

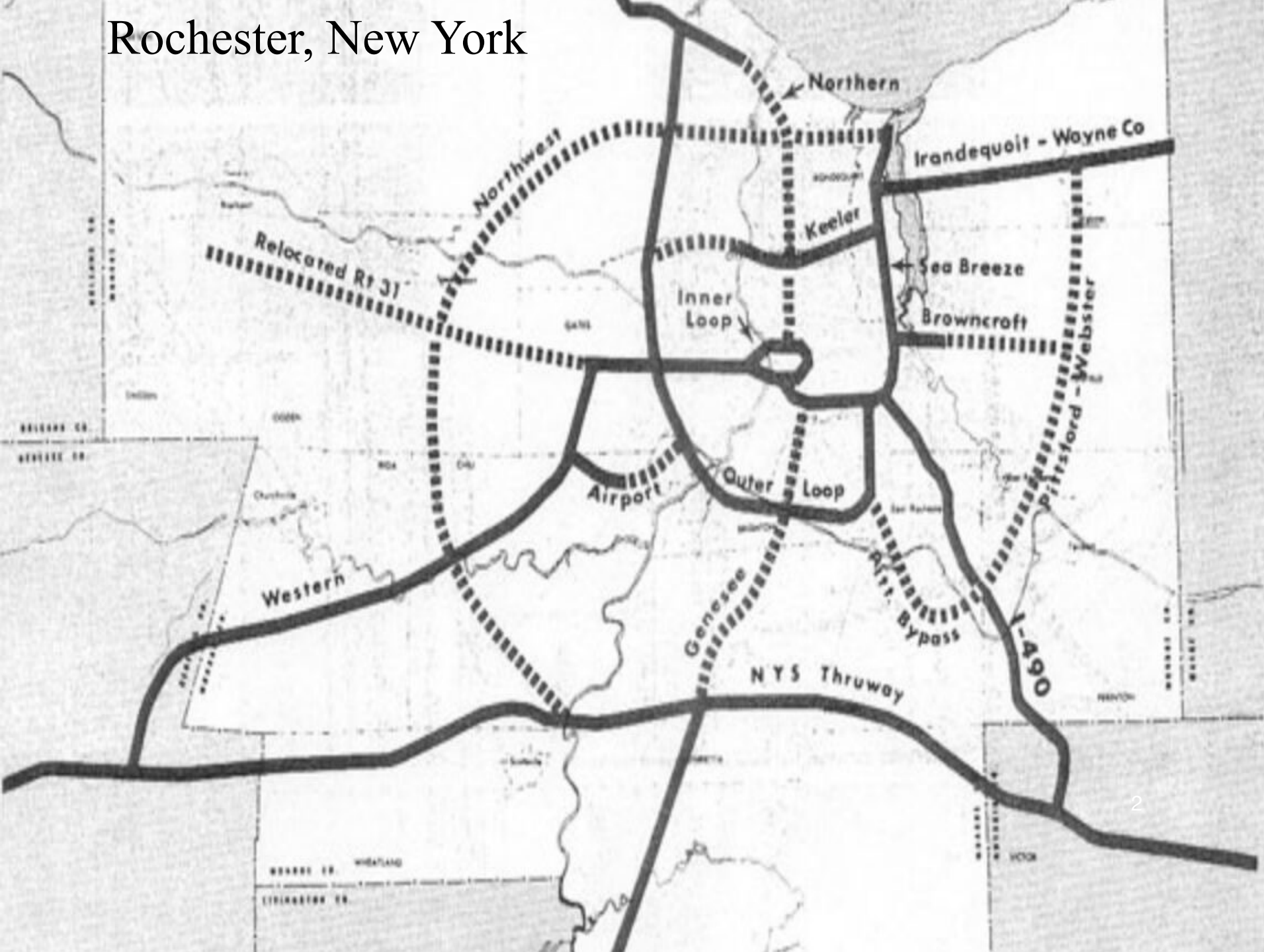


# The Inner Loop Project

## Urban revitalization projects



# Rochester, New York



# Case Study: Rochester, NY – Inner Loop East Project



# Case Study: Rochester, NY – Inner Loop East Project Part 2

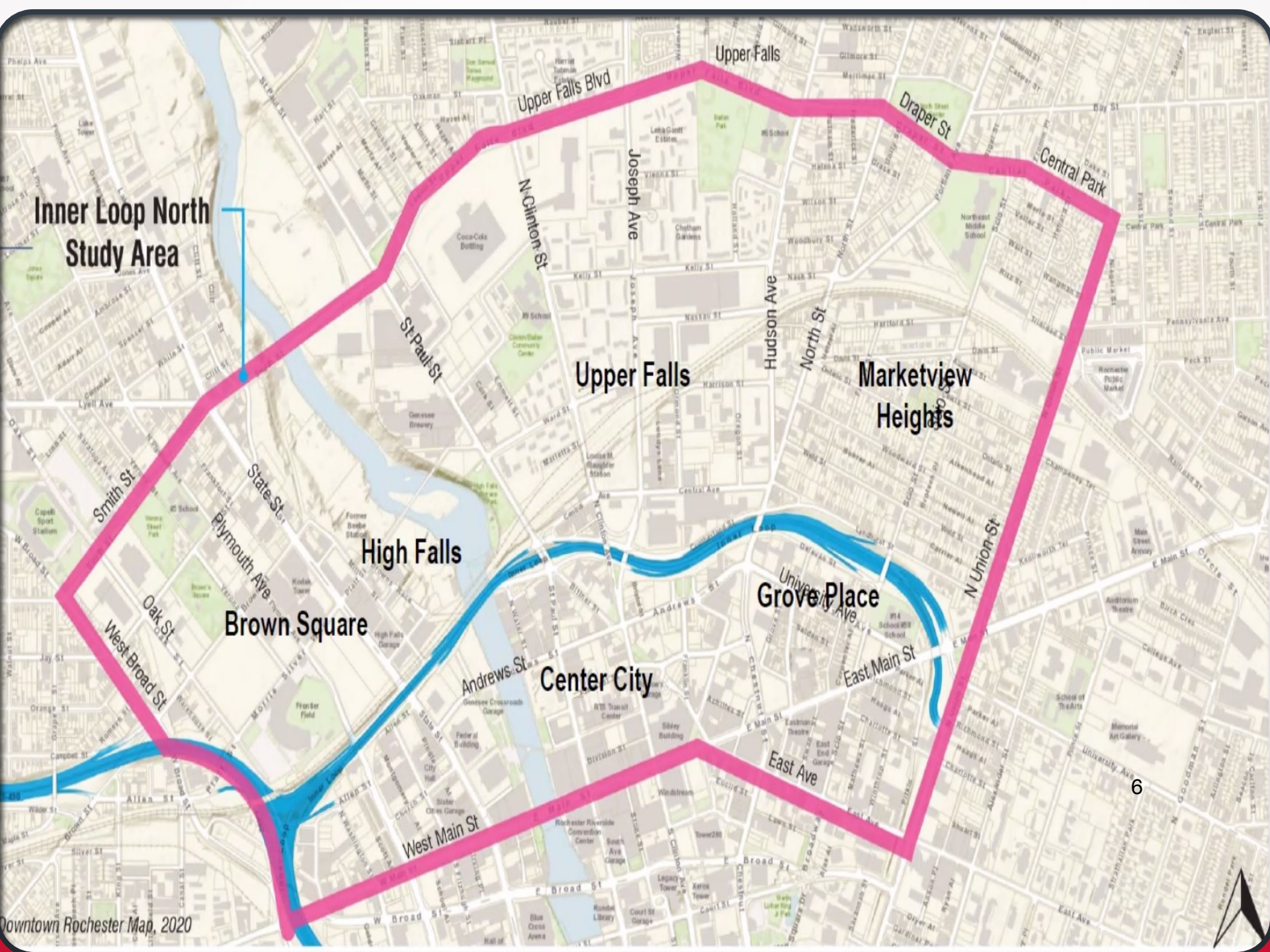




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make a gif.com

# Inner Loop North Study Area



# Contractors

**Kimley»»Horn**  
Expect More. Experience Better.

 **BERGMANN**  
ARCHITECTS ENGINEERS PLANNERS

# Design Focus Areas

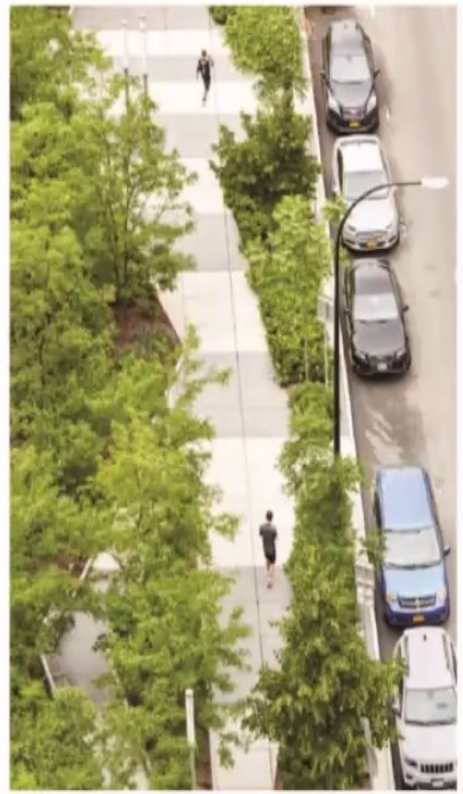


**Mobility /  
Connectivity**



*Complete street*

**Civic and Corridor  
Character**



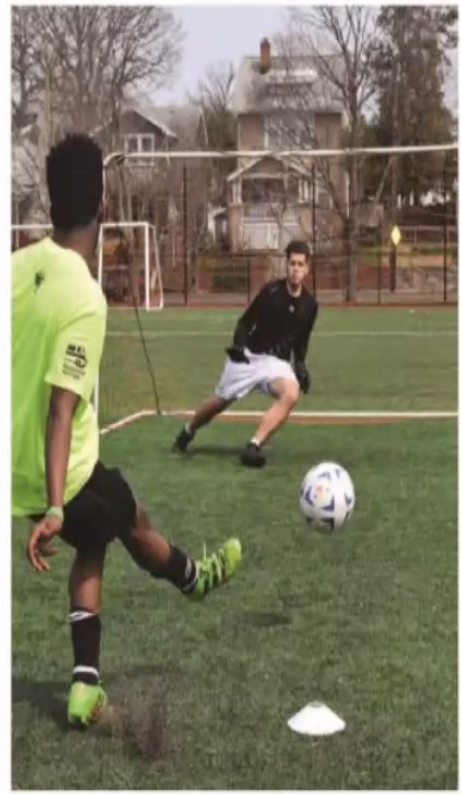
*Ellicott Street, Buffalo*

**Potential  
Redevelopment**



*Development on Union Street*

**Greenspace /  
Natural Resources**



*Multipurpose active recreation area*



Inner Loop at Schiller Park Today

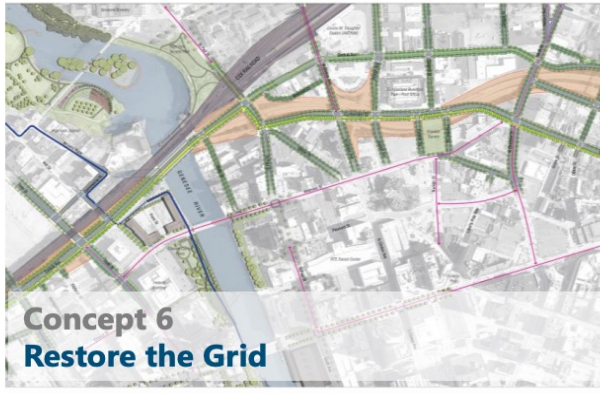
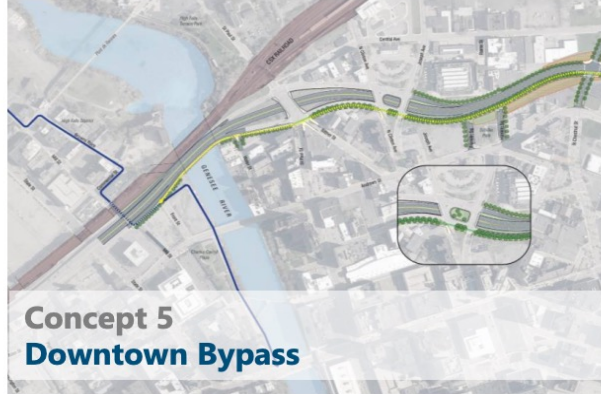
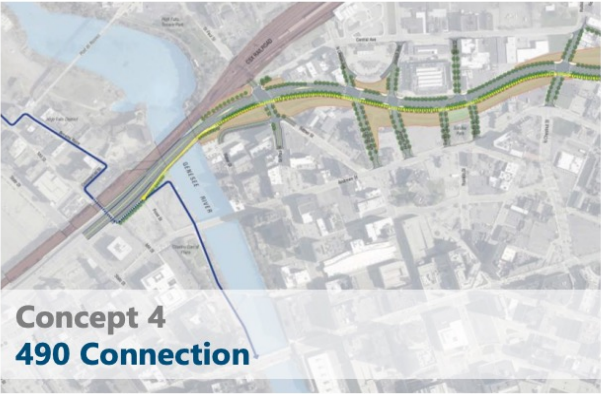


Inner Loop at Schiller Park CONCEPT VISION

# CONCEPT VISION: SCHILLER PARK (FORMERLY FRANKLIN SQ)



# Introduction to Concepts



# Racial Equity Subcommittee

## Inner Loop North - Racial Equity Metrics

This checklist will ask a series of questions to be used when evaluating the various alternatives. Please click 'next' below to begin. After each section, click 'next' to continue until done. Click 'submit' at the end to have your answers recorded. This tool was created by the Racial Equity Sub-Committee to the Inner Loop North Community Advisory Committee.

Mission statement: This subcommittee seeks to center racial equity throughout the planning process of the Inner Loop North redevelopment by examining the history of racial trauma caused by municipal planning decisions, and crafting recommendations that create accountability and build authentic community.

Vision statement: The racial equity subcommittee aspires to redefine the city building process as a vehicle for reparations that provides for the economic, social, and emotional well being of Black and Brown residents.

This tool is for the Consulting team to analyze the various alternatives through a racial equity lens. The results should be presented to the public alongside the Alternatives.

Definitions:

- Inform: Educate stakeholders about the rationale for the service, project or decision; how it fits with SPU goals and policies; issues being considered, areas of choice or where input is needed.
- Collaborate: Gathering and sharing of information, asking for advice, volunteer or paid partnership to work with SPU in developing and implementing the service, project or program. Can also include role as a participant in the service, project or program.
- Shared Decision-Making: Decision-making power, or stakeholder has a formal role in making final decisions to be acted upon.

Which alternative are you evaluating?

- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 4
- Alternative 5

Who was engaged? And how were they engaged?

	Informed	Collaboration	Shared decision making	Not consulted
Community groups	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public at large	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Non-Profit groups	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Neighborhood groups	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Black residents	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
White residents	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Latino residents	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Indigenous residents	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Elected officials	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other City Departments	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For-profit businesses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other levels of government	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Disabled people	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

### Quality of Life

Disaggregate the answer to each of the following based on race, gender, and disability.

How will this alternative impact the following for \_\_\_\_\_ people who live in the study area to:

	Improves	No Change	Makes Worse	Cannot Be Answered
Obtain employment in the Study area?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Commute to jobs outside the study area?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Access goods and services within the study area?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Access goods and services outside the study area?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Get to/from school?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Access recreational areas?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Obtain affordable housing?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Access to high speed internet?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Opportunities for neighborhood placemaking?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

### Land Use

What percentage of the area will be residential land?



What percentage of the area will be commercial land?



What percentage of the area will be park and recreational land?



What percentage of the area will be transportation infrastructure?



What percentage of the land could be made available to area residents?



# Preferred Concept: Concept 6

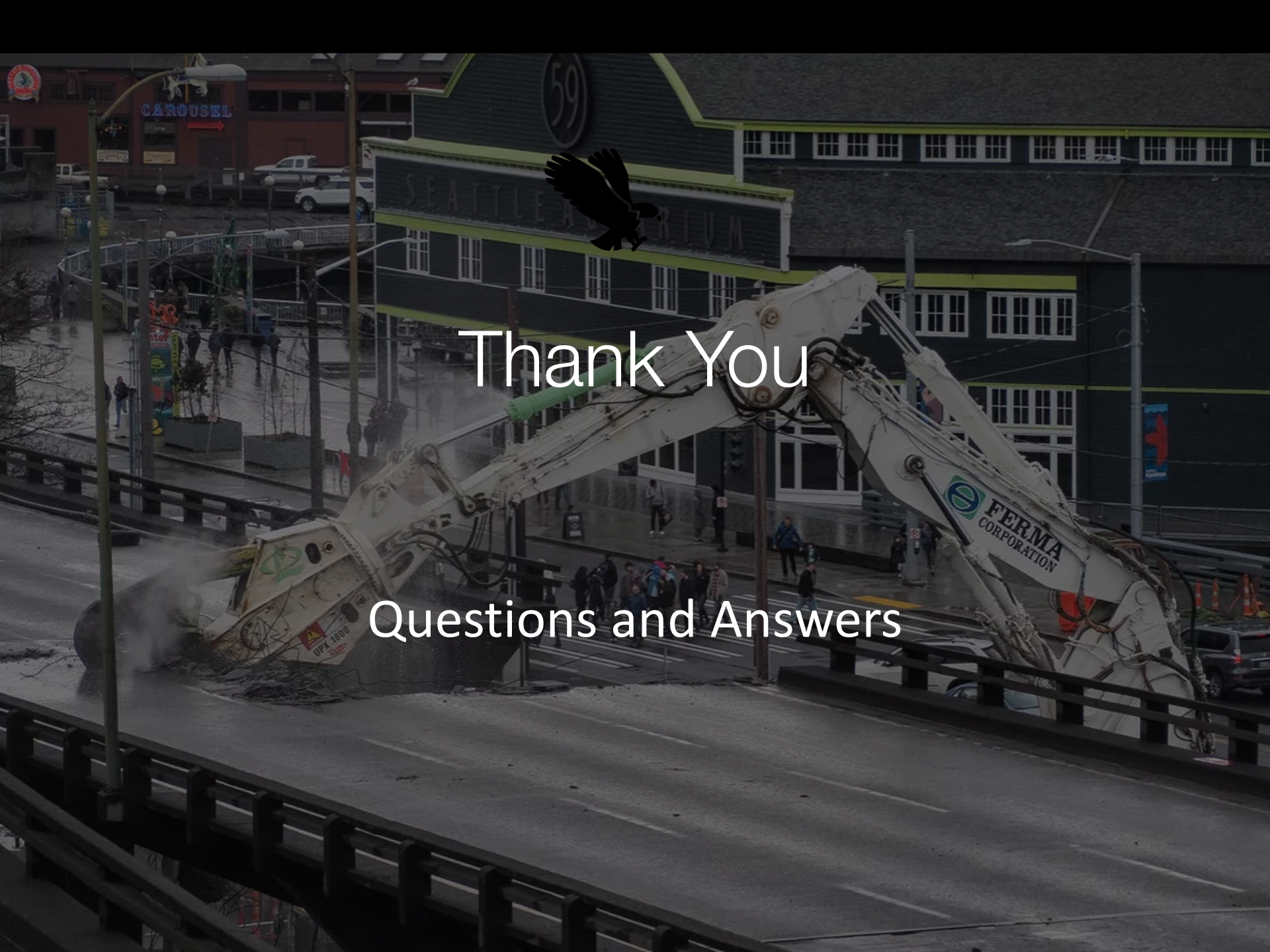


# Top 10 Tips for Freeway Fighters



1. Highway to boulevard projects should focus on neighborhood reconnection and reinvestment for current residents of the area.
2. Any plan to remove a highway must include the input of local residents, and must employ Diversity, Equity and Inclusion in design, implementation and construction.
3. Traffic Data will always be used as an excuse for why a highway shouldn't be removed.
4. Trust Your city's street grid.
5. Create visuals/renderings showcasing the opportunities for your city if the highway was removed.
6. When you remove a highway, traffic will not come.
7. Get the development community on your side.
8. Land Trust/Banks are a huge asset.
9. In the long-term take control of MPO's and DOT's.
10. No Highway is permanent!





Thank You

Questions and Answers