

4910
Notice to Bidders

4910
Notice to Bidders

1510
Autos For Sale

CACILLAC ELDORADO ESC: 2001, mint cond., In/vout, 58,500 mi. Asking \$8300. (585) 594-0544

WOW!

CHEVROLET MALIBU MAXX 2005 V6, auto, full pwr, new front tires/brakes, excellent cond, great MPG \$4900/NEG (585) 719-0815

JEEP GRAND CHEROKEE Laredo 2008 4WD, auto, 74k, 3.7L V6, leather, sunroof, loaded, 2nd owner, new tires & brakes. \$11,900 585-317-1455

TIRES/RIMS: \$20 to \$30 each, Variety of Sizes-Open Sundays! Please call 585-232-9419

1530 Trucks, Vans and SUVs

DODGE CARAVAN, 2008, 52K, fully loaded, power doors, handicap accessible van, \$10,500. New scooter & lift negotiable. 585-594-1316

FORD F150 1999 4 dr, 126K miles, A/C, good tires, all around in good condition, \$5000 or best offer. (585) 353-1798

GMC SIERRA 2006 2500 HD, 6.0 V8, w/wsw 7.5 Fisher plow, 4WD, auto, low pkg, 1 owner, all options, 147K, 6.5' box, \$14,500. (315) 725-4800

ISUZU TROOPER 1999 Black, 5 door, 119K, good condition, \$3900. (607) 275-1259

SAAB 97X SUV 2005 Silver, AWD, 6 cyl, 4.2, auto, all options, 87K, 1 owner, like new, leather, well maintained, \$7500. (315) 725-4800

1570 Vehicles Wanted

All Cars Vans Trucks Boats

Wanted: Running or Not. We pay \$300 and up. 585-287-0647

1570 Vehicles Wanted

CASH 4 CARS

We Pay up to \$500 for Cars, Trucks & Vans 288-7375

(MORE for Newer Cars!) Cash Fast! cash4carsmonroecounty.com

CASH 4 CARS, TRUCKS & VANS!!!

482-2140 Fast Cash Now!! Up to \$500 cash4carsrochester.com

JUNK CARS + Trucks Vans wanted, much higher, top cash paid, w/in same day pickup. (585) 302-5805

Why Trade or Donate? 2004 or Newer Cars-Trucks-Vans Pay \$300 up to \$900. Free tow (Open 7 days/wk) 585-272-1185 CASH CASH CASH

YOU'D TH SOMETHI CALLED

Public Hearing Certification

Hearing Certification

CERTIFICATE IN ACCORDANCE WITH TITLE 23
UNITED STATES CODE 128
INNER LOOP EAST TRANSFORMATION PROJECT
ROCHESTER, MONROE COUNTY
PROJECT IDENTIFICATION NUMBER 4940.T7

Notice was published in the Democrat & Chronicle on January 14, 2014 with respect to the above project. The notice stated that a public hearing would be held in the Kate Gleason Auditorium in the Bausch & Lomb Public Library Building at 110 South Avenue, Rochester, NY 14604 at 7:30 PM on February 4, 2014.

The City of Rochester also mailed notifications of the public hearing to local businesses, associations and residents within the project corridor.

I hereby certify that the hearing was held at the location indicated, all material presented was duly recorded and full reconsideration has been given to the economic and social effects of the location, its impact on the environment and its consistency with the goals and objectives of such urban planning as has been promulgated by the community.

An Open House with display boards, open discussion, a presentation of the project and informal question and answer period was held immediately before the Public Hearing. Copies of the transcripts, presentation, brochures and pamphlets, photos and/or depictions of displays, presentation summaries, etc. that document that this public hearing conformed to the regulations are attached to the copy of this certification being transmitted to FHWA.



Mr. James Hofmann, P.E.
PROJECT MANAGER

Date: March 10, 2014

Public Hearing Transcript

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PROCEEDING HELD AT 115 SOUTH AVENUE, ROCHESTER, NEW
YORK ON FEBRUARY 4, 2014 COMMENCING AT APPROXIMATELY
7:30 P.M.

FEBRUARY 4, 2014

KATE GLEASON AUDITORIUM
BAUSCH & LOMB PUBLIC LIBRARY BUILDING
115 SOUTH AVENUE
ROCHESTER, NEW YORK

Reported by:
COMPUTER REPORTING SERVICE
Colleen Lounsbury
16 East Main Street, Suite 7
Rochester, New York 14614 (585) 325-3170

1 In Re: Inner Loop East Transformation Project 2

2 MR. WAY: I would like to call this public
3 hearing to order. It's now 7:30.

4 I'm Paul Way. I'm the project manager from
5 the City of Rochester and I shall preside at this
6 design public hearing for the Inner Loop East
7 transformation project.

8 Just by way of housekeeping, we do have a
9 stenographer here who will be recording the event.

10 The legal notice advertising this public
11 hearing was published on January 16th, 2014 in the
12 Rochester Democrat & Chronicle.

13 I will now enter the complete notice of the
14 public information meeting, public hearing and
15 notice of availability of the design approval
16 document as published into the record of this
17 hearing.

18 Unless I hear an objection from the floor I
19 will dispense with the reading of this notice.

20 I request that this transcript be copied
21 into the record. Copies of the notice are available
22 upon request.

23 This hearing is being conducted in
24 accordance with Title 23 US Code Section 128, Title
25 40 Code of the Federal Regulations Part 1500 to 1508

1 In Re: Inner Loop East Transformation Project 3
2 and the US Federal Highway Administration Federal
3 Aid Policy Guide 23 CFR 771.

4 The intent of this public hearing is to
5 afford the opportunity for public participation in
6 the consideration of highway proposals being given
7 to all interested persons an opportunity to become
8 fully acquainted with the highway proposals and to
9 express their views.

10 When you entered the hearing room you were
11 given the opportunity to register. This will allow
12 us to keep a record of those who have attended
13 today's hearing. If you haven't signed the register
14 please do so as you leave.

15 This evening individuals who wish to speak
16 at the formal hearing were given a numbered
17 registration card.

18 The purpose of these cards is to allot
19 sufficient time for each person to make a statement
20 if so desired.

21 If you did not receive a card and wish to
22 speak or if your card has not been collected please
23 raise your hand.

24 Also, upon entering the hearing you should
25 have received a printed brochure which briefly

1 In Re: Inner Loop East Transformation Project 4
2 describes the general features of the project which
3 are open for discussions at this hearing.

4 This brochure includes the project location
5 map and a brief description of the proposed
6 alternative under consideration for the project.

7 Also, you should have received a comment
8 sheet that can be sent back to us with your
9 comments. Please remember to include an envelope
10 and attach a stamp.

11 The brochure also provides my e-mail
12 address right at the bottom here for your comments.
13 If you did not receive a copy of the brochure or
14 comment sheet would you please raise your hand?

15 The details of the design study for this
16 project are documented in the design report dated
17 January 2014 which has been available for your
18 review or copying at the Rochester City Clerk's
19 Office and here in the public library.

20 The Rochester City Clerk's Office is in
21 City Hall, Room 300-A, 30 Church Street, Rochester,
22 New York and the Bausch & Lomb Public Library here
23 at 110 South Avenue, Rochester, New York 14614.

24 A complete copy of this report is on
25 display here tonight on the table over there. A

1 In Re: Inner Loop East Transformation Project 5
2 city representative has been available at that
3 display to answer your questions.

4 The complete report is also available on
5 the city's website page at the following address:
6 www.cityofrochester.gov/innerloopeast.

7 At this time I would like to note that a
8 project overview was presented tonight from 6:30 to
9 7:00 and I will now enter the complete presentation
10 into the record.

11 The proceedings for this hearing are being
12 recorded. When completed the transcript will be
13 available for public inspection at the City of
14 Rochester, 30 Church Street, Rochester, New York.

15 Statements may be presented at this hearing
16 either orally or in writing and written statements
17 may also be submitted for the record at the address
18 shown on the comment sheet until February 14th,
19 2014. That is a week from this Friday.

20 After fully evaluating all of the oral and
21 written comments that we receive as well as views of
22 the agencies who have been contacted in this process
23 the City of Rochester will recommend a design and
24 request an approval from the New York State
25 Department of Transportation and the Federal Highway

1 In Re: Inner Loop East Transformation Project 6
2 Administration.

3 Following this approval - which we
4 anticipate receiving some time in early March 2014 -
5 we'll begin the preparation of the detailed plans
6 and the acquisition of the necessary right of way
7 for the project.

8 It is anticipated that construction will
9 begin in October of 2014 and conclude by the fall of
10 2017.

11 I would like to emphasize that the format
12 of this hearing does not lend itself to responding
13 to your statements and questions from the podium.

14 I recommend therefore that you avail
15 yourself of the opportunity to ask questions after
16 this hearing.

17 All statements received as part of this
18 record of this hearing either tonight or within ten
19 days will be considered in preparation of the design
20 recommendation.

21 Several persons have indicated a desire to
22 express their views. If there is anyone in the
23 audience who wishes to make a statement that has not
24 yet filled out a registration card please do so now.

25 Statements will be received in the order

1 In Re: Inner Loop East Transformation Project 7
2 represented by the number on the registration card.
3 As your name is called you may come to the speaker
4 area before beginning your statement.

5 I will also announce the next speaker so
6 you may come to the front of the room in
7 anticipation of your turn to speak.

8 Kindly state your name and address and your
9 position within any organization you may be
10 representing.

11 Please speak clearly so that the
12 stenographer may make an accurate record of your
13 statement.

14 I would like to reemphasize that the format
15 of this hearing does not lend itself to responding
16 to your statements and questions from the podium.

17 However, all statements received as part of
18 the record of this hearing will be given
19 consideration in preparation of the designed
20 recommendation.

21 I now call for statements from the floor on
22 this project. The first speaker is Michael Knight
23 and he will be followed by Stephen Venturino.

24 MR. KNIGHT: My name is Mike Knight and I
25 live on Buena Place -- on 30 Buena Place for the

1 In Re: Inner Loop East Transformation Project 8
2 last forty years. Right. You still can't hear me?

3 My name is Mike Knight. I live on Buena
4 Place. I've been a resident there for the last
5 forty years.

6 This problem with parking should have been
7 taken care of years and years and years ago. There
8 is some people here that -- I don't think they quite
9 understand the nature of the problem.

10 It creates a lot of animosity. It creates
11 a lot of inconvenience. It creates family and
12 friends coming over to visit people who live in the
13 area.

14 They don't even like going down there
15 because of the fact. "Where am I going to park,
16 Dad?" What do I say to them?

17 I saw a lot of people shaking their heads -
18 that young lady over there that brought up the
19 subject of parking.

20 This lady here was going "Yup." That guy
21 over there was going "Yup."

22 Well, we've been doing it for a long time
23 and I think that there should be some sort of
24 special committee set up to where the city can start
25 taking this problem a little bit more seriously for

1 In Re: Inner Loop East Transformation Project 9
2 the benefit of the people who pay taxes in that
3 neighborhood.

4 I thank you for your time and basically
5 that's all I have to say.

6 MR. WAY: Thank you, sir. I now call
7 Stephen Venturino and he will be followed by the
8 representative from the Ambassadors Union Street,
9 LLC.

10 MR. VENTURINO: My name is Stephen
11 Venturino. I live at 96 South Union and 3 and 5
12 Lafayette Place. I represent those properties.

13 For the record I'd like -- there is two
14 problems that were new to the neighborhood - street
15 cleaning and snow removal.

16 Snow removal impacts the parking. I think
17 in the final design we need to consider something
18 similar to what we see on Park Avenue which is a one
19 hour period in which cars are forbidden to park.

20 There is street cleaning and I would expect
21 snow removal as well, an opportunity for that.

22 I've seen them jut out into the street.
23 Right now we have a very wide street, two lanes.
24 There is plenty of room to get around those cars
25 that are cocked out from parking oddly because of

1 In Re: Inner Loop East Transformation Project 10
2 the snow that has not been removed by the plow. So
3 those are two things.

4 Also, handicapped parking. I think there
5 has been some meetings, but it would be nice to know
6 if there is going to be improvements in the
7 handicapped parking in those areas.

8 Also, on a lighter note I think the city
9 has done a great job at branding different areas,
10 college town, neighborhood of the arts.

11 I'm wondering if there is going to be any
12 thought -- I know you guys are rushing to get the
13 final plans in and not lose the money, but was any
14 thought in the final design given to branding that
15 area to make it unique?

16 I think it's the first time in a long time
17 the city had a blank slate, a blank piece of paper.

18 It would be nice to see some kind of
19 branding or lighting of the trees or something
20 that's different about the area that makes it
21 unique.

22 Then the other thing is - I'm sure it's
23 been thought about - the signage. Disposing of the
24 Inner Loop -- there is a lot of signage.

25 For example, to get onto Broadway off of

1 In Re: Inner Loop East Transformation Project 11
2 Goodman -- I think that is the backed up Inner Loop
3 so I expect that's going to be thought about.

4 Then the only other thing I'm sure --
5 again, I think the engineers did a great job. I
6 think we are on the emergency snow route.

7 I don't know what that means, the
8 parking -- or during a snow emergency is Union still
9 going to be an emergency snow route? That's all I
10 have.

11 MR. WAY: Thank you, Steve.

12 I now call to the podium the representative
13 from Ambassador Union Street and Joey Lanzone will
14 be next.

15 MS. WILLIAMS: Dawn Williams for Ambassador
16 Union Street, LLC. I'm one of the directors and I
17 would like to reiterate the need for residential
18 parking.

19 So parking that is not metered -- we
20 understand it's being regulated like in any other
21 area in Park Avenue, but not metered especially
22 south of Broad Street. It's heavily residential.

23 We do not want meters in there for our
24 residents or people who live in the neighborhood.
25 It's really not friendly. It doesn't make for a

1 In Re: Inner Loop East Transformation Project 12
2 livable -- in the upper area where it's commercial
3 we absolutely understand metering gets some money,
4 but where people live, I don't think it's fair to
5 put in meters. Okay?

6 The gentleman before me mentioned about the
7 cleaning of the streets and the cleaning away of the
8 snow.

9 That absolutely is an issue. The cars are
10 literally out there because there is nowhere else.
11 The cars can't switch over to the other side of the
12 street, so we are hoping with a two sided street
13 that will be taken care of.

14 Branding is a great idea too, something
15 like Union Place would be very nice to make it into
16 a neighborhood. Thank you.

17 MR. WAY: Joey Lanzone followed by Jack
18 Darcy.

19 MR. LANZONE: Hello. My name is Joey
20 Lanzone. I'm a staff writer for the Rochester
21 Insomniac which is a local magazine blog and pod
22 cast.

23 Personally, I believe that we should fix
24 what we have before you move on to other things such
25 as the offices.

1 In Re: Inner Loop East Transformation Project 13
2 The magazine is right behind the Hotel
3 Cadillac on Atlas Street. That's how far of an
4 area -- it's not a very -- clean up areas like that
5 and then moving on to stuff like that.

6 With businesses moving to this area, of
7 course, other people will move in and it will be a
8 continued problem of what happens.

9 MR. WAY: Thank you, sir. Jack Darcy
10 followed by Chris McCamic.

11 MR. DARCY: My name is Jack Darcy and I own
12 six properties in the immediate area of this
13 project, one on Monroe Avenue and one on Marshall
14 Street.

15 I believe that this marks a momentous time
16 in Rochester's history in that we have an
17 opportunity to set the tone for the whole east side
18 for years to come.

19 Although traffic and traffic flow are
20 important the following are of critical importance
21 also:

22 One is beautification. I think this could
23 be done through superior landscaping and artistic
24 features which could be benches, sculptures,
25 whatever else.

1 In Re: Inner Loop East Transformation Project 14

2 This project will have a significant impact
3 not only on the east side, but for the image of the
4 entire city.

5 For example, shrubbery, trees, floral
6 settings help make Niagara on the Lake a go to
7 destination as well as generate inflow of business
8 and tax dollars.

9 A cooperative effort between the city and
10 property owners like myself can make this vision a
11 reality.

12 These types of improvements are wise
13 investments and draw both local people downtown and
14 tourists to the downtown area increasing residential
15 and commercial property values.

16 By creating - this could be a logo - a
17 Gardenscape along the new boulevard -- we have Art
18 Walk, et cetera and we have Gardenscape.

19 Since we are doing a lot of trees and
20 hopefully a lot of quality landscaping we can
21 transform a struggling area into a vibrant area to
22 live in and shop in and thus an area of increasing
23 property values and an increasing tax base. Every
24 dollar spent on beautification is an investment in
25 Rochester's future.

1 In Re: Inner Loop East Transformation Project 15

2 Another point I'd like to make is - as
3 other people have mentioned - parking for both
4 businesses and residents.

5 Creation of parking places in the final
6 plan is very important. Existing businesses are
7 struggling for parking and need relief.

8 As new parcels are created for the project
9 they too will have parking needs.

10 I would also like to address staging of
11 this project. When the project area is torn up it
12 will have a very negative impact on the traffic
13 flow, parking and a public perception that this is
14 an area to avoid.

15 That is going to hurt business and it's
16 going to hurt people who live in the area.

17 I would suggest staging construction by
18 creating sections that you start and complete before
19 you move on to another section so the whole area
20 isn't ripped up and unfinished for an extended
21 period of time.

22 Lastly, I want to address the new buildable
23 parcels that are being created by this project. I
24 believe there should be an application process so
25 it's not first come first serve or he who is willing

1 In Re: Inner Loop East Transformation Project 16
2 to pay the most money.

3 The application process should require an
4 applicant show, A, how the project he is going to do
5 will benefit the area, B, that the architecture and
6 landscaping will enhance the area and C, that the
7 proposed use is needed and it's not just a
8 redundancy so we get more vacant space and
9 compatible with residential and commercial vision
10 that the city has for this area.

11 These properties should not be just sold to
12 the highest bidder. The right development and its
13 impact could dwarf any price game by a less
14 desirable project.

15 As I said, I'm a major stakeholder in the
16 Inner Loop project area and I'm willing to be
17 involved financially if necessary.

18 Now, this could involve -- and I know this
19 could be a hot potato. This could involve an
20 assessment district like they've done by the Mount
21 Hope area to help fund and maintain landscaping and
22 so forth.

23 My understanding is that the money that is
24 coming from the federal grant may provide some money
25 for landscaping, but once the stuff is put in they

1 In Re: Inner Loop East Transformation Project 17
2 are done and that sits there.

3 Unless there is some kind of way to
4 perpetually maintain this we could end up with a
5 field of weeds and we could end up with some very
6 undesirable parcels.

7 By the same token these developable
8 parcels -- I think something should be in place so
9 that these are maintained until they are sold and
10 whoever takes them takes the responsibility for them
11 because this could all be redeveloped.

12 These parcels could sit there empty growing
13 up the weeds while everybody waits for years ahead
14 when someone is actually going to buy them and do
15 something.

16 I'm willing to serve on a planning and
17 implementation committee to help guide and bring
18 about this reality.

19 This Gardenscape idea can help make this
20 area a vibrant contribution to the future of
21 downtown and, in fact, the whole city.

22 MR. WAY: Thank you, Mr. Darcy. I'll now
23 call Chris McCamic and on deck will be Ed Steinberg.

24 MR. McCAMIC: Thank you, Mr. Darcy. You
25 just stole a lot of my points actually so let me

1 In Re: Inner Loop East Transformation Project 18
2 just try to restate most of that in the way that I
3 was mentally planning on restating it -- which is I
4 think this has a lot of potential, but there's
5 something a little dishonest about looking at the
6 schematics because they've got lots of nice little
7 green circles which we know are trees and we love
8 trees.

9 They've got lots of big green spaces that
10 say "future development area." Big green spaces
11 look nice, but what I understand from talking to
12 staff and what I'm hearing about this is that those
13 aren't planned to be green spaces.

14 Those are planned to be mixed commercial
15 and residential use -- developable parcels is the
16 term.

17 I understand you have an economic study
18 which I think my expectation is that -- to think
19 it's a creative writing project is about the
20 gentlest way I could put it.

21 It's really hard for me to imagine - given
22 the level of commercial and residential vacancies
23 that we have in Rochester - that it makes any kind
24 of sense to turn this into more boxes.

25 The economic development benefits that --

1 In Re: Inner Loop East Transformation Project 19
2 the ecological benefits and the community
3 development benefits of treating a lot of this as
4 public space -- I can't see how that doesn't vastly
5 outweigh that.

6 We've also heard a lot of concerns about
7 parking. I live on 27 Buena Place so I know that.
8 I live it.

9 If these are developed parcels the
10 additional parking that you very kindly pointed out
11 that will be there is going to get outstripped by
12 the additional demand really quickly.

13 So I would urge -- and I'm willing to be on
14 a committee too. I'd love to be on a committee. I
15 would urge that we really look at what it would mean
16 to carve out a richer public sphere here with
17 something like a permaculture food forest such as
18 they are experimenting with in Seattle, urban
19 gardening and public mixed use spaces. Thank you.

20 MR. WAY: Ed Steinberg.

21 MR. STEINBERG: Edward Steinberg, 14
22 Lafayette Park. I've been a long time resident with
23 my wife and raised my kids on Lafayette Park.

24 My comments will be brief, mainly about two
25 separate subjects. One is the South Union

1 In Re: Inner Loop East Transformation Project 20
2 development parcels which I understand are going to
3 be zoned center city district which implies that
4 they will have to meet certain specific design
5 standards.

6 I think design standards are something -
7 and it sort of goes with the last two or three
8 speakers - that should be highly prioritized because
9 the area is opposite to residential homes.

10 We would like to see something very
11 attractive being developed if it is going to be
12 developed there.

13 That's all determined by the zoning
14 district as a nation I would add. The area itself
15 is somewhat historic in period.

16 The landmark society did an area survey
17 back in the '80s I believe it was and they gave
18 historic designations and ratings to the homes on
19 Lafayette, Canfield, Buena -- I'm not sure about
20 South Union. Some of them were rated of the highest
21 caliber, preserved and protected.

22 As some also know there were some Georgian
23 townhouses recently built on the corner of Lafayette
24 and South Union which were marketed on the premises
25 that there was a wonderful view of downtown. That

1 In Re: Inner Loop East Transformation Project 21
2 will be affected by the project understandably.

3 My second point is that the Howell Street
4 thoroughfare has been planned to be aligned with
5 Lafayette Park where the traffic is there.

6 I believe that several of the property
7 owners on Lafayette would disagree with that, my
8 wife and I for one.

9 What that will do is bring traffic to our
10 little dead end street which is already sometimes
11 there without a purpose because they think it's a
12 through street and it's not a through street.

13 Often times bar patrons at night are
14 sometimes driving not with the best of skill and are
15 coming quickly down the street and realize, "We have
16 to stop after the fifth house" I should say.

17 So traffic flows sometimes undesirably on
18 to Lafayette and this will increase that probability
19 I think and will also require a traffic signal
20 apparently.

21 I know that there are intentions of
22 discouraging people from coming off of Howell Street
23 and crossing South Union Street and crossing
24 Lafayette from geometric curb lines or a narrowing
25 of the street. The street has a narrow opening now.

1 In Re: Inner Loop East Transformation Project 22
2 But I think that will also present its own
3 set of problems and I think that a lot of
4 consideration should be given to Howell Street
5 entering South Union north of Lafayette Park and not
6 right at that street intersection. Thank you.

7 MR. WAY: Thank you, Mr. Steinberg.
8 Are there any more statements on the
9 project?

10 I'd like to remind everyone again that
11 additional written comments may be submitted until
12 February 14th, 2014 to the address listed in the
13 brochure or you can use the self mailer included in
14 the brochure.

15 City representatives will be available for
16 questions following adjournment of this hearing.

17 If there are no further statements
18 concerning this project, I declare this hearing
19 adjourned. Thank you.

20 * * *

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REPORTER CERTIFICATE

I, Colleen Lounsbury, do hereby certify
that I did report in stenotype machine shorthand the
proceedings held in the above-entitled matter;

Further, that the foregoing transcript is a
true and accurate transcription of my said
stenographic notes taken at the time and place
hereinbefore set forth.

Colleen Lounsbury

**Public Hearing
Written Comments Received**

From: Anthony Mittiga [<mailto:amittiga@rochester.rr.com>]
Sent: Friday, February 07, 2014 11:51 AM
To: Way, Paul R.
Subject: Inner Loop Project

Paul,

I attended the presentation on February 4 at the Central Library, and want to commend you, and the other officials, for answering the many questions. Frankly, I did not have any questions myself, since I've been following this plan in the "D&C". I'm in favor of the plan as given, and confident that details on signage, pedestrian safety, parking, and so on, will be worked out as time goes on.

I'm old enough to remember when the Loop was built. At that time the City's population was at 340,000, its peak as it turned out. The population is close to 200,000 now, with an even greater drop in commercial activity, especially downtown. One of the original goals of the Loop, was to relieve Main St, and the north /south arterials, of a crush of traffic. That goal has been obsolete for decades, and, especially in the SE quadrant, the Loop is lightly used in comparison to surface routes.

Yours truly,

Anthony Mittiga
211 Edgerton St.
Rochester, NY 14607-3315

585-442-0559
AMITTIGA@ROCHESTER.RR.COM

From: McCarthy, Colleen (School to College Alliances) [<mailto:cmccarthy@monroecc.edu>]
Sent: Friday, February 14, 2014 4:51 PM
To: Way, Paul R.
Subject: Comments about Inner Loop East Transformation Project

Hello Mr. Way,

I did not locate a place for public comment @ cityofrochester.gov; therefore, I am sending a brief email regarding concerns about the Inner Loop East Transformation Project.

The proposed design of Howell/Inner Loop/Pitkin and Monroe/Chestnut is not pedestrian friendly. The proposed design of the right turn lane on Chestnut Street is dangerous for pedestrians. The northbound lane of Monroe Avenue to westbound Pitkin towards 490 is unsafe for pedestrians due to high speed left turns from Monroe Avenue.

If the design is not pedestrian-friendly and safe, Monroe Avenue neighborhoods will remain separated from the core of downtown. The goal of reconnecting neighborhoods with downtown is not accomplished by the current design.

Thank you for considering these concerns. Because I just learned that today is the final day for public comment, I was not able to get a message out to my neighbors along the middle section of Monroe Avenue.

Respectfully,

Colleen McCarthy

President, Lock 66 Neighborhood Association

39 Wilcox Street

Rochester, NY 14607

(585) 775-8310

**Wadsworth Square Neighborhood Association
23 Pearl Street
Rochester, New York 14607
585/230-6234
wadsworthsquare@gmail.com**

Mr. Paul Way, P.E.
Project Manager
City of Rochester
30 Church Street
Rochester, New York 14614

via email and u.s.p.s.

Dear Mr. Way:

On behalf of the Wadsworth Square Neighborhood Association, we are pleased to take the opportunity to comment on the design of the Inner Loop East Transformation Project and its impact on the families and businesses of the Wadsworth Square Neighborhood. We have supported this project through two federal application processes. We agree that: "The transformation of this expressway into an at grade complete street supporting bicycle and pedestrian traffic will create a more livable and walkable community thus resulting in substantial social, health, fiscal and economic benefits." While there is much to remark upon regarding the project, we would like to limit our comments and draw your attention to the areas of the current Monroe/Chestnut intersection and the Monroe/Union Street intersection.

The intersection of Monroe/Chestnut and Howell/Inner Loop/Pitkin has been an area of great concern. The current configuration of this interchange is unpleasant, intimidating and dangerous for pedestrians. It discourages people from walking downtown. This concern was raised at a meeting held with the Wadsworth Square Neighbors and representatives from the City and Stantec. Additionally, at the November 6, 2013 meeting at Manhattan Square Park these concerns were once again raised by Wadsworth Square neighbors as well as by other participants. The Wadsworth Square neighbors were disappointed to see a design presented at the February 4, 2014 meeting that still did not address these concerns. While the bridge over the Inner Loop has been removed, there are still too many lanes to cross, the traffic island and right turn lane on Chestnut Street remain essentially unchanged and nothing has been done to discourage high speed left turns from the northbound lane of Monroe Avenue to the westbound lane of Pitkin Street leading to I-490, which create dangerous conditions for pedestrians.

We believe that the current design does not fulfill two of the four project objectives:

•Supporting Healthy Lifestyles and Improving Livability: By providing a boulevard with wide sidewalks and dedicated bicycle facilities while leveraging mixed-use infill development, the project encourages bicycle and pedestrian activity, helping to create a more livable and sustainable community.

While this statement may be applicable to S. Union Street, The bicycle and pedestrian experience for users of Monroe Avenue/Chestnut will improve little, if at all.

•Reconnecting Neighborhoods with Downtown: It will remove a significant barrier to redevelopment in the East End, one of Rochester's most important downtown districts, and reconnect thriving east side neighborhoods with the downtown area.

By failing to significantly reduce the width of the Inner Loop between I-490 and Monroe Avenue/Chestnut Street and by raising this overly wide roadway to grade, the barrier between downtown and Wadsworth Square has not been reduced at all. This comes at the cost of a reduction of the amount of developable land that can be made available, which in turn will reduce the return on investment for the project.

We have been told, by the City, that the current design is the only one that will be approved by the New York State Department of Transportation. If that is the case, we ask that the state DOT come and meet with the neighborhood to explain its choice, as our conversations with the State indicate there may be room for further discussion.

The second area of concern is the intersection of Monroe/Union. Currently, Union Street is a continuation of Broadway, which serves as an exit ramp from I-490 to the Inner-loop. It is our understanding that the city would like to reconfigure these streets to make them two way streets. With the Inner Loop East Transformation Project calling for the discontinued use of Union as a one-way street between Main Street and Monroe Avenue, it is only logical to extend that benefit to the section of Broadway/Union from the I-490 exit to Monroe Avenue. This would help in fulfilling another touted benefit of this project: Increasing Traffic Safety. Additionally, the reconfiguration of these traffic patterns will preserve the residential nature of Broadway and surrounding neighborhood streets and reduce the high speed traffic that we currently experience. We would encourage the city to approach the county and the state to accomplish this task while reconstructing Union Street.

We appreciate the opportunity to comment on the Inner Loop East Transformation Project and know that you share our desire to have as the end result of this project, a positive impact on the economic, social and environmental well being of our neighborhood and its families.

Sincerely,

Allan Richards, President

Also on behalf of the Neighbors of Wadsworth Square:

Allan Richards and Bernard Parker

Linda Magi and Tim Raymond

Don and Kelly Bush, Marshall Street Bar and Grill
Jeff Ching, Owl House
Rosemary Jonietz
Cheryl Amati Martin
Jane O'Brien and David Mayer
Ed Bienias and Dennis Michael Conklin
Walter Colley and Kim Salley

cc: Erik Frisch, City of Rochester
Jim McIntosh, City of Rochester
Richard Papaj, New York State DOT
Terry Rice, Monroe County DOT
James Hoffman, Stantec Consulting
Honorable Lovely Warren, Mayor
Honorable Loretta Scott, City council
Honorable Elaine Spaul, City Council
Honorable Matt Haag, City Council
Honorable Carla Palumbo, City Council



INNER LOOP EAST TRANSFORMATION PROJECT

PUBLIC MEETING / HEARING
TUESDAY, FEBRUARY 4, 2014

COMMENT SHEET

NAME: John David Glassman
ADDRESS: 45 Crosman Terrace, Rochester NY 14620

COMMENT: The Inner Loop has been an integral and efficient means for people who live and work and travel in and around the Rochester downtown for many years. In fact, Rochester's ease of travel has long been one of its' best features when promoting the area to prospective new comers. The Inner Loop provides optimal routing for both car and truck traffic to all feeder routes in and out of the downtown central area. Rochester Downtown itself can be fully navigated in a nominal time of just a few minutes, often faster than the time one will sit at single traffic light on a standard city street. The Inner Loop Transformation Draft Design Report - Volume 1 talks about model studies to determine impact to other routes and determined that the Level of service of other roads would remain at a Good level and themselves would not be negatively impacted. But this fails to recognize the true travel time impact to the individuals who do use the current route now and in the future and to what degree these changes will have. While a rate of 200 car per hour that use that section of the loop may seem low on a comparison basis to other routes, it still represents thousands of people who travel in and around the city daily and need to get where they are going in a predictable time frame. How will this effect response time for police, fire and ambulance? Just because Union St. does not have any stations in that section does not mean forcing these services to take other routes will not have an impact on their response times. The report completely dismisses the need to do time of travel and delay impact when the current highway route and bypass is no longer a viable option for drivers. I find this unacceptable and ask that this project not be allowed to preceed without performing and evaluating Travel Time Estimates and comparing them with current possible routes and then with alternative routes with the proposed routing changes.

3.3.1.5. Speeds and Delay -

3.3.1.5. (1) Proposed Speed Limit -

The posted speed limit for all City Streets will be 30 mph. The ramp speed limits will retain the posted speed limit of the Inner Loop (45 mph).

January 2013 Draft Design Report PIN 4940.T7

3-8

3.3.1.5. (2) Travel Time Estimates -

While travel speeds may be lower than on the previous expressway, overall traffic operations will operate at acceptable levels on the arterial network and accessibility for pedestrian and bicycle traffic will be notably improved. Levels of operations at each of the corridor intersection are projected to be LOS C or better, hence no travel time estimates are required.

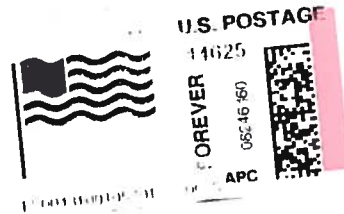
(Use back to illustrate your ideas)

Comments due by February 14, 2014

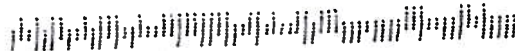
Mail to: Paul Way, City of Rochester
DES/Architecture & Engineering
City Hall, 30 Church Street, Room 300B
Rochester, New York 14614 - 1279

The Inner Loop Transformation Project sets out to address some good and well needed concerns with the Union St. corridor. This street has need for better parking, bike lanes and could benefit from a beatification project. However, none of these goals requires the elimination of the Inner Loop highway section and the interruption to traffic and business that would ensue. I would ultimately ask that this project be canceled and the alternative proposed of continuing to update and maintain the highway be chosen unless more complete analysis can be made that would show no negative impact to traffic times and public safety response times.

John Glassman
45 Crossman Terrace
Rochester, ny 14620



Paul Way
City of Rochester
DES/Architecture & Engineering
City Hall, 30 Church Street, Room 300B
Rochester, ny 14614-1279





INNER LOOP EAST TRANSFORMATION PROJECT

PUBLIC MEETING / HEARING
TUESDAY, FEBRUARY 4, 2014

COMMENT SHEET

NAME: James Cerniglia

ADDRESS: 12 LaFayette Park - Roch. 14607

COMMENT: I whole heartedly support the concepts Jack Darcy put forward at the info. meeting on 2/4 in Gleason Aud. The developable land made available after removal of Inner Loop East should be competently and professionally landscaped to reflect "Gardenscape" concept and to represent Rochester's illustrious history as the "Flower City". This all-green concept of an urban streetscape park concept would make it a unique area in this city. Park benches, outdoor sculptures and yes, even fountains need to be part of urban living in the 21st century. If any of these land parcels were to go for development, a precedent / expectation of what they're supposed to be would already be evident to any potential developer(s). Rochester needs to follow the example of New York City's completed plans for the former West Side Highway. Once completed, these redesigned areas become a magnet for events both cultural and inter-social.

Urban renewal of 50+ years ago carved the heart out of a once-vibrant city for the benefit of urban/suburban traffic flow. It's a unique opportunity to heal that wound and re-unite city neighborhoods! Taxpayers are watching and counting on this!

(Use back to illustrate your ideas)

Comments due by February 14, 2014

Mail to: Paul Way, City of Rochester
DES/Architecture & Engineering
City Hall, 30 Church Street, Room 300B
Rochester, New York 14614 - 1279



Mr. James F. Cerniglia
12 Lafayette Park
Rochester, NY 14607

ROCHESTER NY 14607
05 FEB 2014 PM 1 L



1461412799

Paul Wang, City of Rochester
DES/Architecture - Engineering
City Hall, 30 Church St.
Room 300B
Rochester, N.Y. 14614-1279





THE HUNGERFORD COMPLEX
1115 EAST MAIN STREET
ROCHESTER NY 14609
585.271.0520 | WWW.RRCDC.ORG

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February 13, 2014

Paul Way
Department of Environmental Services
30 Church Street
Rochester, New York 14614

Dear Paul,

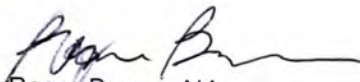
I am writing on behalf of the Rochester Regional Community Design Center (RRCDC) regarding the proposed Inner Loop Project for the Center City's southeast section of that roadway that will be removed as part of a project partially funded by a Federal TIGER Grant secured by the City. The RRCDC, as you are aware, has worked on and submitted our suggestions for this project. We have presented ideas in public sessions and in other meetings with the City and its consultants. I am resubmitting these materials with this correspondence, along with a letter from consultant Jeff Speck, whose comments were offered separately by him in direct correspondence with the City. I am attaching these for your convenience here.

Without going into great detail, as the Rochester Regional Community Design Center (RRCDC) is still of the belief that in general the Plan of 1/30/14 is much too heavy on design elements that diminish the pedestrian experience. Though much improvement to the Plan has been accomplished there are still too many vehicular travel and left turn lanes; the vehicular lanes are too wide; and not enough attention is paid to incorporating wider tree lawns (growing good tall healthy street trees require space – good tall healthy trees add tremendous value, environmental and economic, to neighborhoods).

We understand the desire for a cycle path but the design as presented has too much going on to the detriment of the pedestrian. The cycle path appears to make extremely awkward intersections for the pedestrians. Certainly the double row of trees on Union Street is a positive feature but the resulting layout needs wider tree lawns (on both the east and west sides). Reducing the lane widths would help this situation and, for sure, removing the center lane would be the preferred solution.

We appreciate the opportunity to comment and continue to want to be involved and be a resource as the design for this important project evolves.

Sincerely,


Roger Brown, AIA
President

Enclosures

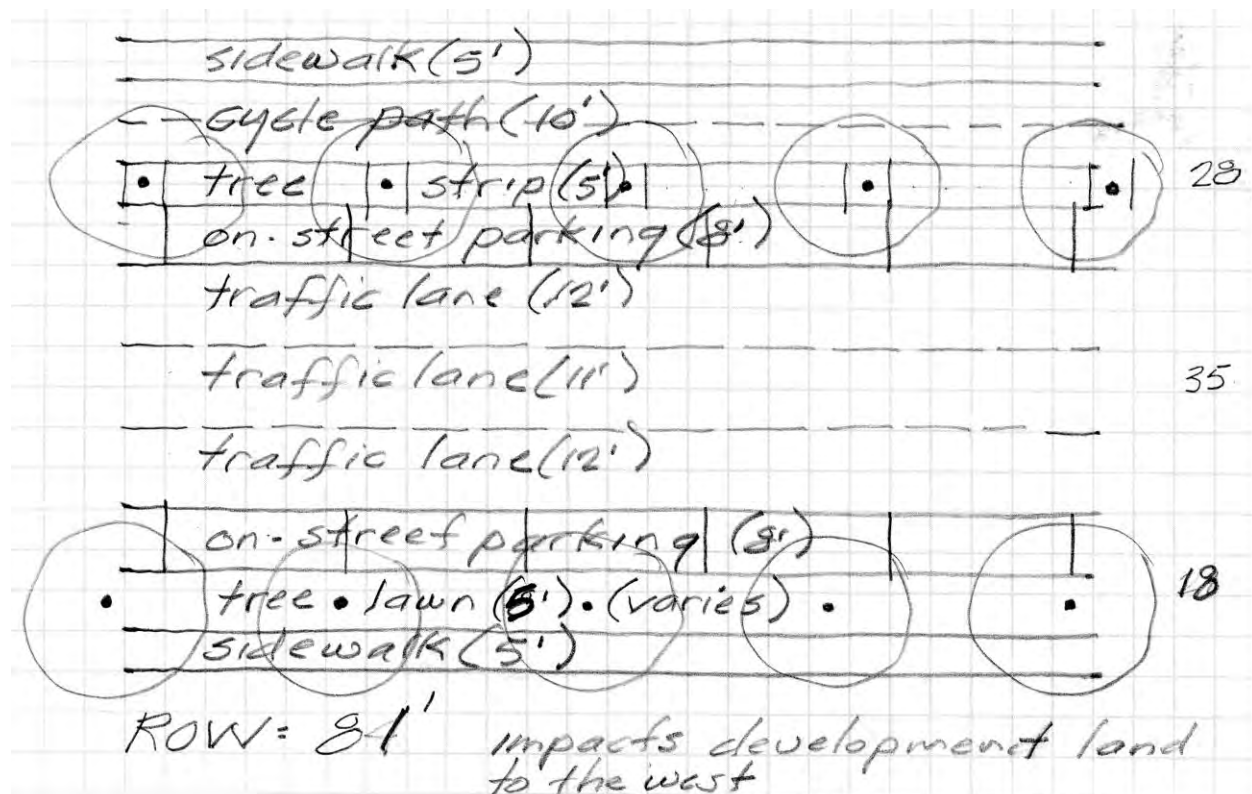
Design Alternatives to Consider

- Create Union Street as a “place” similar to Park Avenue in Character, pedestrian focused.
- Incorporate generous tree lawns (8’) with street trees at 30’ on center.
- Vehicle travel lanes should be no greater than 11’ and preferably 10’ - two travel lanes is preferred over three.
- Always separate the pedestrian from both bikes and vehicles by the 8’ tree lawn buffer.
- Consider removing the cycle track in favor of in-street striped lanes each side of the roadway. (this is becoming an understood system)
- If the cycle track is required it should be placed next to the roadway with a 2’-8’ separator.
- Incorporate pedestrian scale lighting throughout.
- Provide generous crosswalks at all intersections and consider mid-block crosswalks where necessary.
- Design alleys as one-way tree lined narrow streets with sidewalks and street trees. (on-street parking where appropriate)
- Create special zoning code for this area and street – special overlay district.
- Consider breaking down parcels into smaller sizes.
- Building types
 - 3-4 story town houses – park under or double loaded alley or granny flats.
 - 4 story apartments/condos with double loaded corridor (the Mills) – or park under.
 - 4 story apartments/condos with single loaded corridor and courtyard – park under.
 - 5-6-7 story tower – park under.
 - 3-4 story live/work units
 - Stacked townhouses (2- 2story)
- Let the developer design the alleys per the needs of their proposal – dedicate to the city?
- Underground parking in the old depressed roadway?
- Opportunity for a central green?

Original Cycle Track Scheme

Negative Issues:

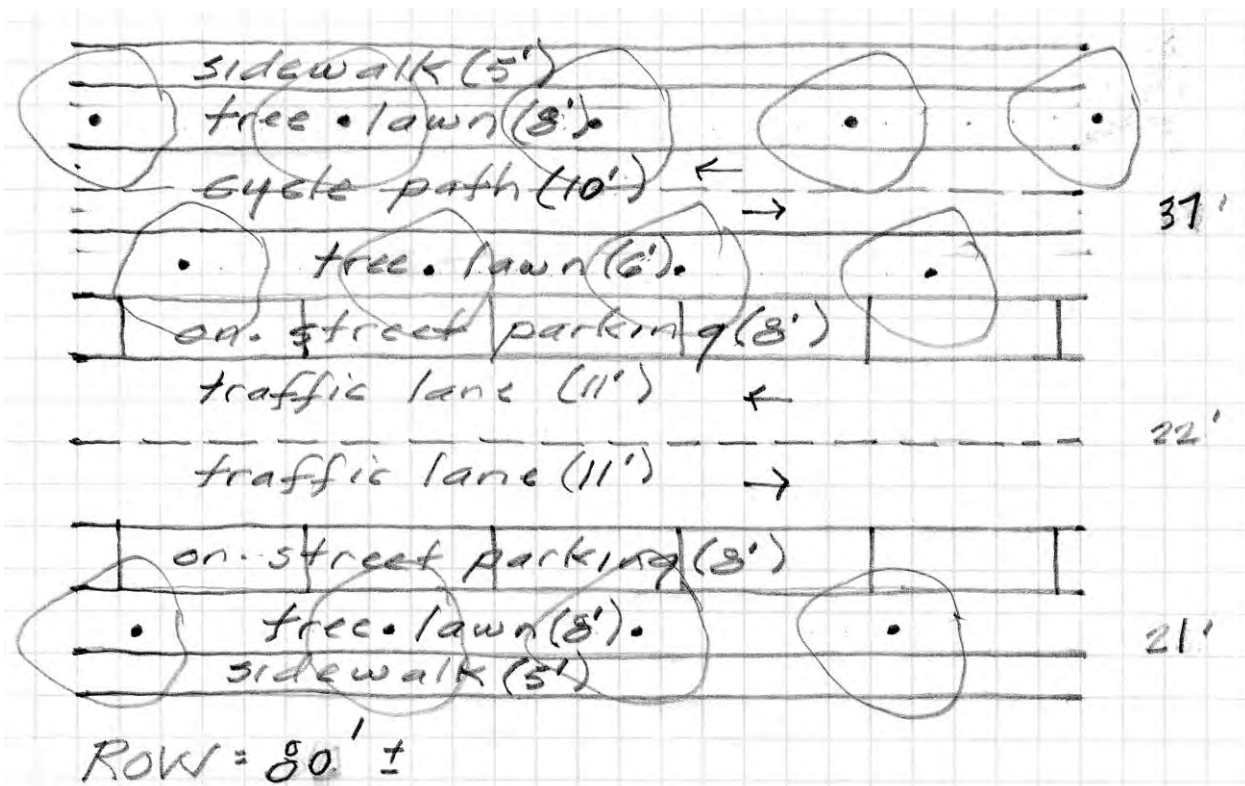
- 20' paving from the curb (West side).
- No buffer separation between the sidewalk and cycle track (poor pedestrian experience).
- Three lanes of traffic (old scheme had two).
- Sometimes thin tree lawns on the east side (5').



Cycle Track Scheme # 1

Features:

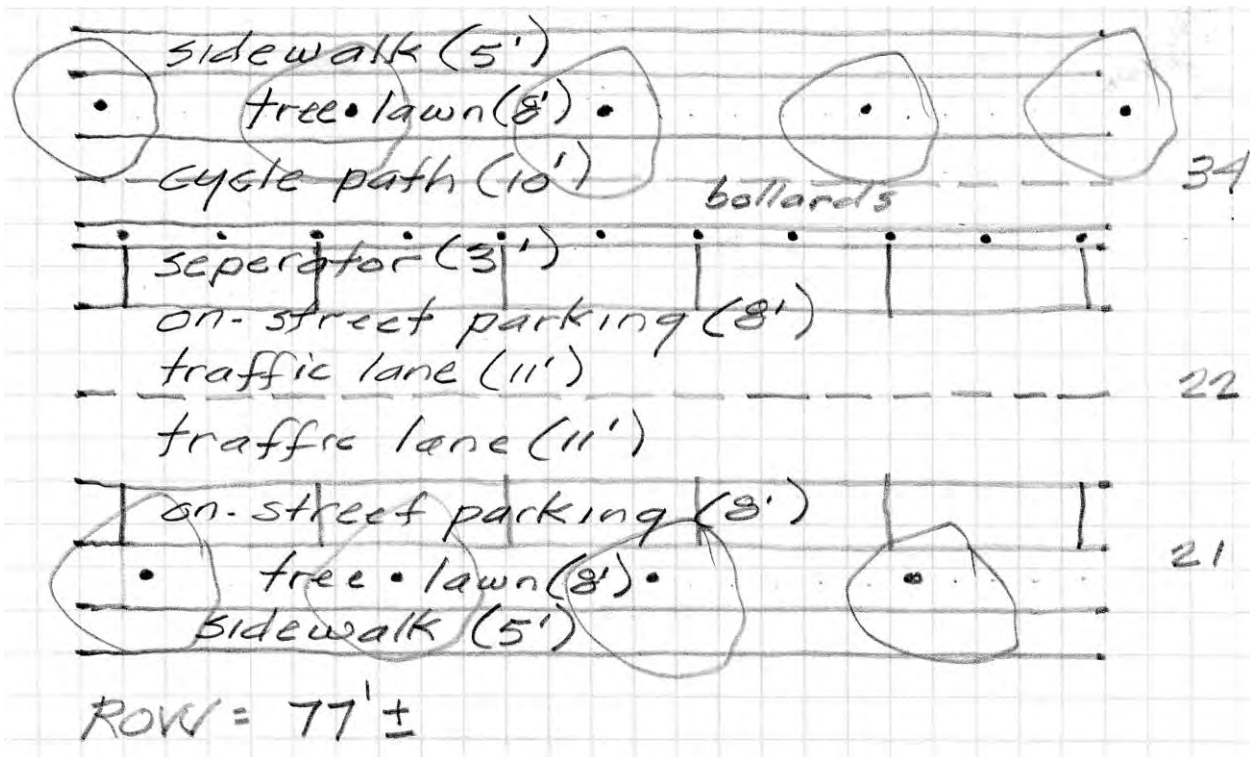
- The pedestrian is separated from the cycle path by a tree lawn (trees at 30' on center).
- The cycle track is separated from the on-street parking by a tree lawn.
- Two traffic lanes.



Cycle Track Scheme #2

Features:

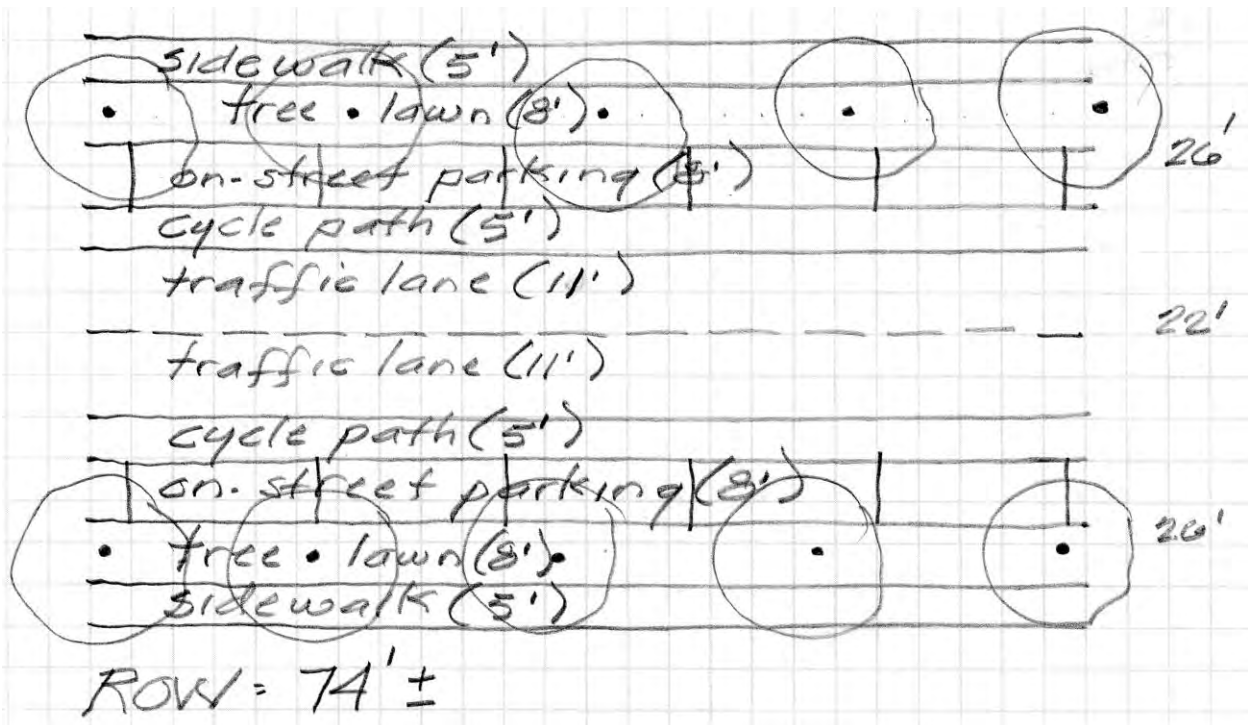
- The pedestrian is separated from the cycle path by a tree lawn (trees at 30' on center).
- The cycle track is separated from the on-street parking by a 3' concrete separator.
- Two traffic lanes.



On – Street Cycle Lanes

Features:

- The pedestrian is separated from the vehicles and cyclist by a tree lawn.
- There is a narrow Right of Way
- These are standard cycle lanes are common to typical Rochester layout.
- Increased area of developable land.



February 7, 2014

To whom it may concern:

I was recently asked by Tim Raymond and Linda Magi to review the current plans for the Connector. I have taken the time to do this *pro bono*, because I see great opportunity for improvement.

Whenever a highway is replaced by a street, and that street is designed by highway engineers, there is a justifiable fear that the street will turn out as a narrower highway. Given that streets create property value and social capital, while highways sunder property value and social capital, it is essential that every effort be made to avoid a narrow-highway outcome. Helping you to achieve that end is the purpose of this memo.

The critique that follows is based on the January 30 design available on the City website. Looking at the plan from southwest to north, here are my comments:

- There should be no slip lane for the right turn at the Chestnut/Howell intersection. Slip lanes are a high-speed detail that has no-place on urban streets.
- As it approaches Chestnut from the east, Howell St. gains an unjustified extra lane.
- East of Monroe there is a super-long center lane that is wasted pavement and encourages speeding. Only a short left-hand turn lane is warranted into the parking lot to the west. This lane does not correspond with any additional traffic load, and only encourages speeding.
- This first segment of the street seems to lack parallel parking on both sides. Parallel parking is an essential barrier of steel that protects pedestrians from moving vehicles and gives life to adjacent development. A sidewalk without parallel parking is not an adequate pedestrian facility. **THIS OBSERVATION SHOULD BE APPLIED TO THE ENTIRETY OF THE DESIGN.**
- Howell has a super-long left-hand turn lane west of Union Street, into a tiny one-block street that nobody will use. This turn lane should be eliminated, as it only encourages speeding.
- North of Monroe Avenue, South Union street lacks a long stretch of parallel parking to the west.
- How wide are the travel lanes? The ITE urban standard is now 10 - 11 feet. 11 feet makes sense for bus corridors that are not up against bike lanes, but otherwise 10 feet should be the standard here throughout. Each extra foot adds design speed and danger.

- The same goes for parking lanes. The ITE standard is 8 feet. The video seems to show wider parking lanes, but any wider than 8 feet contributes to speeding.
- North of Lafayette, the entire block contains a center lane that serves no purpose except to speed cars up. This continuous center turn lane solution is not an urban solution. If space is needed for deliveries, an occasional parking space should be so designated at the curb.
- North of Canfield, a center turn lane eases motion into a tiny street that is unlikely to get much use. This lane seems unnecessary, and will cause speeding.
- From this block north to Broad, another useless center lane appears. What is the purpose of this lane? **THIS CRITICISM NEEDS TO BE APPLIED THROUGHOUT:** Wherever center turn lanes are included that are longer than necessary or simply not needed, they should be eliminated and the carpath (curb-to-curb) narrowed correspondingly. Whoever designed this street seems to have no knowledge of the fact that extra pavement is an inducement to speeding. Since being hit at 35 MPH is ten times as fatal as being hit as 25, the designers are likely to be responsible for many deaths.
- From Broad Street north, an additional northbound lane has been added. I can find no traffic counts on the NYS map that would suggest the need for this lane. It is common knowledge that a 2-lane street with center turn lanes at intersections can handle 20,000 cars per day. Only if this street is currently handling that much traffic should this additional lane be considered. Otherwise, the entirety of the design should be limited to 3 lanes maximum.
- Between Broad Street and East avenue, the wedge-shaped no-drive section in the center of the street is pure highway design. Such useless wedges do not belong in urban streets. The carpath should simply be narrowed by the wedge's width.
- The left-hand turn lane into East Avenue seems considerably longer than its standard loading condition would require.
- Parallel parking should be reinstated along the east curb where it is missing.
- The useless center lane (useful only in encouraging speeding) should be eliminated and the carpath narrowed.
- The highway swoop on the eastern downramp is antithetical to a low-speed urban block structure. Instead, it would seem that Richmond Street should run continuously east-west, and the highway ramp should T into it, just as it is now shown T-ing into Union. This change would double the size of the adjacent Future Development Area.

- Whether or not the above change is accepted, the access point to the highway from this location on North Union would warrant a dedicated left-hand turn lane rather than the dangerous two-northbound-lane solution currently shown, in which the fast lane is also the turning lane.
- From Parker Alley to Haags alley can be found another useless center lane that does nothing but encourage speeding.

In conclusion: This street will encourage dangerous speeds because it has been engineered more like a narrow highway than an urban thoroughfare. The hallmarks of that approach are its extra-long and often unnecessary center lanes, additional travel lanes unjustified by traffic volumes, and locations in which parallel parking is missing from the curb. These problems are easy to fix, and indeed must be fixed if this street is to meet its objectives regarding the creation of real estate value and social capital.

I hope that this memo is useful and helps you to reach a more successful outcome.

Sincerely yours,



Jeff Speck
AICP, CNU-A, LEED-AP, Honorary ASLA



February 10, 2014

Paul Way, City of Rochester
DES/ Architecture & Engineering
City Hall Room 300B
30 Church Street
Rochester NY 14614-1279

C: James R. McIntosh, P.E., City Engineer

Re: Inner Loop East Project – Comments for Public Hearing held on February 4, 2014

Dear Mr. Way,

This letter follows up on the input and comments provided by **Ambassador Union Street, LLC** at the **February 4, 2014 Public Hearing for the Inner Loop East Transformation Project**. While we strongly support this project and have seen significant improvements in the plans thus far, we have grave concerns about the plans for metered and highly-restricted parking in our very-residential South Union Street neighborhood.

Ambassador Union Street, LLC owns and manages the **Ambassador Apartments** located at **86 South Union Street**. The Ambassador Apartment complex is a recently renovated, 54-unit, multifamily complex that is home to more than 70 residents. As such, we are one of the largest stakeholders currently residing on South Union Street and will be adversely impacted by any poor decisions that are made as part of this transformation project.

With this letter we would like to clearly state our concerns about the parking plans for South Union Street, and, reiterate the need for residential parking that is not metered or highly-restricted for its residents.

South Union Street is very residential between Broad Street and Monroe Avenue, and, residents living in these areas rely heavily on street-parking to facilitate their everyday lives. Many residents in the area **must** park on the street as there is nowhere else for them to park due to the high-density multifamily character of our neighborhood, not unlike the high-density multifamily character of the Park Avenue Neighborhood which provides ample, unmetered, on-street parking for its residents.

In the February 4th Public Meeting/ Hearing, the team presenting the plans to the Public repeatedly stated that one of the key goals of this project was to reconnect the neighborhood and make it more **“live-able”**.



Ambassador Union Street, LLC
P.O. Box 25104
Rochester NY 14625
585-507-7515
dwilliamsfuller@aol.com

We would like to state that a key part of making an urban neighborhood “live-able” is – having a place to park on the street when you come home from work (day or night shift) – a spot on the street where you can park without worrying about the meter running out of coins and getting a ticket from a parking attendant or getting towed.

This peace of mind goes a long way to making an urban residential neighborhood “live-able,” even more so than, bike paths and wide sidewalks with trees. Having an unmetered spot to park on the street where you live, is fundamental to people living in the South Union Street neighborhood, as it is to most residential neighborhoods, and, the City should not aim to make a profit at the expense of this very basic need of its Citizens.

Figures 1a through 3c show pictures of unmetered resident parking on nearby neighborhood streets. **Oxford Street**, in the Park Avenue Neighborhood, is an example of a very residential, tree-lined, beautiful street that provides free (un-metered) on-street parking to its residents. **Park Avenue** is another example of a very residential, tree-lined, beautiful street that provides free (unmetered) parking for its residents. Even **East Avenue**, in the areas between Alexander and Winton Street which are very residential, provides free on-street parking to its very wealthy residents. **So why would we do any less for the less-affluent residents of South Union Street?**

While we welcome a more pedestrian-friendly, bike-friendly, tree-lined beautiful street, a design element as critical as un-metered, on-street, parking for neighborhood residents should have equal weight and consideration in the design plans for the new South Union Street.

Please let us know how we can be of help in providing further input to the parking plans for the new South Union Street. We welcome the opportunity to be on a committee or QIT to help further resolve these parking issues for South Union Street.

Thank you for the opportunity to share our support for this project and to provide input to the design process via the February 4th Public Hearing. If you have any questions, please do not hesitate to contact us.

Sincerely,

Dawn Williams-Fuller
President, EthanMaya Development Corp, Member
Ambassador Union Street, LLC

(585) 507-7515
dwilliamsfuller@aol.com

Pictures of Resident Parking and Parking Regulation Signs in the surrounding neighborhoods

Figure 1a: Oxford Street – A Multi-Family Residential Neighborhood



Figure 1b: Oxford Street – A Multi-Family Residential Neighborhood



Figure 1c: Oxford Street – A Multi-Family Residential Neighborhood



Figure 1b: Oxford Street – A Multi-Family Residential Neighborhood



Figure 1e: Oxford Street – A Multi-Family Residential Neighborhood



Figure 2a: Park Avenue – Residential Multi-Family and Commercial



Figure 2b: Park Avenue – Residential Multi-Family and Commercial



Figure 2c: Park Avenue – Residential Multi-Family and Commercial



Figure 2d: Park Avenue – Residential Multi-Family and Commercial



Figure 3a: East Avenue – Residential and Commercial



Figure 3b: East Avenue – Residential and Commercial





Ambassador Union Street, LLC
P.O. Box 25104
Rochester NY 14625
585-507-7515
dwilliamsfuller@aol.com

Figure 3c: East Avenue – Residential and Commercial



APPENDIX O

Correspondence

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Project Correspondence

Letters of Support

Project Correspondence

Letter #	Date	Description
1	4/7/2009	National Marine Fisheries Service, Habitat Conservation Division.
2	4/25/2013	NYSDOT to SHPO – Project Initiation Letter
3	7/3/2013	NYSDOT to SHPO – Cultural Resource Survey Report
4	9/30/2013	NYSDEC Heritage Endangered Species
5	1/30/2014	NYSDOT to SHPO – Phase II & Findings Document
6	2/13/2014	USFW Endangered Species
7	2/26/2014	SHPO to NYSDOT – Effect Determination
8	2/27/2014	NYSDOT to FHWA – Effect Concurrence
9	3/4/2014	NYSDOT Design Speed Concurrence
10	3/5/2014	NYSDOT Accident Concurrence
11	3/20/2014	FHWA to NYSDOT – NEPA Concurrence & Design Approval Letter

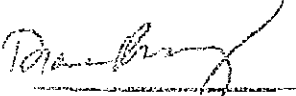
National Marine Fisheries Service
Habitat Conservation Division
Milford Field Office, 212 Rogers Avenue
Milford, Connecticut 06460

RECEIVED
APR 08 2009
RAVI ENGINEERING, P.C.

TO: Nancy S. Gillette, P.E.
Environmental Department Manager
Ravi Engineering & Land Surveying, P.C.
Blackwatch Office Park Suite E-5
6605 Pittsford-Palmyra Road
Fairport, New York 14450

DATE: 7 April 2009

SUBJECT: EFH and Fish and Wildlife Coordination Act Species Information Request;
Inner Loop Study - Phase 2; I-490 to East Main Street, Project No. 220333;
City of Rochester, Monroe County, NY


Diane Ruzanowsky
(Reviewing Biologist)

We have completed our review of the subject information request and offer the following preliminary comments pursuant to the Endangered Species Act, the Fish and Wildlife Coordination Act and the Magnuson-Stevens Fishery Conservation and Management Act:

Endangered and Threatened Species

- No endangered or threatened species under the jurisdiction of NOAA Fisheries Service in the immediate project area
- Endangered or threatened species under the jurisdiction of NOAA Fisheries Service's jurisdiction may be present in the project area.

For details regarding what coordination may be necessary, please contact:

Ms. Mary Colligan
ARA for Protected Resources
55 Great Republic Drive
Gloucester, MA 01930

Fish and Wildlife Coordination Act Species

- The following may be present in aquatic portions of the general project area: Diadromous and resident fish, forage and benthic species.

Habitat use by some species or life stages may be seasonal (e.g. over-wintering.)

Essential Fish Habitat

- Aquatic habitats in the project vicinity have been designated as Essential Fish Habitat (EFH) for one or more species. For a listing of EFH and further information, please go to our website at: <http://www.nero.nmfs.gov/ro/doc/wabinro.html>.

- No EFH presently designated in the immediate project area.



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION FOUR
1530 JEFFERSON ROAD
ROCHESTER, NEW YORK 14623-3161
www.dot.ny.gov

ROBERT A. TRAVER, P.E.
ACTING REGIONAL DIRECTOR

JOAN MCDONALD
COMMISSIONER

April 25, 2013

Ms. Ruth Pierpont, Director
NYS Office of Parks, Recreation
and Historic Preservation
P.O. Box 189 – Peebles Island
Waterford, NY 12188

LOCALLY ADMINISTERED PROJECT

RE: PIN 4940.T7

Inner Loop East Reconstruction Project
CITY OF ROCHESTER, MONROE COUNTY

Dear Ms. Pierpont:

The City of Rochester is the sponsor of a Federally-funded transportation project on the Inner Loop East, in the City of Rochester, Monroe County. Please find enclosed for your information, a location map and description of the proposed project.

This information is provided to notify you of a new project subject to review under Section 106 of the National Historic Preservation Act (36 CFR Part 800). Based on initial assessment of project information, NYSDOT is recommending that the Local Project Sponsor conduct a Phase I Reconnaissance Survey. A copy of the survey report will be sent to the SHPO when completed. We would appreciate at this time receiving any preliminary comments or particular concerns about the project location.

Please contact myself, Chris Caraccilo, Regional Cultural Resources Coordinator, at 585-272-4833 or christopher.caraccilo@dot.ny.gov with any questions or comments. We look forward to consulting with your office as the project progresses.

Sincerely,

Christopher P. Caraccilo
Regional Cultural Resources Coordinator

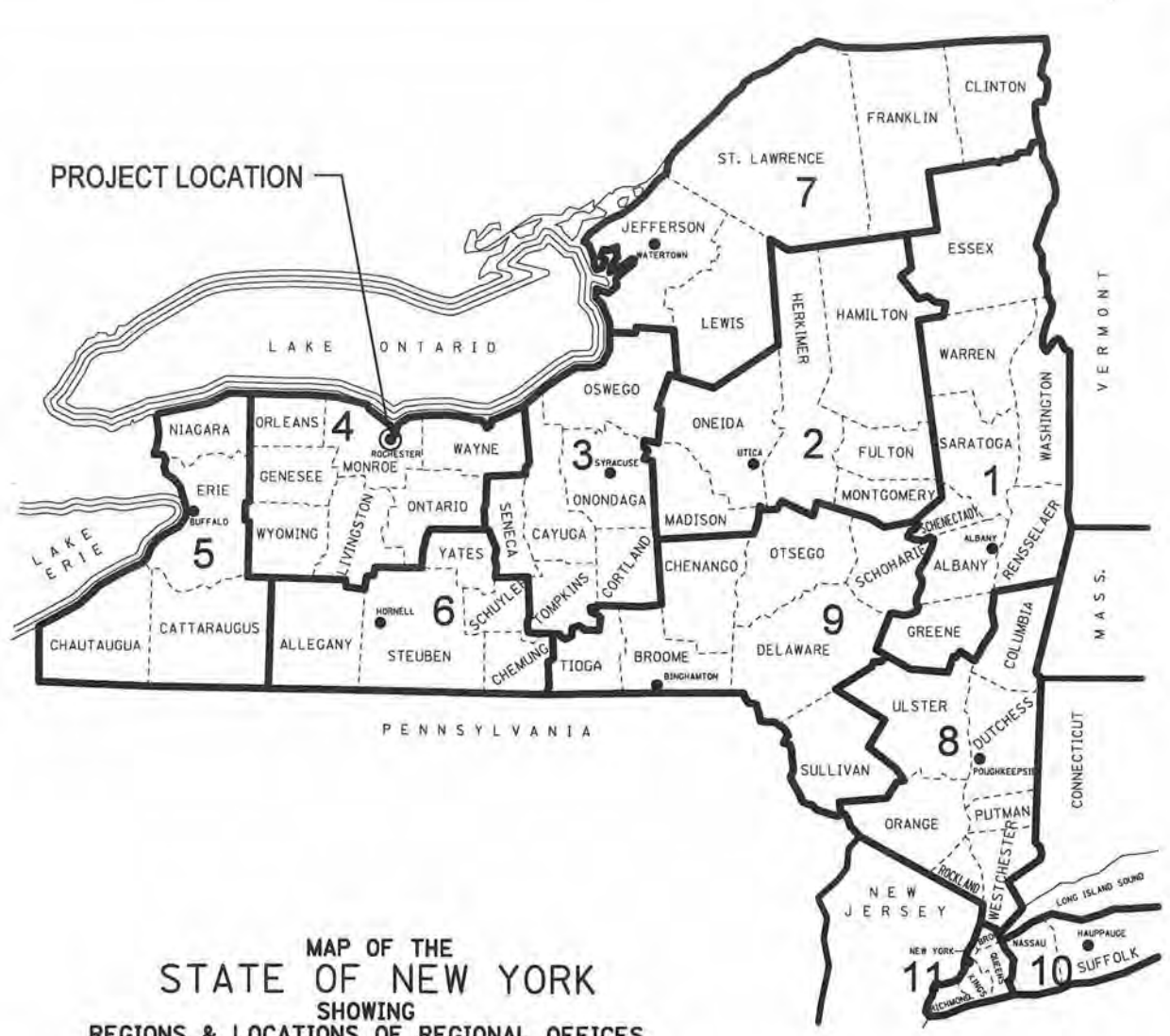
Enclosures (Project Location Map & Project Description)

cc: Jonathan McDade, Federal Highway Administration
Paul Way, City of Rochester
Rick Papaj, Region 4 Local Project Liaison
Jim Hoffman, Stantec, Project Consultant
P. Dunleavy, Office of Environment, POD 4-1

PROJECT DESCRIPTION

This project is about capturing the opportunity to reconnect neighborhoods, spur economic development, and provide an appropriately-scaled urban boulevard by the elimination of a grade separated, access controlled expressway facility. This section of the Inner Loop, which creates a barrier between neighborhoods, has served its purpose and is now greatly underutilized as a transportation facility.

To accomplish this, the City proposes to rebuild the neighborhood connections that once existed, provide for economic opportunity in the approximately 9 acres that would be vacated by the expressway, and encourage a more sustainable and appropriately scaled transportation system.



PROJECT LOCATION

**MAP OF THE
STATE OF NEW YORK
SHOWING
REGIONS & LOCATIONS OF REGIONAL OFFICES
OF THE
STATE DEPARTMENT OF TRANSPORTATION**

PROJECT LOCATION

THE INNER LOOP EAST RECONSTRUCTION PROJECT
EXTENDS FROM SOUTH CLINTON STREET TO
EAST MAIN STREET IN THE CITY OF ROCHESTER.



Stantec
61 Commercial Street
Rochester, NY 14614
(585) 475-1440
www.stantec.com

**FIGURE 1
STATE LOCATION MAP**

**INNER LOOP EAST RECONSTRUCTION PROJECT
SOUTH CLINTON STREET TO EAST MAIN STREET
P.I.N. 4940.T7**



MAP OF
MONROE COUNTY

FIGURE 2

MONROE COUNTY LOCATION MAP

INNER LOOP EAST RECONSTRUCTION PROJECT
SOUTH CLINTON STREET TO EAST MAIN STREET
P.I.N. 4940.T7



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61 Commercial Street
Rochester, NY 14614
(585) 475-1440

www.stantec.com

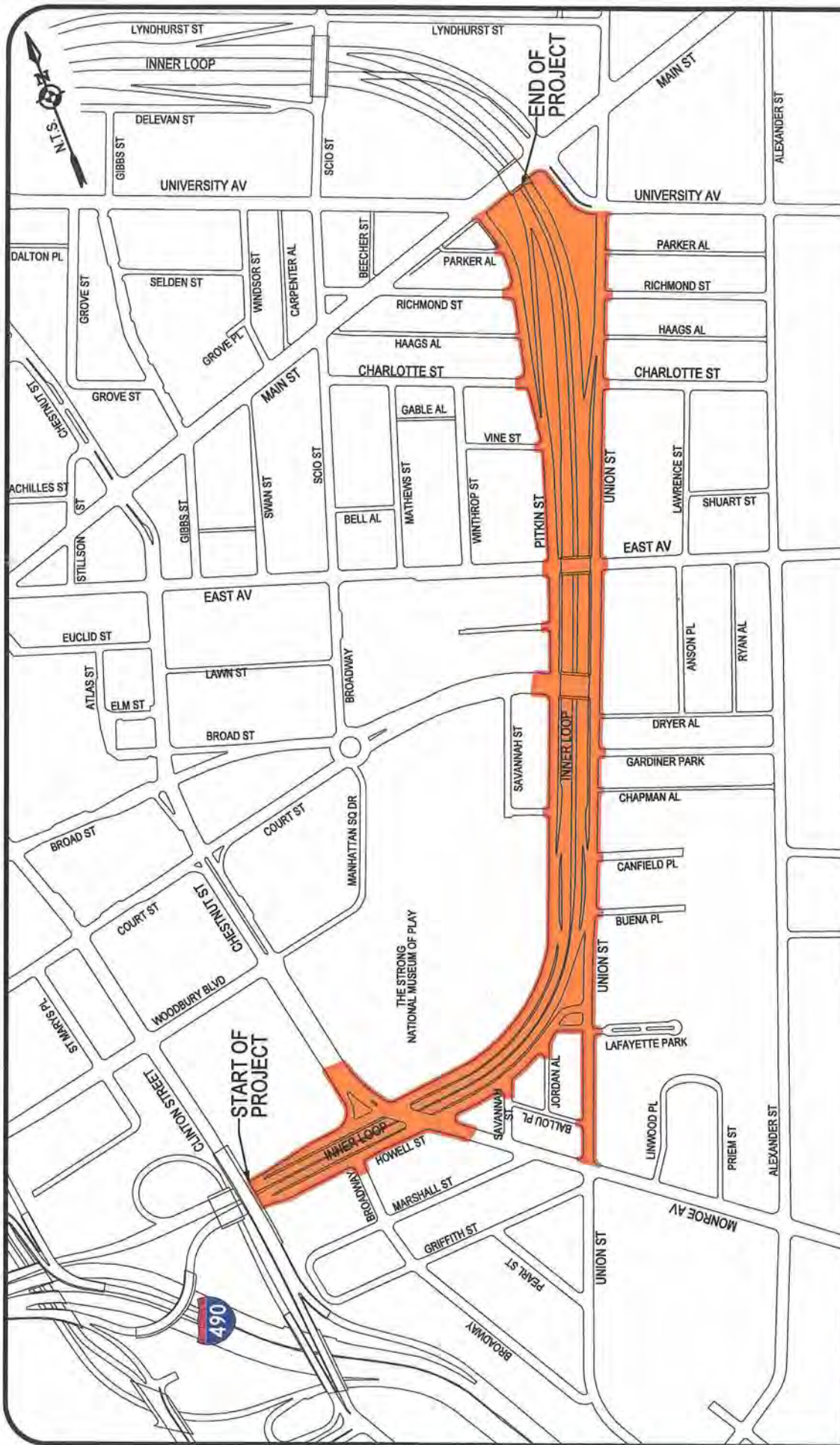


FIGURE 3
PROJECT LOCATION MAP

INNER LOOP EAST RECONSTRUCTION PROJECT
SOUTH CLINTON STREET TO EAST MAIN STREET
P.I.N. 4940.TT

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STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION FOUR
1530 JEFFERSON ROAD
ROCHESTER, NEW YORK 14623-3161
www.dot.ny.gov

ROBERT A. TRAVER, P.E.
ACTING REGIONAL DIRECTOR

JOAN MCDONALD
COMMISSIONER

July 3, 2013

Ms. Ruth Pierpont, Director
NYS Office of Parks, Recreation
and Historic Preservation
P.O. Box 189 – Peebles Island
Waterford, NY 12188

LOCALLY ADMINISTERED PROJECT

RE: PIN 4940.T7

Inner Loop East Reconstruction Project
CITY OF ROCHESTER, MONROE COUNTY
13PR3092

Dear Ms. Pierpont:

Enclosed is a Cultural Resources Survey Report (CRSR) prepared for the above referenced Locally Administered Federal Aid project. Based on our review of this CRSR, we concur with the report's findings and recommendations.

No response is necessary if the State Historic Preservation Office is in agreement with the eligibility recommendations in this report. Comments, including any requests for additional information, may be provided in writing within 45 days of receipt of this letter. If there is no response within 45 days, we will assume concurrence with these recommendations.

If you have any questions, comments or need additional information, please contact me at 585-272-4833 or christopher.caraccilo@dot.ny.gov. We look forward to consulting with your office as the project progresses.

Sincerely,

Christopher P. Caraccilo
Regional Cultural Resources Coordinator

Enclosure

cc: Jonathan McDade, Federal Highway Administration
Paul Way, City of Rochester
Rick Papaj, Region 4 Local Project Liaison
Jim Hoffman, Stantec, Project Consultant
P. Dunleavy, Office of Environment, POD 4-1

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway, 5th Floor, Albany, New York 12233-4757
Phone: (518) 402-8935 • **Fax:** (518) 402-8925
Website: www.dec.ny.gov



Joe Martens
Commissioner

September 30, 2013

Andy Smith
Stantec
61 Commercial Street
Rochester, NY 14614

Re: Redevelopment of the Inner Loop Highway -- East Side
Town/City: City Of Rochester. County: Monroe.

Dear Andy Smith :

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

We have no records of rare or state-listed animals or plants, or significant natural communities, at your site or in its immediate vicinity.

The absence of data does not necessarily mean that rare or state-listed species, natural communities or other significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain information which indicates their presence. For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. This information should not be substituted for on-site surveys that may be required for environmental assessment.

This response applies only to known occurrences of rare or state-listed animals and plants, significant natural communities and other significant habitats maintained in the Natural Heritage Data bases. Your project may require additional review or permits; for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

Sincerely,

Andrea Chaloux
Environmental Review Specialist
New York Natural Heritage Program



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION FOUR
1530 JEFFERSON ROAD
ROCHESTER, NEW YORK 14623-3161
www.nysdot.gov

ROBERT A. TRAVER, P.E.
ACTING REGIONAL DIRECTOR

JOAN McDONALD
COMMISSIONER

January 30, 2014

Ms. Ruth Pierpont, Acting Deputy Commissioner
NYS Office of Parks, Recreation
and Historic Preservation
P.O. Box 189 – Peebles Island
Waterford, NY 12188

LOCALLY ADMINISTERED PROJECT
RE: PIN 4940.17
Inner Loop East Reconstruction Project
City of Rochester, Monroe County.
Project Review #13PR3092

Dear Ms. Pierpont:

The City of Rochester is the sponsor of a Federally-funded transportation project on the Inner Loop East, in the City of Rochester, Monroe County. The project's objective is to remove the existing below grade highway and create an at-grade boulevard re-connecting downtown to the near east side of the City of Rochester.

Design Approval for this project is under a tight schedule with Federal Funding tied to a TIGER grant. The City received notice in the fall of 2013 that they had received a TIGER V Grant for \$17.7M for the construction phase of this project. This TIGER V Grant cycle requires the project PS&E by June 13th, 2014 thus Design Approval by March 3, 2014. We are respectfully asking for a concurrent review of the Phase II Report and Finding Documentation. Please find enclosed:

- Phase II Cultural Resources Survey Report (CRSR) prepared for the above referenced Locally Administered Federal Aid project. The End of Field letter summarizing the Phase II report was emailed to Brian Yates on January 6, 2014. Based on our review of this CRSR, we concur with the report's findings and recommendations. No response is necessary if the State Historic Preservation Office is in agreement with the eligibility recommendations in this Phase II report.
- Finding Documentation, prepared in accordance with Section 106 of the National Historic Preservation Act, 36 Section 800.11(e), for the above referenced Locally-Administered Federally-Aid project. This documentation summarizes the project and its effects on properties included in or eligible for inclusion on the National Register of Historic Places.

Based on our review of the project, we have applied the criteria of effect in accordance with 800.5(b) and conclude that this project will have *No Adverse Effect* on historic properties.

The NYSDOT respectfully requests the State Historic Preservation Officer (SHPO) concurrently review the Phase II Report and Finding Documentation. If the SHPO does not respond within the 45 day review period, we request, by copy of this letter, that the Federal Highway Administration confirm that the requirements of 36 CFR Part 800 have been met.

If you have any questions or need additional information, please contact me at 585-272-4833 or christopher.caraccilo@dot.ny.gov.

Sincerely,

A handwritten signature in black ink that reads "Chris Caraccilo". The signature is written in a cursive, slightly slanted style.

Christopher Caraccilo
Regional Cultural Resource Coordinator

Enclosures-Finding Document

cc: Jonathan McDade, FHWA (w/enclosure)
Paul Way, City of Rochester
Jim Hoffman, Stantec -Project Consultant
Rick Papaj, Regional Local Project Liaison, Region 4
Mary Santangelo, NYSDOT-Office of the Environment, POD 4-1
Brian Yates, NYS OPRHP-SHPO

FINDING DOCUMENTATION

PIN 4940.T7

Inner Loop East Reconstruction Project
City of Rochester, Monroe County, New York

13PR3092

Stantec Consulting Services Inc.
Rochester, New York

January 2014

1. Project Description

The above referenced project is a Locally Administered Federal Aid highway reconstruction project. The project is located in the City of Rochester, Monroe County, New York. The primary project corridor is the southeast portion of the expressway beltway (Inner Loop) that encloses the central business district and extends from Monroe Avenue to Charlotte Street and includes the connections at the south (I-490) and north (East Main Street). The Area of Potential Effect (APE) can be defined as the section of Inner loop from I-490 (south) to East Main Street (north). The APE is approximately 1 mile in length and occupies a width ranging from 182 feet to 355 feet (curb to curb).

The Inner Loop East Reconstruction Project consists of the removal of an urban expressway known as the “Inner Loop” through the SE quadrant of the City of Rochester downtown area. The conceptual project originated in the early 1990’s and has been a part of the City of Rochester’s comprehensive plan ever since. The project will remove excess highway infrastructure (replacing the existing 10 - 12 lane section with a 3 - 5 lane section) from Clinton Street South to East Main Street and provide a “complete Street” facility that is properly scaled to the regional and local needs. The “complete street” design approach incorporates balanced pedestrian, bicycle and vehicle needs throughout the project corridor. Approximately 120,000 cubic yards of clean fill will need to be imported to bring the project site up to the needed grade. Fill material will come from other City of Rochester project sites, as well as from other private and public projects as needed.

The project will incorporate innovative design concepts for pedestrian and bicyclist including a cycle track that will provide cyclists with their own designated travel way separated from vehicular traffic. The proposed roadway would be constructed along the existing street alignments (Union, Howell and Pitkin Streets) and reestablish the original street grid network that provided connectivity between the adjoining neighborhoods and downtown that existed prior to the urbanization and construction of the expressway. As a secondary benefit, the removal of the excess highway infrastructure will provide the City with a unique opportunity to create additional land that could be developed within the downtown area. This potential development would be progressed in the future by the City of Rochester to fit the vision and character of the surrounding neighborhoods.

2. Steps Taken To Identify Historic Properties

The following Cultural Resource Management Reports were generated for this project:

- February 2013 Phase 1A Cultural Resource Survey for the Inner Loop East Reconstruction Project completed by the Department of Anthropology, State University of New York at Buffalo.

- May 2013 Phase 1B Archaeological and Architectural Reconnaissance Survey for the Inner Loop East Reconstruction Project NY Route 940T completed by the Department of Anthropology, State University of New York at Buffalo.
- December 2013 Phase II Archaeological Survey for the Inner Loop East Reconstruction Project NY Route 940T completed by the Department of Anthropology, State University of New York at Buffalo.

Phase 1A

The Phase 1A recommended the completion of a Phase 1B in order to determine areas suitable for conducting subsurface testing. Areas with low prior disturbance exist at the perimeter of the project area and in areas historically used as park space. Construction monitoring was recommended to ensure that no deeply buried historic deposits are located within impact areas covered by concrete or asphalt pavements and sidewalks. The entire project corridor was depicted as an area of high prior disturbance.

Phase 1B

The Phase 1B Archaeological survey identified the following:

- No prehistoric sites.
- Two (2) potential historic sites were identified: George Crouch (A05540.009184, UB 4409) and Amos Burrows (A05540.009185, UB 4410).
- No sites were recommended for further investigation.
- Listed, Eligible or Potentially Eligible State/National Register: George Crouch (A05540.009184, UB 4409) and Amos Burrows (A05540.009185, UB 4410).

The Phase 1B Architectural survey identified fourteen (14) National Register Listed or Eligible Structures, Properties, Districts that may be impacted:

- Three (3) National Register Listed properties.
- Four (4) National Register Eligible properties.
- Two (2) National Register Eligible Historic Districts.
- Five (5) additional properties were recommended for NRE.

Of the fourteen properties identified nine (9) were listed as indirect impacts (view shed only) and the remaining five (5) were direct impacts from the project. During the preliminary design phase, changes to the scope of work and project limits have resulted in only three (3) properties having direct impacts due to the project.

Phase 2

The Phase 2 Archaeological survey was conducted due to changes in the proposed work during the preliminary design phase near the two potential historic sites identified in the Phase 1B Archaeological survey. The Phase 2 investigation resulted in the following:

- George Crouch (A05540.009184, UB 4409) - Artifacts recovered included a variety of early-19th to mid-20th century ceramic and glass food related artifacts, as well as a number of highly oxidized ferrous metal fragments believed to be nail fragments. No further archaeological investigations are recommended due the site's research potential being exhausted by the combined Phase 1B / Phase 2 testing procedures that have already been completed. It has been determined that this site is not eligible for listing on the National Register of Historic Places
- Amos Burrows (A05540.009185, UB 4410) – Artifacts recovered included a variety of late 19th century ceramic tableware, such as several matching undecorated white granite and impostor white granite plate and food service vessels; Rockingham glazed yellowware bowls, a variety of stoneware food-storage crocks and stoneware seltzer bottles, and a number of glass canning jars. Lesser amounts of other domestic debris was found, including clothing-related buttons and other fasteners, white ball clay tobacco pipes and ceramic figurines. The few architectural objects recovered from the lowest Buried A-Horizon include window glass, brick and oxidized ferrous nail fragments.

No further archaeological investigations are recommended due the site's research potential being exhausted by the combined Phase 1B / Phase 2 testing procedures that have already been completed. It has been determined that the Amos Burrows site is eligible for listing on the National Register of Historic places.

3. Evaluation Of Project Impacts To Identified Historic Properties

Archaeological Resources

George Crouch Site (A05540.009184, UB 4409) (Figure 4)

This site is located in the City of Rochester on the west side of the apartment building located at 94-100 South Union Street (the Crouch residence was removed in the 1960's) as shown in Photo 16 of the Phase 1B report. The proposed improvements at this location include reconstruction of the existing roadway and sidewalks that will not exceed the limits of existing disturbances (depth of proposed excavations - 30").

It has been determined that the G. Crouch Site is not eligible for listing on the National Register of Historic Places.

Amos Burrows Site (A05540.009185, UB 4410) (Figure 5)

This site is located in the City of Rochester at the Southwest corner of Savannah and Pitkin Streets (formerly #40 Savannah Street) as shown in Photo 19 of the Phase 1B report. The proposed improvements at this location include reconstruction of the existing roadway and sidewalks that will not exceed the limits of existing disturbances (depth of proposed excavations - 30").

It has been determined that the Amos Burrows site is eligible for listing on the National Register of Historic places. Though no further archaeological excavation is recommended at the Amos Burrows site, it is possible that contextually associated materials and/or features might be found beneath the paved parking lot and driveway between Savannah and Pitkin Street. An “Archaeological Monitoring Plan for Unanticipated Archaeological Discoveries” has been prepared and will be implemented during the construction phase of the project. Please see Appendix A (page 7) for information on this monitoring plan.

Architectural Resources

The three (3) properties identified as direct impacts were NRE based on the building significance and not the property. These properties are not listed as being located within a historic district. The three (3) properties include:

- 62 North Union Street (Figure 1)
- 68 South Union Street (Figure 2)
- 84 South Union Street (Figure 3)

For all of the above properties, proposed improvements are limited to pavement and sidewalk reconstruction. Sidewalk improvements will be at the same line and grade of the existing walks. The proposed curb replacement will be relocated approximately 4’ farther from the property line to accommodate a 5’ wide tree lawn along the property frontage. This tree lawn reestablishes the original street setting prior to the expressway construction.

All of the fourteen (14) identified properties were reviewed for view shed impacts in a Visual Impact Assessment report. These resources are buildings that are National Register Eligible (NRE) or Listed (NRL). The following structures are located within or directly adjacent to the project improvements, located at the following addresses. (Refer to Project View shed Map, Figure 6).

1. 84 South Union Street
2. 68 South Union Street
3. 8 Lafayette Park
4. 7 Lafayette Park
5. 62 North Union Street (New Hope Free Methodist Church)
6. 321 East Avenue (Bethel Christian Fellowship)
7. 320 East Avenue
8. 302-304 University Avenue

As stated in the Phase IB Archaeological and Architectural Reconnaissance Survey prepared by the State University of New York at Buffalo, dated May 2013, there are six additional NRE and/or NRL sites that are within the project viewshed. These sites are located on the very edge of the viewshed, and the impact of the views to and from the structures is negligible.

9. 200 University Avenue (School 14)
10. 270 Scio Street (New Bethel CME Church)
11. 261-263 Lyndhurst Street
12. 420 South Clinton Avenue (ABVI Goodwill)
13. 75 Woodbury Boulevard (Geva Theater)
14. 238-242 South Avenue

The Visual Impact Assessment concluded that the project will result in positive impacts due to the removal of the depressed urban expressway and reestablishment of the street infrastructure to an urban city streetscape.

Historic Bridges

None of the bridges within the project limits were determined to be eligible for listing on the National Register of Historic Places.

4. Basis For Recommended Project Finding

The Inner Loop East reconstruction project will include highway and sidewalk work adjacent to the identified archaeological and architectural sites. Work adjacent to the two (2) archaeological sites and three (3) architectural sites with direct impacts will be limited to sidewalk replacement/removal and topsoil and seeding. Sidewalk replacement will be located in the same alignment as existing.

Attached figures 1-5 provide a graphic rendering of the proposed alternative at each of the architectural and archaeological locations identified with potential direct impacts. As shown, the architectural sites within the project limits are not impacted by the proposed roadway work.

A Phase 2 was conducted for both archaeological sites and no further work or avoidance measures are recommended however; monitoring of construction activities for the Amos Burrows site is recommended.

The project will not impact any Nation Register listed or eligible property. The criteria of effect has been applied in accordance 800.5(b) of the National Historic Preservation Act and we find that this undertaking will have **No Adverse Effect** on properties eligible for or listed on the National Register of Historic Places.

5. Public Involvement

This project has been and will continue to be coordinated with the SHPO, Monroe County, City of Rochester neighborhood groups and other governmental agencies with jurisdiction

in the project limits. Public meetings have been held as well as press releases and news paper articles.

Public input has been solicited thru attendance at the following public meetings:

- Public Meeting Held on 8/28/2013
- Project Open House on 11/6/2013

In addition, the public may submit input on the project website:

<http://www.cityofrochester.gov/InnerLoopEast>

6. Attachments

- Appendix A
- Figures 1 - 6

Appendix A

Archaeological Monitoring Plan for Unanticipated Archeological Discoveries.

During construction of the Project, the City of Rochester will hire a qualified archaeologist to monitor the Amos Burrows site. The Phase 1 and 2 investigations have adequately documented the archaeological deposits and have recovered a substantial artifact assemblage. No additional archaeological work was recommended.

Due to the potential for deeply buried historic deposits to be intact beneath the existing Savannah Street Extension and adjacent parking lot at 16 Savannah Street, construction monitoring by an archaeologist to verify consistency with the previously recovered artifacts, assessment of artifact integrity and research potential, construction monitoring of impacts near the Amos Burrows site was recommended by SUNY Buffalo, archaeological consultant to the project.

The archaeologist will be present during construction in the areas stated above. As described in this monitoring plan, if during construction the City of Rochester or its contractors encounter archeological artifacts that are deemed to be significant by the qualified archaeologist, the City will bring such finds to the attention of the New York State Historic Preservation Office; in addition the onsite archaeologist may stop work if any undiscovered artifacts are recommended for addition testing through:

- **Phase III: Data Recovery Plan** – proposal for research design, methodology, schedule and budget for archaeological mitigation
- **Phase III: Data Recovery** – archaeological excavation for retrieval of significant data from a National Register listed or eligible site when impact cannot be avoided; implements approved Data Recovery Plan

FIGURES

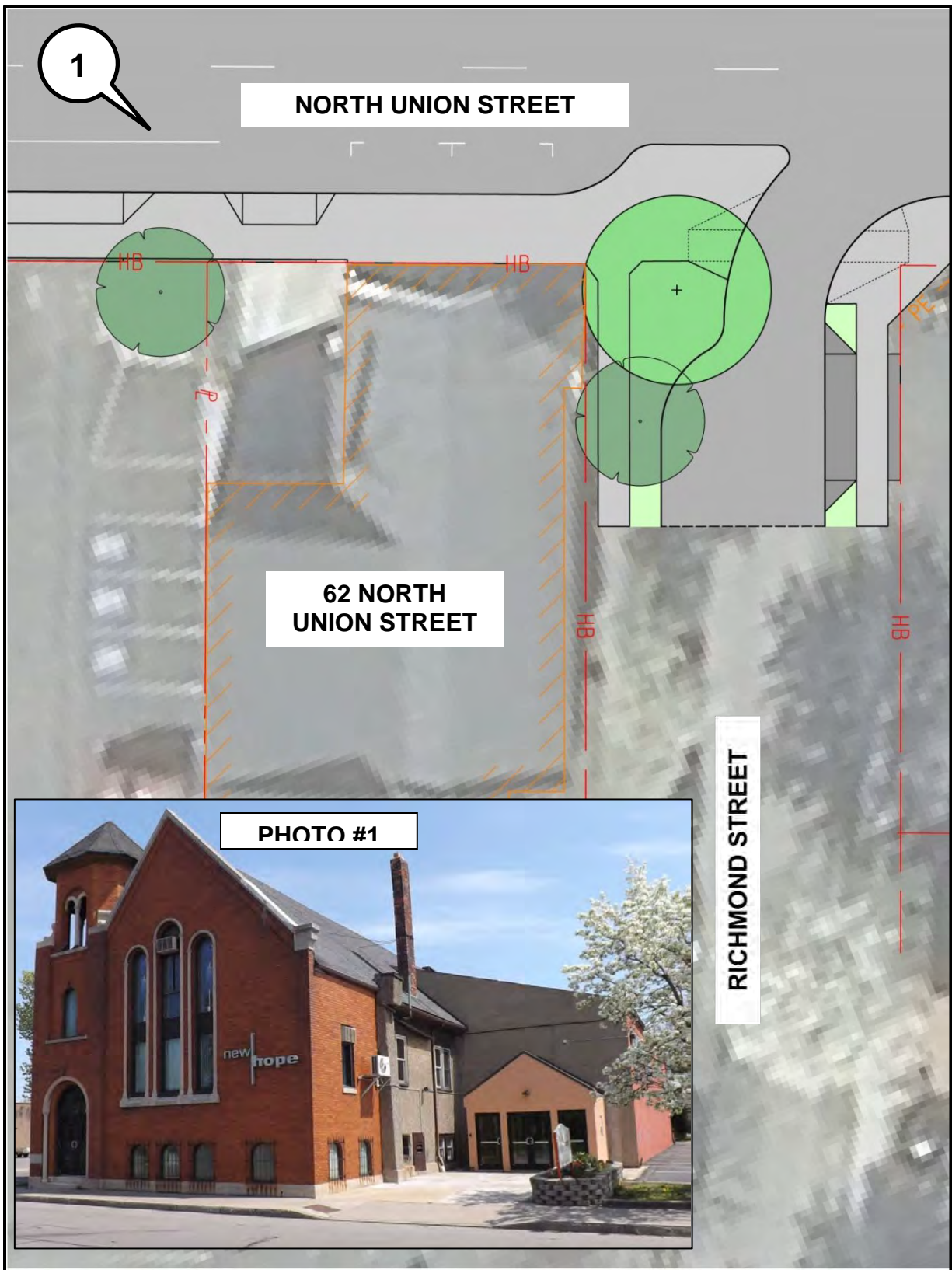


FIGURE 1
62 NORTH UNION STREET

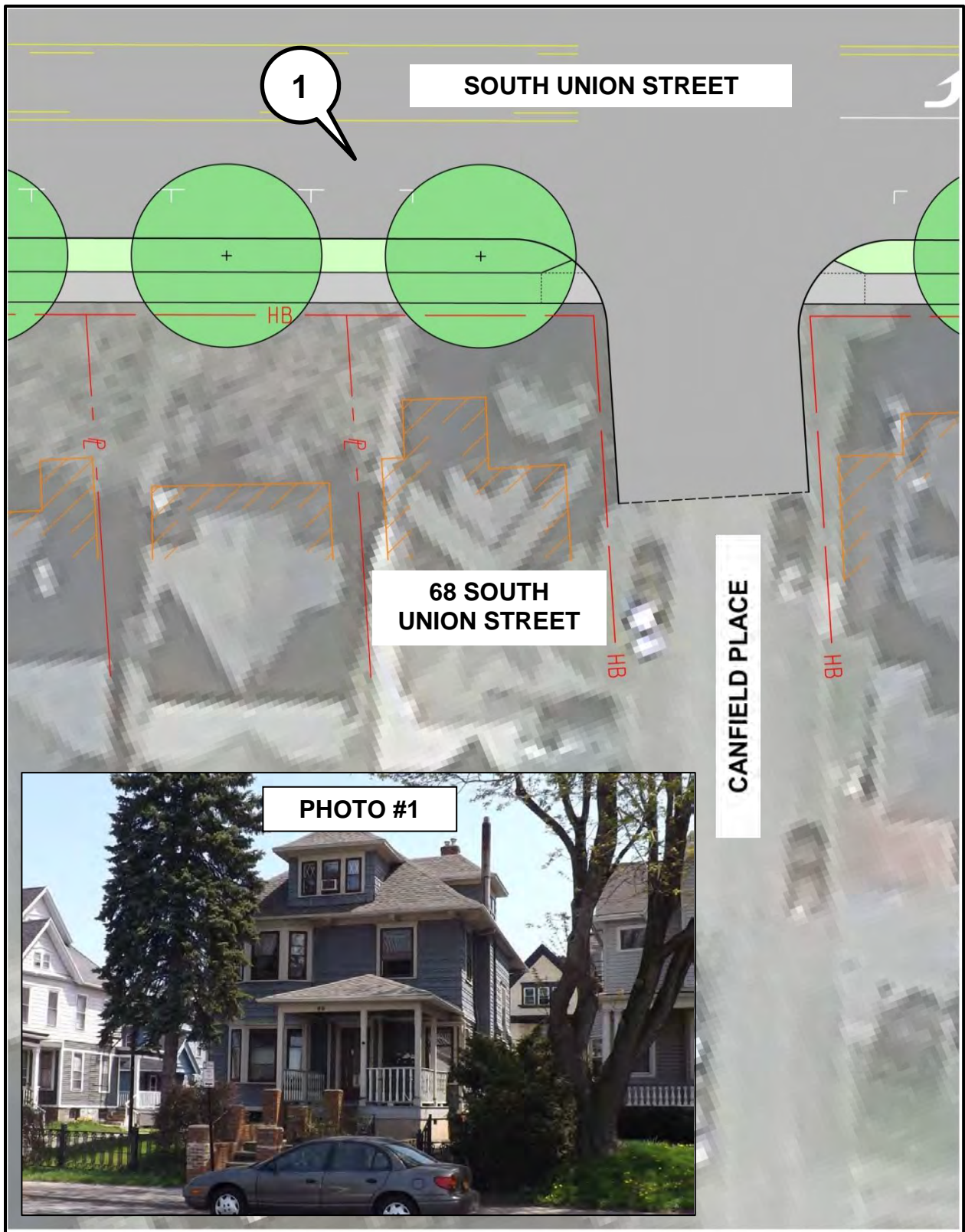


FIGURE 2

68 SOUTH UNION STREET



FIGURE 3
84 SOUTH UNION STREET

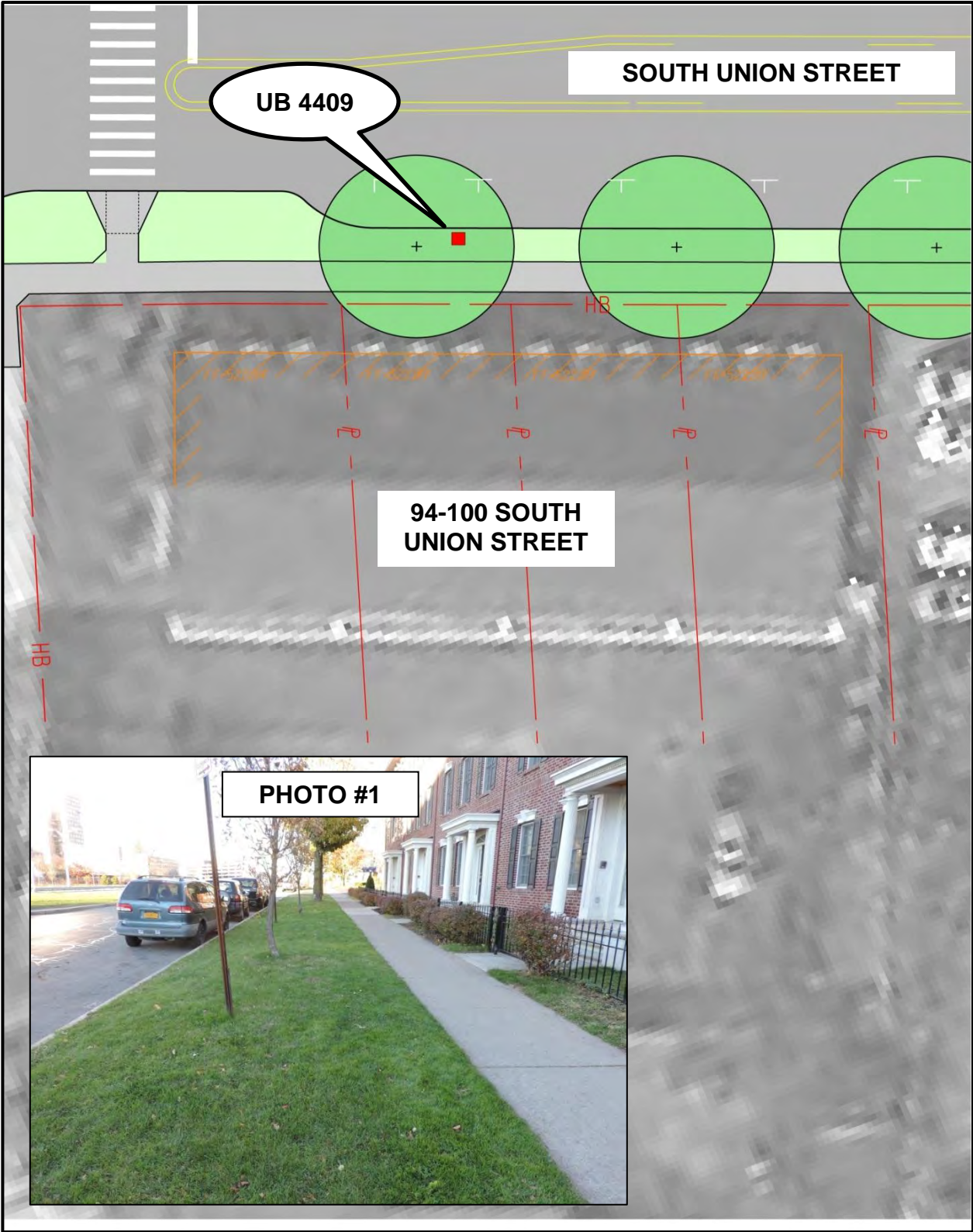


FIGURE 4
GEORGE CROUCH SITE

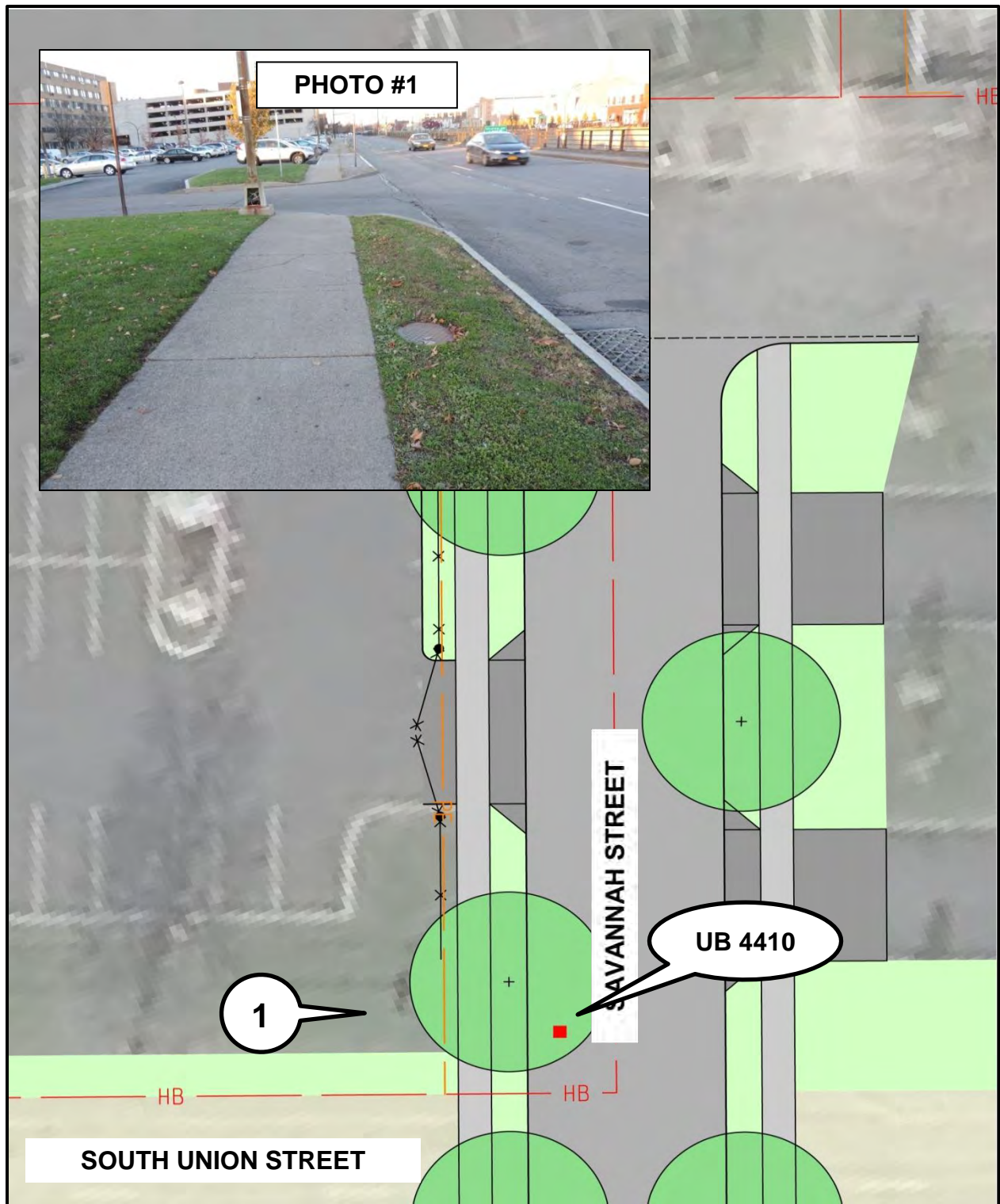


FIGURE 5
AMOS BURROWS SITE



FIGURE 6
VISUAL IMPACT ASSESSMENT VIEWSHED MAP



United States Department of the Interior



FISH AND WILDLIFE SERVICE
New York Ecological Services Field Office
3817 LUKER ROAD
CORTLAND, NY 13045
PHONE: (607)753-9334 FAX: (607)753-9699
URL: www.fws.gov/northeast/nyfo/es/section7.htm

Consultation Tracking Number: 05E1NY00-2014-SLI-0366

February 13, 2014

Project Name: Rochester Inner Loop Re-development

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project.

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*). This list can also be used to determine whether listed species may be present for projects without federal agency involvement. New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list.

Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the ESA, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC site at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list. If listed, proposed, or candidate species were identified as potentially occurring in the project area, coordination with our office is encouraged. Information on the steps involved with assessing potential impacts from projects can be found at: <http://www.fws.gov/northeast/nyfo/es/section7.htm>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects

should follow the Services wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the ESA. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: Rochester Inner Loop Re-development

Official Species List

Provided by:

New York Ecological Services Field Office
3817 LUKER ROAD
CORTLAND, NY 13045
(607) 753-9334
<http://www.fws.gov/northeast/nyfo/es/section7.htm>

Consultation Tracking Number: 05E1NY00-2014-SLI-0366

Project Type: Transportation

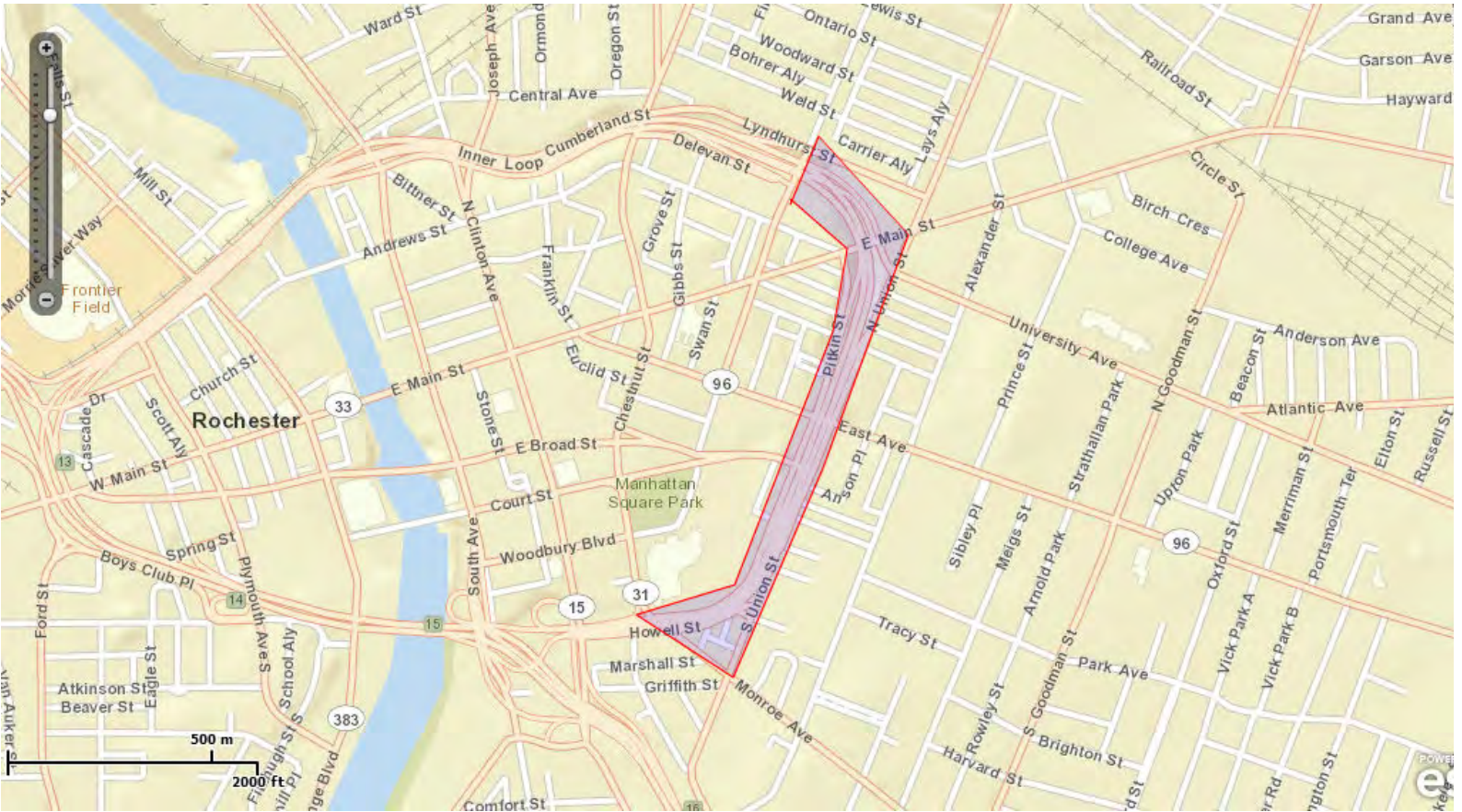
Project Description: The eastern portion of the existing Inner Loop limited access highway will be reconstructed at grade and converted to an at-grade boulevard. The section to be reconstructed/converted extends from East Main street to Monroe Avenue in the City of Rochester.



United States Department of Interior
Fish and Wildlife Service

Project name: Rochester Inner Loop Re-development

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-77.59790565 43.16049173, -77.5979581 43.1604001, -77.5979581 43.1605253, -77.59790565 43.16049173)), ((-77.59790565 43.16049173, -77.5970998 43.1618995, -77.5943961 43.1597396, -77.5969711 43.1546054, -77.5996747 43.1500031, -77.602593 43.1513807, -77.5996318 43.1520381, -77.5966707 43.1576108, -77.5962415 43.1594265, -77.59790565 43.16049173)))

Project Counties: Monroe, NY



United States Department of Interior
Fish and Wildlife Service

Project name: Rochester Inner Loop Re-development

Endangered Species Act Species List

There are a total of 2 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed on the **Has Critical Habitat** lines may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Bog Turtle (*Clemmys muhlenbergii*)

Population: northern

Listing Status: Threatened

northern long-eared Bat (*Myotis septentrionalis*)

Listing Status: Proposed Endangered



United States Department of Interior
Fish and Wildlife Service

Project name: Rochester Inner Loop Re-development

Critical habitats that lie within your project area

There are no critical habitats within your project area.



Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189
518-237-8643
www.nysparks.com

February 26, 2014

Ms. Shelah LaDuc, Director
Landscape Architecture Bureau
New York State Department of Transportation
50 Wolf Road
Albany, New York 12232

Re: FHWA, DOT (*LAFAP*)
Phase 2 Archaeological Site Examination of the Amos Burrows Site (A05540.009185, UB 4410)
and George Crouch Site (A05540.009184), PIN 4940.T7, Inner Loop East Reconstruction
Project, NY Route 940T, City of Rochester, Monroe County, New York
&
Finding Documentation PIN 4940.T7, Inner Loop East Reconstruction Project, City of Rochester,
Monroe County, New York
13PR03092

Dear Ms. LaDuc:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966, *as amended*, and it's implementing regulations 36 CFR Part 800 – Protection of Historic Properties.

Results of the submitted report *Phase 2 Archaeological Site Examination of the Amos Burrows Site (A05540.009185, UB 4410) and George Crouch Site (A05540.009184), PIN 4940.T7, Inner Loop East Reconstruction Project, NY Route 940T, City of Rochester, Monroe County, New York* assessed the significance of two archaeological sites: the George Crouch Site (05540.009184) and the Amos Burrows Site (05540.009185). Artifacts recovered from the George Couch Site were recovered within fill and partially disturbed soils from a low to moderate density broadcast midden scatter. Association of the artifacts to the George Crouch residence is tenuous. The site was assessed as not eligible for listing in the National Register of Historic Places (NR). Our office concurs with this determination.

The Amos Burrows Site (05540.009185) produced artifacts and features relating to multiple occupations of a secondary domestic structure at 40 Savannah Street. The site was determined to appear eligible for listing in the NR due to the recovery of both temporally and functionally diagnostic domestic artifacts recovered from good contexts. Due to the site's small size and the excavation of significant portions of the site through excavation, it was determined that the site's research potential has been exhausted. However, due to the possibility that contextually associated materials and/ or features might be found beneath the paved parking lot and driveway between Savannah and Pitkin Streets, archaeological monitoring during construction was recommended.

Ms. Shelah LaDuc
13PR03092
February 26, 2014
Page 2

The End-of-Field Letter was provided to our office on January 6, 2014. The letter provided the above recommendations and findings. Based upon the provided information, our office concurred with these determinations.

The *Finding Documentation PIN 4940.T7, Inner Loop East Reconstruction Project, City of Rochester, Monroe County, New York* was submitted to our office and received February 3, 2014 for concurrent review with the Phase 2 survey report. The New York State Department of Transportation applied the criteria of effect to the proposed undertaking. It was concluded that the project will have *No Adverse Effect* on historic properties.

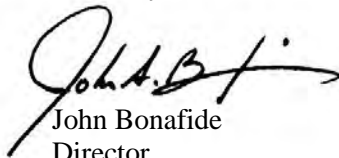
Based on our assessment of the submitted report we have determined that the Amos Burrows Site meets the requirements of National Register eligibility. The archaeological excavations completed on the site as part of the Phase 2 archaeological assessment were significant enough to constitute an Adverse Effect to the eligible resource due to extensive disturbance to those intact portions of the site.

However, our office concurs that no further archaeological excavation is warranted for the site and that your agency proceeds to the development of a Memorandum of Agreement (MOA).

Content of the MOA should clearly document the adverse effects to the Amos Burrows Site; provide for archaeological monitoring of the site during construction; address the need for curation of the artifacts recovered from the NR-eligible site; and discuss appropriate steps for the mitigation of the adverse effects. These steps should be completed within two years of execution of the MOA. It is the opinion of our office that, provided the above conditions are agreed to, that the requirements of 36 CFR Part 800 will be met and that the proposed project may move forward into the next phase of project development.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

A handwritten signature in black ink, appearing to read "John A. Bonafide", with a long horizontal flourish extending to the right.

John Bonafide
Director

Bureau for Technical Preservation Services



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION FOUR
1530 JEFFERSON ROAD
ROCHESTER, NEW YORK 14623-3161
www.dot.ny.gov

ROBERT A. TRAVER, P.E.
ACTING REGIONAL DIRECTOR

JOAN MCDONALD
COMMISSIONER

February 27, 2014

Jonathan McDade, Division Director
Federal Highway Administration
Leo O'Brien Federal Building, Suite 719
Clinton Avenue and North Pearl Street
Albany, NY 12207

LOCALLY ADMINISTERED PROJECT

RE: PIN 4940.17

Inner Loop East Reconstruction Project

City of Rochester, Monroe County

SHPO #13PR3092

Dear Mr. McDade:

On January 30, 2014, the New York State Department of Transportation (NYSDOT) submitted two documents for *PIN 4940.T7, Inner Loop East Reconstruction Project, City of Rochester, Monroe County, New York*, for concurrent review by the New York State Historic Preservation Office (SHPO) in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulation, 36 CFR Part 800 – *Protection of Historic Properties*. These documents, a Phase II (Site Examination) archaeological survey report and *Finding Documentation*, were received by the SHPO on February 3, 2014.

The New York State Department of Transportation applied the criteria of adverse effect (36 CFR 800.5(a)(1)) to historic properties within the area of potential effects (APE) for the proposed undertaking. NYSDOT concluded that the project would have *No Adverse Effect* on historic properties in accordance with 36 CFR 800.5(b).

Based on review of the Finding Documentation and Phase II report prepared for this project, the SHPO disagreed with the NYSDOT's assessment of the project's effects and provided a letter proposing an Adverse Effect finding based on the extent of archaeological excavations at the Amos Burrows Site, a property determined eligible for the National Register of Historic Places. The SHPO concurred with the recommendation that no further archaeological excavation is warranted for the site (see attached letter dated February 26, 2014).

At this time, in accordance with 36 CFR 800.6, we respectfully request your concurrence that this project will have an **Adverse Effect** on historic properties. We also ask you to notify the Advisory Council on Historic Preservation (ACHP) of this finding to determine their participation in the consultation process to resolve the projects adverse effects [36 CFR 800.6(1)]. A copy of the Finding Documentation, prepared in accordance with the standards outlined in 36 CFR 800.11(e), is attached for your use, as information to be provided to the ACHP.

Upon receipt of your concurrence with the Adverse Effect, we will develop a Memorandum of Agreement, in consultation with the SHPO and Local Project Sponsor. If you have any questions or need additional information, please contact me at Christopher.caraccilo@dot.ny.gov or 585-272-4833.

Sincerely,

A handwritten signature in black ink that reads "Chris Caraccilo". The signature is written in a cursive, slightly slanted style.

Christopher P. Caraccilo
Regional Cultural Resource Coordinator

Enclosures: SHPO Letter 2/26/14
 Section 106 Finding Documentation

cc: Brian Yates, NY SHPO (Transmittal Letter Only)
 Richard Papaj, Regional Local Project Liaison, Region 4, (Transmittal Letter Only)
 S. LaDuc, Office of the Environment, POD 4-1, (Transmittal Letter Only)
 Paul Way, Local Project Sponsor, (Transmittal Letter Only)
 Jim Hoffman, Stantec -Project Consultant (Transmittal Letter Only)



MEMORANDUM
DEPARTMENT OF TRANSPORTATION

File: 26.01-940T

TO: R. Papaj, Local Project Liason, Region 4

FROM: D. Goehring, Regional Traffic Engineer, Region 4

SUBJECT: Design Speed Review
P.I.N. 4940.T7
Inner Loop East Transformation Project
City of Rochester, Monroe County

DATE: March 3, 2014

I concur with a design speed of 30 mph along the new segments of Union Street and Howell Street. This design speed is consistent with the anticipated off peak 85th percentile speed within the range of functional class speeds for the terrain and volume.

DCG/bap

DATE 3/4/14

Dan	_____
Charlie	_____

Rick	<u>X</u>
Steve	_____
Frank	_____

Papaj, Richard J (DOT)

From: Goehring, David C (DOT)
Sent: Wednesday, March 05, 2014 12:50 PM
To: Spitzer, Paul J (DOT); Papaj, Richard J (DOT)
Subject: RE: 4940T7 - Inner Loop Accident Analysis

The existing accident analysis is adequate to represent current conditions and does not need to be updated.

David C. Goehring

David C. Goehring, PE
Regional Traffic Engineer
New York State Department of Transportation
1530 Jefferson Road
Rochester, NY 14623

From: Spitzer, Paul J (DOT)
Sent: Wednesday, March 05, 2014 12:46 PM
To: Papaj, Richard J (DOT)
Cc: Goehring, David C (DOT)
Subject: RE: 4940T7 - Inner Loop Accident Analysis

Rick,

I concur. No substantial changes in development or traffic patterns have occurred at the project site. The subject project's crash patterns should be representative of current conditions.

Paul

Paul J. Spitzer, P.E.
Region 4 Safety Evaluation Engineer
1530 Jefferson Road
Rochester, NY 14623
585-272-4890
paul.spitzer@dot.ny.gov

From: Papaj, Richard J (DOT)
Sent: Wednesday, March 05, 2014 10:56 AM
To: Goehring, David C (DOT); Spitzer, Paul J (DOT)
Subject: 4940T7 - Inner Loop Accident Analysis
Importance: High

Dave/Paul:

As we discussed previously, I would like to gain your concurrence that the subject project's accident history and analysis study period for the Inner Loop expressway, though over 5 years old, is still representative of current conditions.

Thanks.

Rick Papaj, P.E.
Local Project Liaison
Region 4, NYSDOT



U.S. Department
of Transportation
**Federal Highway
Administration**

New York Division

March 20, 2014

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207
518-431-4127
Fax: 518-431-4121
New York.FHWA@dot.gov

In Reply Refer To:
HED-NY

Richard Papaj
Regional Local Project Liaison
New York State Department of Transportation, Region 4
1530 Jefferson Road
Rochester, NY 14623-3161

Subject: PIN 4940.T7 Inner Loop East Transformation Project
City of Rochester, Monroe County
Design Report/Categorical Exclusion with Documentation Approval

Dear Mr. Papaj:

Please reference your February 3 request for Design Report/CATEX w/documentation review, FHWA's response with comments on February 4, and your March 19 request for design report and environmental approval for the Inner Loop East Transformation Project.

Section 106 Resources

In regard to Section 106 of the National Historic Preservation Act, we have reviewed the *Adverse Effect* information submitted on March 18, and the January 28 State Historic Preservation Office letter of concurrence, and concur that the project will have an *Adverse Effect* on the Amos Burrows property listed in or eligible for inclusion in the National Register of Historic Places.

Enclosed please find one original signed copy of the Memorandum of Agreement (MOA) for the subject project. The Advisory Council on Historic Preservation (ACHP) was provided project documentation and per their March 18 letter, has declined to participate in this MOA. We have provided a copy of this MOA to the New York State Historic Preservation Office, and the City of Rochester via this correspondence. The requirements of 36 CFR Part 800 have been met for this project.

Endangered Species

In response to your March 18 letter and evaluation, FHWA concurs that there is neither suitable habitat nor visible sign of activities and therefore the project will have *No Effect* on the threatened Bog Turtle (*Clemmys muhlenbergii*). In addition FHWA concurs that there is no suitable summer habitat in the project area and therefore the project will have *No Effect* upon the proposed listing of the Northern Long-Eared bat (*Myotis septentrionalis*).

If at any time during construction the presence of Federally-listed species or their habitat is discovered or suspected, construction activities must be stopped. Activities cannot be resumed until FHWA and the USFWS are consulted.

Non-Standard Features

The March 18 submitted letter identifies the non-standard feature of a super-elevation rate proposed to be maintained along Howell Street near the Union Street intersection. We approve the above non-standard feature as identified in the submittal for this project.

Approval

We concur with that the project qualifies for a Programmatic Categorical Exclusion with Documentation in accordance with 23 CFR 771.117.

We hereby provide our design approval for the subject project. Please submit a copy of the PS&E package for review and approval prior to advertisement. If you have any questions, please contact me at (518) 431-8896.

Sincerely,



Hans Anker, P.E.
Senior Area Engineer

Enclosure

cc:

James McIntosh, City Engineer, City of Rochester, NY (w/enclosure)
R. Pierpont, Deputy Commissioner for Historic Preservation, SHPO (w/enclosure)
K. Bush, Regional Design Engineer, Region 4 (w/enclosure)
T. Millington, FHWA NY Division, Tiger Program Manager
M. Ricard, Design Quality Assurance Bureau, POD 23
R. Lessard, Design Quality Assurance Bureau
M. Mariotti, Local Projects Bureau, POD 24
D. Hallowell, RPPM, Region 4

Letters of Support

Elected Officials

- [City of Rochester Mayor Thomas Richards](#)
- [United States Representative Louise Slaughter](#)
- [United States Senator Charles Schumer](#)
- [United States Senator Kirsten Gillibrand](#)
- [New York Senator Joseph Robach](#)
- [New York Senator Ted O'Brien](#)
- [New York Assemblyman Joseph Morelle](#)
- [New York Assemblyman Harry Bronson](#)
- [Rochester City Council](#)
- [Monroe County Legislator Carrie Andrews](#)
- [Monroe County Legislator John Lightfoot](#)



U.S. Senator Schumer visits Rochester to support the Inner Loop project.

Metropolitan Planning Organization

- [Genesee Transportation Council](#), assurances and letter of support

Real Estate Developers Letters of Interest

- [Buckingham Properties](#), a downtown real estate and property management company
- [Christa Construction](#), a Rochester real estate development company
- [Conifer](#), a Rochester real estate development company
- [Flower City Development](#), a downtown real estate green development company
- [Graywood](#), a Rochester construction and property management company

Project Area Stakeholders and Neighborhood/Business Associations

- [The Strong Museum of Play](#), a museum that attracts over 600,000 visitors annually
- [Rochester Downtown Development Corporation](#), a downtown development advocacy group
- [The University of Rochester](#), Rochester's largest employer
- [Wadsworth Square Neighborhood Association](#), a neighborhood adjacent to the project area
- [Upper East End Business Association](#), representing businesses in the project area
- [Sector 5](#), a downtown resident advocacy group
- [Xerox Rochester International Jazz Festival](#), a festival that attracts 200,000 visitors, held steps from the project area
- [ESL](#), a federal credit union that recently built its headquarters on the edge of the Inner Loop

Regional Associations/Organizations

- [UNICON, Unions and Business United in Construction](#), an organization supporting the construction industry
- [Rochester Business Alliance](#), the local chamber of commerce, representing 9 counties in the Greater Rochester area
- [Visit Rochester](#), Rochester's tourism promotion organization
- [Rochester Regional Community Design Center](#), a local urban planning advocacy group
- [Rochester Cycling Alliance](#), a local bicycling advocacy group
- [Reconnect Rochester](#), a local transit advocacy association

Other Interested businesses

- [Costanza Enterprises, Inc.](#), a downtown development company
- [Rochester Public Library](#), representing libraries in the city of Rochester and County of Monroe
- [Bergmann Associates](#), a downtown business
- [Excellus](#), a downtown business
- [Conifer](#), a downtown real estate development company
- [SWBR](#), a downtown business

**Letters of Support
Elected Officials**



May 31, 2013

The Honorable Raytheon LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Inner Loop East Reconstruction Project

Dear Secretary LaHood,

I am pleased to submit this application for FY 2013 TIGER Discretionary Grant Program funding to construct the visionary Inner Loop East Reconstruction Project. The requested \$17.7 million will complete the funding package for this regionally-significant \$23.6 million project that will quite literally redefine Downtown Rochester at a time when our city and region desperately need investment.

The City of Rochester and the Genesee-Finger Lakes Region are still feeling the effects of the 2001-2003 recession, during which more than 20,000 jobs were lost from our area. The Great Recession of 2007-2009 led to the loss of 15,000 additional jobs from the region. Despite notable economic successes in recent years, the number of jobs in our region remains well below Year 2000 levels. As of April 2013, unemployment in the City of Rochester remained above 9%, higher than the state and national rates.

A vibrant regional economy requires a vibrant center city. Accordingly, the City is aggressively investing in its downtown area, enhancing public infrastructure and attracting private investment. No project is more central to our revitalization strategy than this project. The requested TIGER funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway in Downtown Rochester and replace it with a new high quality complete street. This project will reconnect neighborhoods, remove structurally-deficient bridges, encourage walking and biking, and create more than nine acres of land for redevelopment that will generate jobs and leverage private investment. This innovative project meets all of the TIGER Long-Term Outcomes and has an overwhelmingly positive Benefit-Cost ratio.

Thank you for the opportunity to apply for TIGER funding. If you have any questions, please do not hesitate to contact me directly.

Sincerely,


Thomas S. Richards
Mayor





LOUISE M. SLAUGHTER
CONGRESS OF THE UNITED STATES
25TH DISTRICT, NEW YORK
May 29, 2013

The Honorable Ray LaHood, Secretary
Department of Transportation
1200 New Jersey Avenue Southeast
Washington, District of Columbia 20590-0001

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Ray,

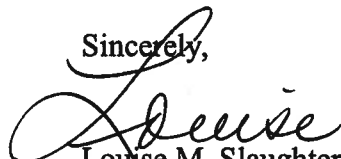
I am writing to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2013 TIGER Discretionary Grants Program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with an at-grade boulevard and more than nine acres of land for redevelopment.

In 2006 I secured funding for the design and environmental work related to this project understanding that traffic volumes no longer support the need for the Inner Loop. In fact, this expressway has become a physical barrier between downtown Rochester and adjacent thriving neighborhoods including the Neighborhood of the Arts.

I have long been a supporter of projects that improve access to downtown Rochester by multiple modes of transportation including mass transit, biking and walking. The Inner Loop East Reconstruction Project is another important step toward returning downtown Rochester and its surrounding neighborhoods to the vibrant urban center that it once was.

Rochester continues to be a leader in optics, imaging and health care with a unique history of innovation and entrepreneurship but in order to continue to be a global leader we must invest in our infrastructure at home. I am convinced that this strategic investment will lead to more people choosing Rochester as a place to live and work.

I appreciate your full consideration of this important project.

Sincerely,

Louise M. Slaughter
Member of Congress

LMS:md

United States Senate

WASHINGTON, DC 20510

COMMITTEES:
BANKING
DEMOCRATIC POLICY & COMMUNICATIONS
FINANCE
JUDICIARY
RULES

May 31, 2013

The Honorable Raymond H. LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary,

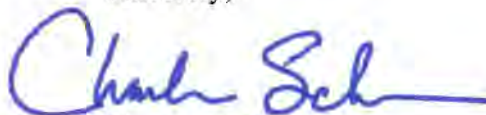
I am pleased to write in support of the \$17.7 million application submitted by the City of Rochester for funding under the *Transportation Investment Generating Economic Recovery Grant Program (TIGER V)*. Such funding will enable the City of Rochester to implement its Inner Loop East Reconstruction Project.

The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to attract new investments by reconnecting its downtown core to adjacent vibrant neighborhoods that are now effectively separated by the Inner Loop. The Inner Loop serves as a physical and psychological barrier, separating the downtown area from adjacent thriving neighborhoods, and discouraging walking and biking while hindering economic development.

This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street to spur economic development. This project will reconnect neighborhoods, remove two structurally-deficient bridges, right-size 50 year old outdated infrastructure to leverage private sector investment, and create more than nine acres of land for redevelopment. The construction phase would create or retain over 300 jobs while a total of over 1000 permanent jobs could be created or retained at full build-out. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features, and I applaud the City of Rochester for its foresight.

I sincerely hope the application meets with your approval and thank you for your consideration. If you need additional information, please do not hesitate to contact me or my Grants Director, Marissa Emanuel, in my Washington, DC office at 202-224-6542.

Sincerely,



Charles E. Schumer
U.S. Senator

United States Senate

WASHINGTON, DC 20510-3205

October 25, 2011

The Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
Washington, DC 20590

Dear Secretary LaHood,

I write in support of the City of Rochester's application for funding from the TIGER III Grant Program through the Department of Transportation. The funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality urban boulevard.

Rochester is the third largest city in New York State and serves as a state and regional economic hub. The City is successfully revitalizing its urban core through strategic investments that are reconnecting adjacent vibrant neighborhoods with downtown areas. The Inner Loop East Reconstruction project is central to this revitalization strategy.

The requested funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality urban boulevard that is easily accessible to bicyclists and pedestrians. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking and hindering economic development. This project will reconnect neighborhoods with the downtown, eliminate overbuilt and deteriorating infrastructure, and free up more than nine acres of land for redevelopment. Replacement of this expressway will significantly enhance Rochester's livability by reconnecting neighborhoods, encouraging more walking and biking, and stimulating private investment.

I ask that you please give this application your full consideration. If you have any questions, or desire further information, please do not hesitate to contact my staff member Andrew Usyk at (202) 224-4451.

Sincerely,



Kirsten E. Gillibrand
United States Senator

DEPUTY MAJORITY LEADER FOR POLICY
CHAIRMAN
LABOR
COMMITTEE MEMBER
AGING
CITIES
COMMERCE, ECONOMIC DEVELOPMENT
& SMALL BUSINESS
EDUCATION
ENERGY
FINANCE
HIGHER EDUCATION
TRANSPORTATION

THE SENATE
STATE OF NEW YORK



JOSEPH E. ROBACH
Senator, 56th District

ALBANY OFFICE:
ROOM 803
LEGISLATIVE OFFICE BUILDING
ALBANY, NY 12247
(518) 455-2909
FAX: (518) 426-6938

MONROE COUNTY OFFICE:
2300 WEST RIDGE RD.
ROCHESTER, NY 14626
(585) 225-3650
FAX: (585) 225-3661

INTERNET ADDRESS:
www.robach.nysenate.gov
robach@nysenate.gov

October 27, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood:

I am writing to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. This project will reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

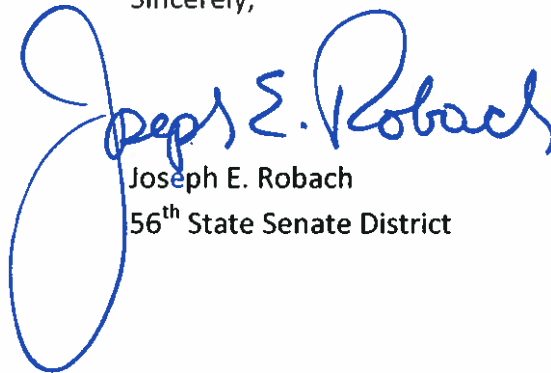
Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East

End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me directly at (585) 225-3650.

Sincerely,

A handwritten signature in blue ink that reads "Joseph E. Robach". The signature is stylized with large loops and a long vertical stroke on the left side.

Joseph E. Robach
56th State Senate District

JER:sw



JOSEPH D. MORELLE
Assemblyman 132ND District
Monroe County

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

CHAIRMAN
Committee on Insurance

COMMITTEE
Economic Development, Job Creation,
Commerce & Industry
Higher Education
Rules
Ways & Means

October 25, 2011

Secretary Raymond LaHood
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood:

I am writing to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the 2011 TIGER Discretionary Grants program.

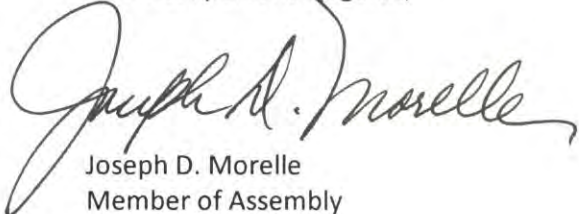
The City of Rochester is successfully revitalizing its downtown through investments in infrastructure, economic development, and housing. A key piece of this downtown revitalization strategy is to reconnect adjacent neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from thriving neighborhoods like the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. As such, it is widely seen as a physical and psychological barrier, discouraging walking and biking, and hindering economic development.

With the TIGER Discretionary Grant, the City will remove a deteriorated and underutilized section of the Inner Loop and replace it with a high-quality city street. This project will reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment. I believe this proposal meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

Thank you, in advance, for your careful consideration of this important project. If you have any questions or need additional information, please do not hesitate to contact me.

Warmest personal regards,



Joseph D. Morelle
Member of Assembly

JDM:ram



HARRY B. BRONSON
Assemblymember
131st District

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

COMMITTEES
Agriculture
Economic Development
Labor
Local Governments
Transportation

October 24, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood,

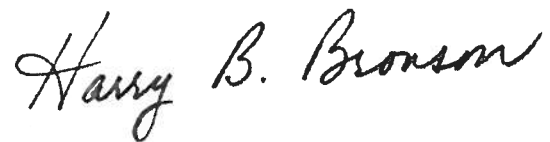
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Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact my office.

Sincerely,

A handwritten signature in black ink that reads "Harry B. Bronson". The signature is written in a cursive style with a large, prominent initial "H".

Harry B. Bronson
Member of Assembly



City of Rochester

Rochester City Council

Lovely A. Warren, President
Councilmember
Northeast District

Elaine M. Spaul, Vice President
Councilmember
East District

Carolee A. Conklin
Councilmember-at-Large

Matt Haag
Councilmember-at-Large

Adam C. McFadden
Councilmember
South District

Dana K. Miller
Councilmember-at-Large

Carla M. Palumbo
Councilmember
Northwest District

Jacklyn Ortiz
Councilmember-at-Large

Loretta C. Scott
Councilmember-at-Large

October 28, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood,

We are writing to express support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. This project will reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

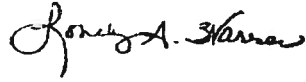
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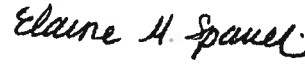


We would greatly appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact the City Council Office at (585) 428-7538.

Sincerely,



Lovely A. Warren
President
Northeast District



Elaine M. Spaul
Vice President
East District



Adam C. McFadden
South District



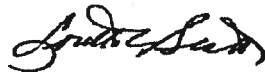
Dana K. Miller
At-Large



Carolee A. Conklin
At-Large



Carla M. Palumbo
Northwest District



Loretta C. Scott
At-Large



Jacklyn Ortiz
At-Large



Matt Haag
At-Large



Monroe County Legislature

CARRIE M. ANDREWS
DEMOCRATIC MINORITY LEADER

CARRIE M. ANDREWS
LEGISLATURE - DISTRICT 21
50 ROSEVIEW AVENUE
ROCHESTER, NEW YORK 14609
OFFICE: (585) 753-1940
E-MAIL: carrie_andrews@hotmail.com

May 31, 2013

Hon. Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary LaHood:

I am writing to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2013 TIGER Discretionary Grants program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. This project will reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

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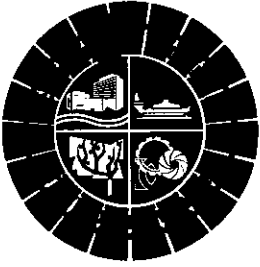
I appreciate your full consideration of this important project. If you have any questions or concerns, please do not hesitate to contact me at (585) 753-1940.

Sincerely,

Carrie M. Andrews

Carrie M. Andrews
Democratic Leader

CMA/dmo



Monroe County Legislature

JOHN LIGHTFOOT
LEGISLATOR - DISTRICT 25

JOHN LIGHTFOOT
LEGISLATOR - DISTRICT 25
52 DR. SAMUAL MCCREE WAY
ROCHESTER, NEW YORK 14608
OFFICE: (585) 753-1940
FAX: (585) 753-1946
E-MAIL: legislator@lightfootjohn.com

May 31, 2013

Hon. Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary LaHood:

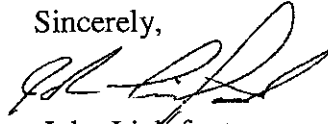
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Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions or concerns, please do not hesitate to contact me at (585) 753-1940.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Lightfoot', written in a cursive style.

John Lightfoot
Legislator – District 25

CMA/dmo

Letters of Support
MPO

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October 20, 2011

Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

**Re: Letter of support and certification for the City of Rochester Inner Loop East
Reconstruction Project TIGER Discretionary Grant Proposal**

Dear Secretary LaHood:

Per the Notice of Funding Availability for the Department of Transportation's National Infrastructure Investments (TIGER Discretionary Grants Program) under the FY 2011 Continuing Appropriations Act as published in the August 12, 2011 edition of the *Federal Register*, this letter expresses the Genesee Transportation Council's strongest support for the City of Rochester's Inner Loop East Reconstruction Project as the Genesee-Finger Lakes Region's highest priority for the program.

On September 8, 2011, the Genesee Transportation Council (GTC) – as the designated metropolitan planning organization for the Genesee-Finger Lakes Region – endorsed the project as its highest priority for the TIGER Discretionary Grants Program. This endorsement was made in recognition of the significant improvement to economic development and quality of life (consistent with the program's desired Long-Term Outcomes and Job Creation and Near-Term Economic Activity) for the entire Rochester, New York Metropolitan Area and larger Genesee-Finger Lakes Region that would occur if the project is implemented.

This letter also certifies that the project is included as an illustrative project in the recently-adopted *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035* and would be added to the *2011-2014 Transportation Improvement Program* as soon as possible upon selection by the U.S. Department of Transportation to receive an award through the TIGER Discretionary Grants Program.

Thank you for your strong consideration of the City of Rochester's Inner Loop East Reconstruction Project for the TIGER Discretionary Grants Program.

Sincerely,



Richard Perrin, AICP

cc: Hon. Thomas Richards, Mayor – City of Rochester
Joan McDonald, Commissioner – New York State Department of Transportation
Mary Pat Hancock, Chairperson – Genesee Transportation Council

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 11-132 Endorsing the Inner Loop East Reconstruction Project as the Genesee-Finger Lakes Region's highest priority for the TIGER Discretionary Grants program

WHEREAS,

1. Division B of the Department of Defense and Full-Year Continuing Appropriations Act, 2011 (Pub L. 112-010) as enacted on April 15, 2011 appropriated \$526.944 million to be awarded for National Infrastructure Investments;
2. The U.S. Department of Transportation (USDOT) is referring to grants for National Infrastructure Investments under the FFY 2010 Appropriations Act as "Transportation Investments Generating Economic Recovery (TIGER) Discretionary Grants";
3. TIGER Discretionary Grants will be awarded on a competitive basis for transportation projects that will have a significant impact on the Nation, a metropolitan area, or a region;
4. The purpose of the Inner Loop East Reconstruction Project is to remove a deteriorating, underutilized 2/3-mile segment of the Inner Loop Expressway, roughly between Broadway and Charlotte Street, and replace it with a surface street along the existing Union Street alignment thereby reconnecting the Center City with adjacent neighborhoods, enhancing bicycle and pedestrian conditions, and creating up to nine acres of "shovel-ready" land for redevelopment.;
5. The Inner Loop East Reconstruction Project is wholly consistent with and will maximize the benefits of several other existing and planned highway, bridge, public transportation, bicycle, and pedestrian projects that have been or will be funded with local, state, and federal funds;
6. The Inner Loop East Reconstruction Project is included in the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035*;

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council endorses the Inner Loop East Reconstruction Project as the Genesee-Finger Lakes Region's highest priority for the TIGER Discretionary Grants program;
2. That the Council supports the preparation and submittal of any and all necessary TIGER Discretionary Grants application materials by the City of Rochester for the Inner Loop East Reconstruction Project;

3. The Genesee Transportation Council will amend the *2011-2014 Transportation Improvement Program* at the earliest possible date to include TIGER Discretionary Grants funds if so awarded by USDOT;
4. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on September 8, 2011.

Date 9/15/2011

Robert A. Traver
ROBERT A. TRAVER, Secretary
Genesee Transportation Council

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**Letters of Support
Real Estate Developers**

Buckingham Properties LLC

1 SOUTH WASHINGTON STREET, SUITE 200 • ROCHESTER, NEW YORK 14614
(585) 295-9500 • FAX: (585) 295-9505 • www.buckprop.com

October ~~24~~ 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester, New York - Inner Loop East Reconstruction Project

Dear Secretary LaHood:

We are pleased to submit this letter in support of the City of Rochester's application for financial assistance through the FY 2011 TIGER Discretionary Grant Program for the Inner Loop East Reconstruction Project.

Buckingham Properties LLC is the largest and most diverse real estate development and property management company in the Rochester, NY area. Buckingham focuses on opportunistic development projects in the Greater Rochester region and takes pride in its combination of resourcefulness and significant experience to adapt to the needs of its diverse real estate portfolio. Buckingham's success has been driven by its ability to match the right real estate development project with the appropriate location and to efficiently execute the project to significantly reduce costs; thus providing a high end product at competitive market prices.

Currently, this segment of the Inner Loop creates a barrier between downtown and some of Rochester's most successful mixed-use districts, including the Park Avenue Neighborhood. It is our understanding that the proposed project will have a number of significant benefits including: pedestrian, bicycle, and vehicular re-connectivity to downtown; landscaping and beautification; narrowing of an underutilized highway; and most importantly, creation of development and investment opportunities for the private sector.

Buckingham Properties is currently developing a mixed-use project one block to the East of the proposed Inner Loop Project. Alexander Park is a mixed-use project that both the renovation of existing buildings and the new construction of approximately 100,000 square feet of commercial space. The project investment will exceed \$80 million. The proposed Inner Project will have beneficial impact for our project as well as for the City of Rochester as a whole.

As a major investor in downtown real estate, both commercially and residentially, our company would be very interested in considering investing in and developing projects on newly created development parcels resulting from the Inner Loop East project as proposed.

In summary, we enthusiastically support and urge funding for the City of Rochester's Inner Loop East Reconstruction Project.

The Honorable Raymond LaHood

Page -2-

October 24 2011

Sincerely,

A handwritten signature in black ink, appearing to read "Lawrence Glazer", with a long horizontal flourish extending to the right.

Lawrence Glazer
Chief Executive Officer



October 24, 2011

119 Victor Heights Pkwy.
Victor, NY 14564-8938
Phone (585) 924-3101
Fax (585) 924-8149

Real Estate Development
Property Management

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester, New York - Inner Loop East Reconstruction Project

Dear Secretary LaHood:

We are pleased to submit this letter in support of the City of Rochester's application for financial assistance through the FY 2011 TIGER Discretionary Grant Program for the Inner Loop East Reconstruction Project.

Christa Development Corporation (CDC) is a full service real estate development company launched by Christa Construction in 1989. This subsidiary has developed and built over 3.0M SF of residential, commercial office and industrial space since its inception. CDC has retained ownership of over 1.0M SF of mixed-use office, flex, production and residential space.

Currently, this segment of the Inner Loop creates a barrier between downtown and some of Rochester's most successful mixed-use districts, including the Park Avenue Neighborhood. It is our understanding that the proposed project will have a number of significant benefits including: pedestrian, bicycle, and vehicular re-connectivity to downtown; landscaping and beautification; narrowing of an underutilized highway; and most importantly, creation of development and investment opportunities for the private sector.

Several years ago, CDC completed a new construction mixed-use condominium project (Sagamore on East) in downtown to the East of the proposed Inner Loop Project. CDC is also working with the City on an adaptive re-use project in the same vicinity of downtown. This project includes the complete renovation of a 17-story building for apartments and 100,000 square feet of commercial and retail space. Our investment in this project will exceed \$60 million. The proposed Inner Loop project will provide significant benefits to both of these projects.

Meeting Today's Demands for Business Space





conifer

a real estate development and management company

October 28, 2011

The Honorable Raymond LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester, Inner Loop East Reconstruction Project

Dear Secretary LaHood:

I am writing to express our strong support for a FY 2011 TIGER Discretionary Grant for the City of Rochester's Inner Loop East Reconstruction Project. This funding would be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new, high quality city street. The project would reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking, and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at (585) 324-0524.

Sincerely,



Timothy D. Fournier
President & CEO

TDF/pls

g:\pspall\tim\correspondence\2011\lahood-2011oct28.docx

building opportunities, achieving dreams[®]

183 East Main Street, Suite 600
Rochester, NY 14604
585.324.0500
fax 585.324.0556
www.coniferllc.com



October 26, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood,

As a second generation real estate developer in the City of Rochester, I am writing to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. This project will reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

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Our recent renovation projects in the City of Rochester over the last 10 years have added underutilized and underperforming properties to the city's tax role in addition to the many jobs they have created. The Inner Loop project would create the same opportunity for companies like ours as well as many others in the Rochester area.



Development
Management
Consulting

The Inner Loop project would create the same opportunity for companies like ours as well as many others in the Rochester area.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at (585) 647-6116.

Sincerely,



John Billone, Jr.
President



The Honorable Raymond LaHood

Page -2-

October 24, 2011

As a major investor in downtown real estate, both commercially and residentially, our company would be very interested in considering investing in and developing projects on newly created development parcels resulting from the Inner Loop East project as proposed.

In summary, we enthusiastically support and urge funding for the City of Rochester's Inner Loop East Reconstruction Project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'David Christa', with a stylized, cursive flourish.

David Christa
Chief Executive Officer

October 21, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester, New York - Inner Loop East Reconstruction Project

Dear Secretary LaHood:

We are pleased to submit this letter in support of the City of Rochester's application for financial assistance through the FY 2011 TIGER Discretionary Grant Program for the Inner Loop East Reconstruction Project.

Graywood and affiliated companies have been making significant investments in the downtown real estate market. We are currently constructing an \$8 M mixed use project consisting of 24 for sale row houses and a 15,000 SF three story office building. We own 64 rental units in the City and continue to purchase and renovate existing properties.

Currently, this segment of the Inner Loop creates a barrier between downtown and some of Rochester's most successful mixed-use districts, including the Park Avenue Neighborhood. It is our understanding that the proposed project will have a number of significant benefits including: pedestrian, bicycle, and vehicular re-connectivity to downtown; landscaping and beautification; narrowing of an underutilized highway; and most importantly, creation of development and investment opportunities for the private sector.

Graywood will be moving forward with a new \$20 Million residential development project in Downtown Rochester adjacent to the proposed project. This project will benefit our planned investment immensely. Not only will the Inner Loop reconstruction enhance the livability of our downtown, it will increase the desirability of the rental and for-sale units we will be creating.

As a major investor in downtown real estate, both commercially and residentially, our company would be very interested in considering investing in and developing projects on newly created development and would gladly ask the City for a first right of refusal for some of the parcels resulting from the Inner Loop East project as proposed.



In closing, we enthusiastically support and urge funding for the City of Rochester's Inner Loop East Reconstruction Project.

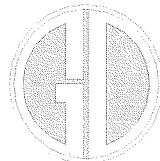
Sincerely,



Steve Trobe

President, Graywood Design

CC: Steve Golding, City of Rochester
Bret Garwood, City of Rochester



Graywood Design

1001 Lexington Ave Rochester NY

**Letters of Support
Project Stakeholders
Neighborhood/Business Associations**

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One Manhattan Square
Rochester, NY 14607

585-263-2700
www.thestrong.org

October 28, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood:

We are pleased to submit this letter in support of the City of Rochester's application for financial assistance for engineering, design, and related work on its Inner Loop East Reconstruction Project.

The Strong—a world-class educational institution that is home to the National Museum of Play, National Toy Hall of Fame, and International Center for the History of Electronic Games—is the largest stakeholder in this section of the Inner Loop corridor, occupying more than 280,000 square feet of building space and more than a quarter-mile of frontage along the Inner Loop corridor.

As the biggest cultural attraction in Western New York, we welcome nearly 600,000 visitors—many from out of state—to downtown Rochester each year, and almost all park in our lots bordering on the corridor and exit via it. In its current condition, the corridor reflects negatively upon The Strong and upon the city itself and projects an image that is harmful to repeat business. Further, the Inner Loop, with its dozen lanes of traffic and deteriorating infrastructure inhibits pedestrian traffic in the vicinity, both in terms of safety concerns and in terms of aesthetics. In short, this segment of the Inner Loop is ugly and unsafe, and it is an impediment to both our potential future expansion and to the growth of this sector of downtown in general.

The Strong is unique in the world and serves a variety of popular and scholarly audiences nationally. We are the only collections-based museum anywhere solely devoted to the study of play and the ways in which play is essential to learning and human development. Since opening on this site in 1982, we have expanded twice—most recently in 2006 at an investment of \$37 million—and we have been exploring expanding a third time. To do so will require our attracting investment from outside the region and the state, and every time we bring a potential supporter here from out of town, we cringe when we have to traverse the Inner Loop corridor and park and exit our vehicles alongside it.

The Strong Play Partners

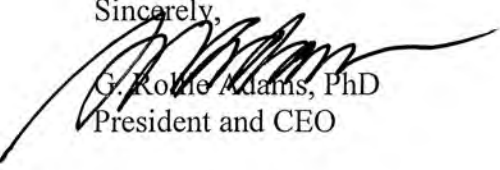


Secretary LaHood
October 28, 2011
Page 2

Removing this segment of the Inner Loop, bringing the corridor to grade, and creating a more functional and more visually appealing streetscape will not only solve the problems described above, it will also spur economic investment in downtown Rochester in general, thereby not only providing construction jobs, but providing long-term jobs through neighborhood enhancements such as new and appealing residential stock as well as hotel, office, and retail opportunities.

In summary, we enthusiastically support and urge funding for the City of Rochester's Inner Loop Reconstruction Project.

Sincerely,



G. Rolfe Adams, PhD
President and CEO



www.rochesterdowntown.com

October 26, 2011

The Honorable Raymond LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: CITY OF ROCHESTER, Inner Loop East Reconstruction Project

Dear Secretary LaHood,

I am writing to express our strong support for a FY 2011 TIGER Discretionary Grant for the City of Rochester's Inner Loop East Reconstruction Project. This funding would be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. The project would reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking, and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at (585) 263-6950.

Sincerely,

Heidi N. Zimmer-Meyer
President

ROCHESTER DOWNTOWN DEVELOPMENT CORPORATION

PRESIDENT

Joel Seligman

240 Wallis Hall
Rochester, NY 14627-0011
585.275.8356, 585.256.2473 fax
seligman@rochester.edu



October 26, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood:

On behalf of the University of Rochester, please allow me to express my support for the City of Rochester's Inner Loop East Reconstruction project TIGER application. With funding, the City will revitalize this section of Downtown Rochester in a way that will allow for continued growth, not only for the University community, but for the City and the entire region.

The University of Rochester is one of the top research and higher education institutions in the world today. We are the largest employer in the region, the sixth largest private employer in the state, the major health care provider for the region, and generator of an increasing number of jobs and new businesses. The University has approximately 10,000 students and more than 20,000 employees spread over a number of campuses and facilities. Two of these locations, the Eastman School of Music and the Memorial Art Gallery, are located a half-mile apart in downtown Rochester. Despite their proximity, it is extremely challenging to travel between these campuses due to the Inner Loop, a sunken expressway which separates these facilities.

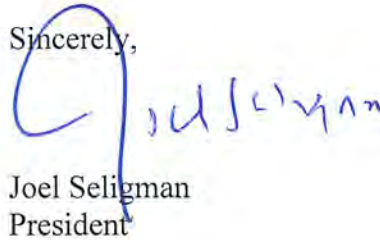
The Eastman School of Music is widely regarded as our nation's premier music school, boasting world-class faculty and teaching facilities right in the heart of downtown Rochester. Its Eastman Theatre attracts more than 300,000 annual visitors to historic Kodak Hall. The Eastman Theatre is also the epicenter of the Xerox Rochester International Jazz Festival, an acclaimed nine-day event, which draws nearly 200,000 visitors each year. The Memorial Art Gallery, a University-affiliated art gallery which also serves as a public art museum, hosts nearly 300,000 visitors annually. The presence and condition of the Inner Loop detracts from the area's vibrancy and gives the wrong first impression to visitors of these and other nearby attractions.

The Honorable Raymond LaHood, Secretary
October 26, 2011
Page Two

The University continues to make major investments in these regionally significant locations. A \$47 million renovation and expansion of the Eastman Theatre was completed in December 2010. Plans are currently under way for a University-led, mixed-use redevelopment of a surface parking lot adjacent to Eastman. A redesign of the Memorial Art Gallery grounds will result in Centennial Sculpture Park, a public sculpture garden featuring works by both national and local artists. Work on the park also coincides with the latest phase of ARTWalk, a public initiative to transform the neighborhood into an interactive outdoor museum that is sure to bring even more visitors to the area. The City's proposed Inner Loop East project will redefine this section of downtown Rochester and facilitate continued growth, not only for the University community, but for the City and region as a whole.

For these reasons, I fully support the Inner Loop East Reconstruction project and this request for funding through the TIGER program. Thank you for your consideration, and please feel free to contact me or our Office of Government and Community Relations if you have any questions.

Sincerely,



Joel Seligman
President

JS/km

Wadsworth Square Neighborhood Association

A Gateway Community

October 24, 2011

Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary LaHood:

On behalf of the families of the Wadsworth Square Neighborhood Association, I am please to write in support of the City of Rochester's Inner Loop East Reconstruction Project application through the FY 2011 TIGER Grant Program.

Wadsworth Square is a compact, densely populated neighborhood with a long and proud history. In 1835, it is said the Wadsworth family donated the land that today makes up most of the square, and was once used to graze cows, housed an elementary school and later the city's health department offices.

But, with the construction of the I-490 and Inner Loop project, the neighborhood has been isolated from the downtown Rochester by the barriers that were constructed. The square was paved-over, turned into a storage facility for automobiles, and stopped being used for a public purpose. Through the efforts of many dedicated citizens the half of the square was reclaimed for public use parkland, but the other half is still used as a parking lot. As you can see, the Inner Loop continues to a negative impact on the development and growth of Wadsworth Square and adjacent neighborhoods to this day.

The Inner Loop acts as an impediment to the commercial growth of Monroe Avenue. The sunken expressway is a physical and psychological barrier between Wadsworth Square neighborhood and downtown and discourages walking and biking as well as investment. The Inner Loop has created a dead zone in what is an otherwise vibrant densely populated urban center.

By removing the expressway and its "moat like" effect it creates, will increase the number of connection points between neighborhoods and downtown and will facilitate the economic investment that will help restore life to downtown and its adjacent neighborhoods.

I appreciate you consideration of Rochester's application and encourage favorable action by the Department of Transportation.

Sincerely,



Allan Richards, President
Wadsworth Square Neighborhood Association

23 Pearl Street, Rochester, New York 14607
585/230-6234



Rochester Regional Office

Union Place
30 North Union St. – Suite 302
Rochester, NY 14607

Phone: (585) 454-5550 ■ Fax: (585) 454-7711

Richard C. Iannuzzi, *President*

Andrew Pallotta, *Executive Vice President*

Maria Neira, *Vice President*

Kathleen M. Donahue, *Vice President*

Lee Cutler, *Secretary-Treasurer*

October 27, 2011

The Honorable Raymond LaHood,
Secretary United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Inner Loop East Reconstruction Project

Dear Secretary LaHood,

As President of the Upper East End Business Association and Superintendent of Union Place, an office building directly adjacent to the proposed City of Rochester's Inner Loop East Reconstruction Project, I want to express full support of this proposal through the FY 2011 Tiger Discretionary Grants program.

Aside from the general observation that this project will reconnect neighborhoods now divided by this underutilized "concrete moat," open up nine acres of land for redevelopment, remove 2 structurally-deficient bridges, and in many ways –psychologically and physically – unite the core City with several thriving neighborhoods (Neighborhood of the Arts, Upper East End Entertainment Area, Park Avenue, and Monroe Village), I feel I should relate several very substantive advantages this particular project would bring to the City and our neighborhood to give you a better focus.

First, the world-famous Rochester International Jazz Festival held every June along East Avenue is in fact divided by this "moat," in that it greatly limits pedestrian traffic to and from venues and precludes a more expansive area in which to plan this or other major events in the area. Secondly, the elimination of this sunken roadway will promote easier access to parking, restaurants, and entertainment businesses both day and night in our area.

In short, it is fair to say that this proposal is right for the City ("One City" is the local phrase most often used), right for adjacent businesses, residences, property owners, and places of worship, and offered at the right time to undertake construction. We strongly urge that you approve this project for Rochester and look forward to offering our group's support and input as the City moves this project forward to benefit everyone concerned.

Sincerely,

Carl O'Connell, President of Upper East End Business Association

Frances Paley, Resident

Murphy's Law

New Bethel Christian Fellowship

Isaac Heating and Air Conditioning

Heat Nightclub

Tim Tompkins, Resident

One Restaurant

Union Place, NYSUT

Doc Yaeger Tattoo

The Patriot Companies

Flower City Management

www.nysut.org

New York State United Teachers
... Affiliated with many others AFL-CIO



October 28, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood,

As leader of Sector 5, a committee which advocates for the residents of downtown Rochester, and myself a downtown resident and office worker, I am writing to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. Removal of the eastern leg of the Inner Loop has long been a goal of downtown residents and users, but especially those in the East End, a downtown mixed-use neighborhood that is currently divided by the sunken Inner Loop roadway. The funding being requested would allow the sunken roadway to be filled, and replaced by an at-grade boulevard that will re-connect the two disparate pieces of the neighborhood. The East End is an extremely vibrant urban neighborhood that has seen a significant amount of private investment in the past several years. In addition to a growing residential population, the area is dense with offices, restaurants, and retail space. The funding being requested will allow the East End to continue to thrive by improving the aesthetics of the area, strengthening connectivity, and perhaps most importantly generating new parcels of land that will create opportunities for infill development and open space.

The City of Rochester has placed a significant focus on reinvesting in the downtown core, and as a result the quality of life for Center City residents has been substantially enhanced, and private development has followed. Replacement of the underutilized eastern segment of the Inner Loop with a properly scaled at-grade boulevard will be a tremendous compliment to the revitalization efforts already underway. Rather than spending a substantial amount of money rehabbing the Inner Loop East, which needs significant upgrades to its aging infrastructure, this money can be better spent by removing this outdated expressway in favor of creating a sustainable city street rooted in the practices of sound urban planning.

I appreciate your full consideration of this important project, and look forward with great optimism regarding this tremendous opportunity for our City.

Sincerely,

A handwritten signature in black ink, appearing to read 'Anthony P. Bellomo', with a long horizontal flourish extending to the right.

Anthony P. Bellomo
Sector 5 Leader

October 27, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood,

I am writing to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. This project will reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

This area is key to expansion of the annual Xerox Rochester International Jazz Festival (XRIJF), which has fast become one the nation's largest music events, attracting more than 181,000 people this year from more than 25 states and 15 countries. The festival has an estimated minimum \$8 million plus economic impact on the region annually. It has become Rochester's signature cultural arts event, showcasing the region and enhancing its status as a tourism destination.

As co-owner and producer of XRIJF, my business partner, John Nugent and I are interested in investing in growing the festival. But currently the festival is divided by the Inner Loop, which limits expansion and potential increased economic impact. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me.

Sincerely,

Marc Iacona
Producer / Executive Director
Xerox Rochester International Jazz Festival





VIA FACSIMILE

November 4, 2011

The Honorable Raymond LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: CITY OF ROCHESTER, Inner Loop East Reconstruction Project

Dear Secretary LaHood,

I am writing to express ESL Federal Credit Union's strong support for a FY 2011 TIGER Discretionary Grant for the City of Rochester's Inner Loop East Reconstruction Project. This funding would be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. The project would reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core and the Inner Loop East Reconstruction Project is central to achieving that objective.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking, and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

Our company's commitment to support the economic development of the community it serves and on which ESL depends for its future success and growth was reflected in our decision to build our \$58 million headquarters in the City of Rochester. We expect that projects such as the Inner Loop East Reconstruction Project will further validate our decision to invest in the future of this community.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at (585) 336-1222.

Sincerely,

A handwritten signature in black ink that reads "David L. Fiedler". The signature is written in a cursive style with a large, prominent "D" and "F".

David L. Fiedler
President and Chief Executive Officer

Letters of Support
Regional Association/Organizations

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Unions and Businesses
United in Construction

The Powers Building • 16 West Main Street, Suite 204 • Rochester, NY 14614
p: 585-288-3440 • f: 585-288-5480 • info@uniconrochester.com

www.uniconrochester.com

October 26, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood,

I am writing to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. This project will reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

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The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at 288-3440.

Sincerely,

A handwritten signature in blue ink that reads "Ken Warner".

Ken Warner,

Executive Director, Unions and Businesses United in Construction

DEDICATED TO BUILDING A BETTER COMMUNITY

Chair of the Board
Thomas F. Judson, Jr.
The Pike Company

Vice Chair and Secretary
Susan R. Holliday
Rochester Business Journal

Treasurer
David H. Klein
Excellus BlueCross BlueShield

*President and
Chief Executive Officer*
Sandra A. Parker

October 26, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: *City of Rochester Inner Loop East Reconstruction Project*

Dear Secretary LaHood,

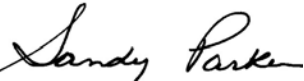
On behalf of the Rochester Business Alliance, a regional chamber of commerce that represents nearly 2,000 employers, I am writing today to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. This project will reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

For these reasons, Rochester Business Alliance supports the reconstruction of the Inner Loop and asks that you give this significant project your full consideration.

Sincerely,



Sandra A. Parker
President & CEO



October 31, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester New York Inner Loop East Reconstruction Project

Dear Secretary LaHood:

We encourage your office's support and funding for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. This project is in line with VisitRochester's role to help create a vibrant, enticing and easily navigable core district of Rochester. This project will be especially important to those who view Rochester for the first time as visitors who may then consider the City as a place to live, learn or grow a business. While removing a deteriorated and underutilized section of the Inner Loop Expressway and replacing it with high quality city streets sounds fundamental, it is part of a major, positive transformation of Rochester. This project will reconnect neighborhoods, enhance pedestrian movement and create significant opportunity for redevelopment.

The lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking and hindering economic development. Creating a new, context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. It will also aid visitors in their navigation and support a positive image of the community.

As its third largest city, Rochester is an internationally-significant economic center of New York State. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. This project is a critical component in the revitalization of Rochester and will have significant impact in the broader geographic area.

On behalf of the 476 business members of VisitRochester, we appreciate your full consideration of this important project. If you wish to have further information, please contact me at 585-279-8316.

Sincerely,

A handwritten signature in blue ink, appearing to read "T. Edward Hall".

T. Edward Hall
President



THE HUNGERFORD COMPLEX
1115 EAST MAIN STREET
ROCHESTER NY 14609
585.271.0520 | WWW.RRCDC.ORG

October 28, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood,

The Rochester Regional Community Design Center (RRCDC) is writing to express support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. The funding from this grant will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street which will reconnect the downtown to its surrounding neighborhoods on the southeast side. This project will also remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking and hindering economic development. Removal of the Inner Loop has been at the top of a list of 10 key recommendations recorded by citizens and stakeholders at Downtown Charrettes facilitated by the RRCDC in 2000 and 2007. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at 585-271-0520.

Sincerely,

A handwritten signature in black ink, appearing to read "Joni Monroe", written over a dark, textured vertical bar on the left side of the page.

Joni Monroe, AIA, CNU
Executive Director

October 25, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590



RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood,

The Rochester Cycling Alliance, a bicycling advocacy group in Rochester, NY, supports the City of Rochester's Inner Loop East Reconstruction Project for funding through the FY 2011 TIGER Discretionary Grants Program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. This project will reconnect several neighborhoods that have been disconnected for over three decades, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The multi lanes of the Inner Loop and its frontage roads separate the downtown area from three adjacent thriving neighborhoods. The Inner Loop serves as a physical and psychological barrier, discourages walking, discourages bicycling and hinders economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect the three neighborhoods, promote walking, promote bicycling, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at (585) 461-5363.

Sincerely,

A handwritten signature in dark ink that reads "Richard DeSarra". The signature is fluid and cursive, written in a professional style.

Richard DeSarra

President of the Rochester Cycling Alliance

www.rochestercyclingalliance.com



Reconnect Rochester
4164 Saint Paul Blvd
Rochester, NY 14617

September 13, 2011

Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

**Re: Inner Loop East Reconstruction Project, Rochester, NY
Request for TIGER Grant Assistance**

Dear Secretary LaHood,

As you review projects for TIGER III funding, please consider the Inner Loop East Reconstruction Project in Rochester, NY. This project exemplifies the purpose of the TIGER program and will be a showcase project for the program in the future, if provided the necessary funding. It will effectively leverage the grant money to create significant transportation, economic and environmental impacts in Rochester. The proposed design will provide a more balanced range of transportation options, fostering new levels of multi-modal connectivity and street-level activity. Where excess highway capacity currently sits, new development will arise in its place and bring together two previously separate neighborhoods into a single thriving corridor district.

The Inner Loop East Reconstruction Project will have a transformative effect on the landscape of the City of Rochester and its image nationwide. The improvements will be a major catalyst for the rejuvenation of downtown Rochester, a process that has been well underway for the past decade. For too long, the Inner Loop has served as a rift between downtown Rochester and its southeastern neighborhoods. Raising the depressed freeway to an at-grade boulevard will help reverse past mistakes and become a leading example for cities looking to reclaim their cityscapes from the highways that were placed through them.

Reconnect Rochester, a local transit advocacy organization and member of the Tri-State Transportation Campaign, unanimously stands behind the City of Rochester's proposal and asks for your support for the Inner Loop East Reconstruction Project. This is a critical project for the community and will help the continued rejuvenation of Rochester.

Very truly yours,

Michael J. Governale, and...

Roger Brown, AIA, CNU
Ed Donnelly
John Kennedy
Carlos Mercado
Robert J. Williams

Joshua Carlsen
DeWain Feller
Alex Kone
Paul Mills

Barbara Clarke
Douglas Fisher
Janet Laird
Jason Partyka

Howard Decker, FAIA
Michael Gilbert
John Lam
Volkan Turgut

CC: Thomas Richards, Mayor, City of Rochester
Charles E. Schumer, Senator, NY
Kirsten Gillibrand, Senator, NY
Louise Slaughter, Congresswoman, 28th District

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**Letters of Support
Other Interested Businesses**

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October 26, 2011

The Honorable Raymond LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: CITY OF ROCHESTER, Inner Loop East Reconstruction Project

Dear Secretary LaHood,


I am writing to express our strong support for a FY 2011 TIGER Discretionary Grant for the City of Rochester's Inner Loop East Reconstruction Project. This funding would be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. The project would reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

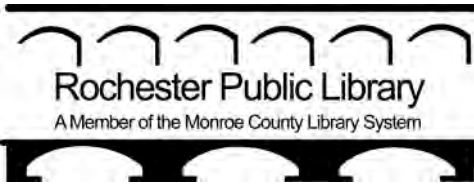
The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking, and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at (585) 232-3600.

Sincerely,



James A. Costanza
President



Director's Office

115 South Avenue, Rochester, NY 14604-1896

Phone: (585) 428-8046 ♦ Fax: (585) 428-8353 ♦ Patricia.Uttaro@libraryweb.org

October 27, 2011

The Honorable Raymond LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: City of Rochester's Inner Loop East Reconstruction Project

Dear Secretary LaHood:

I am writing to express strong support for a Fiscal Year 2011 TIGER Discretionary Grant for the City of Rochester's Inner Loop East Reconstruction Project. This funding would be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. The project would reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

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I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at (585) 428.8045.

Sincerely,

Patricia Uttaro
Director
Rochester Public Library and Monroe County Library System

October 27, 2011

The Honorable Raymond LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: CITY OF ROCHESTER, Inner Loop East Reconstruction Project

Dear Secretary LaHood,

I am writing to express our strong support for a FY 2011 TIGER Discretionary Grant for the City of Rochester's Inner Loop East Reconstruction Project. This funding would be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. The project would reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

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I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at (585) 232-5135.

Sincerely,



Thomas C. Mitchell
President/CEO





November 1, 2011

The Honorable Raymond LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: CITY OF ROCHESTER, Inner Loop East Reconstruction Project

Dear Secretary LaHood:

I am writing to express our strong support for a FY 2011 TIGER Discretionary Grant for the City of Rochester's Inner Loop East Reconstruction Project. This funding would be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. The project would reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking, and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at (585) 238-4262.

Sincerely,

A handwritten signature in cursive script that reads "Susan Eliazewsky".

Susan Eliazewsky
Corporate Vice President
Administrative Services



conifer

a real estate development and management company

October 28, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Inner Loop East Reconstruction Project
City of Rochester, New York

Dear Secretary LaHood:

I am pleased to submit this letter in support of the City of Rochester's application to the U. S. Department of Transportation for financial assistance through the FY 2011 TIGER Discretionary Grant Program for the Inner Loop East Reconstruction Project.

Conifer Realty is a full service real estate company specializing in the development and management of high-quality, affordable housing communities. Since its inception, the company has developed over 200 properties and over 15,000 apartment units. Conifer concentrates its business in New York, New Jersey, Maryland and Pennsylvania. The company currently owns and manages over 11,000 apartment units throughout these regions.

Currently, the segment of the Inner Loop between Monroe Avenue and Charlotte Street creates a barrier between downtown and some of Rochester's most successful mixed-use districts, including the Park Avenue Neighborhood. It is our understanding that the proposed project will have a number of significant benefits including: pedestrian, bicycle, and vehicular re-connectivity to downtown; landscaping and beautification; narrowing of an underutilized highway; and most importantly, creation of development and investment opportunities for the private sector.

As a major investor in downtown real estate, both commercially and residentially, our company would be very interested in considering investing in and developing projects on newly-created development parcels resulting from the Inner Loop East project as proposed. Conifer Realty recently completed the \$18MM renovation of The Hamilton, a 202-unit structure located adjacent to Rochester's downtown. Conifer is currently under construction on the \$32MM Erie Harbor, a transformative project involving the development of 131 mixed-income housing units right next door to The Hamilton.

In summary, we enthusiastically support and urge funding for the City of Rochester's Inner Loop East Reconstruction Project.

Sincerely,

Allen Handelman
Vice-President

building opportunities, achieving dreams®

183 East Main Street, Suite 600
Rochester, NY 14604
phone: 585.324.0500
fax: 585.324.0556
www.coniferllc.com





S W
B R

S W B R A R C H I T E C T S

R O C H E S T E R N Y
387 East Main Street
Rochester NY 14604
Voice: 585.232.8300
S Y R A C U S E N Y
309 South Franklin Street
Syracuse NY 13202
Voice: 315.488.5635
w w w . s w b r . c o m

October 28, 2011

The Honorable Raymond LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: CITY OF ROCHESTER, Inner Loop East Reconstruction Project

Dear Secretary LaHood:

I am writing to express my strong support for a FY 2011 TIGER Discretionary Grant for the City of Rochester's Inner Loop East Reconstruction Project. This funding would be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new, high-quality, city street. The project would reconnect existing neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment opportunities.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. This project is central to this reconnection approach.

The numerous lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking, and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project.

Sincerely,

David J. Beinetti, AIA
President

DJB/pav

APPENDIX P

Memorandum of Agreement (SHPO)

MEMORANDUM OF AGREEMENT

**BETWEEN
FEDERAL HIGHWAY ADMINISTRATION
NEW YORK STATE HISTORIC PRESERVATION OFFICER
NEW YORK STATE DEPARTMENT OF TRANSPORTATION
AND CITY OF ROCHESTER**

**REGARDING
PIN 4940.T7
INNER LOOP RECONSTRUCTION PROJECT
CITY OF ROCHESTER, MONROE COUNTY**

WHEREAS, the Federal Highway Administration (FHWA); and the City of Rochester propose a project to remove and reconstruct the east portion of Inner Loop (NY Route 940T) from Monroe Avenue to Main Street in the City of Rochester, Monroe County (Project); and

WHEREAS, the FHWA plans to fund a locally administered project, INNER LOOP RECONSTRUCTION PROJECT (undertaking); thereby making the Project an undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. § 470f, and its implementing regulations, 36 C.F.R. Part 800; and

WHEREAS, the New York State Department of Transportation (NYSDOT) has provided technical assistance, review and oversight for required process and procedural steps in compliance with Section 106 of the NHPA and its implementing regulations, and the NYSDOT and has been invited to be a signatory to this Agreement; and

WHEREAS, the CITY OF ROCHESTER is the sponsor of the locally-administered Federal-aid transportation project, will be responsible for implementation of the project, and has been invited to be a signatory to this Agreement; and

WHEREAS, the CITY OF ROCHESTER, in coordination with the NYSDOT has established the undertaking's area of potential effect (APE), as the term is defined in 36 CFR 800.16(d), for direct effects as along the Inner Loop (NY Route 940T) between Monroe Avenue and Main Street approximately 5516 ft long, with the width variations between 50-367 ft but typically 190 ft, encompassing about 34.5 acres, APE Map included as Attachment 1; and

WHEREAS, the City of Rochester, in coordination with the NYSDOT and FHWA, has taken steps to identify historic properties within the APE, including Phase I and Phase II archaeological surveys, and in consultation with the New York State Historic Preservation Office (SHPO), identified one archaeological site which is eligible for listing in the National Register of Historic Places: the Amos Burrows Site (A05540.009185); and

WHEREAS, the attached map shows the location of the Amos Burrows Site within the APE for the Project; and

WHEREAS, there are no identified prehistoric or precontact archaeological sites, or other historic properties of potential religious and cultural significance to Indian tribes within the APE; and

WHEREAS, the FHWA, in coordination with NYSDOT and the CITY OF ROCHESTER, has determined that the undertaking will have an adverse effect on the Amos Burrows Site, and has consulted with the State Historic Preservation Office (SHPO), pursuant to 36 C.F.R. part 800; and

WHEREAS, adverse effects on the Amos Burrows Site are due to extensive disturbance of intact portions of the site as a result of archaeological excavations completed under Phase II Site Examination, and the SHPO has concurred that no further archaeological excavation is warranted for the site; and

WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination providing the documentation specified in 36 CFR 800.11(e), and the ACHP has chosen not to participate in the consultation pursuant to 36 C.F.R. § 800.6(a)(1)(iii);

NOW, THEREFORE, FHWA, NYSDOT, CITY OF ROCHESTER and the SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

FHWA in coordination with NYSDOT and the City of Rochester ensure that the following measures are carried out:

I. ARCHAEOLOGICAL MONITORING

The City of Rochester will provide archaeological monitoring of the Amos Burrows Site during construction. See Attachment 3 for construction monitoring plan.

A. General Requirements for Archaeological Monitoring during Construction

1. Archaeological monitoring and investigations will be performed in accordance with the *Secretary of the Interior's Standards and Guidelines for Archaeology* (48 FR 44734-37), the New York State Education Department Cultural Resources Survey Program *Work Scope Specifications for Cultural Resource Investigations on New York State Department of Transportation Projects* (2004), and the New York Archaeological Council's *Standards for Cultural Resource Investigations and Curation of Archaeological Collections* (NYAC 1994).

2. Archaeological monitoring carried out pursuant to this Agreement will be conducted by or under the direct supervision of a person or persons meeting the *Secretary of the Interior's Professional Qualifications Standards* (36 CFR Part 61; 48 FR 44738- 44739).
- B. The City of Rochester will incorporate a Special Note in contract documents to address the requirements for Archaeological Monitoring during Construction, including the Contractor's responsibility to ensure that archaeologists are notified and present to monitor all construction activities carried out at the location of the Amos Burrows Site.

II. CURATION OF ARTIFACTS

The Department of Anthropology, State University at Buffalo (SUNY Buffalo) prepared the Phase I and the Phase II reports for the Inner Loop Reconstruction Project. SUNY Buffalo has cataloged and will store in perpetuity all artifacts removed from the Amos Burrows Site as per established SUNY Buffalo procedures for NYSDOT projects. All artifacts, notes and other documentation of archaeological investigations will be curated according to federal (36 CFR 79) and state (NYAC 1994) guidelines.

III. PUBLIC DISPLAY AND INTERPRETATION

The City of Rochester will produce and locate interpretive panels/kiosks that incorporate the information recovered in the Amos Burrows Site; as well as the history of the near east side of the City of Rochester through photographic and written material. Archaeological data and artifacts from the Amos Burrows Site will be the basis for interpreting the importance of the Amos Burrows Site within the larger context of Rochester's history, as established in the Phase II report:

The Amos Burrows depicts distinct historic refuse deposits that can be associated with the sites c.1861-1895 and c.1901-1970s occupation periods. Site artifacts and spatial patterns can be used to investigate long-term trends regarding household disposal patterns and practices. Artifacts recovered from the Amos Burrows site illustrate the development and use of machine-manufactured consumer goods by urban Monroe County consumers. These new consumer products included completely new technologies with new applications, such as electrical power, telecommunications and the automobile. Material culture recovered from both of the site's domestic occupation periods allow us to examine the effects of urban development in the City of Rochester during the late 19th and mid-20th centuries.

The information on the interpretive kiosks/panels will depict the 19th century residential era and the evolution of the near east side into the 20th century through the construction of the Inner Loop and its effects on the City.

- The proposed kiosks/interpretive panels will be located in a pocket park near the Amos Site and accessible to the public.
- The content of the interpretive panels will be developed by, or in coordination with SUNY Buffalo archaeologists, in consultation with the SHPO and FHWA. The City of Rochester, in coordination with NYSDOT, will provide a copy of the proposed text and graphics for review by

the SHPO and FHWA for approval prior to moving forward with fabrication of the interpretive panels.

IV. DURATION

This MOA will be null and void if its stipulations are not carried out within two (2) years from the date of its execution. At such time, and prior to work continuing on the undertaking, FHWA shall either (a) execute a MOA pursuant to 36 C.F.R. § 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 C.F.R. § 800.7. Prior to such time, FHWA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VIII below. **FHWA** shall notify the signatories as to the course of action it will pursue.

V. POST-REVIEW DISCOVERIES

If potential human remains are discovered, FHWA, in coordination with the City of Rochester and NYSDOT, shall implement the *Human Remains Discovery Protocol* included as Attachment 2 of this MOA. In the event of unanticipated discoveries during construction other than human remains, the City of Rochester, in coordination with NYSDOT, will notify FHWA and SHPO for consultation to consider reasonable efforts to avoid, minimize or mitigate adverse effects to the identified historic property, in accordance with 36 CFR 800.13(b).

VI. MONITORING AND REPORTING

Each year following the execution of this MOA until it expires or is terminated, the CITY OF ROCHESTER shall provide all parties to this MOA a summary report detailing work carried out pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in the CITY OF ROCHESTER's efforts to carry out the terms of this MOA.

VII. DISPUTE RESOLUTION

Should any signatory or invited signatory to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA shall consult with such party to resolve the objection. If FHWA determines that such objection cannot be resolved, FHWA will:

A. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FHWA will then proceed according to its final decision.

B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA shall prepare a written response that takes into account

any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.

C. FHWA, NYSDOT, SHPO and CITY OF ROCHESTER's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

VIII. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

IX. TERMINATION

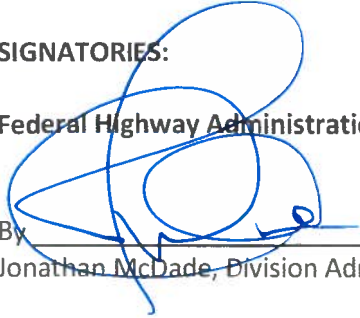
If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation VIII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, FHWA must either (a) execute an MOA pursuant to 36 CFR § 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FHWA shall notify the signatories as to the course of action it will pursue.

EXECUTION of this MOA by the FHWA, SHPO, NYSDOT and CITY OF ROCHESTER, and implementation of its terms evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

SIGNATORIES:

Federal Highway Administration

By  _____
Jonathan McDade, Division Administrator

Date 3/19/14

New York State Historic Preservation Officer

By  _____
Ruth Pierpont, Deputy Commissioner of Historic Preservation

Date 3/13/14

INVITED SIGNATORIES:

New York State Department of Transportation

By  _____
Kevin C. Bush, Regional Director

Date 3/6/14

City of Rochester

By  _____
James R. McIntosh, P.E., City Engineer

Date 3/6/14

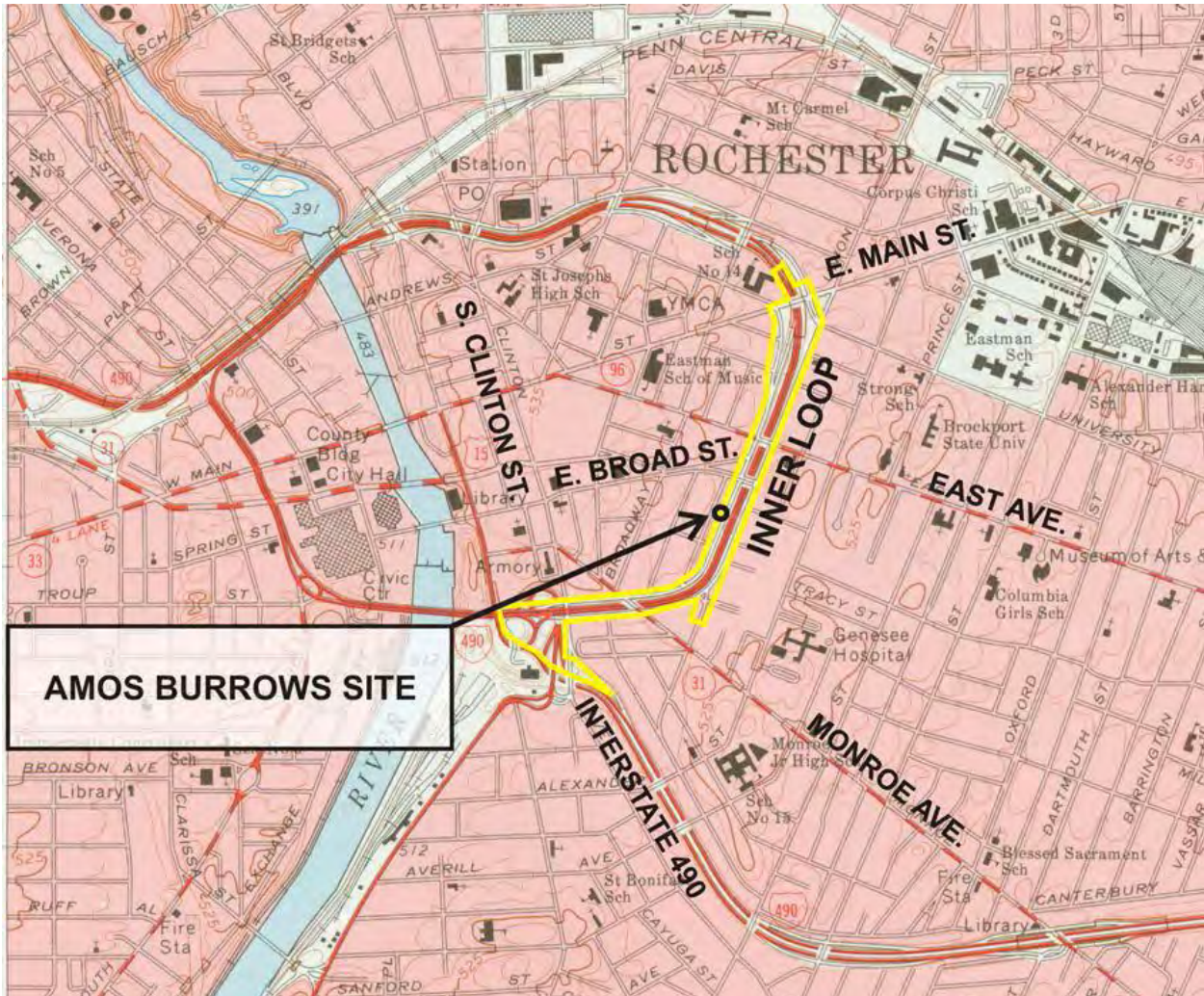
ATTACHMENTS

1. *Map showing the Area of Potential Effects (APE) for the Project*
2. *Human Remains Discovery Protocol*
3. *Construction Monitoring Plan*

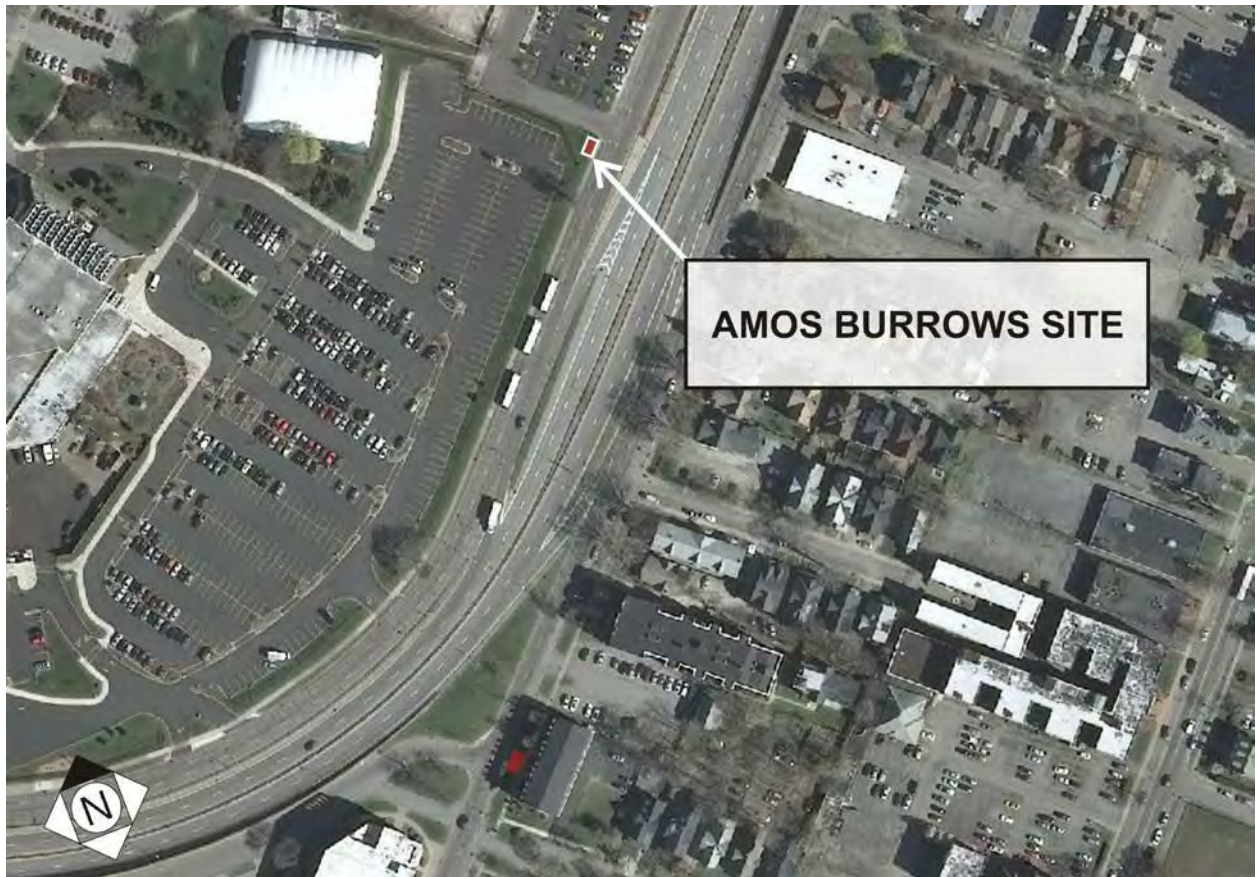
ATTACHMENT 1

Area of Potential Effect (APE) for the
Inner Loop Reconstruction Project in the City of Rochester, NY

APE outlined in yellow.



Location of the Amos Burrows site on a 2012 orthographic satellite image (NYS GIS Clearinghouse 2014)



ATTACHMENT 2

**State Historic Preservation Office/
New York State Office of Parks, Recreation & Historic Preservation**

Human Remains Discovery Protocol

(November 28, 2008)

In the event that human remains are encountered during construction or archaeological investigations, the New York State Historic Preservation Office (SHPO) recommends that the following protocol is implemented:

- At all times human remains must be treated with the utmost dignity and respect. Should human remains be encountered work in the general area of the discovery will stop immediately and the location will be immediately secured and protected from damage and disturbance.
- Human remains or associated artifacts will be left in place and not disturbed. No skeletal remains or materials associated with the remains will be collected or removed until appropriate consultation has taken place and a plan of action has been developed.
- The county coroner/medical examiner, local law enforcement, the SHPO, the appropriate Indian Nations, and the involved agency will be notified immediately. The coroner and local law enforcement will make the official ruling on the nature of the remains, being either forensic or archaeological.
- If human remains are determined to be Native American, the remains will be left in place and protected from further disturbance until a plan for their avoidance or removal can be generated. Please note that avoidance is the preferred choice of the SHPO and the Indian Nations. The involved agency will consult SHPO and appropriate Indian Nations to develop a plan of action that is consistent with the Native American Graves Protection and Repatriation Act (NAGPRA) guidance.
- If human remains are determined to be non-Native American, the remains will be left in place and protected from further disturbance until a plan for their avoidance or removal can be generated. Please note that avoidance is the preferred choice of the SHPO. Consultation with the SHPO and other appropriate parties will be required to determine a plan of action.

ATTACHMENT 3

CONSTRUCTION MONITORING PLAN

AMOS BURROWS SITE (A05540.009185, UB 4410)

In November 2013, the Archaeological Survey, Department of Anthropology, State University of New York (SUNY) at Buffalo, conducted Phase 2 site examinations at the two historic archaeological sites as part of the Inner Loop East Reconstruction Project based on recommendations in the Phase 1B report (PIN 4940.T7; Montague and Hartner 2013). The Phase 2 study was conducted on behalf of STANTEC Consulting Services, Inc. The purpose of the site examination was to ensure project compliance with Section 106 of the National Historic Preservation Act (1966). All aspects of this study conform to the SED's *Work Scope Specifications for Cultural Resource Investigations* (2004) and the New York Archaeological Council's (NYAC) *Standards for Cultural Resource Investigations* (2004).

The primary goal of the Phase 2 study was to gather sufficient data with which to assess the National Register eligibility of archaeological deposits associated with the two sites. Fieldwork was designed to gather information about horizontal and vertical site limits, to determine site significance in a local and regional context as well as to assess site integrity. The work scope of this study and limits of the overall PIN 4940.T7 Phase 1B and Phase 2 project area limits were defined in consultation with Mr. Jim Hofmann, STANTEC.

The Amos Burrows site is National Register Eligible under Criterion D, based on the information provided by the historic mid-to-late 19th and early 20th century cultural deposits associated with the site's first two domestic occupation periods. The Amos Burrows depicts distinct historic refuse deposits that can be associated with the sites c.1861-1895 and c.1901-1970s occupation periods. Site artifacts and spatial patterns can be used to investigate long-term trends regarding household disposal patterns and practices. Artifacts recovered from the Amos Burrows site illustrate the development and use of machine-manufactured consumer goods by urban Monroe County consumers. These new consumer products included completely new technologies with new applications, such as electrical power, telecommunications and the automobile. Material culture recovered from both of the site's domestic occupation periods allow us to examine the effects of urban development in the City of Rochester during the late 19th and mid-20th centuries.

Phase 1 and 2 investigations have adequately documented the Burrows site's archaeological deposits and recovered a substantial artifact assemblage, assessing integrity and research potential. Further work within these project limits is unlikely to yield new information important to regional history and no further archaeological investigations are recommended. Due to the potential for intact, deeply buried historic deposits associated with the Amos Burrows site to exist beneath the Savannah Street Extension and adjacent parking lot at 16 Savannah Street, construction monitoring of impacts near the site is recommended. The following construction monitoring plan provides a series of guidelines and protocols for this work.

CONSTRUCTION MONITORING PLAN

Construction monitoring requires that an archaeologist observe and supervise construction activity near the Amos Burrows site within the project limits where excavation and landscape alteration are involved, typically using heavy equipment. In this case, construction activity will likely involve the removal of pavement and fill soils from around the site location. The monitoring archaeologist should be allowed full access to this area during machine excavation and requests cooperation from contractors with respect to information, assistance and the use of equipment for exploring and recovering potentially significant cultural resources. These will most likely consist of historic deposits and features if encountered. Archaeologists may need to stop construction in this area to investigate subsurface finds such as artifact concentration of soil stains/anomalies. Minor construction delays are anticipated during this process. Archaeological monitoring will comply with NYSDOT and subcontractor safety plans and federal labor standards (OSHA 29 CFR 1926 Subpart P).

PROTOCOL AND PROCEDURES FOR CONSULTATION AND DATA RECOVERY

Consultation regarding treatment and potential data recovery may be required if the archaeological monitors encounter potentially National Register eligible (NRE) deposits within the footprint of construction. As a result of consultation among the SHPO, FHWA, City of Rochester, and NYSDOT, the Data Recovery Protocol described below may be implemented in accordance with this plan.

Consultation Protocols

1. The Principal Investigator/Archaeologist will immediately notify the EIC regarding archaeological deposits that warrant further investigation and provide a preliminary estimate of the expected down time to investigate, identify and assess the deposits.
2. The Principal Investigator/Archaeologist will notify the Project Manager and NYSDOT Regional Cultural Resource Coordinator by telephone regarding the nature and location of potentially NRE deposits and provide an estimate of time that would be needed to document and recover significant data.
3. NYSDOT will notify SHPO and FHWA, and convey all available information about the resource and proposed treatment. In the event that Native American cultural deposits are identified, NYSDOT or FHWA will notify the Seneca Nation of Indians and Tonawanda Seneca Nation.
4. Data recovery work will only be implemented with authorization by the City of Rochester in consultation with SHPO, FHWA, and NYSDOT.
5. If data recovery is authorized, the Principal Investigator will submit a preliminary scope of work and budget for the data recovery to the Project Manager. The Project Manager or designee will assess the impact of a temporary suspension of construction activities and decide how best to proceed to facilitate the project. If data recovery will not begin immediately, the EIC will coordinate with the contractor to secure the site.

Data Recovery Protocol

Data recovery may consist of archaeological recording of information observed in construction excavations. Data Recovery would be triggered if intact portions of the Amos Burrows site are recognized in the form of structural remains, cultural features or other archaeological deposits present within the project area that will be impacted by planned construction activity. The unanticipated discovery of archaeological sites and features during monitoring will require an assessment of the integrity and extent of the associated site or feature. In general, data recovery of sites and features will be limited to the excavation work limits. Data Recovery consists of the documentation of sites and features via profiles, drawings and photos during excavation. Several days may be necessary to document archaeological features within the project area near the site.

Trenches up to 1.5 m (5 ft) deep are accessible to archaeologists for direct inspection and recording. If excavations exceed 1.5 m (5ft) in depth, then the sidewalls of the trench must either be sloped or shored to protect workers in the trench. The shoring methods will be determined based on need and depth of construction impacts and determined by the contractor. If archaeological data recovery is necessary at depths below 1.5 m (5 ft), the recordation of the uppermost 1.5 m (5 ft) of deposits is necessary before any shoring is installed to the depth of the installation. Shoring placed alongside trenches must be placed to minimize the disturbance of the archaeological deposits at the base of the trench.

CONTRACTOR ASSISTANCE AND CONSIDERATIONS

Archaeological Monitoring and Contractor Special Notes

1. Archaeologists may ask the EIC to halt the monitoring process at any time if archaeologically sensitive materials are encountered.
2. Archaeologists may require the equipment operator to slow excavations in the site area to evaluate soils for the presence of potentially sensitive archaeological features. Archaeologists will need to enter the excavations to record and inspect soils and deposits. Most recording may be done at the completion of excavation in an area but archaeologists may need to enter the excavation at other times to record data or inspect materials or soil deposits. These short term interruptions may take from 15 to 30 minutes or less.
3. If shoring of the excavations is necessary, archaeologist may require a temporary halt to monitoring at a 1.5m (5 ft) depth to document the excavations prior to any damages that may occur during shoring.
4. The contractor may need to keep the excavations dry from ground water via pumping.
5. The discovery of significant archaeological remains may require monitoring of construction to stop for longer periods of time for data recovery. The time frame for data recovery will depend on the nature of the remains and the required level of documentation.
6. In general the contractor should expect short delays due to the discovery and documentation of archaeological features and/or deposits during monitoring.

Contractor Responsibilities

1. The contractor is required to maintain a safe work area for the archaeologists in compliance with Occupational Safety and Health Administration (OSHA) standards.
2. If excavations need to proceed beyond 1.5 m (5ft) than either a 2:1 slope for construction excavations to maintain a safe slope gradient or shoring as per OSHA standards for excavations is needed. The contractor will provide the box or shoring and pumps to prevent the excavations from flooding.
3. The discovery of significant, NRE archaeological remains may initiate data recovery excavations. If data recovery is required it may be necessary to leave excavations open overnight or for longer periods of time. It is the contractor's responsibility to secure the excavations during this period and provide adequate covering.
4. The contractor will provide heavy machinery, an operator, and other equipment necessary for monitoring and data recovery.
5. City of Rochester will provide a construction plan and schedule to the Principal Investigator/Archaeologist that accommodates the requirements of the Archaeological Monitoring Plan and contains sufficient detail on operation, materials, equipment, and excavation support systems to allow archaeologists to plan for the implementation of the Archaeological Monitoring Plan.
6. Archaeologists should be notified at least one-week in advance of the start of construction to prepare for implementation of the Archaeological Monitoring Plan based on scheduled construction activities

Archaeologist Responsibilities

1. Archaeologists will comply with the health and safety plan for the project and will be required to wear appropriate safety apparel and personal protective equipment required by this plan.
2. Archaeologists will only enter excavations deemed safe by the contractor and/or the EIC.
3. Archaeologists will conduct monitoring and data recovery in a time-efficient manner so that undue delays are not incurred.
4. Archaeologists will conduct all field operations in a professional manner in accordance with professional standards of the New York Archaeological Council (NYAC) and the New York Office of Parks, Recreation and Historic Preservation and in compliance with the *New York State Education Department's Cultural Resource Survey Program Work Scope Specifications for Cultural Resource Investigations on NYSDOT projects* (March 2004).

OTHER DATA RECOVERY PROTOCOLS

In the event that data recovery is necessary there are other specific protocols that will be followed for the recovery of artifacts, the curation of collections, the analysis of cultural material, that identification of human remains, public outreach, and generation of the final report.

Laboratory Processing

All artifacts will be washed, inventoried, and cataloged. Fragile material will be dry brushed. Cataloging will be dependent on the types of materials recovered. Any prehistoric artifacts identified will be assigned to one of the seven material classes: chipped stone, ground stone, pottery, shell, bone, and other (e.g. grayish-black chert Otter Creek projectile point). Approximate periods of use and/or information concerning cultural tradition will be recorded when appropriate. Historic artifacts will be cataloged according to a system based on South's classification (South 1976). Each artifact will be first classified as domestic (faunal, ceramic, bottle glass, table glass etc.), heating or lighting (coal, lamp chimney glass, etc.), personal (kaolin pipes, buttons, toys, etc.) or architectural (brick, mortar, concrete, flat or window glass, and nails). These general categories will be divided to specific groups, based on manufacturing techniques or ceramic types such as redware, creamware, pearlware, whiteware, hand blown bottles, molded bottles, wrought, cut or wire nails, hand- made or machine made bricks, and the like. Finally the artifacts will be subdivided by pattern, form and function (edge decorated Pearlware plate, transfer printed whiteware cup, plain whiteware bowl) and where possible, time ranges or manufacturing dates will be assigned to these artifacts.

Curation of Collections

All artifacts, field notes, maps and other documentation will be considered for accession by the New York State Museum (NYSM), in accordance with NYSM Accessions Policy and Standards, or by the University at Buffalo.