

Public Comments on Initial Draft Rochester 2034

This spreadsheet lists the relevant comments on the May 2019 draft of Rochester 2034. Thank you to everyone who participated in the review of the draft document and for taking the time to send us a comment. If a submitted comment is not included, it was either outside the scope of a comprehensive plan or it was summarized or shortened for the sake of readability. Those comments are kept on file and, where they are relevant to another process, are being transferred to the staff who are or would be working on that process. The comment period resulted in several revisions to the Plan.

Please see the “Summary Report of Revisions to the May 2019 Draft” for a summary of substantive changes to the Plan. While some of the comments were not relevant to a comprehensive plan, they are certainly valid. Again, those comments will be transferred to other processes, such as the Zoning Code rewrite that will start in 2020, or the Parks Master Plan when it is initiated, or will be transferred to the attention of another department in City Hall for use in programming or design processes.

Submission	Comment	Relevant Section
Online Form	Move forward with funding the phase II project on the west river wall along the Genesee. Indicates that no funding has been secured for final designs or construction (in the plan document). Also, please update the website with the latest information regarding the Vacuum Oil BOA. Transparency is paramount.	2. The Placemaking Plan
Community Mtg. #2	Keep zoning simple as possible to allow people to build where makes sense for the market.	2. The Placemaking Plan
Online Form	As Lynn Richards discussed in her recent lecture at the CDC Reshaping Rochester luncheon on May 22nd, there is a housing challenge trying to serve the "missing middle". This term is understood in two ways: It is the gap between single-family homes and large apartment buildings (duplexes, triplexes, townhouses, etc.) which are largely not built any more; it is also the gap between market rate housing (which is "affordable" to upper-middle class and above) and heavily subsidized housing for people earning well under the Area Median Income. Housing designed to fit the density and income gap in the middle can do a lot for the vibrancy of a community and city, and can create housing and wealth-building opportunities for lower-middle income that do not currently exist. For that reason, I highly encourage the City to include provisions for Accessory Dwelling Units (granny flats, garage loft apartments, etc.) within all low- and medium- density residential zones in the new plan. This type of dwelling unit can increase population density without fundamentally changing the character of a neighborhood. It can provide low-cost housing that does not rely on government subsidies. And it can provide opportunities for property owners to increase the income potential of their property with a relatively modest investment.	2. The Placemaking Plan
Community Mtg. #3	Attaching the 2017 CCA Charrette and the 2018 Vision plan to the 2034 Plan	2. The Placemaking Plan
Community Mtg. #3	Really like the place making plan. The supporting transit corridors is great. Consider allowing duplexes and triplexes in low-density residential	2. The Placemaking Plan
Community Mtg. #3	Marina District needs re-zoning/revisions to preserve the landmark/registered lighthouse viewshed (arc of visibility as named by the US Coast Guard). This status has changed since the 2013 mixed-use dev plans RFQ	2. The Placemaking Plan
Community Mtg. #5	Love the focus on placemaking to support play, tactical urbanism, and supporting neighborhood driven projects	2. The Placemaking Plan
Community Mtg. #5	No more development by firms with no stake in the betterment of our community or willingness to pay their fair share to the tax base for the services they are consuming. It is disgusting and shameful to me places like XXXXXXXXXXXX are allowed to build multimillion dollar properties and pay as much or less in property taxes than normal homeowners. This represents a disgusting failure on the [illegible] of our [illegible] who are fueling gentrification while outside developers with no other concern than their personal profit are allowed sweetheart deals which guarantee their profits	2. The Placemaking Plan
Email	The 2034 plan needs to include expectations that developers need to do similar to what California has enacted regarding Right to Light, Light Easements, and preventing associated shading Nuisance.	2. The Placemaking Plan

Submission	Comment	Relevant Section
Online Form	PROPERTY TAX FORMULA REFORM. I think an essential root policy imperative to accomplish much of what's in the plan is the reform of the current, largely regressive, property tax formula/practice. Right now, the property tax is overwhelmingly on the structures and *improvements*, and very little on the land underneath. The idea of shifting the formula much more onto the land and off of the structures/improvements--"land value taxation"-- is not a new idea around the country and world, and it makes sense on so many levels: --> Now, if a property owner makes improvements to his/her property that makes the street/neighborhood/city all better as well, that owner essentially gets a tax increase--arguably a penalty. (Those improvements do create greater property value for a future sale, but I don't believe we should look at properties primarily as commodities to sell someday at a profit--but rather as homes/businesses for a lifetime. That approach will get us the stable neighborhoods we want so badly!) On the other hand, if the owner puts very little into his/her property, and blights the area, he/she essentially gets a tax break. In addition, speculators can sit on vacant or blighted parcels, blighting them and the surrounding area further for a long time and paying next to no tax on them, while waiting for the neighbors'/community's hard work around it (and despite it!!) to improve the area and raise the values enough that the speculator can take advantage of that and develop the property, or sell. This is as unscrupulous as it sounds--but the current tax policy not only enables, but encourages it!! In short, land value tax enables, encourages and incentivizes the kind of urban investment and development we want... --> Now, center city parcels can be used for ugly surface parking or other underutilization while their proprietors pay very little tax on the land--because there are no structures on it! Even if these land values become relatively high (which they should be, in the center of the downtown), a developer that builds "up" efficiently instead of "out"--which a community should want in its downtown--will enjoy good return on investment despite the high property tax, by virtue of good, efficient urban design. Related to this is the fact that the current tax policy is so poor at enabling the kind of development we want--we give away dubiously selective, exclusive tax breaks to try to encourage what we want!! The land value tax shift essentially gives *everyone* the tax break for good development! I understand that the land value tax may not work to its best intent if it isn't carefully custom designed for a specific community. For example, community land trusts run by lower income people often rely on low property taxes in challenged neighborhoods to be able to acquire properties for neighborhood-based redevelopment... a custom designed LVT can account for such unintended negative consequences There is a terrific series of articles on the benefits and practice of land value tax at www.strongtowns.org. The City of Rochester did consider it via a very small study about ten years ago but decided not to pursue.	2. The Placemaking Plan
Online Form	EAST MAIN/NORTH GOODMAN. Right on for including this key area in the "In Focus" section! It is essential to continue the work to remake East Main corridor into a bona fide city boulevard as envisioned in the East Main Arts/Market District Plan--unfortunately, I think the changes made to date didn't do nearly enough to transform Main Street away from a four-lane speedway and into a pleasant destination for *people*. Love all the vision for the flexible zoning in the Public Market area, hopefully will enable businesses such as International Cuisine Food Court, which will provide efficiency, economy of scale (in the form of shared preparation and service facilities), and a large and enthusiastic customer base, for immigrants and refugees interested in starting food-related businesses...	2. The Placemaking Plan
Online Form	Other placemaking elements - should include a basic statement about reducing the toxic load in the environment and transitioning to land management practices that maximize soil health.	2. The Placemaking Plan
Online Form	Hello! I understand that page 103 of the plan proposes to eliminate parking requirements for businesses and homes converted to apartments. It is not helpful to the community to have the inadequate parking in neighborhoods which this could generate. Wherever possible, I think we are best served to support people in purchasing and maintaining homes rather than allowing so much property to go to landlords-often absentee. Thank you for your work on future planning for Rochester!	2. The Placemaking Plan

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Online Form	The comprehensive plan fails to address the issues we already have with parking and the erosion of owner occupied properties. I live near Staybridge Suites and have seen a huge uptick in landlords from the burbs and beyond; they rent to students and people who have to have many family members/friends live with them to afford the exorbitant rents they charge. We already have a paucity of parking related to students; U of R employees and families with multiple cars. Additionally, during the week, Genesee St has 2 hour parking, many homes have no driveways and they must park on the side streets. I represent district 1 for the 19th ward community association and this is a complaint by those who live in this area. contrary to the city belief that people will walk many blocks to park, this does not pan out; it invites illegal parking.	2. The Placemaking Plan
Email	When discussing the proposed Low Density Residential District section, which many of us have interpreted as indicating that in keeping with the stated goals of 2. The Placemaking Plan “densifying”, that in addition to eliminating the reversion of abandoned non-conforming two family homes back to single family, the plan indicates the possible future allowance of an additional “subordinate” unit; in other words single family (one unit) can become two family (two unit) properties. You defined such a unit as merely an in-law apartment. You vehemently denied that the plan is going to allow conversion of single family properties into two or more units, indicating that the Vision 2034 Plan actually says that it will not. Therefore, to allay my, and others’ fears, please reference the text in the plan that says it will not allow conversion from single family to multiple unit. I only see the statement that double houses will not be built in a LDR district, which is a different thing altogether than conversion, and is consistent with “form zoning” wherein the appearance of a structure counts rather than the use.	
Online Form	The Low Density Residential neighborhoods should allow new construction of duplexes. They are hardly that much denser than single-family homes, and they can allow for more profitable development opportunities. Oregon got rid of single-family zoning across the entire state recently, and the City of Rochester should follow suit.	2. The Placemaking Plan
Online Form	The City has already gotten rid of parking minimums in downtown, and now it should follow the lead of Buffalo and remove them from across the City. Developers will build as much as they think is necessary, and the City shouldn't be requiring it when it only leads to less dense neighborhoods and less walkability.	2. The Placemaking Plan
Online Form	Love this plan! Love the focus on increasing density of City neighborhoods by making more multi-family parcels allowed. And it seems really smart to get rid of parking minimums, parking lots and driveways are ugly plus we all need to stop driving because of global warming anyway...	2. The Placemaking Plan
Online Form	Thank you for putting together this plan. I think there are a lot of good things about it, though of course nothing's perfect and I have a few thoughts. I'm a Young Professional, I work downtown and live in the 19th Ward, don't own a car and don't plan on it. I'm here for the long haul. As great as Rochester is, there are some big problems for people of the future generation which I'm a part of. Housing costs are rising and birth rates are shrinking, and we're more financially burdened than ever, and household sizes are half what they were 50 years ago. What this really means is we need to end the mantra of single family homes on separate lots with driveways and parking. I know only a handful of people who actually live that way (married with kids and multiple cars in a single family home) where most people under 40 are renting apartments, sharing housing-i live with 4 friends in a 5 bedroom house, because none of us actually wants to buy that expensive and unnecessary piece of property. I really think we need to upzone everything. At the very least allow duplexes in R-1. I can't see that being a problem especially because that's already how most neighborhoods are, there's always multifamily places on every street and they don't stick out. I do like that at least a few areas have been turned into r-2, but we need to do more of it, and allow duplexes in R-1.	2. The Placemaking Plan
Online Form	Another thing I'm really happy about is the call to eliminate all parking requirements. Those are really outdated too, only one of my 5-person house has one. And we don't have a driveway so he parks on the street and? Big deal! He knows that sometimes he won't be able to park right in front of the house. It would be really contradictory of the city to not remove all parking requirements while also claiming to be a leader in tackling climate change. Plus if developers don't have to build and maintain lots and garages, that makes housing more affordable for everyone from young people like me to families, to my 78 year old Grandma in beechwood.	2. The Placemaking Plan
Online Form	We would like to see urban agriculture and community gardens as an opportunity area in “PMP-6: Improve public parks, open spaces, public facilities, and waterfront access” that references the strategies and priorities laid out in the Urban Agriculture Action Plan.	2. The Placemaking Plan
Downtown Mtg.	Green Space - Inner Loop @ state has weeds in flower boxes Quick fix to maintain to beautify city	2. The Placemaking Plan

Submission	Comment	Relevant Section
Online Form	The City has a truly wonderful vision for Rochester in its Rochester 2034 Plan! We are asking the City to complete and fully implement its vision for the 'New Union Street' as part of its Rochester 2034 Plan by extending mixed-use zoning to the other half of Union Street. • On February 4, 2014 at a Public Hearing for the Inner Loop East Transformation Project, and in many public input forums afterwards, the City presented and shared its vision for a 'New Union St'. • We believe that the City has not fulfilled its promise to the original, existing, community on S. Union Street and needs to do so as part of the Rochester 2034 Planning and Zoning process. • The City promised a New Union Street and to-date has only implemented this vision on one side of the street. We believe that the City's Vision for the 'New Union Street' should include and be available to both sides of the street! • The City has a truly wonderful vision for Rochester in its Rochester 2034 Plan! Updating the zoning of the original, existing, side of S. Union Street in accordance with the Rochester 2034 Zoning Code and Zoning District Map will enable this side of the street to fully embrace and reflect the goals of the 2034 strategy as we develop and grow. • Extending Mixed-Use Zoning to both sides of the street enables this 'New Union Street Vision' for both sides of S. Union Street and completes the City's Vision for the Inner Loop East Transformation project.	2. The Placemaking Plan
Online Form	We have a beautiful Fredrick Douglass/Susan B Anthony bridge. During the day it looks great highlighting our river. That along with the court street falls and new promenade are places that draw people. But once dusk comes all these features are hidden. It would be great to have the Freddie Sue bridge and the court street falls lit so that they continue being iconic throughout the evening.	2. The Placemaking Plan
Online Form	I live in North Winton village where I moved 3 years ago after rit. I think this plan really reflects the future that we should have for Rochester. I live in a house with 4 people, and none of us own cars. We all ride bikes and take the bus everywhere. People my generation really don't want to drive cars and a lot of us can't afford them even if we do want them. So it seems like it would make the most sense in the world to not require any parking for future developments. There's already way more parking than there needs to be and nobody really wants to drive anymore anyway. We want better bus service and more bike lanes, and allowing more houses like duplexes and small apartment buildings in more places would really help that. None of us want big houses anyway, the only people my age that even live in houses like that is people in a situation like me, filling up a house with roommates so we can live cheaply. We definitely need more stuff with small apartments and studios and boarding house type places because that's where all of us want to live. Would be nice to have more options like that, like a lot of other cities offer.	2. The Placemaking Plan
Email	[Summarized] We submit that appropriate zoning for us would be R-1, low density. (A zoning map amendment for less than two acres that allowed Warfield Square to be built, in no way reflects the neighborhood as a whole. It remains completely incongruous and has already had a profoundly negative environmental/ecological impact on that part of the neighborhood, especially.) We have always been a working class neighborhood of small two & three bedroom homes. Our smaller homes have allowed for a high rate of owner occupancy and do not lend themselves to two family conversions or increased density. With 216 single family homes, nine doubles, and one multi-family home in A.C.E. we are more than 96% single family homes. We are advocating that our zoning be changed to R-1/low density. The current plan to zone A.C.E. as R-2, medium density, not only does not fit the character of the neighborhood, but would likely result in harming the whole neighborhood by allowing for over-crowding, inappropriate conversions, etc.	2. The Placemaking Plan
Email	Overall, some of the ideas are something of a dice-roll. If we re-zone large sections of the city but density increase does not ensue, where does that leave us? I suggest that changes be made incrementally, with a thought to how they may be rolled back if they backfire. For instance, a wholesale, city-wide rezoning effort is foolhardy, and instead should be implemented in test areas with strict metrics identified beforehand so that success or failure can be assessed objectively.	2. The Placemaking Plan
Email	Proposed zoning changes discourage owner-occupancy. This is a problem especially since our code enforcement is so lax as to be laughable. On most streets, owner occupants are the only thing standing between current state and total blight. Therefore, we need better incentives for owner occupancy, especially if we have fewer single family homes.	2. The Placemaking Plan
Online Form	(p. 108) Really? Making RPD the arbiter of entertainment permits? Again, let's de-emphasize the police's role in society.	2. The Placemaking Plan
Online Form	Do citizens have a say in the legalization of commercial uses of buildings in residential areas?	2. The Placemaking Plan

Submission	Comment	Relevant Section
Online Form	I would like to see the deck on Broad Street kept intact over the Aqueduct. This will preserve the interior space for a variety of uses including: community gathering spot, display of local products and corporate accomplishments and limited retail. This will be the only public space available to Rochester citizens especially during winter months when all the outdoor public spaces are not used because of the cold.	2. The Placemaking Plan
Online Form	BSU Aqueduct Transformation, Inc. stands seriously opposed to destruction of the Broad Street Aqueduct road deck and iconic upper arches. If the top of the landmark structure no longer exists there is no space that can be used for housing valuable community, educational and heritage preservation uses and which can provide new jobs. If the aqueduct is filled in, the Subway history will be gone. The notion of a year around river crossing being created can be achieved together with an open crossing by converting all or part of the deck into a green roof, like the NYC HighLine, and it will be at street level for accessibility and level with the North Terrace. A survey done by the Rochester Business Journal indicated that respondents strongly favor of saving the space below the deck. Once the the deck is gone, it's gone forever, and all the advantages which it provides.	2. The Placemaking Plan
Online Form	The recommendation to remove the deck of the Broad Street Bridge (project #45 on page 84) is a mistake for many reasons. It will disrupt traffic (especially if you make a curvi-linear Court Street to serve loading at the Arena (project #47) , eliminate private sector involvement and a potential private revenue stream, eliminate a weather-enclosed connection between the Arena and the Convention Center. It will not eliminate a river trail connection (if you can remove the entire deck, you can surely cut a hole into and out of the Aqueduct), and if you need a park, just put a green roof on top of the bridge. The money saved by not removing the deck (what \$9 million?) can be put into rehabbing the interior of the Aqueduct.	2. The Placemaking Plan
Online Form	The historic 1827 Ely Mill project is missing from the comp plan. This project consisting of waterwheels that pre-date the Aqueduct itself and also contains some of the earliest DC electrical equipment in the City is in the sub-basement of RG&E Station #6. It has the potential to be a tourist draw especially for the 200,000 who visit the Convention Center and the 500,000 who visit the Arena. It also can be part of the connection between the Aqueduct and Main Street which will be designed as part of the Aqueduct project. At a minimum, the comp plan should call for concept plans for the mill.	2. The Placemaking Plan
Online Form	My favorite pet project is the Norris Drive green street. Please keep it in the plan. It needs help and it is in my neighborhood!	2. The Placemaking Plan
Online Form	Even the fleatingest consideration of the destruction of the roadway above the Broad Street Aqueduct is ludicrous, unfathomable and amazingly foolish. Taking away a truly unique, world class opportunity, such as the newly rehabilitated (\$12,000,000) Broad Street Aqueduct replacing Midtown as our once warm and dry, year round hub and haven in this two and half season city, is a travesty, even a sacrilege. Constantly brought up by proponents of the only foolish portion of the wonderful "ROC the Riverway" project is "maintenance"! It's as though, for some reason, it is the most Important consideration in choosing any other project. "Broad Street Underground" will be an economically viable, cash rich, tax paying, project. It won't be a huge anchor that the economics of an open park space will that won't be able to lift. Maintaining a space 400 feet in length, 60 feet wide and 12 feet deep of fill bringing the surface up to grade will be a never ending and very costly nightmare. It is exactly what the city doesn't need. We need, as a city surrounded by the magnificent wine district of the Finger Lakes, a place to share our amazing history, our multiplicity of cultures, music and foods. We also need to celebrate our agriculture, our unique industries and excellent universities. We are the city of Susan B. Anthony, Frederick Douglass and George Eastman. Let's celebrate their accomplishments appropriately with in BSU. We are a city that literally changed the world. The city that also, literally, made Hollywood possible. "Without movie film there are no movie stars..." As part of our proposal, we can draw, from the yearly gathering of the movie industry to the second largest film festival in the world, just 95 miles away, all those who have benefited and would like to thank Mr. Eastman for his "magic picture film". Oprah, by the way, has three reasons to come here. Susan B., Frederick D., and George E. It would be a great tragedy to make such a grand misstep as to permanently limit us to being a provincial and profoundly under played backwater as some have called. We need to create a great and comfortable gathering site as every great city in the world must have. Do not scuttle what will be our starship to the future!	2. The Placemaking Plan

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Online Form	We spend half of the year under winter conditions. Lucky to have a historical structure that offers underground space to make a year-round gathering place for people of all ethnic backgrounds to have fun and variety of eating or locally made Beer and Wine. Please do not spend money to break the structure but spend it to restore and engage all groups of people to join hands and make this a unique destination for family fun. Atlanta underground used their old assets very well. We have lost the midtown plaza and now this structure is planned to be partially demolished and lose the old trolley bed forever. Fix and improve is a much better option. Please reconsider the plan with community input before final decisions are made.	2. The Placemaking Plan
Online Form	Why won't the city grass parcel 5?	2. The Placemaking Plan
Online Form	As the organizer of the Lilac Neighbors, I would like to comment on the color designation of my neighborhood on the Plan map. (1) On Mt. Hope Avenue, it is MEDIUM DENSITY ONLY from 1070 Mt. Hope southward. Otherwise it is LOW Density. Please correct the map to show LOW DENSITY from Castle Park to Furman Crescent. Castle Park and part of Reservoir Avenue are in the Highland - Mt. Hope Preservation District.	2. The Placemaking Plan
Online Form	On South Avenue, the map should show LOW Density from Reservoir to Highland Avenue. Please correct the map. These designations are very important to get right, since developers, under The Plan, could buy up several properties on a "transit street" and impose something akin to Gold Street Lofts on an otherwise low density neighborhood. I live between South and Mt. Hope Avenues. I shudder to think what could happen on those two avenues based upon the Plan and the Gold Street Loft precedent.	2. The Placemaking Plan
Online Form	There is no mention of the Psych Center Property in the 2034 Plan. That property is costing taxpayers money in terms of emergency calls for service. The owner cannot adequately secure the Terrence Building. The recent arson and break-in had 60 firefighters and multiple fire vehicles respond. Many RPD officials were also on scene. The owner refused to press charges on the trespass / arson, so this kind of event will likely repeat itself, all at taxpayer expense. The Plan needs to address long-term problems like the Psych Center. It is the elephant in the room. City of Rochester, Please Do Something.	2. The Placemaking Plan
Online Form	City Gate is no longer under construction. Please correct the map.	2. The Placemaking Plan
Online Form	What kind of fire station is planned for the Genesee River site? Would another Rochester Firehouse be closed in lieu of this new riverside facility?	2. The Placemaking Plan
Online Form	Parking remains an issue. It's easy to say that customers will adjust to finding a parking spot. An example given was the lack of parking surrounding Dinosaur Barbecue. There is a huge municipal parking garage diagonally across from Dinosaur. Why is the focus on the business and the customer? Please remember that residents in Low or Medium Density neighborhoods have to "adjust" to customers visiting businesses that don't provide adequate parking with blocked driveways and insufficient street parking for residents.	2. The Placemaking Plan
Online Form	Finally, the Draft 2034 is a monumental document. At times I felt that I was trying to drink from a fire hose. I restricted my comments to a neighborhood that I know intimately. Thank you for all the hard work and expertise that created this Draft Plan. Please consider my suggestions for changes.	2. The Placemaking Plan
Online Form	p. 35 - The buffering ideas (use parking) presented here are incompatible with the overarching theme of reducing parking. There will need to be more buffering ideas, whether they're liner/out buildings or landscaping. These other ideas will also need to be accommodated in the new code (with setbacks appropriate to their use as screening)	2. The Placemaking Plan
Online Form	p. 41 - 50% of American HHs had a car by 1920, so all of the named neighborhoods were designed with cars in mind. There needs to be more explicit guidance on low intensity commercial uses. I feel like a coffee shop is. Many neighbors might not. This is a difficult row to hoe. I very much like the idea of dropping or relaxing the design standards and the minimum lot sizes, though.	2. The Placemaking Plan
Online Form	p. 46 - The examples shown for medium density residential are all proposed to be allowed in low density residential. That means these photos are either disingenuous or should be denser.	2. The Placemaking Plan
Online Form	p. 49 - While it is true that modern materials and modern construction practices make it challenging to produce buildings that replicate traditional ones, another big driver of this is zoning codes and building codes. Many of the best classical buildings in the city would be illegal due to one or the other, and the whole point of this exercise is to at least relax the zoning that is preventing traditionally formed (if not styled) buildings.	2. The Placemaking Plan
Online Form	p.51 - I deeply appreciate the occupancy/use recommendation. Also, thank you for the shout out to Jay & Ames.	2. The Placemaking Plan
Online Form	p.55 - Trades are part of a problem beyond the architecture and development community. Many ideas are cut off as 'unbuildable' due to a lack of skills in the market. If the city could work towards addressing this as well, it'd be worthwhile.	2. The Placemaking Plan

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Online Form	p. 70 - I've tried to keep comments about the photo choices to a minimum, but there weren't enough institutional campuses in Rochester to have photos that we needed one of Albright-Knox?	2. The Placemaking Plan
Online Form	p.71 - The maps are nearly impossible to use digitally (as a PDF). An interactive version of this would be valuable for those not printing it.	2. The Placemaking Plan
Online Form	p.100 - I would consider softening the rhetoric on vacant land, considering that we are the people making it vacant. This will come up later, but leaving the sites more construction ready than as is the case would go a long way towards helping rebuild these sites.	2. The Placemaking Plan
Online Form	pp. 109-112 - PMP3d - This is overly burdensome and an end around to parking minimums. Just let there be no parking. PMP4a - I'd urge caution with the expansion of the form based code. It works downtown because of the lack of public input in the site plan review process. It would open up development to extensive additional NIMBYism in other places where the neighbors might disagree with the implementation of a particular form. PMP4d - Another idea is to work towards designs that work better with vinyl. Limiting building faces to 14' will eliminate seams and make vinyl look particularly attractive. PMP4j - There are serious issues with this idea at the state level in NY. I'm all for it, but changing it won't yield additional units. There's already no minimum unit size in the city (unlike in every single suburb and small town around it), but no one is building units less than the NYS statutory minimum of 400sf for obvious reasons. PMP4l - Why? If someone can make money building new mansions on East Ave on giant lots, why shouldn't they? Just like we really don't need a minimum lot size, we also really don't need a maximum.	2. The Placemaking Plan
Letter	With the adoption of this plan, zoning laws will be substantially altered. "Mixed-use areas" is the term used for places where residential neighborhoods flank business districts - like so much of the city beyond downtown proper. (A good example is in the southeast quadrant, with residential side streets surrounding the Monroe Avenue commercial corridor and the business sections of Park Avenue). In these areas, there is heavy spillover parking of business customers onto the residential side streets, which are already heavily utilized by apartment dwellers lacking on-property parking. Parking requirements placed on businesses now maintain at least some semblance of parking availability (negligible as it may be at peak times), functioning to place some limits on how much the spillover can clog up those streets. The plan's intent is to remove all parking limitations on commercial, mixed-use, and large-scale housing development in these areas [page 103] under the rubric of "flexibility" - which cannot fail to exacerbate already problematic parking situations, likely to a drastic degree. And an extreme degree of "flexibility" will certainly be necessary for current residents and business owners when the parking availability they've always relied upon evaporates. Large-scale housing developers will be able to continue converting larger buildings, or even building, without the development cost of tenant parking now. Neighborhood landlords will spy an opportunity to acquire and break up single-family houses into multiple dwellings without any parking burden, and residential homeowners will be confronted with declining property values as owners will listen to longtime customers telling them how they're sorry they don't get in much anymore, but the parking is just impossible now - they just have to go online or out to the suburbs. The first to get in on this game will be the only winners because any second wave will encounter a nightmare parking scenario and the specter of businesses declining or failed from the loss of vital nearby parking availability.	2. The Placemaking Plan

Submission	Comment	Relevant Section
Public Statement	Behind this dramatic action is a rationale, a "vision" if you will, for new circumstance in which our urban environment thrives. Here's some of the thinking, followed by the rebuttal: 6. Very popular local businesses that don't have onsite parking prove by their very success that parking challenges aren't really a big deal. People will make the effort when they like something. One of the businesses cited is Dinosaur Bar-B-Que. Now it's true they don't have onsite parking but there happens to be a city parking garage almost kitty corner to it, so it's no proof at all of that premise. More importantly, though - if every business in every commercial section were as big a draw as this cited hot spot, the city would be the greatest urban environment in the world! You can't take the most popular places in the city and use them as a model for what every other business should be able to get away with in the face of a parking nightmare. Most businesses are something other than that. They can do reasonably well with that modest share of renown a good place gets when it does something that brings people back. But lets get real: there is a definite limit to what people will put up with over and over again. Here's a fact from a major parking study of the Monroe Avenue area the City recently commissioned. Over 40% of customer respondents stated that on occasion they had come to the area to patronize a business, failed to find a parking spot, and just left. City centers are one thing. Downtown Rochester has public parking garages and commercial lots - as a fallback, or where you head for directly when you can't or don't want to hunt for a spot on the street (or simply know it's a fool's game) Neighborhood mixed-use areas have nothing of the sort. The only fallback, constantly called upon, is the residential side street. Broader awareness among city residents of this impending radical move could raise a sufficient hue and cry to remove it from the plan, but time is short. The City is putting an August 16 deadline on public comment. This is why we have taken the unusual step of making this public statement. However, in terms of public pushback against this extremely ill-advised measure, it's the timing of the City Council approval of the Rochester 2034 Plan that ultimately counts. Still, our research shows that the hardly anyone knows about this extreme transformation hanging over their heads. We therefore call on the City of Rochester to abate the public commentary deadline and allow for this situation to be properly publicized so that an informed debate can finally happen. Broader awareness among city residents of this impending radical move could raise a sufficient hue and cry to remove it from the plan, but time is short. The City is putting an August 16 deadline on public comment. This is why we have taken the unusual step of making this public statement. However, in terms of public pushback against this extremely ill-advised measure, it's the timing of the City Council approval of the Rochester 2034 Plan that ultimately counts. Still, our research shows that the hardly anyone knows about this extreme transformation hanging over their heads. We therefore call on the City of Rochester to abate the public commentary deadline and allow for this situation to be properly publicized so that an informed debate can finally happen.	2. The Placemaking Plan
Online Form	When delineating one-family, two-family, three-family and four-family housing a minimum square footage for each unit within the housing needs to be established -- else we end up with what exists in the NE Quadrant and elsewhere, built as two families being used to house 3 and 4 families	2. The Placemaking Plan
Online Form	The section on building heights in mixed use areas is positively delightful. The height feels right and is reminiscent of the excellent South Wedge and Village Gate areas, encouraging parking off in the back to buffer residential buildings can also help create a wonderful place. The height of these buildings offer a wonderful opportunity for beautiful rooftop spaces. These spaces offer great views of our city, especially when they are just above the treeline.	2. The Placemaking Plan
Online Form	Some areas of the City are "over parked". We should consider ceding land in areas with an abundance of parks (I'm thinking of Highland Park between South Ave and Mt Hope, especially compared to the rest of the park) to allow development of ideal streets and expand the tax base. While also committing to building/expanding parks in underserved areas. Sale of these areas could also fund investment in the rest of the parks.	2. The Placemaking Plan
Online Form	Alongside city investment programs for multi-family projects, the City should work to establish a framework that allows groups of individuals to build new housing stock in housing cooperative. Requirements could be placed on these for low-income and disability accessible.	2. The Placemaking Plan
Online Form	Alongside city investment programs for multi-family projects, the City should work to establish a framework that allows groups of individuals to build new housing stock in housing cooperative. Requirements could be placed on these for low-income and disability accessible. Relevant to strategies PMP-2b, PMP-4, HSG-4 and mainly HSG-5d.	2. The Placemaking Plan
Online Form	Place making recommendation #75. <3. Hardest part for me biking from Beechwood -> Center City.	2. The Placemaking Plan

Submission	Comment	Relevant Section
Online Form	Place making recommendation #97!! Build that pavilion. What a view that will be. Our city region is beautiful from a few stories above the treeline.	2. The Placemaking Plan
Online Form	the suggested decreasing parking minimums in Mixed-Use character zones. I feel that the plan makes a great case for adjusting the minimums in these regions in favor of using a parking assessment tool, which factors in anticipated use, potential impact, on-street parking, nearby shared lots, bike facilities, etc, (page 103).	2. The Placemaking Plan
Email	South Clinton: With the new categories of Flexible Mixed Use, Neighborhood Mixed Use, and Boutique Mixed Use, the categories of C1 and C2 in the new plan will be obsolete. Because of the character of the surrounding streets and properties, we recommend changing Alexander St. to South Goodman to Neighborhood Mixed-Use rather than any Flexible Mixed use. With the exception of ABVI and Betlem, most properties are 2-4 stories and not large complexes, fitting the description more in line with Neighborhood Mixed Use than Flexible Mixed Use. South Clinton Avenue from South Goodman to Beaufort was previously designated C1 for those businesses back up to residential areas. The businesses are small in nature (Cinema Theatre, Hairdressers, liquor store, small ethnic restaurants, Salvatore pizza) with buildings 2-3 stories, more in line with Boutique mixed use in that stretch of South Clinton Avenue. Allowing for high density housing or buildings taller than 3 stories in Neighborhood Mixed Use on that stretch of South Clinton will change its character. That portion of South Clinton from South Goodman to Beaufort should be limited in height to 3 stories so as to not dominate over the adjacent homes. The smaller commercial space has allowed ethnic restaurants to flourish and be sustainable. The 2-3 story buildings lend themselves to a walkable neighborhood. The change will preserve the feel of a small urban village. Two large housing complexes already serve our area: Pinnacle Place and with the new construction of 625 South Goodman. Any other large density housing will overshadow our walkable urban village.	2. The Placemaking Plan
Email	Entertainment as of Right: Allowing entertainment as a right is not conducive to taking seriously people's quality of life. We have seen incidents of establishments being allowed to play music to 2 a.m. as home owners and renters have their quality of life disregarded. It should not be a right, nor place more work on police to enforce. A hearing through zoning should remain to ensure neighborhood voices are heard in any decision that affects their quality of life such as entertainment hours. People living in apartments along a major street or back up to a business asking for entertainment, have a right to quiet enjoyment of life. It is not a "right" for a bar's entertainment to outweigh the tranquility of that community. People often choose to live on a major street for the easy access to transportation, but that does not mean their quality of life should suffer. The rights of renters and home- owners should be taken seriously and not subjugated to business interest when it comes to entertainment rights.	2. The Placemaking Plan
Email	The Southeast has seen an increase in parking deficit due to the expansion of Strong Hospital and the University of Rochester. Parking and Housing require careful planning restrictions. In Upper Mount Hope landlords have bought single- family homes and rented them out to 4 or more students, thereby creating a rooming house. Because many of our homes are historic built, before the automobile was fully integrated as a mode of transportation, the houses do not have driveways or can only accommodate two cars. Our streets do not have enough places for people to park. Landlords in our Southeast have paved over back yards to increase parking that has detracted from the available green space and loss of yards. The city plan needs to take into consideration that our Southeast neighborhoods are in close proximity to the University of Rochester where student housing is insufficient, thus students seek off campus housing and end up in our neighborhoods. We do not want to see single family homes turned into dormitories nor a proliferation of 4 family homes that are then turned into dormitories. As stated by the South Wedge Planning Inc., "Smart development includes parking restrictions and/or guidelines that protect the character of the neighborhood and all of the stakeholders". The same thing can be said of smart housing.	2. The Placemaking Plan
Email	Neighborhoods such as Browncroft should be considered as successful examples of quality urban living, and as desirable alternatives which attract people who would otherwise choose to live in the suburbs. Browncroft is not only aesthetically pleasing, it is walkable (not automobile dependent!), close to cultural resources, services, retail and public transportation. Comprised of over 670 residences, Browncroft is a large and flourishing portion of the city. Rather than altering successful and high-demand neighborhoods through zoning and planning changes, we believe that encouraging investment in, and redevelopment of, areas bordering high-demand neighborhoods would productively address Plan 2034's goals.	2. The Placemaking Plan

Submission	Comment	Relevant Section
Email	We are particularly concerned about proposed changes to the City's Zoning code, as applicable to areas such as our neighborhood, currently zoned as R-1. While we certainly would support changes such as making the definition of "family" or "related" more inclusive, and clarifying that activities such as maintaining an in-home office were permitted uses, we strongly believe that the following features of the current zoning law be maintained: - Whether called R-1 or "Low Density Residential", zoning should specify "single family residential" as the only permitted use. We believe that adding a second or subordinate residence to an existing single family lot would overcrowd and degrade neighborhoods, as well as decreasing green space and increasing runoff. - Prohibited commercial uses for such zones should be specifically described to avoid ambiguity. - Existing legal non-conforming uses should be permitted to continue, but future conversions should be prohibited.	2. The Placemaking Plan
Email	Browncroft was developed, and its integrity maintained for over a century, through restrictive covenants that pre-dated modern zoning. These covenants are still in effect, and their validity has been upheld by the New York Court of Appeals. We urge that their language regulating use be incorporated into any future R-1 or "Low Density Residential" code affecting Browncroft.	2. The Placemaking Plan
Email	Zoning, land use, and housing policies in our nation have a shameful racist legacy that carries through to today. Present day disparities in home ownership rates, intergenerational wealth, and community resources are the direct result of deliberate disinvestment in communities of color and outright discrimination against African Americans in our community. With that in mind, the city should adopt policies and decision-making tools (like a racial equity impact assessment process) that will help direct city resources and programs toward reduction of racial inequities. The city should value the goal of increased racial integration when evaluating potential zoning changes over the next 15 years, especially when considering proposed transitions from R1 to R2 zoning or allowing greater housing density in predominantly white neighborhoods. Given our community and nation's disgraceful history of racial discrimination, we should view with skepticism efforts to oppose more affordable housing in affluent and white neighborhoods in the city. In addition, we support the intention to develop a district-wide (RCSD) strategy to address race and cultural competence in hiring, curriculum and school environment. (SCC-1g)	2. The Placemaking Plan
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Email	Zoning changes and allowances would reflect the views of few individuals who will sit on committees selected by the administration and not the views of the community at large.	2. The Placemaking Plan

Submission	Comment	Relevant Section
Email	Parking will be a much greater issue in high density areas. The first question asked by prospective tenants to many landlords in our neighborhood is "is there parking". Rents have always been higher for properties that have parking. This does not mean we should pave our backyards, but the Plan hints as to approve such allowances. And as some put it, it will be the "wild west" when it comes to what will get approved [parking changes] without public input all to increase the tax base.	2. The Placemaking Plan
Email	The high cost to convert single family homes to multi-family dwellings will not yield returns on the investment. Owner occupied single family homes are the backbone to sound neighborhoods. Vacant zombie homes will increase.	2. The Placemaking Plan
Email	As we've already sent information regarding the ACE (Atlantic/Culver/E. Main) neighborhood & zoning I won't reiterate that information in this letter. While there are many interesting, progressive ideas in the sections of the 2034 plan that we have been able to review, this is a massive document with far reaching consequences if implemented. One of our mounting concerns is that it does not appear to support neighborhoods like ours: a working class neighborhood that is 96% small, single family homes. We believe that neighborhoods like ours are one of Rochester's most attractive features. For many years I have referred to this phenomenon as "Big city advantages with small town living". No one has ever disagreed, in fact, when I talk to people who have moved here from other cities they invariably agree and cite Rochester's "breathability". Currently, there is no shortage of housing here. Fewer people are selling their homes, so homes sell quickly. Home prices are within the means of many younger people who, now in their late 20's and early 30's are desirous of the stability and investment that home ownership brings. Even when our population was 30% greater than it is now, there was no shortage of housing. We need significantly more information on the intention of creating density, how that is beneficial, and, why the authors of the plan believe that it is viable. We suggest that there be a brief moratorium on presenting this plan to the Planning Commission and to City Council until there can be in-depth media coverage, public discourse that is not "guided", and opportunities to amend the draft that is currently available. Additionally, the plan appears to abandon many of the cultural aspects of Rochester that have traditionally made it attractive and to create an entirely new city. In the parts of the plan that we have been able to review so far, there appears to be nothing that addresses Rochester's greatest problem: the loss of "blue collar" jobs that paid a living wage. Density doesn't create jobs. Thank you for the opportunity to be part of the process.	2. The Placemaking Plan
Online Form	Overall, I support this plan as being somewhat progressive. However, there are a few issues/revisions that I would push. It is critical that we push to end all parking minimums completely. Society is rapidly moving that way, and progressive cities around the country and world are doing so. We currently have no downtown parking minimums and this must stay the same, and should expand through at least the mixed use areas of the city. Preferably the entire city. All driveway and residential parking requirements serve to do nothing but increase impervious areas, breed car centricty, increase cost of development, and limit development possibilities due to geometric requirements. If the city cares about climate change, affordable housing, bike/transit usage, and aging in place, there is no other correct option than removing all parking requirements. A parking demand model is simply a half-way-good stopgap option that really shouldn't be used.	2. The Placemaking Plan
Online Form	The minimum lot size requirements need to be at minimum adjusted to reflect the reality of the built environment (over 70% of lots are non-conforming with even single family housing, let alone the small multifamily that our city desperately needs. If a minimum lot size requirement is to be enforced, it should be no more than 1000 sqft per dwelling unit, possibly 3000 sqft at most for a sfh. And there should be no lot size requirement difference among 1-4 unit properties, as they are effectively the same massing and development style. This is critical for allowing reasonable development, most or all lot size requirements should be abandoned as long as a reasonable setback requirements are met.	2. The Placemaking Plan

Submission	Comment	Relevant Section
Online Form	Medium-density residential areas along the transit corridors are definitely a good thing, but I believe they should be widened to take in more land area, as well as be expanded to all major corridors even if they will not immediately be a Reimagine RTS route (such as Bay St, which is currently a bus route and could easily be reinstated as one in the near future if denser development were permitted, Atlantic Ave, Winton Rd, Merchants, etc). Perhaps define it by including all county route level streets to the definition of a 'transit-supporting corridor'	2. The Placemaking Plan
Online Form	Preserving existing multifamily- the text states that existing 2-family units in R-1 should be allowed to remain by-right even after abandonment/damage/etc, but this definition should be expanded to cover multifamily units >2 as well. At least up to 4.	2. The Placemaking Plan
Online Form	Transit- I do not agree with the outright dismissal of light rail transit options, which are far better than bus service in every way. The only reason they are not currently in Rochester is our crippling car centrlicity, and the expense is only seen as expensive due to anti-transit sentiment. It may not be our top priority but it should not be so harshly excluded. Ending car culture should be top priority	2. The Placemaking Plan
Online Form	I just heard about this plan and read through. I'm a small scale developer who has done some rehabs and really wants to help make the city better, but there are some big issues I see with the current zoning code and excited for it to change. It's hard to invest money into any r-1 neighborhoods because any of the neighborhoods with vacant land are too low value to break even on a single family build. Now, I could easily make a duplex work out and give people a good place to live for a reasonable cost, or even more ideally a 3-4 unit, but there's such limited area in the city. In addition, the lot size requirements for any sort of multifamily in the city are ridiculous. 12,000 square feet to build a modest 4plex? I'd need to buy 3 sometimes 4 lots, just to build 4 units on them. It's asinine. No lot size requirement for any number of units should be bigger than all the existing lots in the city. And the parking and driveway requirements are a waste, almost none of my tenants have cars so all that does is add cost to the build and make it harder to make the numbers work. My tenants all want good bus service, the 'medium density character area' should definitely be expanded to allow more development to occur.	2. The Placemaking Plan
Online Form	We applaud the use of character areas which will promote density, allow for more flexibility in types of housing and commercial uses, and, we hope, lead to a greater availability of affordable housing options, particularly within some of the stronger market areas. We also believe that multi-family houses and apartment buildings should be allowed by right on lots where there currently exist regardless of zoning designation and even in the case of fire or prolonged vacancy. With that said, we realize that there may be instances where it makes sense to deconvert a house. For example, a built-as 1,500sqft single-family that was awkwardly converted to a multi-family without adequate livable space to do so. Obviously, specific criteria would need to be established for making such a determination. We welcome the emphasis on increasing density along transit corridors. We hope this will lead to greater equity in our neighborhoods by way of a more robust and well-used transit system.	2. The Placemaking Plan
Online Form	Parking enforcement. It is not uncommon for a car left on the wrong side of the street for a short time to be ticketed on the east side, while the rest of the city has unchecked problems with cars that are parked in travel lanes, bus stops, handicapped spots, in front of driveways, and so on. While I support lifting parking minimums, a good portion of the opposition to it stems from concerns that it would result in more illegally parked cars.	2. The Placemaking Plan

Submission	Comment	Relevant Section
Online Form	The upper deck of the Broad Street Bridge must not be demolished due to the negative impacts that it would have on pedestrian, cyclist, and bus connectivity. 2. The Placemaking Plan Section 4B recommendation number 45 states, “Remove the upper deck of the Broad Street Bridge...” even though the future of the Broad Street Bridge is supposed to be determined by a study. The city needs to take a serious look at the drawbacks of this plan before rushing to implement this pet project. This proposal conflicts with the plan’s emphasis on a walkability, bikeability, transit improvement, and historical preservation. The removal of the upper deck would remove the recently-created bike lanes. Broad Street is one of only two east-west through streets that connect west of downtown. It is against good urban transportation principles to restrict traffic to a single arterial. Broad Street is used as a bus route in the Reimagine RTS plan, and it is essential to bus operations when Main Street is closed. Cyclists and pedestrians who currently proceed straight on Broad through Exchange Street and South Avenue would now need to make four turns to make a detour using Court Street, thus exposing them to more conflicts with car traffic. While pedestrians could, in theory, still use the Broad Street Bridge after a removal of the upper deck, the reality is that most pedestrians would not climb the approximately twenty-foot of stairs that will be needed to scale the grade difference between the east and west banks at Broad Street. While the city touted that the recent two-way conversion of a portion of East Broad Street would make downtown more navigable, the gains made by the two-way conversion would be more than erased by the creation of a gap between the east and west portions of the street. A removal of the upper deck would destroy a major remaining portion of the historical Rochester Subway. Since a new plaza would cover over the trackbed/ aqueduct of the lower level, it would essential destroy the historical structures of the Erie Canal as well. The city must place a higher priority on day-to-day connectivity for downtown workers and residents than it does on making connectivity between recreational plazas. I recommend ROC the Riverway’s emphasis on creating and improving pedestrian and bicycle connections, especially in neighborhoods that currently have poor connectivity. However, the removal of Broad Street’s upper deck would be a net negative for pedestrians and cyclists. The upper deck of the Broad Street Bridge must be retained, and alternative connections between plazas be made either on the lower level of the Bridge or on the South Avenue side of the Rundel Library building (which is only a short distance from the connection that was proposed in ROC the Riverway). The argument that a removal of the upper deck of the Broad Street Bridge would bring about economic development rings hollow in light of the loss of Thomson Reuters. Not only did the promise of landscaping efforts fail to keep Thomson Reuters, any positive effects of the decapitation of Broad Street will be more than outweighed by the economic loss due to the departure of Thomson Reuters.	2. The Placemaking Plan
Online Form	The 2034 Comprehensive Plan is a great document, and I fully support the direction it guides the city. Below is my feedback and suggested edits. Thank you for your consideration and your hard work, it's really appreciated. I like the new plans to allow more dense housing development in the city. I think this is especially vital on transit corridors. Reimagine RTS will give more people the option of going care free, and the new frequent network is a great opportunity to create density by using space that would normally be allocated to parking. I would encourage the city to expand opportunities to build dense housing on any street is wide enough to support a bus line, not just the current lines proposed in Reimagine RTS. In the coming decade we will pass some sort of carbon tax, either at the state or federal level. This will both create a funding opportunity for more bus lines, as well as make owning a car more expensive which will result in increased bus ridership. It'd be a shame if we couldn't support these new riders with good housing options along the new lines. I support using all the tools available to increase density, including lowering minimum lot sizes and doing away with parking minimums. I think there is a lot of unfounded anxiety about high density neighborhoods and their ability to attract residents. I recently purchased a new home in the Marketview Heights Neighborhood. This will be my "forever home" and I plan to live there as long as I'm able to live independently. I'm 40 years old, so I'm hopeful my house will be my home for the next 30 years. I paid \$95,000 for my new house. It was a competitive bidding process, multiple people wanted the opportunity to live there. My new neighborhood is zoned R2. My new house does not have a driveway. But neither of those two factors deterred people for bidding on the house. I work for Rochester Regional Health and commute to work by taking the number 33 bus every day. This move allowed me to sell my car, saving me \$350 a month in car payments, insurance, fuel, etc. That's money I'm not happy to spend locally, furnishing, decorating and improving my new home. I think there is a lot of pent up demand for housing without parking that is near bus lines. Who wants to shovel out a driveway every day? I really want to encourage the city to expand the opportunities for others to live near bus lines and go car free.	2. The Placemaking Plan

Submission	Comment	Relevant Section
Online Form	Re: Strategy 2A. PMP-2e. In the future zoning district reflective of the Low Density Character Area, re-legalize existing two-family homes (as-built or converted) as of right. Comment: No problem with existing as-built two-family homes. Existing conversions however should be looked at situationally against a set of criteria. Some are code-compliant and acceptable. Some were done so poorly that they may not meet NY Building Codes. During my tenure on the ZBA we were once asked to approve a make-shift conversion of a modest house whose total square footage was 950. While we agree that a range of housing options is desirable, those options need to meet some minimum standards. BTW the more common ZBA issue was typically a 3-unit conversion of a larger Park Ave. area home.	2. The Placemaking Plan
Online Form	Re: 2A. PMP-3b. Re-legalize the use of as-built commercial spaces as offices and specified types of commercial uses in all residential zoning districts. Comment: Disagree. Offices are OK, but not carte-blanch for other commercial uses (without seeing the specified types of commercial uses). The fact that re-establishment of abandoned commercial uses in Residential districts requires Planning Commission approval of a Special Permit has been the only avenue the community has been able to use to slow the proliferation of mini-marts. There are multiple examples, the most memorable being 599 Chili Ave. 419 Thurston is a case in progress. (details on request) Forcing a Planning Commission approval with its public hearing gives community input to the approval process. The 6 SW commercial corridors have commercial vacancy rates from 9% on Genesee to 24% on Jefferson. We would not encourage commercial uses in residential areas when there are ample vacancies in the mixed-use corridors.	2. The Placemaking Plan
Letter	I would like to ask that the City consider two additional items to the Vision 2034 Plan relative to Maplewood: 1. Establish recreational services/site within Maplewood (Note: LaGrange is across the tracks on the northwest site so the majority of Maplewood youth cannot get there or will go there) and Edgerton Rec is too far to the south for our children to walk to and 2. add exercise stations along the trail in upper Maplewood Park along the Gorge Trail similar to that at Corn Hill. A model to reference would be Ithaca, NY along the outlet from the lake	2. The Placemaking Plan
Letter	The City in keeping with the stated goals of "restoring critical population mass" is calling for the elimination of the reversion of abandoned non-conforming two family homes back to single family. What is the City's justification for this? Many of these converted homes have no CofO (and the owner is not in residence) and have been purchased for purpose of income property. Many of these properties are causing issues in neighborhoods with tenants in/out, properties not maintained, properties potentially presenting a health and safety risk, etc. Also, in the plan there is a statement that "double houses" will not be built in a LDR district, which is different than conversion, and is consistent with "form zoning" where in the appearance of a structure counts rather than the use.	2. The Placemaking Plan
Letter	The plan references the possible future allowance of an additional "subordinate" unit; in other words single family (one unit) can become two family (two unit) properties. The plan gives an example of a "subordinate unite" as an in-law apartment. However the plan does not define what else would be defined as a "subordinate unit: Why is this not clearly defined in the plan?	2. The Placemaking Plan
Letter	I am excited to see several items in the plan that specifically apply to Maplewood: -The reference to the Maplewood Library enhancement though I would like to see changes/upgrades expanded to include footprint changes, community rooms/space, accessibility (physical and language) and parking -Redeveloping the LaGrange recreation and sports fields site -Maintenance and upgrade of the Kings Landing Cemetery Establishment of a proposed new Fire Station at King's Landing with Rescue Boat capacity since Kodak had previously provide d the emergency response boats when fisherman and hikers were injured in the gorge in the lower falls/Maplewood area. I assume that this is not instead of the Dewey/Ridgeway Fire Station and that the station would remain. If the City's plan is to close that station, there needs to be a conversation with the neighbors, and business about the plan and the implications to the community. Also, the plan should clearly state that this is the intention of it.	2. The Placemaking Plan

Submission	Comment	Relevant Section
Email	We oppose the draft Rochester 2034 Comprehensive Plan in regard to zoning code. In particular, we do not support 2034 recommended primary uses in medium density residential areas such as Lock 66 Neighborhood. We are disheartened that the City would even consider “strategies for encouraging more four-family buildings and other small-scale, incremental development.” At a community engagement session held at Cobbs Hill Park almost two years ago, we were asked to describe the character of our Monroe Avenue area neighborhoods. Words such as “eclectic” and “walkable” were stated in reference to Monroe Avenue neighborhoods. No residents said or heard anything about encouraging density and unfettered development. How did we get from input of “eclectic” and “walkable” residents comments to the outcome of City’s draft 2034 Plan “four-family buildings”? Residents and neighborhoods in the City are already struggling in the current economy to preserve our remaining limited resources. The character of our neighborhoods is important to us. Density will destroy the fabric of our Monroe Avenue neighborhoods. Our neighborhood houses a symbol of the unbalanced struggle between urban citizens and developers: the Monroe Theater. From the residents perspective, developers are often government supported or at minimum favored by government. The Zoning Code should be a tool residents can use, not another tool used against us. The Zoning Code should be a tool to balance development and residential character. We would encourage the City of Rochester as a next step to have a new series of public comment meetings to share feedback you received about Plan 2034. We also recommend that the City hire more building/code inspectors and have a more transparent process for appointing Zoning Board members.	2. The Placemaking Plan
Online Form	There were several initiatives and recommendations that MNA would strongly support on behalf of not only our community, but the city as a whole. In no particular order of importance, they are: Section B Future Land Use – Other Place Making Recommendations: -Page 83: -#13 - Implement the various recommendations of the Mt. Read Boulevard Corridor Study. -# 14 - Redevelop LaGrange Park including ball field reorganization and enhancement, property acquisition for expansion, and overall park improvements. -# 15 - Per the Rochester Public Library Branch Facilities and Operations Master Plan, upgrade the Maplewood branch to serve as an immigrant and refugee service hub. Include new and expanded programming, redesigned interior space, and expanded parking opportunities. Explore options to expand, co-locate relocate the facility. -#18 - Establish a fire station and boat house in the King’s Landing area of the river. This facility would include sheltered and secured boat storage and lift equipment to allow for faster response times. -#19 - Continue to partner with Eastman Business Park on implementation of their master plan. The City’s land use, mobility, public access to the river, and other placemaking objectives should be incorporated into the plan. -#20 - Develop a river-oriented nature center at the Maplewood Training Center site in Maplewood Park. The center could be part of a larger network of river and urban ecology-oriented facilities along the Genesee. -Page 84: -#27 - Develop a car top boat launch/landing for canoes, kayaks, etc. in Maplewood Park. -#29 - Identify alternatives for creating bicycle connections, whether on or off street, linking existing and recommended segments of the Genesee Riverway Trail and providing a safe alternative to current conditions on Lake Ave. -Page 88: -#91 - Per the ROC the Riverway initiative, when separate bicycle and pedestrian paths exist, or when sufficient parallel space exists next to the trail, groom a path for cross country skiers and/or snowshoers to help activate the river during winter months.	2. The Placemaking Plan

Submission	Comment	Relevant Section
Online Form	MNA Supports: Section B Parks, Recreation + Open Space: -Page 296: -PR-4g - Support community efforts to celebrate parks and direct residents to parks, such as the Southeast Area Coalition's--Playfinder program, the Maplewood Neighborhood Association's Gorge Guides, Conkey Cruisers weekly community bike rides along the El Camino Trail, etc. -Page 297: -#PR-5b - Target infrastructure investments within existing parks, trails, and recreation facilities to areas that need improved access for people with disabilities, particularly Washington Grove, Lower Falls Park, and other areas of the Genesee River Gorge. -#PR-5c - Complete the Genesee Riverway Trail along the entire river corridor and improve and enhance its connectivity to the surrounding communities and other local and regional trails. -#PR-5d - Implement a Safe Routes to Parks and Recreation strategy that better connects parks and recreation facilities citywide for people who bike, walk, or roll.	2. The Placemaking Plan
Online Form	However, the MNA would be negligent in our responsibilities and commitment to our community if we did not express our concerns in some aspects. Section B Future Land Use – Other Place Making Recommendations: -Page 83: -#14 - Redevelop LaGrange Park including ball field reorganization and enhancement, property acquisition for expansion, and overall park improvements. -#15 - Per the Rochester Public Library Branch Facilities and Operations Master Plan, upgrade the Maplewood branch to serve as an immigrant and refugee service hub. Include new and expanded programming, redesigned interior space, and expanded parking opportunities. Explore options to expand, co-locate relocate the facility. -The MNA advocates for a better and more user-friendly community center and recreation center. While expanding the current LaGrange location maybe plausible it lacks accessibility, and functionality to the majority of the Maplewood community. The current location at LaGrange does not meet the needs of the children and families of the Maplewood community. Also, the limited scope of the expansion of the Maplewood Library seems to lack a vision that would benefit and enhance the residents of the community as a whole. As a suggestion, what about a collaboration of concepts?	2. The Placemaking Plan

Submission	Comment	Relevant Section
Online Form	I first request that city residents be given more time to comment and be engaged about their feedback. I haven't been able to get through all 500 pages of the plan and am relying on others interpretations for many sections. The main issue area that I'd like to address is a push back on the proposed Middle Neighborhood strategy for neighborhood development. My neighborhood is defined as half middle market and half weak market. Beechwood and it's neighborhood coalition are fighting to slow gentrification the displacement it is causing. This neighborhood will increase in value without assistance from the city or from employee incentive programs. In the last 5 years, Beechwood housing prices and rents have skyrocketed. Just in the last year my own home has appreciated in value by 8% Instead, we - a city with extremely high poverty rates - should be investing our public money into lower income, weak market neighborhoods that have been historically disinvested by our government due to institutional racism. Not investing in weak market areas because the city won't see the same rate of return as in middle market areas, is not an acceptable justification. My question is, if we get more tax revenue from increase property values, but indigenous residents were pushed out in the process, who then is this increased tax revenue benefitting, but transplants here from suburbs and universities. It's time to reverse our development practices that have their roots in racism and begin to right the wrongs committed against communities of color by investing in weak market neighborhoods instead of "repositioning them for development" that is not housing related. This is about justice and I would like to see justice be our top priority as we lay out our way forward for the next 15 years.	2. The Placemaking Plan
Email	The draft of the Rochester 2034 Comprehensive Plan is very disappointing. It establishes the basis for the revision of the City's Zoning Code in a way that will favor unrestrained real estate and business development over a balanced approach to the preservation and expansion of viable residential neighborhoods. We are concerned about the breakdown of balance because healthy residential neighborhoods provide the context for successful urban ventures of any sort, such as landlord, retail, and commercial businesses. Along the Monroe Corridor, we have seen for years how developers and owners of new businesses, large and small, want to maximize their short-term returns on investment by transferring costs to the City and surrounding neighborhoods. They seek support through various City and County cash-based programs and by transferring non-cash costs to nearby businesses and surrounding neighborhoods. They wish to appropriate, for their own individual advantage, the very resources that make the residential areas attractive to small business, renters, and homeowners. These resources include parking, residential density, open space, and current businesses and services. We would like to see revisions to the draft of the Comprehensive Plan that recognize the need to adjust the Zoning Code in various ways but which also recognize the need for a strong Zoning Code that balances personal greed with the longer term needs of a viable city.	2. The Placemaking Plan

Submission	Comment	Relevant Section
Email	The Park-Meigs Neighborhood Association Board of Directors (PMNA) reviewed again at its August 2019 meeting the progress to date of the 2034 Plan Comprehensive campaign for adoption. Members commented that they generally liked the wonderfully comprehensive scope of the Plan citing in particular, support for the Beautification, Arts & Culture, and Historic Preservation. PMNA notes that our general area (Union Street eastward to Dartmouth Street & Monroe Avenue to East Avenue with Prince Street and Strathallan Park) is perhaps the busiest NA area in the City for new construction and remodeling (see hearing records for ZBA, Planning Commission, Preservation Board). Several recent projects (Strathallan Hotel, Century Club, Genesee Hospital Campus currently, RSMC, George Eastman Museum, the Alexandrian apartments, Marriott Hotel, Genesee Valley Club expansion, Lyric Opera House for example) to name only a few are ahead of the curve for rebuilding the City and yet co-exist quite well with a very strong residential neighborhood comprised of condos, studio to 4-bedroom apartments, senior housing, single family housing, owner occupied 2 & 3-family houses, converted mansions, higher density 4 to 10 family dwellings, and many high-density structures of 20 to 100 units. The apartment rental costs start at \$500/m to \$2,500/m in an area where millionaires live side-by-side with workers of all classifications, retirees, poor people. To be brief, the PMNA area is most likely the neighborhood that is closest to mirroring the national demographic statistics (see City-data for actual census data). The PMNA is already very dense with an average 5 apt. units per individual structure. There doesn't seem to be any available open space for new construction without removing the few areas of greenspace that currently exist. Removal of parking requirements City wide would over stress the Park Avenue area generally and in particular, the PMNA area. On-street parking has exceeded the 90+% usage rate for the past 50 years. Most rear and side yards are illegally paved over which eliminates healthy recreational and greenspaces. The PMNA currently takes the brunt of the East End entertainment area (most businesses do not have on-site parking demand with numerous bar/restaurant goers filling our side streets near East Avenue. The ensuing commotion from these patrons is a constant quality-of-life annoyance and policing issue.	2. The Placemaking Plan
Email	PMNA currently has several small-scale business areas interspersed with boutique zones which are very fragile with a high rate of turnover. The Monroe Avenue business corridor has a similar problem of non-support for businesses other than lifestyle-oriented (hair salon, tattoo shops, smoke shops) or food purveyors (fast-food, take-out shops, etc.). Any expansion of building sizes would seem to require demolition of residential housing on the side streets, a prospect that PMNA will vigorously oppose. PMNA is unable to review the proposals for the redevelopment of business areas without the "Business Corridor Study" and therefore must withhold any support until the report is made available for a reasonable period of review and comment (45 days).	2. The Placemaking Plan
Email	Higher residential and employment density are necessary ingredients for a robust public transportation system and a more vibrant community.	2. The Placemaking Plan
Email	As stated in our April 2018 ROC the Riverway feedback, we have concerns about the proposed removal of the Broad Street Bridge road deck . Removal is listed in Area 4, Section B "Parks, Recreation + Open Space" placemaking recommendation number 45. It is our understanding that the future of the Broad Street Bridge would be determined by a study. We believe a thorough review process that engages many community stakeholders is appropriate before taking any such action. Downtown only has two major east/west surface streets that traverse downtown entirely - Main Street and Broad Street. If the road deck of the Broad Street bridge is removed, it could have negative implications for east/west access, not only for pedestrians and cyclists, but also for public transit. Rochester-Genesee Regional Transportation Authority and many other stakeholders should be included in a planning and discovery process to determine whether this proposed action is prudent.	2. The Placemaking Plan
Email	In the Placemaking Plan, many new trails and connectors are proposed, but better maintenance of existing trails is not. The current multi-use trail system was created many years ago, in an inspired and farsseeing project that was ahead of most cities. That trail system is showing its age. Some of the proposed projects call for expanding and widening parts of the existing trails, which will be extremely useful. If the trail system is to be of continued use, it must be maintained. Portions of it are very unpleasant to ride, pose tripping hazards for joggers and other pedestrians, and some are in such poor condition that they create ADA concerns. The City trails are no less a part of the City's transportation system as other roads. As with our comprehensive road network, for the trail system to be used and reliable, it should be regularly evaluated and repaired, repaved or reconstructed. We recommend adding a strategy for evaluation and maintenance in the PMP portion of the plan.	2. The Placemaking Plan

Submission	Comment	Relevant Section
Online Form	Page 43: Careful with the word choice. There's WAY more at work here. Unless the regional attitude about cars changes massively, there's no guarantee that density alone solves storefront occupancy issues.	2. The Placemaking Plan
Online Form	Page 48: While an aesthetic improvement, unless parking provision in zoning is more tightly governed with maximums, this won't change the overall land use dynamic or address sustainability of transportation. Could also go a step further and limit access points per Street Design Guide. See latest North Winton for an example where the extra curb cut is simply unnecessary.	2. The Placemaking Plan
Online Form	Page 54: You may be getting trapped by using terms like low/medium/high. I'm seeing huge houses as examples of low density. Have to disagree with the exclusion of duplexes. Done properly, they absolutely fit the character of these example areas, save Browncroft.	2. The Placemaking Plan
Online Form	Page 56: A five unit cutoff between medium and high distorts the meanings of those terms. Small apartment buildings, along with other 'missing middle' solutions belong dispersed within the 'medium' density areas described on the previous page (radial band). Also, the apartment complexes cited are terrible examples of inefficient suburban form that mandates car ownership (often for those who can least afford it). They should be the non-conforming uses of the future.	2. The Placemaking Plan
Online Form	Page 62: Correct, so why those examples on the previous page?	2. The Placemaking Plan
Online Form	Page 110: I hope we really stick to this to avoid abuse of overlays that aren't consistent with the aspirations of a character area. An egregious example is the O-LH put on Mt. Hope Avenue despite regional importance of the corridor (proximity to Collegetown/Hospital).	2. The Placemaking Plan
Email	We saw the summary presentation about Rochester Plan 2034 and have concerns about the effects this plan could have on long-established neighborhoods. One concern is the possibility of having more buildings of five or more stories in areas along the Mt. Hope AVE, South AVE, South Clinton AVE corridors near existing residences and small businesses. The apartment building under construction on Mt. Hope AVE at Gold ST is a prime example of how this will adversely affect the neighborhood. The neighbor to this building cannot safely exit her driveway due to the building wall blocking her view.	2. The Placemaking Plan
Email	Another concern is the concept of entertainment as a right in this plan. Businesses like the new beer park on South Clinton raise concerns about what the City would allow if there were not opportunity for the neighborhood to contest individual plans for indoor and/or outdoor entertainment.	2. The Placemaking Plan
Email	A third concern is the concept of flexible parking requirements. In a few cases, this might work to everyone's advantage. However, the assumption that customers will walk or take public transportation is too optimistic in this day and age. People will still want to drive to the businesses or apartments. Public transport in Rochester is not what it was in the early 1900's when motor vehicles were much less common. Please carefully consider all the possible problems that could arise from trying to increase the population density along the selected corridors.	2. The Placemaking Plan
Online Form	Regarding plans for rewriting the zoning code and rezoning city neighborhoods, 2034 does not mention how this will be prioritized. We believe that areas currently targeted for development—as highlighted on the City's new website promoting potential development parcels—should be highest priority for rezoning. With the Port of Rochester being one of those parcels, we are very concerned about the urgent need for revisions to the Marina District Zoning Code, particularly regarding the allowance of high-rise buildings that would significantly impact the land stability around the marina and also illegally interfere with the U.S. Coast Guard's regulations pertaining to the 84' high and 105-degree wide Arc of Visibility required for the Charlotte-Genesee Lighthouse. At the time that the M-D zoning code was adopted, the Lighthouse was not working; it is now and is therefore governed by those regulations for visibility of a working lighthouse. We did not see any mention in 2034 about dealing with abandoned property such as the CSX railroad tracks that run through Charlotte and significantly impacts access to surrounding areas and the ability to develop those spaces.	2. The Placemaking Plan

Submission	Comment	Relevant Section
Email	Mount Hope Ave.: We recommend setting the southern boundary of the proposed Downtown Mixed-Use zoning designation (with no height limitations) north to use I-490 as its southern boundary. The South Wedge is currently effectively cut off from Downtown, and pedestrians cannot currently walk downtown to MLK Jr. Park or the Strong Museum of Play, particularly seniors and children. When the infrastructure is connected, there might be justification for extending Downtown Mixed Use to the South Wedge. But it is premature to allow these uses without the connectivity. We do support changing the currently proposed Downtown Mixed-Use and Flexible Mixed-Use areas on Mount Hope to Neighborhood Mixed-Use to support the Initiative of Reinforcing Strong Neighborhoods and maintaining the neighborhood's historic character, encouraging walkability, and enhancing a neighborhood environment. However, we want to discourage the incentives for developers, who have already bought up portions of Mount Hope Ave., to demolish the two-story former industrial buildings the Plan intends for adaptive reuse and build more intrusive buildings that are allowed as of right. These arterials directly border single family, two story homes, where allowing building higher than the current three stories would significantly impact the neighboring residential homes.	2. The Placemaking Plan
Email	South Ave: We support the proposed designation of Neighborhood Mixed-Use, except south of Caroline Street, where the houses are primarily owner-occupied single-family houses, up to Highland Hospital for the reasons above.	2. The Placemaking Plan
Email	South Clinton Ave.: The Plan proposes Flexible Mixed-Use from Byron St. to Meigs St. We urge limiting Flexible Mixed-Use to the areas between Byron St. and Alexander St. and from Gregory St. to Meigs St. because of the larger-scaled buildings in those areas. Due to the character of the surrounding properties and streets, we recommend changing the area between Alexander St. and Gregory St. to Neighborhood Mixed-Use along with the Plan-proposed 780 S. Clinton to Beaufort St. Making this adjustment will help preserve the urban village character in the mix of smaller buildings and homes.	2. The Placemaking Plan
Email	Residential areas: The Plan proposes Medium Density Residential for nearly all of the South Wedge and notes on page 45, "The City should explore strategies for encouraging more four-family buildings..." The City may be surprised to learn that a survey by members of the Community Engagement Committee (using the City Property Information site) found that South Wedge homes are predominately single-family and owner-occupied. The housing stock is old, homes are close together, and many do not have driveways, which creates a higher level of density. There are duplexes and some multi-family homes throughout the neighborhood, but they are not the norm and many of those were built-as doubles. To preserve stability and homeownership, we recommend that areas currently designated R-2 and R-1 be designated Low Density Residential. This neighborhood is already suffering the impacts of its proximity to the University of Rochester and other colleges, where absentee landlords purchase homes, rent them to students, and they have become de-facto illegal boarding houses. Development along the corridors encourages multi-family units, but the quiet, residential character of the side streets should be maintained.	2. The Placemaking Plan
Email	Height Guidelines: SWPC's Community Engagement Committee recently submitted a proposal to the Zoning Department for a three-story Limited Height Overlay on an important portion of Mount Hope Ave next to areas with historic designation. It was denied. We are adamant about maintaining a three-story height limit for Neighborhood Mixed-Use buildings adjacent to residential properties. Not only are higher structures out of character in the general South Wedge neighborhood, but they loom over surrounding two-story houses blocking light and visibility. The five-story Gold St. Lofts building is an example of this. This will assist the Plan Principles of preserving Historic Character and valuable assets and infrastructure, and design at pedestrian scale. To that end, we do not support conversion of the currently R-1 building at the corner of Mount Hope Ave. and Cypress St. to Boutique Mixed use, as it is nestled in a residential area, bordering two-story R-1 homes and a Preservation District.	2. The Placemaking Plan
Email	Parking: As noted above, the South Wedge is comprised of housing stock that is historic and predates the automobile, so many structures do not have driveways. Conversions of large single-family homes into apartments has created a shortage of parking spaces on many of the residential streets. While the City is promoting walking, biking, and public transit, it is unrealistic to think that all the new people moving in along the main arteries will get rid of their cars. Parking shortages are already an issue with student housing. We believe that smart development includes parking restrictions and/or guidelines that protect the character of the neighborhood and all of the stakeholders. We strongly object to the current trend where Planning Commission decisions have allowed the paving over of back yards in residential areas for parking. Should the transit situation change to significantly affect this in the future, the plan can then be revised to address this.	2. The Placemaking Plan

Submission	Comment	Relevant Section
Email	Entertainment: Out of concern for the lack of information about how permitted entertainment works with the Plan proposals, our ability to comment on the uses allowed in certain Character Areas is limited by our fear of the impacts for residences and other businesses next to areas where entertainment is allowed. There has been change from long-time enforcing and the process of permitting entertainment through Zoning to solely enforcing and permitting by Rochester Police Department. We have no clarity on the Plan entertainment uses and restrictions. For example, would entertainment of any type be allowed inside or outside for a building/property in Boutique Mixed Use or Neighborhood Mixed Use? If a property is already allowed to have entertainment as a special permit, it will now be allowed to have entertainment as a permitted use as of right without regard to indoor or outdoor, proximity to neighboring homes, etc. We understand that limitations are unlikely to be put on a new RPD entertainment license applicant, because it is generally not until after a use has begun that problems are apparent.	2. The Placemaking Plan
Email	Accessory Dwelling Units: We support permitting these only as long as the owner continues to live at the primary residence. To do otherwise incentivizes investors to purchase properties and live there only so long as to convert garages for student, Air B&B or other rentals and then move away, leaving the neighborhood to the consequences of non-traditional uses of an ancillary structure. Such a structure is generally in the back of a property, closer to a neighbor's private yard/space and more intrusive. For this reason, as well, we do not support the conversion of the two-story second story.	2. The Placemaking Plan
Email	Upper Monroe Neighborhood Association appreciates the great amount of effort that has gone into creating the Rochester 2034 Plan draft. The sheer volume of the plan makes it difficult for any group to comment on the entire plan. After careful review of the plan, we hereby voice our strong opposition to several key points we find stand out as particularly harmful to the residents of Upper Monroe Neighborhood in particular and as well as the entire City. We are especially concerned about proposed changes to the City's Zoning code as it would apply to areas currently zoned R-1. Rochester has a poverty and job opportunity problem, not a housing shortage problem. Before the days of urban flight, our housing stock accommodated one-third as many more residents as it does today. We are not NYC, Boston, San Francisco or similar large cities dealing with a true shortage of housing. In fact we all know numerous people who have returned to Rochester over the last 10 years, after living for 5 – 10 years in large cities. They have returned specifically to escape the noisy, dense housing; overcrowded public transit; inconvenience of not affording to own/drive a car or easily park in a large metro area; and desire to build equity by purchasing affordable single-family homes in quiet urban neighborhoods. We also know of numerous people that have moved in from Rochester suburbs, only to sell and move back out a few years later. They have fled the city after an unexpectedly short few years due to the noise and nuisance issues and inconvenience that they didn't expect when moving into the Park Avenue, Upper Monroe and other neighborhoods. It was their close proximity to homes that have been divided into multiple apartments over the years that they cite as the cause of their flight back out. Those multiple-unit properties often have absentee landlords and more nuisance and noise issues than single-family owner-occupied homes. We urge you to keep our R-1 areas zoned for single family residential use. Do not change the character of our neighborhoods, do not usher in more density which we firmly believe will degrade our neighborhoods, make the city less attractive for our existing and potential new residents, and ultimately reduce property values.	2. The Placemaking Plan
Email	Further, we are strongly opposed to decreasing or removing parking requirements. Keep the existing off-street parking requirements for the sake of our business and residents. We are not a major urban area, and that's a good thing. While we see an uptick in bicycle use, it is few and far between that ride to fulfill all their transportation needs and do so 12 months a year. Rochester remains an extremely difficult city to negotiate by public transit or bicycles alone. Until such time as we might have an adequate system, which we do not see anywhere on the horizon, it will be a significant mistake to forego or loosen our current parking requirements. Much of our city's business corridors and residential areas already struggle from inadequate parking. People are not willing to walk for blocks, day and night, in all 4 seasons of our weather, to get to their residence or business destinations. If we ever do get to a time where the city has significant use of buses, bikes, and Uber-like services such that parking demand measurably decreases, the city could then consider changes. It is far too premature to do so now. We believe the proposed will be severely detrimental to our residential neighborhoods and businesses. We must be supporting, not degrading our neighborhoods and businesses.	2. The Placemaking Plan

Submission	Comment	Relevant Section
Email	We urge amendments to the draft vision plan to correct the above. It has taken decades for Rochester to see the reversal of urban flight and recent listing of Rochester on a national real-estate hotspot list. It is the quality of life has brought that on – our quiet neighborhoods, walkable streets, affordable good housing stock and ease of getting anywhere in a few short minutes. Let’s support and build on that. Let our vision plan encourage more single-family owner-occupied home ownership and neighborhoods offering a high-quality of life. More housing density, more pressure on street parking will only degrade our neighborhoods and businesses.	2. The Placemaking Plan
Email	[summary] There is great concern and need to not have development negatively impact our R-1 residential streets, owner occupants, and rental residents. As development proceeds on our more likely business corridors, we need to make sure that development does not negatively impact any abutting residential properties. More density, height, and rentals will have a detrimental effect on neighborhoods, including UMNA. Less parked cars on properties. Need a greater diversity of businesses. Need to regulate street parking to support the business community. Too much nighttime lighting, needs to be decreased through zoning. Neighborhood Associations should be involved in zoning decisions. Redefine family. Better code enforcement. Short term rentals need to be taxed. Several vacant properties need to be invested in appropriately. Multiple changes needed to the Placemaking Map.	2. The Placemaking Plan
Email	Our Concerns • Increased on-street parking congestion • Serious harm to neighborhoods as residential owner occupants and businesses move out • Loss of owner occupied homes as people “hack up” into apartments with no parking • Decreased property values as vacancies increase due to lack of parking and more absentee landlords (We have a couple notorious ones in the neighborhood) Explanation Of Concerns: Elimination of off street parking requirements in neighborhood mixed use and residential areas will negatively affect neighborhoods: • Single family homes could be divided up with no off street parking further congesting streets. • Absentee landlord ownership would be encouraged. Owner occupants, on the whole, provide more neighborhood involvement and better maintenance. • Projects like townhouses could be built with little or no off-street parking. (Our neighborhood just was very concerned about the new townhouse project that people felt had inadequate parking for residents and guests + the office could become the third bedroom). The City’s Position as We See It: • People should be willing to walk for blocks (day or night; winter or summer) to get to their house, apartment, business destination etc. • The trend for the future is elimination of much of the parking in cities because of bicycles, Uber, etc. (Response: We are not anywhere near that yet, if ever, and the neighborhood could be severely damaged in the mean time.) • Building more housing units , businesses etc. will increase the tax base (Response: BUT if new development with inadequate parking causes vacancies and lower property values.-what do you gain?) • There are no serious parking problems. (If you hunt long enough you will find a place). Our Position: Keep the existing off-street parking requirements. If someone has a legitimate case for an exception then they can apply for a variance and the neighborhood can express its support or concerns at a public hearing. T.A.P. Program as an alternative? No, an applicant could submit a Transportation Access Plan (TAP) and administratively (internally) it could be ruled on without a public hearing. Look how much we gained in appearance with a recent townhouse application by bringing it before the Zoning Board. Even though appearance was not the topic of the hearing., the Board listened and asked the applicant to meet with us and we negotiated a much better look and it was a win-win . Zoning hearings provide for neighborhood input! They can result in a better projects and definitely promote goodwill and positive PR with the community.. The Wadsworth Square Neighborhood Association supports keeping the current off-street parking requirements as they exist now when Comprehensive Plan : Rochester 2034 is finalized. We also value the opportunity to have input using public hearings (zoning hearings etc.) in the current code and this should b e	2. The Placemaking Plan
Online Form	I totally agree with the idea of increasing density in the city. I'm a first generation American and would love to be able to get around easier (I don't have a car) and I know that building more denser housing and less parking, will help to improve bus service and allow more things to survive in close walking distance. It seems silly to me to require parking anyway, just let people build parking if they want to and not build it if they don't want to. Similar size cities to Rochester where I come from have no place in them where only single houses are allowed, the whole city is full of apartment buildings. It's a city not a suburb so why require suburban housing?	2. The Placemaking Plan
Letter	On Page 32 of the 2034 Plan, it states "...numerous strategies to encorage the restoration of a critical mass of residents and businesses through re-legalizing the City's historic built form..." can you clarify what this means?	2. The Placemaking Plan

Submission	Comment	Relevant Section
Letter	Since the plan is based on the "character model" for zoning areas. Has the "character model/method" of zoning been used in other cities or is it a locally developed concept? If it has been used in other cities, where, when, and what has been the results? What were the intended results and did they achieve them?	2. The Placemaking Plan
Email	There are a number of included proposals and details that we are especially pleased to see and hope will remain in the final report, specifically: The designation of character areas in general and in the Beechwood Neighborhood in particular, whose boundaries consist of Culver Road, Bay St, Webster Ave, N. Goodman St, and East Main Street (map, page 80). We believe this strikes a good balance between Low Density Residential (which we have known as R1) in the majority of the neighborhood while encouraging business growth and density on our main corridors (as outlined above as our boundaries). We suggest that Bay St. be considered for a similar designation. Additionally, we are supportive of the proposed Medium Density and Boutique zones along Parsells Ave. For example, we're excited about the possibility of businesses like New City Cafe being able to expand their seating as well as lowering the barrier for businesses other than simply corner stores to occupy some of the existing store fronts along this corridor. We're also aware that the potential increase in density will help to support the bus line that is essential to so many of our neighbors.	2. The Placemaking Plan
Email	With regard to the suggested use of parking assessment as an alternative to parking minimums in Mixed-Use character zones: We believe that the Plan makes a strong case for adjusting the minimums in these regions in favor of using a parking assessment tool, which factors in anticipated use, potential impact, on-street parking, nearby shared lots, bike facilities, etc, (page 103).	2. The Placemaking Plan
Email	We have a question. Would it not be more accurate to mark as an institutional campus, with light gray on the map (pg 80), the anticipated new Neighborhood Service Center and Police Station coming to Main and Laura Streets?	2. The Placemaking Plan
Email	[Need] the benefit of having street-facing buildings and parking behind buildings whenever possible. This makes for more aesthetically pleasing streets and neighborhoods, and greatly enhances the walkability and perception of safety. Pages 35 and 55 in the Placemaking Plan are spots which give reference to this concept, but additional emphasis is requested.	2. The Placemaking Plan
Email	Regarding the term "Boutique mixed use." We are concerned that the label of "boutique" may be perceived as exclusive. We encourage changing this to "Small Mixed-Use" which would be clearer and less context-laden.	2. The Placemaking Plan
Email	Regarding Medium Density Residential Areas across the city. We note that there seems to be some correlation between these areas and the areas within our city that are most economically impoverished. We caution that considerable care must be taken so that these designations do not become a repeat of redlining practices of the past.	2. The Placemaking Plan
Email	In the Placemaking Plan [PMP] Action Plan, Goal number 4 discusses various measures that would both protect the history of the neighborhoods as well as promote inclusion in future development of the area. There is no strategy in this goal specifically targeting inclusion of the Disability Community. Beyond that, PMP-4J strategy actively encourages using housing types that are inaccessible by design to members of the Disability Community and are not generally mandated to consider accessibility in their build. By including strategies such as this and completely ignoring any language in this goal regarding diversity and inclusion as far as disability goes, it sends the message that people with disabilities should not be hopeful to be integrated into the community. Beyond finding housing that is accessible for a disabled person, our community should be welcomed into their friends' and families' homes. Access in your local neighborhood should be the expectation not the exception. This should also carry into Goal number 6 of the PMP section which discusses public facilities and parks. Many members of the disability community are also in poverty, whether it be for lack of a paycheck or increased costs of living, so free or cheap public spaces and events are often times the only entertainment options for disabled people, however for people with disabilities looking to utilize spaces or join in such festivities throughout Rochester barriers to enjoyment still exist. Thus it is vital to consider and prioritize the impact improvements could have on the quality of life for disabled people; inclusion of strategies that center improvements to access and center the concerns of the Disability Community could build support and engagement with disabled people. Also it is important for the planners to reconsider how some of the current strategies may create or further enforce access issues for disabled people, in particular I find strategy PMP-6F to be problematic in its current state. Many active streets in Rochester, such as Park Ave, are already made inaccessible by restaurants who see their legal obligations as flexible. When sidewalk usage does not account for room for disabled individuals using mobility devices, such as walkers or wheelchairs, very quickly disabled people are literally left to walk in the streets. For many people with disabilities increasing flexibility as far as outdoor seating goes without any mention of ensuring access is effectively eliminating our option to enjoy this same community safely.	2. The Placemaking Plan

Submission	Comment	Relevant Section
Launch Party	I do not make the major, major moolah, but I am able to live in a very nice building in which a few of the apartments are set aside for the Section 8 residents. This has been a huge help for me, and I deeply appreciate it.	3A. Housing
Online Form	I work in the city and would like to move into the city soon. I am interested in owning an apartment but what seems to be being built are rentals. One way to protect against rent inflation is to own. Please find a way to have more owner occupied apartments built in the city - condos. OR alternatively, a rent control/stabilization program that will not disappear. Thank you!	3A. Housing
Community Mtg. #2	Holistic housing sounds great, more in tune with the environment	3A. Housing
Community Mtg. #2	Arvine Park: Enforcement/restrictions fro student housing in low density residential neighborhoods: -Enforce rules to limit # of student occupants -Require registration of license plates to cut down on number of cars with each house -Consider design of house - is it designed for 5 students?	3A. Housing
Community Mtg. #3	Use tiny homes as infill housing	3A. Housing
Community Mtg. #3	Work with a company to give discounts to Neighborhood Associations and block clubs to purchase their own homes	3A. Housing
Community Mtg. #4	Support the expansion of the City roots community land trust	3A. Housing
Community Mtg. #4	I'm concerned about how Rochester will maintain affordable housing prices (especially for renters) if/when we start to see an influx of climate refugees. The City's climate vulnerability assessment identifies this as something we need to be planning for,	3A. Housing
Community Mtg. #4	What is going to happen with PLEX and University of Rochester?	3A. Housing
Community Mtg. #4	Rochester should opt-in to the recently passed rent regulations. If this not necessary. The City should be sure to consistently enforce those laws in each and every case. I would like to see an online database of abusing and deceptive landlords (individual and corporate created)	3A. Housing
Community Mtg. #5	More enforcement of building code to abate disrepair of homes. Removal of unlicensed, junk cars.	3A. Housing
Community Mtg. #5	The road to be targeted matters for homeownership in specific neighborhoods of our city, so we can tell that this plan was actually successful in implementing the middle neighborhood strategy (which is probably the most important part of the plan for increasing neighborhood stability and safety). We need more owner-occupant home owners! and a goal of what we want that number increased to!!!	3A. Housing
Community Mtg. #5	Increased investment and development is not a worthwhile measure of housing improvement for our residents. Outside landlords are a serious issue within our neighborhoods to be livable, unsafe, and unfortunate places to raise children! Increased investment by outside investors with no stake in the well-being of our neighborhoods is a mark of failure of the housing initiative!!! The over abundance of poorly manufactured rental properties is a plague against our homeowners support in unsafe and unlivable neighborhoods, investment from people with disdain and no interest in the improvement of our neighborhoods is not helpful in making Rochester a worthwhile place to live!!	3A. Housing
Community Mtg. #5	Middle neighborhood strategy to increase long home ownership to stabilize neighborhoods like the 19th ward are Absolutely Critical. That should be the first and foremost concern of the housing plan. I would consider this housing plan a failure if every other point was successful, but long-term homeownership in the middle neighborhoods did not increase!	3A. Housing
Community Mtg. #5	Seriously consider Tiny Homes model for homeless and down-sizes, mixed communities. Works in many other cities	3A. Housing
Online Form	AFFORDABLE HOUSING. I believe another root policy issue is ensuring that housing for people of all incomes is available in all neighborhoods--that all housing developments need to provide some units for lower income tenants and owners. I know that urbanists debate whether gentrification is a real thing in Rochester--but when a solid earner in my neighborhood can't afford to move from one apartment to a better, more suitable one within the same neighborhood just because she happens to be single and a one-person household--to me, that's gentrification, displacement. I believe that if the market is left entirely to determine these things, gentrification and displacement will occur--that there need to be careful "checks and balances" in policy and program to ensure as much equal access and fairness as possible.	3A. Housing
Online Form	There is a large increase in older population - more creative services/housing/age in place options are needed.	3A. Housing

Submission	Comment	Relevant Section
Email	In my cursory reading of the Housing Market Study and the Vision 2034 documents I see many references to the goals of densifying, diversifying (housing types, uses?) and creating opportunities for more affordability in the “high demand” areas of the city, specifically, but not exclusively, the southeast quadrant: On page 11 – “We will work to preserve existing housing stock while also providing more diverse options within all neighborhoods that expand our range of housing types, densities, and prices. On page 119’s the Key Takeaways box in the 4th bullet down it says the same. Then on page 121 “Changing Needs” mentions “generational and societal shifts in housing preferences have taken place ... may mean that the city’s current housing stock is outdated relative to emerging preferences.” You mentioned that as well. Question – What specific housing stock is outdated, and consequently subjected by the plan’s proposal to allow “condos, co-housing, housing cooperatives, tiny houses, and in-law apartments to go in, as referenced there and on page 112 in “PMP-4j”? Are these a fuller definition of “subordinate units” referenced in the “Low Density Residential” Character Area? If so, I see a definite borrowing from the form zoning model statute for low density residential zones that those infamous private Buffalo attorneys drew up, and a definite allowance for two units in the switch from R-1 Single Family Zoning to Low Density Residential. Also, can we have a more precise accounting as to how “regulatory burdens should be reduced” for Low Density Residential home occupations to encourage “zoning for jobs”. What is an example of a “live work space” and what additional businesses will be allowed as of right as home occupations? Statements such as those in the Plan, as well as the introduction of removing parking requirements and replacing them with a “parking analysis”, where one system involves public hearings before boards with neighborhood notice and input, while the other may enable administrative decisions behind closed doors, is troublesome.	3a. Housing
Email	We must do better at encouraging low-income housing developments. It is NOT the case that we have no land available for such developments. We have seen MANY new housing developments in recent years in high-income areas, but somehow few of these have resulted in ANY significant amount of low-income housing. Therefore, the idea that increasing density will increase the availability of low-income housing in healthy areas make no sense in the absence of stronger requirements for such housing.	3A. Housing
Email	With lower owner-occupancy rates, we need much more code inspection resources and much better code enforcement mechanisms (we need this even in the absence of lower owner-occupancy). A portion of the increased taxes resulting from increased density should be dedicated to code inspection and enforcement resources.	3A. Housing
Online Form	Having the main goal of this plan to increase density of population in the City of Rochester is a mistake. Throughout this draft, the creators admit that there is already too much housing. To create more would exacerbate a problem we already have.	3A. Housing
Online Form	Most of us in the city have recognized that our “proactive code enforcement” isn’t really working. City workers who drive around looking for infractions do not create a climate of community. Go to a complaint-based system.	3A. Housing
Online Form	Drive up housing costs? Where are our poor people supposed to go?	3A. Housing

Submission	Comment	Relevant Section
Email	Rethinking the size of a city lot for a future housing will allow the possibility of a tiny home movement in Rochester that meets the needs of people for stability and who by choice may live modestly and thereby would own a home. Building more ranch style homes in specific neighborhoods allows people to age in place rather than move out of the city as one can no longer navigate stairs in older city homes. Clear guidelines on what constitutes a buildable lot should be clearly defined, especially with the 5,000 sq ft is relaxed. Characterizing Swillburg as low density with its modest older single family homes with some 2-3 story apartment buildings is an accurate designation. Keeping it low density promotes a neighborhood of homeowners or long time renters thereby stabilizing the neighborhood and maintaining its character. It should not be a right to convert single family homes into two family without due process, for often the conversion is into rental. Owner occupied homes stabilize a neighborhood. South Clinton from from Nowhere in the plan are Airbnb's mentioned, yet they are a growing part of the once owner occupied neighborhoods. Zoning guidelines should be developed to address the issue for our future.	
Email	Given the importance of children and families to the current and future success of the city of Rochester, we are concerned that the housing action plan pays little specific attention to the housing needs of families. Children are particularly harmed by housing instability, unsafe housing, and the consequences of our community's unacceptably high poverty rate. The Children's Agenda acknowledges that the economics of building larger unit affordable housing is challenging, and developers instead typically build smaller units that can comfortably house one or two people. However, we still need to make affordable and safe housing for families a specific priority. Instead, the draft plan is nearly silent on the housing needs of children and families, aside from acknowledging that more households are childless than in the past. For example, the draft plan makes repeated references to the particular needs of seniors who desire to age in place, and some of the potential zoning changes explored through this plan are designed to help support that goal. We would like to see a similar articulation of the unique needs of families and a plan for how to achieve that goal. The city has considerable authority from the mayor's responsibility to appoint Rochester Housing Authority commissioners, Community Development Block Grant funds, housing rehabilitation funds, zoning and use policy, code enforcement, and other means. The city's Certificate of Occupancy process and implementation of the 2005 lead law provides an excellent example of how an existing inspection process was leveraged to pay particular attention to the needs of children. That lead law is a model for other communities in New York State and should be for Rochester as it identifies more ways to support children and families.	3A. Housing
Letter	Unlike many urban areas, there is not a housing shortage within the City of Rochester. A great deal of housing has fallen into disrepair and/or abandonment as a result of predatory lending practices or neglectful absentee landlords. These issues can and should be addressed administratively or through appropriate legislation rather than through zoning changes which would affect neighborhoods such as Browncroft.	3A. Housing
Email	The Housing study does not include the inventory of the current housing. Establishing guidelines on what is needed seems to be putting the cart before the horse.	3A. Housing
Email	Stating that low incomes are the root of housing affordability challenges and that job creation and workforce development are the key to affordability issues, is unrealistic. It may sound and be good to the young and healthy, but seniors, disabled citizens and others that must rely solely on fixed incomes will still face housing cost, that are not affordable.	3A. Housing
Online Form	Nowhere within the draft does the word "gentrification" appear. We can appreciate that as it is too often seen as a divisive word that may not lead to any sort of productive conversation or understanding. It does seem, though, that the plan goes further than just not using the word in that it appears to be arguing against the existence of gentrification without ever mentioning it directly. Along these lines, we believe the current draft sometimes borders on dismissiveness of the residents who have raised these concerns. See page 127, for example. We wish to point out that many city residents believe gentrification to be an issue for our city, as we're sure you are aware. With that said, we much prefer the term "development without displacement", which we feel gets to the heart of the issue. That is, how do we develop/revitalize/invest in our neighborhoods without displacing people either economically or culturally? We hope you will consider including that in the plan.	3A. Housing

Submission	Comment	Relevant Section
Online Form	There is a need for permanently affordable housing of a high quality for a large percentage of our residents, as the plan points out. We agree that low-incomes are at the root of the problem and that increasing those incomes should be a focus (more on this below). However, in the near term, the need for major investment in deeply affordable housing should be noted and addressed in this plan. Referring back to historical context, huge investments in housing subsidies are not unprecedented. In the past, they were used to the detriment of our black and brown neighbors. Rochester should lead by calling for new subsidies that work to right those wrongs. We believe the model presented by City Roots Community Land Trust is an essential tool for addressing the need for permanently affordable housing and commercial opportunities as well as the concerns surrounding displacement (either current or potential). As noted on page 475, meeting Rochester's demand for affordable housing would require subsidies far beyond what is currently available. The permanent affordability offered by the CLT, means that a one-time subsidy is being made in a property. That subsidy is passed on from owner to owner in a pay-it-forward model. Further, the subsidy actually grows in value as the market value of a property increases. The retention and growth of the subsidy enables a greater impact long-term and, potentially, a greater investment upfront. In other words, the Community Land Trust makes sense not just from an equity perspective, but from a fiscal perspective as well. This is one of the reasons why the Rochester Land Bank has identified City Roots as a key partner. Likewise, it's among the reasons why organizations like the Beechwood Neighborhood Coalition, PLEX, RMAPI, and Connected Communities are so supportive of our efforts. Further, City Roots just won a large grant for which the City of Rochester applied on our behalf. As is such, we ask that City Roots Community Land Trust be named in the comprehensive plan and included as a partner both for developing strategies around the creation of permanently affordable housing as in reference to reducing vacant / zombie properties. Among the other opportunities to include the CLT are pages 121, 131, 159. We also feel strongly that City Roots should be included as a key partner with the Rochester Land Bank (pages 151, 156, 158) as well as referenced as partnering with the City on strategic rehab and repair (page 136).	3A. Housing
Letter	The Housing Market Study stated that there is NOT a housing shortage in Rochester such as exists in other urban centers. The Housing Study referenced throughout the 2034 plan appears to be flawed. In order to "rank" neighborhoods they looked at house sales and foreclosures only. Neighborhoods that had stable population - not many sales/turnovers in property were penalized and scored low. The Housing Study also failed to include an inventory of housing stock/units. Since the plan looks at transportation systems/strategies, business development, a recreational services, etc., it would seem imperative that the City also know the number of units, type of units, and vacancy when planning where and how to allocate resources. Why is there no housing inventory done or planned to be done?	3A. Housing
Letter	[Add to Plan] Add more code inspectors to assist income challenged residents with home improvement/repairs that allow the resident to remain in the home	3A. Housing
Email	The Land Use and Housing sections were met with general disapproval because of several indications or proposals of change for our area. PMNA leadership was told the "Place Making Maps" are purposely vague or fuzzy to allow for further definition at later date. PMNA cannot responsibly rely on these vague statements.	3A. Housing
Online Form	Page 138: Rather than allowing variances, the City should define an access management requirement that requires mitigating TDM/mobility amenities or impact fee payments when exceeding maximums. See Poughkeepsie's Downtown Parking Improvement Plan. Could condense the content on pages 131-141	3A. Housing
Online Form	I think that one of the most important things the city can do for the neighborhoods of Rochester is to do all you can (donating Land Bank houses, giving grants, whatever help you can think of) to support the Community Land Trust so that neighborhoods can stave off gentrification and have permanent affordability and community control.	3A. Housing
Email	Affordable Housing: Because of its popularity, the South Wedge housing prices have increased exponentially over the last 20 years, while the population remains largely a diverse mix and working-class. We also have a significant number of homelessness services and shelters, such as St. Joseph's Neighborhood Center, the VOC Richards House, Otto House and Priscilla's House. The Plan mentions "work[ing] together to diversify housing choices, affordability, and income across all neighborhoods." We support maintaining what we have and making sure there is a mix of affordable and market rate housing available here. Affordability should include keeping long-time residents in their homes to age in place and making new housing options available to an aging population that wants to downsize and remain in the South Wedge.	3A. Housing

Submission	Comment	Relevant Section
Email	We strongly encourage any effort to support existing single-family owner-occupied home ownership and to assist more families to own homes. Programs to help provide down-payments to get first-time owners into their own homes, and funding programs for home repair to keep owners in their own homes ought to be developed and strengthened.	3A. Housing
Email	[Summary]. Millennials wanting to rent homes is false. Home ownership needs to be encouraged. Lack of affordable senior housing. Encourage homeownership near UR. Issue with student rentals in the neighborhood.	3A. Housing
Email	We agreed that Wadsworth Square Neighborhood Association (WSNA) supports Owner Occupied housing, even in multiple unit buildings. Ownership matters. We encourage the City to explore multiple methods for encouraging owner occupied housing -- incentives for City employees to own homes in the City (school teachers, hospitals, firefighters, police, etc.); to explore what has worked in other cities (such as Mitch Alama housing lotteries in NYC for moderate income ownership); and other grants for housing.	3A. Housing
Email	Regarding housing strategies. We are concerned that there is much emphasis on strategies for "middle markets", but little in the way of specifics for "weaker markets". As the latter encompassing a significant portion of the city, including much of Beechwood, we believe there is a need for the goals for these markets to be further fleshed-out in the Plan. We call attention to the fact that many who live in "weaker markets" frequently must move from one place to another. This transience limits their own economic progress and stability, contribution to the weak market and all of the concerns that accompany poverty. We want to break the pattern of addressing poverty by just moving residents from one area to another. Simply providing services to those in "weaker markets" which has been done for decades, will not be enough to improve the quality of life in Rochester.	3A. Housing
Email	First time homebuyers. Well aware that there are those in our neighborhood and beyond who yearn for the opportunity to purchase their first home, we would like to see additional incentives for first-time homebuyers to purchase single family homes, particularly those who have limited means.	3A. Housing
Email	Displacement of our current residents. We see a vital need for quality, permanently affordable housing for folks who want to remain in their neighborhoods, including ours. We believe that the vision put forth by City Roots Community Land Trust is one of the best ways we have to address this increasing concern. As such, we would like to see City Roots included as a partner for developing strategies for creating permanent affordable housing and as a key partner in the plan to reduce vacant and zombie properties. We see numerous additional opportunities to include the Land Trust (pages 121, 131, 151, 159). We are convinced that City Roots needs to be included as a strategic partner with Rochester Land Bank (pages 151, 156, 158, and Finding Your Way sections beginning on page 6). We would like to see inclusion of the City partnering with City Roots Community Land Trust for strategic rehab and repair (page 136). Avoidance of the value-laden word "gentrification." Our preferred wording, and the one that we see most often in like-minded industry literature, is "development without Displacement, including that of current residents." • we agree that currently existing multi-family structures should be able to be rebuilt as such in the case of fire or demolition. As for houses that were converted from single to multi-family and then sat vacant for 9+ months, there may be instances where it makes sense to allow for a house to remain as multi-family upon rehabilitation whereas the house may be better suited for a single-family in others. This should be determined case-by-case or based upon other specific criteria such as the total square footage of livable space.	3A. Housing
Email	Need to deal with slumlords. Affordable homes should still be pretty and high quality to last long.	3A. Housing
Email	What should Rochester do or not do, based on what we've learned about the Clarissa St. Experience? -Start fundings and opportunities for people without a home -Do something with abandoned buildings -Rochester shouldn't have guideline to where people live	3A. Housing
Email	What should Rochester do to help fix the harm it caused re:redlining/restrictive covenants? -Fund for POC housing	3A. Housing
Email	Housing Goal: a. Ensure that new and emerging housing types and developments use the Fair Housing Act Design Manual and meet universal design standards, promoting accessibility and increasing housing stock for disabled community members	3A. Housing

Submission	Comment	Relevant Section
Email	The Housing Action Plan is a little bit more considerate of the death of accessibility for disabled and elderly community members, at least it mentions accessibility more than once. However, it's still vastly limited in creating strategies and steps that will lead to inclusion of disabled people in the neighborhoods of Rochester. A year ago, the City of Rochester implemented Visitability Home Design Guidelines for all new one and two family dwellings constructed in the city of Rochester when supported by any one of the available programs through the Department of Neighborhood and Business Development. These guidelines are simple and would vastly increase the number of homes in Rochester that are visitable by disabled citizens. The guidelines state that each house must have a no-step entrance, an accessible bathroom on the ground floor, and wide doorways and halls. Despite this being part of City policy there is no mention of it in the plan nor goals to build more upon the current policy. The goals discuss having a list of the housing inventory that is accessible, however beyond discussions of "Age-Friendly Communities" there is no mention of creating further accessible housing stock, which is direly needed in Rochester. We need to be talking about Disability-Friendly Communities (HSG-3d), about new housing meeting universal design standards (HSG-4d), and about integrating modifications to homes for people with disabilities looking to live in healthy housing (HSG-5b). The City of Rochester cannot continue to pursue innovative and equitable housing if we do not include goals for accessible, affordable, and integrated housing for disabled people. It's not a welcoming community if your answer to accessible housing is shoving all disabled people into the handful of high rises. Beyond adding measures to build accessible housing, we also need to consider affordability, many disabled people live in poverty, so owning their own home is out of the question and for many renting an affordable option is as well. If it is not both affordable and accessible, it will still leave disabled people on the streets. Disabled people should be welcome to own, rent, or visit any house on any street in the city.	3A. Housing
Online Form	p. 121 - This is great, but doesn't go nearly far enough. We need more units, and housing sizes outside the city are also shrinking, but with a stable population, that means all the growth is concentrated where all the units are being produced (and for no other reason - we don't have any traffic or anything).	3A. Housing
Online Form	p. 142 - This significantly underplays the city's leverage over housing. They could do far more to get out of their own way. To promote and make available their real estate holdings. To leave development ready sites when they demo. To more quickly remediate brownfields. To streamline processes to reduce NIMBYs ability to stop good projects. And this is end to end - from starting a project, to jumping through hoops to get a CofO.	3A. Housing
Online Form	p. 148 - Reducing regulatory hurdles (generally speaking, zoning) in the most successful neighborhoods will allow for that success to continue. Neighborhoods change as more people move to them, to be sure, but you'd be hard pressed to come up with an example of neighborhoods that have gotten worse with the increased population. All of the city's most dangerous neighborhoods are losing it.	3A. Housing
Online Form	p. 152 - HSG6 - An additional idea would be to develop a non-predatory rent-to-own program wherein the city agrees to backstop a developer who works with a purchaser and a bank to do such a thing.	3A. Housing
Online Form	I am concerned about a few things. I am especially worried about the displacement of Beechwood's current residents. I see a vital need for affordable housing below 50% of the AMI for folks who want to remain in their neighborhoods, including mine. I believe that the vision put forth by City Roots Community Land Trust is one of the best ways we have to address this increasing concern. As such, I would like to see City Roots included as a partner for developing strategies for creating permanent affordable housing and as a key partner in the plan to reduce vacant and zombie properties.	3A. Housing
Online Form	I also think it is important that a section which references redlining and previous policies of urban renewal. In numerous areas this comprehensive plan notes historical material, informing the reader of the context in which we currently find our City. Acknowledging our past, regardless of how painful, is a critical and important part of moving forward, and I believe none is more important than this. There is a growing awareness of redlining and the detriments of previous policies, but much of the community does not yet understand that the concentration of poverty which so strongly shapes our current context did not happen naturally or by accident. Addressing this, simply by acknowledging it, has the potential to be one of the most powerful effects of this plan, if it is included. I have done extensive research on this subject and would the opportunity to share more with you. Here is a link to the presentation that I give all over town and that RMAPI has been giving as well https://docs.google.com/presentation/d/1z6YVBn5yhWMFcrM5nT2-d3CF6iqBWeX_dJr_DRq3Lc/edit?usp=sharing	3A. Housing

Submission	Comment	Relevant Section
Email	Unlike many urban areas, there is not a housing shortage within the City of Rochester. A great deal of housing has fallen into disrepair and/or abandonment as a result of predatory lending practices or neglectful absentee landlords. These issues can and should be addressed administratively or through appropriate legislation rather than through zoning changes which would affect neighborhoods such as Browncroft.	3A. Housing
Online Form	The section on housing does a good job of identifying some of the problems affecting housing in Rochester. The statement that, “Low-incomes are at the root of Rochester’s housing affordability challenges, so we must work on job creation, economic development, and workforce development in addition to housing policy to address our housing affordability issues” is particularly good. However, there are several key missing elements in the plan: - The section on housing does not recognize the impact that crime and quality-of-life problems have on housing values. - There are several areas in the plan that imply that the loss of population in the city was an inevitable trend that must be countered by reducing the number of residential units. - The importance of preserving quality architecture and historic structures is not integrated into the housing discussion. Like the 2007 City-Wide Rochester Housing Market Study, the 2034 plan is much weaker on identifying effective solutions than it is on identifying problems.	3A. Housing
Online Form	During my two terms as president of the 19th Ward Community Association I received a lot of feedback that crime is a major factor in decisions to move out of the 19th Ward (or to not move into it). Crime has a chilling effect on property values and faith in the future in the neighborhood (which leads to a reluctance to make improvements to properties, which in turn further erodes property values). The section on schools has a good discussion on the impact of crime on schools, but there is no discussion of the impact of crime on neighborhood stability. The section on public safety brags about a decline in crime statistics; however, these statistic do not provide an accurate picture of crime and its impact on neighborhoods. Even though violent crime statistics have been down, the 19th Ward is being plagued again by a number of shootings. Shootings do more to destroy the reputation of a neighborhood than any other problem, and the failure to prevent yet another string of shootings is eroding confidence that our neighborhood will turn the corner. The issue of crime also needs to be included in the Transportation section on Pedestrians. Throughout much of Rochester, the greatest deterrents to increased pedestrian travel are not street design issues, but rather problems with violent crime, harassment, reckless drivers, loose dogs, and dangerous dogs.	3A. Housing
Online Form	The housing section suggests that our older housing stock is a negative (it is in fact one our greatest strengths). It also implies that our housing supply should be reduced as a result of our population loss. Our real solutions lie in reversing the economic and quality of life issues that have contributed to our population loss—not in reducing the supply of housing stock. The decline of our population was not inevitable, but rather was the result of a number negative forces, including transportation and mortgage policies that encouraged suburban development, transportation policies that encouraged jobs sprawl, lack of access to sprawling jobs, racial divide, Urban Renewal policies, and a lack of appreciation for older architecture. If we reduce housing stock without adequately addressing our problems, we will simply see yet more structures become vacant, and we will continue a downward spiral. A fundamental problem with city housing policies for decades has been the failure to recognize that moderate-demand markets are held back (in part) by deteriorated and poorly maintained properties, hence proactive code enforcement is just as important as it is in weaker demand markets. Weaker-demand markets are simply former moderate-demand markets that have been allowed to deteriorate further, and moderate-demand markets are former high-demand markets that suffered from inadequately-addressed problems. Thus the recommended strategies for moderate-demand markets simply will be (and have been) inadequate.	3A. Housing
Online Form	The plan brags that “Rochester has one of the most proactive and comprehensive code enforcement programs in the country.” Unfortunately, code enforcement is very uneven, with some of the strongest enforcement in neighborhoods that are the strongest, and very weak enforcement in neighborhoods that have the greatest code problems. Part of the opposition to upzoning in lower-demand areas stems from a concern that more permissive zoning would result in more poorly-kept properties. I support upzoning, but the city is going to face a lot of opposition to it until the city earns a better reputation for addressing code problems.	3A. Housing

Submission	Comment	Relevant Section
Online Form	The plan should include a strategy to address not only affordable housing but housing conditions. Too many of our children are faced with sharing space with rodents, bedbugs and roaches. The infestation of rats in our community has increased tremendously. When children are addressing the problem in their writing in school, its time to stop attributing it to individual family decisions and recognize that landlords and the city have a part to play in this problem and its resolution. It poses health risk our children just can't afford to face. There needs to be regulation of all landlords. The Cof O process needs to be overseen. Too many families are paying for housing that do not have or have pending C of O. The city is aware and is a part of this growing problem. Landlords are given way too much leniency while home owners are penalized. This has to change. In addition the city needs more unconventional pathways to homeownership as the traditional process does not support people of color. The process still leans heavily toward gentrification, oppression and discrimination.	3A. Housing
Community Mtg. #2	Please focus on gardens! People need to eat!	3B. Vacant Lands
Community Mtg. #3	Use Taylor Instruments Site as an additional Dept. of Environmental Services Campus (for composting, nursing for trees, mattress and tire recycling, agriculture, vermiculture)	3B. Vacant Lands
Email	4. In line with that, we recommend that the list of Recommended Primary Uses (p. 39) be extended to include community gardens, small spaces such as vacant lots, and street malls. We further recommend (p. 39) the use vacant spaces be assessed for best use using a set of accepted criteria, which may be for green space or a community garden, not necessarily housing or commercial development.	3B. Vacant Lands
Community Mtg. #4	There are at least 2-3 vacant lots on the end of Jefferson Ave that is parallel to the Susan B. Anthony neighborhood. I think that if the soil is free of chemicals these should be used for gardens.	3B. Vacant Lands
Community Mtg. #4	The children living near the Susan B Anthony neighborhood do not have a proper playground. Children living on Brown St, Silver St, New York St need a playground.	3B. Vacant Lands
Community Mtg. #5	Yes for play on vacant lots -don't just leave them empty. Promote lots for tots, and expand success of Treyer St garden across the city.	3B. Vacant Lands
Young Professionals Mtg.	Is it worth offering very low taxes on vacant buildings till the landowner fills the vacancies, vacant buildings make a city feel dead!	3B. Vacant Lands
Online Form	The plan promotes the use of vacant lands by the community, but only until a developer wants to make money off of that land, then the community is out. This is either an over reliance on trickle-down economics (that we know does not work) or that our government does not really function for its citizens.	3B. Vacant Lands
Online Form	p. 155 - These are all incredible ideas, but going one further and leaving utility connections and a curb cut (10s of 1000s of dollars of work to come back and do) would really seal the deal on being able to reuse sites. Even in the hardest off neighborhoods in Rochester there is demand for good, clean, new housing at \$900-\$1100 a month (affordable for barely more than 60% AMI), and it could be built with shovel ready sites.	3B. Vacant Lands
Online Form	p. 166 - VNT-1e - I love this idea. Further sitting down and working with banks on a single close solution for a construction/permanent loan would go even further towards making the numbers on these sorts of projects work.	3B. Vacant Lands
Online Form	Rochester has a network of wonderful parks that provide needed recreation and connections with nature. However, smaller, easily accessible greenspaces have been shown to improve physical and mental health for city residents. Currently Rochester, like many of New York's upstate cities, has thousands of city-owned vacant lots scattered throughout its primarily residential neighborhoods. The lots will provide for some of the future growth and development of the City but also need to be thought of as spaces for people and nature to thrive. The City is planning for growth in the high and medium demand areas, but in low demand sections more flexibility is given for how vacant lands can be managed by neighbors. We encourage the City to consider longer term arrangements (beyond the 5-year garden permit) for lots that have a track record of productive use. And while immediate neighbors may benefit from acquiring adjacent vacant lots, we would like to see these lots continue to provide permeable surfaces. We want the City to consider both rules and incentives to maintain permeability.	3B. Vacant Lands
Online Form	The Nature Conservancy believes the open spaces of Rochester—traditional parks, greenways, blueways, brownfields, and vacant lots—are critical connective tissue to the populated spaces where people live and work. Many of these open spaces can be developed and maintained, possibly after restoration, and provide jobs and job training while enhancing ecosystems services such as flood retention (Genesee River Gorge) or clean air and lower summer air temperatures (urban forests). In planning for how open spaces are used in the future, we encourage the City to consider the needs of current residents first to minimize unintended displacement.	3B. Vacant Lands

Submission	Comment	Relevant Section
Online Form	The section recognizes the challenges that scattered vacant lots pose, but it also seems to view demolition as the default option. We have too much emphasis on demolition and not enough emphasis on preventing vacancies and structural deterioration in the first place. Rochester has been more aggressive with demolition than it has been with revitalization. While most cities have learned that Urban Renewal was a failure, Rochester still uses it. The most egregious recent example is the Bulls Head project. The city allowed a number of properties in Bulls Head to deteriorate so severely that they had to be demolished. Rather than keep the solid remaining buildings and encourage infill development, the city is clearing out an entire block (despite local opposition). The city's approach to Bulls Head fails to address the reasons why the area declined, and its approach to "redevelopment" will likely result in buildings that are less attractive than the ones that the city demolished. Similarly, the city's approach to residential demolitions relies on the outdated concept of "blight removal." While it is true that deteriorated homes have a very negative impact on surrounding properties, the deterioration was not a natural or unavoidable process—it was largely the result of uncorrected problems. Merely demolishing a deteriorated house without addressing the underlying problems will only result in another deteriorated house in the future (and yet another demolition). The bottom line is that we cannot demolish our way to a better neighborhood.	3B. Vacant Lands
Email	We want to find out more about programs for green space and community usage.	3B. Vacant Lands
Email	The next section discusses rejuvenation of vacant land, while we support many of the goals in this action plan, it's disconcerting that throughout it, there is no mention of accessibility in the suggestions. Disabled people would love to partake in playable spaces and community gardens, however without explicit language included in the action plan, we can generally assume our community will not be considered in the planning of these spaces.	3B. Vacant Lands
Launch Party	The percent for art ordinance should include a percentage for art maintenance	3C. Arts + Culture
Launch Party	Hello! I would be very supportive of implementing the "percent-for-art" ordinance, and incorporating local art into more city street/river projects. So many of my favorite elements in the city are sculptures - by MAG, with WALL/THERAPY- it adds so much to the fabric and vibrancy of a neighborhood	3C. Arts + Culture
Community Mtg. #4	Rec Centers and Public school are great locations to place public art. Make public art "portable" so it can be move to multiple locations, and rotate out so everyone can see multiple public art pieces	3C. Arts + Culture
Email	I am unable to attend the meeting, but with regard to the Plan, Park Avenue is grossly omitted from sections for arts, entertainment and food venues. It's a thriving merchant/neighbor neighborhood and the City should capitalize on it.	3C. Arts + Culture
Online Form	ac-1 thank you for the opportunity to share my reflections on the city of Rochester's 2034 plan. One of the overall comments I noticed is the lack of artists sitting at these tables adding to this vision prior to this survey request. The creative arts economy is vital to promoting Rochester as a city of the arts but it is in investing in the grassroots artists and arts communities that will make Rochester a city FOR the Arts. I am disappointed that in creating a city plan for 15 years down the road it does not include an Arts Commissioner position as an essential part to a city's economic success. Please consider adding an Arts Commissioner position in this plan so that Rochester makes the investment in the arts as a valued asset to our economic growth. An Arts Commissioner would ensure a strategic plan for integrating arts into every aspect of our city's vision plan, not just maintain our national raking but grow to being one of the top 5 cities in the nation for the arts. Rochester is blessed to have all the bones and content for promoting ourselves as a city of the arts but it is with vision and commitment that we set new standards for arts in our city. This position would also ensure a transparent process of equity and inclusion, develop a master arts plan and administer the process, track arts funding, support tourism and development projects and ensure artists and community input among many other duties.	3C. Arts + Culture

Submission	Comment	Relevant Section
Online Form	ac-1b) Rochester needs affordable housing and artist relocation programs that turn over zombie city properties into thriving artist communities stimulating neighborhood revitalization. How can Rochester replicate the success of the Artist Relocation Program, a national model for using the arts for economic development? We also need to include creating an arts asset map and update it yearly to include new art venues, Pop-ups and Placemaking events.	3C. Arts + Culture
Online Form	ac-1c) A city arts business plan needs to be added to 2034 plan in partnership with the tourism and business sectors. The City needs to track all arts funding to have a realistic picture of where it contributes to the arts, to whom and the process needs to be transparent and accessible to all artists and grassroots art organizations. By knowing what the city spends now, we can access the 1% arts funding allocation in city and county budgets, increasing these funds that exist already through legislation on the books and find new avenues of revenue for funding the arts. A 15 year plan created now with an Arts Commissioner would increase outcomes and add new revenue streaming sources for our city.	3C. Arts + Culture
Online Form	ac-1d) The Art in the Loop, research done by the East School of Music already has garnered the success stories of other cities similar to Rochester. Now we need to design and implement a community vision for the arts in Rochester. One need is to include public arts projects & Pop-up incubator artist retail venues in underserved city communities stimulating economic growth. Rochester can tap into already existing national programs and bring these resources to our underserved communities: Art Education Programs like Every Student Succeeds Act (ESSA) and Comprehensive Resources for Entrepreneurs in the Arts to Transform the Economy (CREATE) Act is legislation that already exists that could/would garner new resources for the creative economy in Rochester. (https://www.tomudall.senate.gov/news/press-releases/udall-dingell-reintroduce-create-act-to-expand-arts-opportunities-for-american-students-families-and-entrepreneurs) https://www.americansforthearts.org/by-program/reports-and-data/legislation-policy/legislative-issue-center/the-create-act	3C. Arts + Culture
Online Form	Ac-1e) As we have seen, Rochester residents want public spaces for arts gatherings. Parcel 5 is primed to become that new community space in the heart of downtown. Organizing year round programming would continue to drive new audiences to downtown and build our inner city and foster stronger community bonds.	3C. Arts + Culture
Online Form	Ac-1f) In regards to what kind of support? We need to ensure diverse voices are at the tables that impact the arts sector in Rochester not just the majors. Equity and Inclusion needs to happen at every level of the plan including implementation.	3C. Arts + Culture
Online Form	Ac-1g) The voice of arts needs to be at the highest tables not just delegated to backroom grant writing. An Arts Commissioner would ensure that. We need to also include the working artists of our community and support professional development thru a comprehensive art business plan that simulates the creative economy.	3C. Arts + Culture

Submission	Comment	Relevant Section
Online Form	Ac-2a) An annual citywide arts symposium inviting ALL arts organizations and artists for a day of brainstorming sessions, panels discussions, collaborative project generators and funding circles where we build a year of arts vision together. This would include a calendar of all arts related events and co-hosting social networking events as well.	3C. Arts + Culture
Online Form	Ac-2b) Parcel 5 is the best venue for a city arts center. Increase the performance calendar of city public spaces, increase use of pocket parks & city owned lots through placemaking with Art Pop-up retail markets. Also work with grassroots organizations in underserved communities to ensure equity and inclusion in the arts.	3C. Arts + Culture
Online Form	Ac-3a) Totally agree with a Public Art Master Plan for Rochester that includes city residents and artists voices. An Arts Commissioner would ensure a community vision is developed, ensure growth and strengthen partnerships, provide opportunities for collaborations with grassroots community groups and ensure that local artists in these communities are also part of the process.	3C. Arts + Culture
Online Form	Ac-3b) Equity and Inclusion needs to be a mission of any city that claims to be a city of the arts for all. I believe we need to set a standard for equity and inclusion at all levels of an arts organization. Part of a cities art mission needs to include an equity and inclusion statement as its base and we must hold accountable art institutions that do not reflect that. Also we need to make greater efforts to invite and include, multiple times if needed and go into the communities we care to serve and celebrate the resources they bring to the table.	3C. Arts + Culture
Online Form	Ac-3c) I will be clear that my focus is in the Latinx community as the second largest city in population of Latinx outside of NYC, we are invisible with no arts center, gallery or community arts space to call home. The work must be sincere, intentional and authentic in its outreach and inclusion efforts. I will continue to advocate, garner and bring arts resources to the Clinton Avenue - El Camino Trail neighborhood working with grassroots community groups.	3C. Arts + Culture
Online Form	Ac-3d) Rochester's ArtWalk neighborhood is a prime example of grassroots efforts and engagement, here the arts drove revitalization and economic development. Lets replicate that model of success throughout the city's underserved communities through public arts installations. Lets paint garbage cans, add neighborhood street flags and artistic bus covers where functional art serves the community it lives in. Having community artists designs these would revitalize a neighborhoods image and create pride in ownership.	3C. Arts + Culture
Online Form	Ac-3e) With an Arts Commissioner and master arts plan we can create a holistic plan for Rochester's creative arts economy. Working with community partners, the business and tourism sector, arts organizations and artists would design a plan that fits each neighborhoods character and cross pollinate new arts forms and fields. After all Rochester is filled with a rich history of visionaries, transformers and creatives who dared to dream big and did the work to make it a reality.	3C. Arts + Culture
Online Form	Ac-3f) In Rochester's master arts plan we will identify and work with neighborhood groups to ensure culturally relevant arts within these communities. Adding to the city website a page for the arts with a yearly arts schedule of events, an -arts venue asset map, artists resources, open community projects, directory of artists and resources ensures transparency increasing equity and inclusion.	3C. Arts + Culture

Submission	Comment	Relevant Section
Email	What resources (spaces, funding types, knowledge bases) would you like to see more in ROC to help you create? -Funding for local residencies, whether at a particular space or home-based, to give local artists financial freedom to work for a time. Also, easily searchable databases of spaces and services available locally. -Large Multi-Use meeting rooms available 24/7 with reservation. Could be free or with a rental fee. Access could be with combination locks on the doors or key card entry, like a hotel room. Something similar to what they have at the Irondequoit -Public Library. The meeting rooms at the libraries are only available during library hours which, especially on the weekends when many arts events happen, are limited. What would you do with \$1000? How would you use it? What about \$5000? -I would use it as a sustainability grant so I could devote more time to writing instead of hours at a day job to make ends meet. -\$1000, It would depend- there are some pet projects that I would love to work on to share with the public, but the ones that "make money" have to come first. \$1000 would let me take a few days to make something happen and not feel too guilty about it/worry about keeping the doors open. At \$5k, I could take a solid week, possibly 2 and have a budget for materials that I could sink my teeth into. -At 5k, if I needed to "directly invest it" and not use it to offset studio costs/"pay for my work hours" I would hire someone to write and design promotional materials. -Create a Creative Space where Artists can have access to resources ie. canvases, paints and have access to supplies and technology to create various mediums of art. -\$1000 would probably go toward continuing ed for myself -- writing classes, hiring a dev editor for a particularly tricky work, etc. \$5000 could fund an entire anthology of contemporary work translated from Malagasy, which doesn't really exist in English yet -- paying translators, buying rights, funding my time as an editor. -\$1000- buy a pro Wacom to draw digitally. -\$5000 - put it toward the first semester of on-line animation classes.	3C. Arts + Culture
Email	As someone who creates art, what would make Rochester an "Arts Friendly Community" for you? -Marginalized peoples such as those with special needs should be regularly included. Network with area agencies such as CDS Monarch, Heritage Christian, Autism Up, as well as organizations representing the hearing impaired like NTID or the visually impaired. More importantly, make sure those with special needs have access to scholarships, and representation in gallery shows the same as any other artist. As well, make sure marginalized groups have the same access and representation as white artists. -No curbs and wheelchair access at concerts and clothesline shows. -This is very specific, but: we need an independent bookstore! (In addition to all our used bookshops, which are wonderful.)	3C. Arts + Culture
Email	Do you have an arts-based business? What others do you purchase from? -Rochester Art Supply, Rochester Picture Framing Hardware stores, Rochester Art Supply, a local helium supplier, Wegmans (not just food, but supplies for get togethers) thrift shops. Crazy Dog T-Shirts (custom t-shirts and towels), Sunscape Farms (flower bouquets), Dollar Tree (balloons, cleaning supplies), Walmart (party supplies)	3C. Arts + Culture

Submission	Comment	Relevant Section
Email	I would like to see First Friday firstfridayrochester.org (organized by RoCo) recognized for the role the project has played in advancing the visual arts, and connecting patrons, artists and venues on a monthly basis. -ROC Arts United and Arts in the Loop should be named along with the Greater Rochester Arts & Cultural Council as partners in developing and promoting collaboration and communication and should play major roles in developing and offering ongoing feedback on the vision of Rochester as a “city for the arts.” -First Friday should also be named as playing a major role in coordinating and advancing small & mid-sized Visual Arts organizations. -The city must do a better job in seeking input from the arts community and artists on any future public projects or programs, as well as invite participation/input for entrepreneurship initiatives. -The city must do a better job in seeking input from the arts community and artists on any future public projects or programs, as well as invite participation/input for entrepreneurship initiatives. -It should also enforce and implement its own Percent for the Art legislation, first included in 2009-10 budget. -The City speaks about being the City of the Arts, but needs to back that up with action. Appoint an Art Commissioner so we have someone to talk to Transparent funding streams for City art projects Collaborate with the many cultural treasures that already exist/Treat us like welcomed partners	3C. Arts + Culture
Online Form	We need an Arts Commissioner How will this plan make sure small groups, people, and grassroots groups have access to arts funding How will developers be made to contribute to arts How does this plan intend to address collaboration with other suburbs, the county and the state How will the city ensure any change or access to arts funding is equitable and just?	3C. Arts + Culture
Email	I believe today is the last day to submit ideas for the Rochester 2034 Where the River Flows plan. I have been working on this proposal for the creation of a unique museum in Rochester. I hope some of the ideas are viable. I may continue to work on this document. If you have any questions please let me know.	3C. Arts + Culture
Email	Some of these Takeaways overlap -- Arts & Culture can be enhanced by pedestrian increases and walk-ability. For example, the crosswalks around the Strong Museum of Play are nearly impossible to cross with a child or elderly walker. Mature Trees that provide shade for walking, incorporating water, and clearing for snow -- these all will make enjoyment of the Arts & Culture easier and stronger.	3C. Arts + Culture
Email	We appreciate the efforts the City has planned to make Art more available to different Rochesterians, and we hope you will consider broadening that reach by including more strategies that are inclusive to the disability community. We would love to see a strategy relating to increasing art experiences for blind people, as part of the third goal to increase access to public art. Specifically adding a strategy to include braille descriptions or a tactile/textured model display of murals and art. Textured displays also provide patrons with an alternative way to enjoy the art. Beyond this particular change, I believe there is opportunity to incorporate creativity and beautification of our infrastructure discussed in AC-3e with basic accessibility elements, such as a painted ramp. Including this small edit to the language helps to improve general considerations of the disability community in all projects.	3C. Arts + Culture
Online Form	Preservation and historic district codes, besides encouraging safety and aesthetics, should prioritize building energy efficiency and renewable energy both solar and wind. Some may want the look and feel of Rochester past, but we don’t want to carry the inefficiencies forward.	3D. Historic Preservation
Online Form	The discussion about historic preservation is isolated into a stand-alone section rather than also being integrated into other sections. Historic preservation is not just a job for the Landmark Society. City policies need to value our historic assets. Architectural character and historic value need to be factors that encourage the city to avoid demolition. The “Challenges” sidebar erroneously creates the impression that our historic buildings are more of a liability than an asset. While there are indeed financial challenges in renovating historic property, it is even more challenging to re-create the level of architectural quality of a historic building in a new building. Thus, our historic properties are valuable resources that are well worth public funding and effort.	3D. Historic Preservation
Email	We encourage the City to simplify and promote the process for placing buildings on the National Registry. City can provide website for information and explain advantages.	3D. Historic Preservation

Submission	Comment	Relevant Section
Email	What should Rochester do or not do, based on what we've learned about the Clarissa St. Experience? -Do more tours around Rochester and talk about the history and historic events and places. -Rochester shouldn't get rid of historic landmarks/places	3D. Historic Preservation
Online Form	Teaching climate science in our schools is crucial for our future. Informed citizens are more likely to support the City's climate actions. I know the City isn't in charge of local schools' curriculum, but the City does have an influence. The City could also support more climate education via libraries and their materials.	3E. Schools and Community Centers
Community Mtg. #3	Work with the schools to open the tennis courts, basketball courts, and tracks to the public	3E. Schools and Community Centers
Community Mtg. #3	Encourage neighborhood-based schools with services - provide short distance busing	3E. Schools and Community Centers
Email	8. We propose that there be an initiative for ongoing community and primary school education to communicate the worth of green space, perhaps integrated into health and climate change education.	3E. Schools and Community Centers
Community Mtg. #4	Go back to student and family support model to address mental health, physical health, etc. in the school	3E. Schools and Community Centers
Community Mtg. #4	Use the global Future Search process of bringing people from a wide variety of backgrounds to address the city school district's inability to provide stable and effective education for inner city children. Avoid "nominating" boards who are not grass roots advocates	3E. Schools and Community Centers
Community Mtg. #5	Love the focus on community schools and promoting equitable education. RCSD needs to take the Pre-K mode that's nationally recognized for its outcomes and expand that for all grades	3E. Schools and Community Centers
Email	Incorporate regularly scheduled school field trips to the Hall of Justice and to the Appellate Division Law Library Fourth Department M. Dolores Denman Courthouse for urban middle school and high school students. There seems to be a precedent set by Harris Hill Elementary School. https://www.penfield.edu/HarrisHill.cfm?subpage=1380578 http://ww2.nycourts.gov/court-tours-5001#3jd http://ww2.nycourts.gov/court-tours-5001 http://ww2.nycourts.gov/sites/default/files/document/files/2018-11/LearningAboutCourts-COLOR.PDF http://ww2.nycourts.gov/sites/default/files/document/files/2018-11/Learning%20AboutCourts-BW.pdf https://spectrumlocalnews.com/nys/rochester/news/2019/02/11/just-law-hall-justice-students-tour	3E. Schools and Community Centers
Email	Form a partnership and establish a citywide spelling bee. http://spellingbee.com/enrollment https://www.boston.gov/calendar/bcyf-spelling-bee-2019 https://www.chicagotribune.com/news/ct-cps-spelling-bee-photos-20190314-photogallery.html	3E. Schools and Community Centers
Online Form	It would be nice if all employees of the libraries in Rochester wore badges that included their first names and positions within the library.	3E. Schools and Community Centers
Online Form	The plan praises libraries yet we cut funding every year. They should be open 7 days a week for most of the day and evening.	
Online Form	Buses as mobile day care centers? How about creating cooperatively owned & run day care centers within schools so that we don't have to bus children across town.	3E. Schools and Community Centers

Submission	Comment	Relevant Section
Online Form	I'm glad you are addressing schools and education because they are an important City ECONOMIC development tool and schools are typically omitted from Comp Plans. However, the entire focus is on Community Schools with no mention of regional schools. We need BOTH/AND. Community Schools do not address poverty and segregation, and they focus on elementary schools. Because of extreme poverty, the RCSD can no longer do it alone (educational research has shown that once a school has reached more than 40% poverty, schools are overcome with social problems and learning is impaired). We need regional solutions like the Great Schools for All voluntary regional magnet schools proposal. We need to study and implement the Raleigh/Wake County magnet schools and the Omaha "learning communities" solutions. However, these magnet schools can only serve a limited number and they generally are focused on junior and senior high school levels. Thus, we need BOTH to address poverty and segregation in our area. Our schools are more segregated now than when the 1954 Brown vs. Board of Education Supreme Court outlawed separate but equal schools. Shame on us. The comp plan should recognize more than one form of school reform.	3E. Schools and Community Centers
Online Form	support for community and neighborhood schools (page 216, 223). Thank you for mentioning the pathway from school 33 and East High School, which I strongly support.	3E. Schools and Community Centers
Email	We commend the Rochester 2034 Comprehensive Plan for: prioritizing the community school model, committing to support Roc the Future's collective impact work on education, support for collaboration between local universities and RCSD, commitment to data sharing, addressing race and cultural competence in education, and support for organizations doing youth leadership development like Teen Empowerment. We believe some of these strategies could be strengthened and others added to improve the academic and social-emotional development of children in Rochester.	3E. Schools and Community Centers
Email	Community Schools: A community school is both a physical location and a broader set of partnerships between a school, health and social service providers and other community resources. Our organization is strongly supportive of this model, and we commend the city for its commitment to the implementation of this approach. We hope to help expand and strengthen community schools throughout the city over the next few years. Specifically, we support these strategies: -Examining opportunities to co-locate community facilities and programs such as libraries, rec centers, neighborhood service centers, health clinics, childhood development centers, day care, and after-school programs; (SCC-2b & SCC-3b) -Increase the number of neighborhood and community schools. (SCC-3d) We also suggest the following revisions and additions: -Co-located facilities should be attached to public schools whenever possible, and centrally located within neighborhoods. This would help promote the community school model and foster greater parent engagement; -Police stations should be kept separate from co-located facilities that serve children to limit their exposure to the criminal justice system; -The city should explore shared staffing and programs at schools to keep buildings open longer during the day; -The 2034 Plan mentions the need to provide busing for students who live within 1.5 miles of their school (Page 216), but does not mention short-distance busing as a strategy in the action plan. Advocacy at the state level for changing the reimbursement formula for Rochester should be a strategy to create neighborhood schools, reduce chronic absenteeism, and increase parent engagement.	3E. Schools and Community Centers

Submission	Comment	Relevant Section
Email	Partnerships between Universities and RCSD: Our community has the opportunity to benefit from the knowledge, resources, and capacities of our local institutions of higher learning. We are in full support of the following strategies: -Support for Educational Partnership Organization agreements between RCSD and the University of Rochester, SUNY Geneseo and others; (SCC-1d) -Partner with and support the Warner School of Education's Center for Urban Education Success. (SCC-1e) We also suggest the following revisions and additions: Rochester Early College International High School has one of the highest graduation rates in RCSD (87% August 2018), and should be strengthened and expanded to serve more students. -The city of Rochester should work with Monroe Community College and RCSD to create mutually beneficial financial agreements that would allow more students to take classes at the downtown MCC campus;	3E. Schools and Community Centers
Email	City and School District Cooperation: Effective and constructive cooperation between the city and RCSD is essential to the success of our community's young people. We are therefore highly supportive of efforts to encourage better student-based data development and sharing between DRYs, RPL, and RCSD; (SCC-1f) We also believe the city of Rochester and RCSD should cooperate more closely on financial matters to ensure financial stability for RCSD and the best use of city-owned school buildings as student enrollment declines. -Disburse property taxes to the city school district in a timely manner to avoid stopgap borrowing by the city school district and ensure predictable revenue; -Cooperatively develop long-term plan for excess school building capacity due to declining enrollment.	3E. Schools and Community Centers
Email	We fully endorse efforts to empower young people to share their experiences and perspectives as a way to facilitate their development and ensure youth services are meeting their needs. Specifically, we support the growth and reach of organizations like Teen Empowerment that foster dialogue and leadership development among young people; (SCC- 4e).	3E. Schools and Community Centers
Email	The Rochester City School District has made large investments in restorative practices as a foundation for relationship building, social-emotional learning, and as an alternative to harmful exclusionary discipline. These investments appear to have resulted in higher course completion rates and improved school climate. However, students' interactions with adults go beyond school buildings, and all adults who regularly work with youth should employ restorative practices. The community should have a unified approach, and that means becoming a restorative city. We specifically recommend: -Ongoing professional development for all city employees, especially youth facing staff, in: - o Restorative Practices - o De-escalation Techniques - o Trauma-informed approaches -The use of community-building circles at libraries, rec centers, and neighborhood service centers	3E. Schools and Community Centers
Online Form	Would like to see the document include statement challenging and encouraging the City to seek out and engage in expanded collaborative partnerships with the County and across the multiple municipal, school and other boundaries that artificially divide us. And related to that, I would love to have seen a statement encouraging the City to work closely with the RCSD in pushing for voluntary collaborative cross-district partnerships between the city and suburban school districts that create socioeconomically-diverse magnet schools that would bring our young people together and begin to diminish the insidious effects of concentrated poverty in the city, and improve student outcomes, consistent with years of extensive national research. Such cross-district approaches are evidence-based initiatives, and would expand options for city students and parents, consistent with Great Schools for All's Both-And approach, suggesting that this option should be one of a number of approaches needed to improve student outcomes, along with strong community schools, university partnerships, expanded focus on race and culturally competent curriculum, restorative practices and other important directions needed within the District. Professional survey data from both city and suburban parents strongly support interest in creating such options, and the City can be helpful in pushing RCSD to engage in needed discussions with suburban districts, regents and legislators to make this happen.	3E. Schools and Community Centers
Online Form	I support the wording of the attached plan. ROCHESTER 2034 COMPREHENSIVE PLAN INITIATIVE AREA 3 - DRAFT [pg 220-223]	3E. Schools and Community Centers

Submission	Comment	Relevant Section
Online Form	MNA Supports: Section E Schools + Community Centers: -Page 223: ☐ #SCC-4d - Support the development of a nature center in Maplewood Park, serving as a hub for nature-based educational enrichment and expeditionary experiences.	3E. Schools and Community Centers
Online Form	Regarding the strategy to co-locate City facilities to incorporate with libraries and schools, we are concerned what this could mean for the Charlotte Branch Library. There is mention in 2034 of a Public Library Branch Facilities and Operations Master Plan, but we have not even heard of such a thing. It certainly was not presented to the community.	3E. Schools and Community Centers
Online Form	On behalf of myself and the SWCC Education Committee I want to give my full support to the "Exploring neighborhood and community schools" Pages 220, 221, 222, and 223 of the ROCHESTER 2034 COMPREHENSIVE PLAN INITIATIVE AREA 3 - DRAFT. In particular I want to encourage the City to lobby NY State for removing the 1.5 mile minimum busing requirement from the NY State busing reimbursement formula. This 1.5 mile provision has significantly harmed our neighborhood and community schools because parents value the safety of using busing for their children and consequently choose schools over 1.5 miles away to get busing for their children. This disconnect parents from their child's school and weakens all schools.	3E. Schools and Community Centers
Email	For our neighborhood to become vibrant and have young families not flee when their children reach school-age, we need at least a neighborhood primary school and nearby middle/Jr. High/High School that meets no lower than state standards. In addition, it needs to accommodate the languages of many neighborhood families that do not speak English at home. We're not alluding to Spanish, but rather Mandarin, the two major languages of India, and perhaps others. We and the City need to better understand the demographics of our UR/Strong students/employees with young children that might consider staying in or moving to the neighborhood if we had the right school system. Without the right schools, there will continue to be a vacuum excluding families with school-age children. • The neighborhood might prefer if a charter school could be brought in to address the language challenges many of the students may bring. • There is currently no primary school that could be considered within our neighborhood or within walking distance. The ideal locations for such a primary school are a) one of the two buildings currently setup for school-like use behind St. Anne's, currently used by Al Sigl, the Lattimore Building, currently used by UR, a site on Science Parkway, a building within the State Psych Center that would need to be repurposed. If the city could facilitate some property swap, it would be ideal.	3E. Schools and Community Centers
Email	Greater access and public support for libraries. We encourage the City to explore opportunity to become a City Year location, to promote graduation.	3E. Schools and Community Centers
Letter	As noted in the Vision 2034 Plan, Rochester has lost more than a third of its population since the 1960s. This loss of population was/is the result of many factors including loss of several major employers and the dismal performance in the RCSD causing many families to move out. The plan in many areas sepasks to growing the Ctiy population again, but it is not clear how character zoning and more "flexibility" in usage of buildings will cause the growth to occur. The plan barely mentions the elephant in the room...RCSD and the impact that has oon attracting and maintaining residents, mention in the plan or a strategy to address RCSD performance and image.	3E. Schools and Community Centers
Email	Support for community and neighborhood schools (page 216, 223). Thank you for mentioning the pathway (We prefer this wording over "feeder program".) from school 33 and East High School, which we strongly support. We would like to see School 33 be the default, unless parents or guardians request another school. (We acknowledge that our neighbors in EMMA consider school 28 to be their neighborhood school, which they would also like to be a pathway to East High). Likewise, we appreciate the note in the comprehensive plan draft (page 216) and strongly support City advocacy for RCSD to provide busing for students even within 1.5 miles of a school	3E. Schools and Community Centers
Email	LOVE the idea of the soccer stadium becoming a Youth Sports Complex. Their questions/concerns were: what guarantees it will happen? To be successful, it will need to be very focused on programming and building youth up, team-building, leadership, etc., not just holding games where people come to fight.	3E. Schools and Community Centers

Submission	Comment	Relevant Section
Email	What do youth want/need to make this a great city? -We need better connections with each other -Get teen clubs and spaces for us to hang and chill -Youth need to have input on city choices and school options and rules -Areas for you th to play sports and be in open environments -More school activities -Updated resources for school -better school lunch	3E. Schools and Community Centers
Email	What should Rochester do to help fix the harm it caused re:redlining/restrictive covenants? -Sponsor a Rec Center -Pay for school activities	3E. Schools and Community Centers
Email	While reading through the School and Community Center section, my hope was increased that there would be goals and strategies to assist the disabled students and children, however I was disappointed once more. There is only one mention of a universally accessible system in the action plan and no goals or strategies explicitly indicating efforts to build inclusivity and equity in these spaces. Some potential goals may be working with community partners to make adaptive athletic programs accessible to more Rochesterians with disabilities or increase integrated educational and employment training options. Too often, disabled students are written off and limited to the programs others see fit. Considering the high population of Deaf individuals in Rochester and its surroundings, there should be strategies that discuss better integration of Deaf families as well as including ASL in afterschool programs (like those discussed in SCC-3g). We cannot fail the next generation of Rochester leaders, simply because we fail to make the tools to success accessible to them.	3E. Schools and Community Centers
Launch Party	More cameras especially in High Falls	3F. Public Health + Safety
Community Mtg. #2	More citizen groups patrolling the streets	3F. Public Health + Safety
Community Mtg. #3	Do not brown out RFD	3F. Public Health + Safety
Community Mtg. #3	New development should include RFD and RPD to determine if they will need more man power or tools to service the new development	3F. Public Health + Safety
Community Mtg. #3	Key Takeaways: Everyone has the right to live in a safe, healthy, and peaceful community. This statement maybe refers to 1/2 the city. I live on Lyell Ave. Very unsafe drugs. Drug houses unhealthy. The 2034 plan must access these areas first with funding.	3F. Public Health + Safety
Community Mtg. #4	Bring RPD/RFD/EMT professionals into the classroom setting starting in elementary school. They can help make the children more at ease with them	3F. Public Health + Safety
Email	Expand the service locations and availability of Foodlink's Curbside Market.	3F. Public Health + Safety
Email	Where will city residents buy groceries etc. ? The police are very professional and courteous.	3F. Public Health + Safety
Online Form	I would like to see continued strong enforcement of City Noise Code. I feel that is important for public health and quality of life. I suggest a more active public education effort about the noise code (starting ASAP).	3F. Public Health + Safety
Online Form	Public Health & Safety: We need to start de-emphasizing the police. We continue to rely on police officers to deal with issues that they are not trained for. Increase mental health counselors that respond to calls and add peer addiction counselors as well.	3F. Public Health + Safety
Online Form	p. 246 - PHS6d - If you're willing to write a CBA with developers, why not with convenience stores?	3F. Public Health + Safety
Online Form	Wegmans - this is the biggest impact you could have on the City of Rochester - PHS-6D	3F. Public Health + Safety

Submission	Comment	Relevant Section
Online Form	Wish we could develop a strategy to manage the negative impacts of convenience stores on our lo-mod commercial corridors. In my 20 years working on SW commercial corridors these stores have been the nexus of negative impacts on our mixed-use streets. And it has little to do with nutrition. The most obvious negative impact is crime. RPD Calls-For-Service and Part-1 crime records spike around these markets. They generally offer a range of products that support the use of illegal drugs. Store owners tell us that they make very little profit on drug-related products, but they make a ton of profit on the food & drink sales that accompany the drug-related products. According to national research the number one C-store sales driver is tobacco. RPD very infrequently monitors sales to minors and tobacco license violations (looseys, unstamped packs and cigs from Indian reservations). Store operators know their customers and are able to avoid detection. Another impact is on parking & traffic. Many have zero off-street parking. The typical customer may only be in the store 5 minutes, but there are hundreds of customers daily. While it's true that some customers walk/bike/bus, many many more drive. A check of most mini marts at "drive time" will show cars double-parked, parked on sidewalks, parked blocking adjacent business' driveways, etc. The offenses are so transient that offenders are gone before RPD can respond. C-store appearance is another detractor. Code enforcement for signage, lighting and window coverage is lax for reasons I'll never understand. I hope to work with our SW NSC to 'get tough' on at least one of our SW commercial corridors.	3F. Public Health + Safety
Email	Public safety is improved when complete street design is implemented. Accommodating the turn radius of the emergency response vehicle fleet is mentioned in the plan. It is a challenge communities around the nation are facing as they try to make streets safer for all people, regardless of mode of transportation. One solution that many cities are examining is not mentioned in the current plan: exploring the purchase of fleet vehicles that are more suitably sized for city streets. We feel that such a solution should be explored by the City in partnership with emergency responders so that response time and public safety goals can be achieved.	3F. Public Health + Safety
Email	In Initiative Areas 3 (Reinforcing Strong Neighborhoods), Public Health and Safety Action Plan, PHS-2b and 3k referring to designing and supporting safer streets. However, "traffic violence" (i.e. deaths and injuries caused by motor vehicles) has been rising both locally, statewide, and nationally, despite innovations in auto safety technology. A movement to reverse this trend, called "Vision Zero" has been spreading worldwide, with the goal of eliminating traffic deaths in the cities that have adopted this policy. This is done through a combination of street design, enforcement and public education. Besides the increase in public health due to the direct reduction of traffic violence, safer streets further reduce youth and adult obesity and increase fitness as playing in or near the streets become safe again. A clear commitment to making Rochester a "Vision Zero" City should be included as a goal, as opposed to developing "a multi-modal traffic safety initiative modeled on vision zero."	3F. Public Health + Safety
Email	Reality is that people barely play outside now (because of safety issues); it's hard to be playful when there's so much violence.	3F. Public Health + Safety
Email	What do youth want/need to make this a great city? -More safe places	3F. Public Health + Safety
Email	At the risk of sounding like a broken record, the Public Health and Safety Action Plan discussed in the Rochester 2034 plan is an additional area severely lacking. We need to make sure both the RPD and RFD have the training and resources to understand and properly interact with community members that are disabled and may have different forms of communication, emergencies, and barriers. Interactions can escalate and emergencies heighten, if those expected to bring safety and order cause further distress for disabled individuals who are not receiving the information or resources they need. We also need to consider the barriers that may prevent disabled community members from accessing healthy food options. Limited incomes and limited accessible transportation can make it particularly difficult for disabled people to have any healthy food or health planning options.	3F. Public Health + Safety
Community Mtg. #1	The community means something to us and to the world. It is your responsibility to keep your neighborhood good, and not messy at all. Do something nice, never leave your neighborhood dirty because it will be nasty. You should pick up the trash and throw it away. If you see a garbage can or garbage bag, something you can through everything that is not supposed to be there at all. The problem is that people do not like to pick up the garbage at all. The solution is that keep your community clean, or pick it up, throw it away.	3G. Community Beautification

Submission	Comment	Relevant Section
Community Mtg. #2	Please get the river trail on the river the whole way! Its beautiful	3G. Community Beautification
Community Mtg. #4	Why is clean sweep only once a year? I see a lot of garbage accumulating around businesses that are no longer operative. This trash (look near Olean and Van Auker properties)	3G. Community Beautification
Community Mtg. #4	Neighborhood grants for beautification great idea. Even "mini" grants for small dollar amounts would send positive message How small projects will need a process to make neighborhood aware of these type of grants and make it single process to apply	3G. Community Beautification
Community Mtg. #4	Consider litter app used by NW Rotary. Global, easy to use app. Tracks litter and cleanup.	3G. Community Beautification
Community Mtg. #4	Children/Students could be offered community services credits for helping with mini clean sweeps in various neighborhoods. The litter near some of the vacant properties on W Main is very unappealing	3G. Community Beautification
Community Mtg. #5	Yes to small neighborhood grants. Beautification can happen at a small scale. Look beyond just flowers/litter pick up to other placemaking opportunities (eg. public art, boulevard, playful sidewalks	3G. Community Beautification
Phone Call	Add a strategy in the subject section around holding a community video contest about cleaning up litter. It should have a youth focus – so have kids make a video and enter it into a contest.	3G. Community Beautification
Online Form	The appearance of the City affects quality of life - public education about litter. (You don't see this level of litter elsewhere/nearby.) RCSD needs serious help - priority problem. thank you	3G. Community Beautification
Email	This ties to our comments on Arts & Culture. Walk-ability enhances beauty, pleasure and community interest. Basics like -- maintaining the greenery along our streets; providing basic street maintenance, trimming and trash cans, benches. Providing a website for city and community resources for neighborhood beautification. We encourage the City to explore energy conscious lighting, and to consider impact on wildlife.	3G. Community Beautification
Community Mtg. #2	Zero pollution allowed into Genesee! Please focus on this	4A. Natural Resources
Community Mtg. #2	Partner with neighborhood and nonprofit orgs to promote Lower Falls. One of Rochester's unappreciated awesome outdoor spaces	4A. Natural Resources
Email	5. We propose adding references and text on additional benefits of trees and green space. For example: a. These include the health benefits of trees in neighborhoods. A study of street trees in Toronto neighborhoods, for example, (Kardan et al. (2015). "Neighborhood greenspace and health in a large urban center," Scientific Reports: 5, Article # 11610) has shown quantifiable increases in cardio-metabolic health; just 11 more street trees in a neighborhood are equal to an effect of giving each resident \$20K more per year or turning back time for each resident by 1.4 years). b. Well-planned and managed green space in, for example, vacant lots, can increase a sense of safety and decrease crime rates (See, for e.g.: Branas et al. (2018). "Citywide cluster randomized trial to restore blighted vacant land and its effects on violence, crime, and fear," PNAS, March 20, 2018. Vol 115 no. 12.). Add this information and approach to the section on vacant land: pp.153 ff. In short, vacant land may not only cost the city money, if selectively developed according to these principles, it may also diminish certain expenditures. c. Giving students access to adequate green spaces can increase student learning (Kuo, Ming & Browning, Matthew & L. Penner, Milbert. (2018). "Do Lessons in Nature Boost Subsequent Classroom Engagement? Refueling Students in Flight." Frontiers in Psychology. 8. 10.3389/fpsyg.2017.02253	4A. Natural Resources
Community Mtg. #4	To improve air quality, encourage beneficial electrification. "Go All Electric"	4A. Natural Resources
Community Mtg. #4	Health and safety benefits of nature and green spaces is well documented - especially important to a city like Rochester with high poverty and crime	4A. Natural Resources
Community Mtg. #4	Zoning to protect green spaces is very important - several current examples where building is permitted where there will be a detrimental impact on park space, eg Cobbs Hill Village	4A. Natural Resources
Community Mtg. #4	Emphasis on rezoning a positive. Need to reposition Rochester for a growth but not at expense of green spaces	4A. Natural Resources
Online Form	NR 3d - Please provide the value of soil health for healthy tree plantings	4A. Natural Resources
Online Form	NR 3d - Please provide the value of soil health for healthy tree plantings NR 5 - Education for the public and for schools should include information about soil health and how to nurture it.	4A. Natural Resources

Submission	Comment	Relevant Section
Online Form	I suggest this addition to the Comprehensive Plan - cooperation with upstream communities to clean up the Genesee River. The Genesee River waters become extremely turgid when it rains hard as it usually does in the spring and as it has done repeatedly recently. That turgidity is largely caused by run-off from farm fields upstream - heavy erosion that carries away top soil along with fertilizers and pesticides that the farmers may have applied. If the City could cooperate with upstream communities to encourage farmers to use cover crops and build soil health, there would be a dramatic reduction in this turgidity. When farmers raise the organic matter in their soils by 1%, each acre is capable of holding an additional 20,000 gallons of water from rain. Cornell researchers in soil science have a set of tests that they demonstrate to farmers. The researchers set up columns of water and place in a small cage at the top of each column a sample of soil. Soils from fields where no cover crops are used and where cash crops are grown year after year disintegrate immediately when added to the water column. Soils from pastures or from fields that have high organic matter from the use of composts, manure and cover crops do not disintegrate. Those soils have aggregates that are held together by gooey substances like glomalin. Soils like these with high organic matter suffer less erosion, hold water, and are more nourishing to crops. The brown color of the Genesee can be changed by action to improve soil health. The city will also benefit from the higher quality of food from those upstream farms.	4A. Natural Resources
Email	Loss of greenspace, especially trees, as density increases: a. Concerns: loss of quality of life, increased carbon footprint. b. Strict requirements regarding street trees wherever possible i. Street trees budgeted and required for developments that strip lawn trees. E.g. 441 East Avenue – lots of space for development, but the carbon sink and cooling effects of those trees need to be compensated for. ii. Developers should be required to submit carbon offset plans when developments decrease existing vegetation, especially trees – vertical gardens, artificial carbon capture technologies, especially in traffic-congested areas where carbon emissions are especially high.	4A. Natural Resources
Online Form	Natural Resources: Don't just identify the city's tree canopy – plant trees! You mention other cities starting edible forests. Yes! Create greenspace (and more parks) in residential neighborhoods. We can't just preserve resources to fight climate change; we have to create more of that infrastructure. (see below)	4A. Natural Resources
Online Form	Air quality needs to be addressed	4A. Natural Resources
Online Form	Goal NR-4 - "The City of Rochester has consistently been awarded for having the best tasting water in New York State." For a city with great tasting water, the opportunity to taste it is limited. Water Fountains in public spaces are nearly non-existent and are often tucked away in a corner. They do nothing to describe our water and history. Festivals always selling bottled water that isn't City water and is overcharged.	4A. Natural Resources
Online Form	The Nature Conservancy protects land and water and seeks to transform the way we as a society meet our needs for food, water, and energy. Cities are an important part of our mission. Today, over half of the world's population lives in cities, and by 2050 that percentage will grow to two-thirds. Cities need to be healthy places for people and nature, and also be sustainable in their use of energy, water, and other natural resources.	4A. Natural Resources
Email	Water - maintenance and security. Impact on wildlife and climate change must be considered.	4A. Natural Resources
Email	The value of landscaping within and around current parking areas when they are repaved or designed and the requirement of such when any new surface parking is built. We appreciate the recommendation that new surface parking be discouraged (page 70), but given the warming of our climate there is considerable need for landscaping -- trees and green areas -- to mitigate the heat-exaggerating effects of pavement. Additionally, new surface parking should be discouraged whenever possible in favor of shared parking areas and infrastructure that includes alternative modes of transportation.	4A. Natural Resources
Community Mtg. #1	We need senior exercise equipment in 14621 (Wilkins St). There is a great example in Atlanta at Washington Park. We need Exercise Equipment for our children too	4B. Parks, Recreation, and Open Space
Community Mtg. #3	Keep the trails simple yet maintained. Nature will do the rest	4B. Parks, Recreation, and Open Space
Community Mtg. #3	Updates to the Roger Robach Center	4B. Parks, Recreation, and Open Space
Email	1. We are gratified by the extent of public support for parks and green space among those who participated in giving feedback on this planning initiative. We note that support extended to those from all income levels.	4B. Parks, Recreation, and Open Space

Submission	Comment	Relevant Section
Email	2. We appreciate the references to the research on a robust park system.	4B. Parks, Recreation, and Open Space
Email	3. We propose that the report be amended to note that most of those benefits extend to green space generally, not just parks.	4B. Parks, Recreation, and Open Space
Email	6. Parks and green space contribute to Rochester's climate initiative. We recommend that this connection be integrated into the report.	4B. Parks, Recreation, and Open Space
Email	7. We suggest changes and additions to the report's recommendations on Parks, Recreation and Open Space. We also propose establishing priorities rather than a simple listing: a. We recommend that first priority be given to systemic changes rather than particular projects. Without systemic changes we doubt that the rest of the recommendations will be fully implemented, and Rochester will always be playing catch-up. We consider the following systemic changes should be given precedence: i. Create a parks and open spaces department. This step, which would create a single contact and voice for Rochester parks and green space is, we suggest, essential to all that follows. ii. Create a community support and advocacy organization of representatives of Rochester's parks and other green space initiatives to leverage the city's limited resources. iii. Recommend that consideration of green space be included in Rochester's climate initiative. iv. Integrate contemporary green infrastructure best practice into the revision of Rochester's zoning code and into city planning. The Green Infrastructure Ontario Coalition guide for Small Cities, Towns and Rural Communities , for example recommends the following guiding principles: a) Implement a green infrastructure first policy; b) Incorporate the multiple benefits of a green infrastructure; c) apply best practices in green infrastructure design and maintenance; d)preserve and protect natural heritage and existing vegetation; and e) Integrate green infrastructure into asset management. LEED also offers resources. v. Integrate into the new city zoning codes and ordinance that specifically protects intrusion onto parks. Require that new buildings on land adjoining parks (not other green space) be set back 15 feet, and require a plant screen between that building and the adjoining park. vi. Bring expertise on green space into considerations of Rochester's Department of Building and Zoning and its Zoning Board of Appeals. b. Once a new department is in place, conduct an inventory of Rochester's parks and green spaces, and also of potential community resources as the city will always have limited resources of its own. c. Use the inventory to develop a master plan for the city and use this plan to sequence and implement additional plans. Create a plan that identifies key priorities/actions, roles/responsibilities, key stakeholders for engagement, and a realistic timeline. d. Increase the data collection capacity of the new parks department and the city generally, but also rely on data and research from other cities and entities with greater resources than Rochester. Ideally develop partnerships with Rochester or regional institutions of higher education to supplement Rochester's capacity in data collection, research and expertise as well as informal partnerships with existing park-supportive organizations like Friends of Highland Park, Friends of Washington Grove. e. Regarding PR-4c "Activate parks with community-oriented programming for diverse audiences, ages, interests, and abilities," ensure that there are ample	4B. Parks, Recreation, and Open Space
Community Mtg. #4	Identify every statue in the City of Rochester. Create a database of these symbols	4B. Parks, Recreation, and Open Space
Community Mtg. #4	Maplewood Park and other parks in Rochester are underutilized by the public. Citizens should be encouraged to utilize the parks for celebrations and ceremonies.	4B. Parks, Recreation, and Open Space
Community Mtg. #4	I really don't see people using the Susan B. Anthony/Frederick Douglass Park. I think the city should encourage residents and business owners to host events in this space. There are businesses on Genesee St, Chili Ave, W Main, and on Jefferson Ave that could be asked to donate and participate. Residents could be encouraged to hold birthday, anniversary, and other celebrations in the park. I don't really see the allure of two bronze figures sitting there alone.	4B. Parks, Recreation, and Open Space
Online Form	For the eventual Park Master Plan Update: Farmington Park could use some work. Tennis courts are totally unused as far as I can tell and there are drainage issues in the field (used by East Side Little League). The main impediment to making this a park that the neighborhood can truly enjoy is the ugly RG&E substation on the east side. Probably not going away anytime soon but wondering if a wall with a mural or even just a tall fence could go up here. Could imagine having a dual warning track for the baseball diamond and trolley bike/ped trail along this stretch of the park.	4B. Parks, Recreation, and Open Space

Submission	Comment	Relevant Section
Online Form	All city-owned lands and especially parks would benefit from healthy soil management. PR 2 d The plan for park management should include guidelines on healthy soils, eliminating chemical fertilizers, reducing tillage and recycling nutrients PR 3 - maintenance and operations should include a focus on practices that build soil carbon PR 4 The goal to increase awareness, pride and engagement is very well stated!	4B. Parks, Recreation, and Open Space
Email	The South corner of Field Street and South Clinton (along the Pinnacle Hill moraine) should be designated as parkland and kept forever wild. It is a beautiful wooded parcel backing up to Brighton and used extensively for hiking, biking, dog walking and simple enjoyment for not only Swillburg residents but also people throughout the neighborhoods including Upper Monroe. We support the concept of preserving green spaces such as Otto Henderberg Park for it is an urban oasis worthy of city improvements and maintenance.	4B. Parks, Recreation, and Open Space
Online Form	We love the strategy of developing plans for reconstituting a city-wide Department of Parks & Recreation that will operate under a Master Plan. However, the strategy mentions a City-County Parks Agreement but does not explain what that means for parks like Ontario Beach Park that is owned by the city but maintained by the county. We experience great frustration with the lack of communication and cohesive planning between the City of Rochester and Monroe County regarding Ontario Beach Park. A city Master Plan will not work without better cooperation between municipalities.	4B. Parks, Recreation, and Open Space
Email	Parks and other amenities: We support the Plan initiatives to enhance parks and other amenities. We note that the Gateway Park, north and south, have been omitted from the initiative to enhance parks. Several of our members continue to work with City staff to upgrade this park and would like this oversight corrected. We also hope to have the South Avenue R Center, our only recreation center, included in the initiative to enhance centers that combine multiple services, such as our South Ave. R Center, Frederick Douglas Library and Anna Murray Douglas School combination.	4B. Parks, Recreation, and Open Space
Email	We had questions as to whether anything in the Plan specifically addressed Wadsworth Square. We encourage the City to include neighborhoods in planning improvements, so that the specific needs of a neighborhood can be addressed and tweaked to fit. Planning for parks near schools should include the school population as well.	4B. Parks, Recreation, and Open Space
Online Form	Overall, I am pleased with the Draft Rochester 2034 plan. It displays a comprehensive and confident attitude towards our City's future. My biggest concern is how uninvolved Monroe County has been in Rochester's planning—especially the Climate Action Plan. Much of what Rochester wants to do to prepare for the future involves updating and making our infrastructures more resilient. And many of our most important infrastructures—transportation, waste, sewage, water, etc.—are under the county's control. Much more coordination with the county is needed to make Rochester's dreams come true.	4C. Climate Change, Mitigation, + Adaptation
Online Form	The only real solution to managing our waste is to seriously reduce plastic pollution. Much could be done right now for the City to encourage customers to use reusable bags, instead of plastic or paper, before the NYS plastic ban begins next year.	4C. Climate Change, Mitigation, + Adaptation
Online Form	"Sustaining Green and Active Systems" a primary initiative area, while also asking that the greenhouse gas emission reduction targets in the Climate Action Plan be dramatically strengthened to net zero emissions within a decade, in order to align with current climate science (the latest IPCC report). According to the Climate Action Plan, the current target is to reduce GHG emissions 40% by 2030, and 80% by 2050, which simply isn't enough! To achieve rapid decarbonization, the City should ambitiously promote beneficial electrification of our building and transportation sector.	4C. Climate Change, Mitigation, + Adaptation
Online Form	I am concerned that climate change and actions taken every day to address it are not discussed or highlighted on a daily basis. To address climate change we need to make it part of our daily routine and habits. At home and in the community we need to make that part of our collective routine. We hear of solar panel farms, wind turbines, and some recycling but we do not see everyday implementation of green practices. Public buildings should set the example. Rooftop gardens reduce energy use, urban heat sinks, rain water run off. They can offer a place to cultivate vegetables, raise honey bees and offer a refuge to employees working in the buildings as well. More green space and replacement of lost trees along curbs will help as well. Permeable pavers rather than concrete or tarmac for sidewalks and parking lots can significantly reduce run in urban settings. New construction of public buildings need to be more progressive and highlight their benefits with signage. We need to make this part of our daily life.	4C. Climate Change, Mitigation, + Adaptation

Submission	Comment	Relevant Section
Online Form	I was reading over the plan, specifically in the climate change and mitigation section and I noticed there were no concrete metrics in the plan. I did not see any carbon dioxide reduction metrics or sustainable agriculture metrics that we would be able to see and target for the future. Not having metrics in a long term plan allows for excuses to be made and inaction to occur. Without the proper metrics and targets, this plan is kind of useless and provides an "out" to powerful people in our community.	4C. Climate Change, Mitigation, + Adaptation
Community Mtg. #2	Charge business for polluting the city - built in tax	4C. Climate Change, Mitigation, + Adaptation
Email	I would encourage Rochester, when looking 15 years forward, to incorporate the ability of property owners to have rights to solar, especially when developers want taller buildings in close proximity to residential properties and units. We need to not limit ourselves to community solar plans, but consider solar hot water, the visual downsides of home/yard shading by taller buildings (and city-owned/new trees), and technologies, especially in NYS, that readily allow for individual home grid connection (Tesla Solar Roof and others that now and will look to compete in the residential market space). The references I found below should be sufficient to chew on.... Definitions... https://en.wikipedia.org/wiki/Solar_access https://en.wikipedia.org/wiki/Right_to_light https://en.wikipedia.org/wiki/Solar_easement Model Code From NY Planning Federation: http://nypf.org/editable/documents/NYPF-ZoningforAlternativeEnergy-04.23.18.pdf Link from NYS Orange County: https://www.orangecountygov.com/DocumentCenter/View/1635/New-York-State-Model-Solar-Zoning-Ordinance-Draft-PDF?bidId= Link from Livingston County: https://www.livingstoncounty.us/DocumentCenter/View/5261/Zoning-for-Solar-Energy-Resource-Guide (Yates county has same link as above) From NYSBA: https://www.nysba.org/WorkArea/DownloadAsset.aspx?id=61248 From NYSERDA: https://www.nyserda.ny.gov/-/media/NYSun/files/Model-Solar-Energy-Law-Guidance-Documents.pdf (Western Pennsylvania) Final Solar Zoning Ordinance. Prepared for Penn Future by Environmental Planning and Design, LLC. Implemented: http://www.townofbristol.org/documents/files/Local%20Law%202%20of%202017%20Solar%20Energy%20Code.pdf Ithaca (New York), Town of. 2014. Town Code. Chapter 270, Zoning; Article III, Terminology; Section 270-5, Definitions. Article XXVI, Special Regulations; Section 270-219.1, Solar Collectors and Installations. Elmira (New York), Town of. 2013. Municipal Code. Chapter 217, Zoning; Article IX, Development Guidelines and Supplementary Regulations; Section 217-73,	4C. Climate Change, Mitigation, + Adaptation
Community Mtg. #3	The Climate Change Plan looks great. Using the High Falls Eco-District as an example and making it a prototype for other neighborhoods	4C. Climate Change, Mitigation, + Adaptation
Community Mtg. #4	Yes! Expand health housing to include energy efficiency (with good ventilation) and clean heating and cooling technologies (i.e. heat pumps. This is a key argument for why we need to prioritize beneficial electrification.	4C. Climate Change, Mitigation, + Adaptation
Community Mtg. #4	Block and district geothermal would be great! What is the process for making sure that developers prioritize that? And any chance that the next round of inner loop development might incorporate geothermal?	4C. Climate Change, Mitigation, + Adaptation
Community Mtg. #4	We need to do our part! New single use plastic bag law in NYS leaves room for communities to step up and promote reusable bags to redevelop over all use of plastic which is now a world-wide problem. Recycling not the answer and I am distressed at how the US sends so much plastic to SE Asia and Africa - poor countries.	4C. Climate Change, Mitigation, + Adaptation
Community Mtg. #4	Waste Reduction and mitigation a plus. Keep in mind that education is crucial. Example - recycling is much less effective in than reducing plastic and conserving.	4C. Climate Change, Mitigation, + Adaptation
Community Mtg. #4	Important to influence businesses as well as community - example - reaching out to Wegmans to reduce plastics	4C. Climate Change, Mitigation, + Adaptation

Submission	Comment	Relevant Section
Community Mtg. #4	Make beneficial electrification one of the 34 key strategies. Fuel switching is already in the Climate Action Plan, when that was created, none of us realized that we already have the cleanest electricity grid in the nation (91% fossil fuel free) and that transitioning our buildings and transportation to electricity is going to be critical for reducing local emissions. The city of Rochester RPCC, Causewave, and 16 other organizations are beginning to develop a "Go All Electric" campaign to help accelerate this transition. The city also has the sustainable Homes Rochester campaign that is focused on education residents about heat pumps, which is part of this overarching effort to promote electrification. Anne Spaulding could certainly tell you more about this.	4C. Climate Change, Mitigation, + Adaptation
Community Mtg. #4	Improve the energy efficiency of people's homes to reduce their energy burden. Making this happen in rental housing is likely to be challenging, but the C of O process could be used to inspire landlords to invest in energy efficiency measures	4C. Climate Change, Mitigation, + Adaptation
Community Mtg. #4	Put people to work upgrading the energy efficiency of homes and installing green infrastructure. PUSH Buffalo provides a great model that we could/should emulate	4C. Climate Change, Mitigation, + Adaptation
Email	Include reference to something like "generating/supporting/proposing projects that advance the FLREDC's Environmental Justice Strategy"	4C. Climate Change, Mitigation, + Adaptation
Online Form	CC 1b - the development of the resilience plan should include increasing soil health because of its power to reduce erosion, buffer climate extremes by increasing the capacity of soils to act as a sponge. Increasing the organic matter in soil by 1% enables one acre to hold an additional 20,000 gallons of water. CC. 1e - It is important to increase composting. Instead of developing one central site, it would be better to have a composting area in every neighborhood to reduce trucking of heavy materials and to encourage citizens to participate in composting and vermicomposting by having easy access to products they can use in home gardens and community gardens. CC 2j - the green infrastructure construction specs should include guidelines on healthy soil management The City of Rochester Sustainable Practice pragmatic guide would also be strengthened by the addition of information about healthy soil management. The guide does not include anything about gardening and landscape practices that foster soil carbon.	4C. Climate Change, Mitigation, + Adaptation
Online Form	Honestly, I see the section "Climate Change Mitigation + Adaption" as the linchpin for everything else. Without addressing climate change many of the other initiatives seem more difficult to achieve. I want to believe this is an area where Rochester could be a national leader in creating a resilient, energy efficient, sustainable community, especially given some of our other local strengths, such as the UofR and RIT. After all, who wouldn't rather live here than, say, Austin -- especially after a few more years of heat waves and droughts? In other words, I'm advising having the courage to make this the main focus of the strategic plan--because without this the rest of the plan doesn't really matter.	4C. Climate Change, Mitigation, + Adaptation
Email	All developments over a certain size (square footage limit and a cost limit) must be net zero in carbon emissions. For rehabs, the cost limit only would apply (i.e. minor projects in existing large structures would not impose net zero requirements). For smaller developments, city planners and property owners should be required to investigate availability of energy efficiency incentives that can be integrated with the proposed project.	4C. Climate Change, Mitigation, + Adaptation
Online Form	Climate Change: Most of this is just data gathering, planning, encouraging, etc. We have to be more aggressive. Zoning changes to demand that all new buildings are at least carbon neutral are necessary. We can't wait for other cities to do it. We should be a leader on this and if we tout it correctly, will help with economic development.	4C. Climate Change, Mitigation, + Adaptation
Online Form	We have to insist that our local architects and planners use carbon neutral designs. No exceptions.	4C. Climate Change, Mitigation, + Adaptation
Online Form	p. 310 - This section is woefully inadequate. There's no discussion of regional planning. Further, building a house in the city is already so much more carbon-efficient than one in Penfield, it's a real stretch to then force the new city home to be twice as expensive to meet some sort of environmental requirement. It will just allow for that many more houses in Penfield while the city continues to drain.	4C. Climate Change, Mitigation, + Adaptation

Submission	Comment	Relevant Section
Online Form	Climate Change Climate change is the overarching challenge of our world today. Cities must play an essential role in finding solutions. With more people living in cities around the world, and with Rochester poised to grow again, planning for this growth in a way that reduces greenhouse gases and improves the resilience of natural and built systems is necessary for people to thrive. There are other actions the City can take to address climate change, such as how energy is procured from outside its borders, but for Rochester to increase the amount of renewable energy produced in Rochester, we encourage you to consider 3 things: -Revisit building codes and revise them to encourage (or require) energy production on-site for new construction. Just like city building codes require on-site stormwater management, the City should consider on-site energy management (production and savings), ramp up efficiency requirements and inspections (because enforcement is a huge issue that limits the efficacy of energy efficiency requirements). The City could require that all new buildings be built solar-ready (that is, capable of supporting solar on the roof) so that solar can be added in the future. Retrofitting a roof to support the added load of solar is more challenging. The City could require that a certain percentage of rooftop space be covered with solar. The bottom line is that in densely developed areas, rooftop space is a premium site for solar. -Promote existing, appropriately constructed, rooftops and parking lots as sites for solar installations. Solar in these spaces is often supported by community members and can be used for community shared solar too. The City can be creative and drive solar to these spaces. -Keep proposed solar installations on currently vacant lands open for public use where possible. There is no reason for solar arrays to be fenced off and inaccessible for community members—with intentional design, the lots can remain accessible under solar arrays. It would be a shame for solar arrays to be another land use that limits access for neighbors. Parks, meeting spaces, etc., can all be situated in the shade of a solar array, providing multiple benefits to residents beyond possible energy costs savings. We would be happy to go into further detail about these.	4C. Climate Change, Mitigation, + Adaptation
Online Form	We noticed that the Rochester Climate Action Plan sets an ambitious goal of reducing GHG emissions to 80% below 2010 levels by 2050. These goals were set prior to the recently signed Climate Leadership and Community Protection Act, which establishes a New York State goal of 85% below 1990 levels by 2050. We anticipate there will be programs and incentives to help cities meet the new state-wide goals but the assistance of variety of partners will be needed as well. The Nature Conservancy would be happy to discuss ways we may be able to help Rochester achieve the new State-wide goals.	4C. Climate Change, Mitigation, + Adaptation
Online Form	We would also like to recognize Rochester for acknowledging that dual action towards both mitigation and adaptation are necessary to address Climate Change, as we must adapt to the substantial changes already set in motion. We encourage the speedy release of the City's Climate Change Resilience Plan, which should complement mitigation planning with adaptation-focused thinking.	4C. Climate Change, Mitigation, + Adaptation
Email	In Initiative Area 4 (Sustaining Green and Active Systems, Climate Change and Mitigation subsection), there is mention of promotion of active transportation in the City's Climate Action Plan. There is also mention of increasing alternative transportation infrastructure in the Action Plan portion of the Comprehensive Plan. There doesn't appear to be a goal set forth to encourage and incentivize City employees to use active transportation or to disincentivize single occupancy vehicles. We believe the Plan should contain an overall mode shift goal for the city as a whole, such as a 10% shift from car trips being shifted to other modes of travel, and that the City workforce should model this activity for the community by achieving that shift within 7 years. Reduction of car use by City employees could arguably have more direct impact on the City's carbon emissions than any other single action in the report. There are many ways that such a shift to non-automobile transportation could work, especially with improvements to bus service provided by Reimagine RTS, City Hall's location near the Transit Center, and the Pace bike share system. Incentives for City employees to use alternate forms of transportation would help with that effort.	4C. Climate Change, Mitigation, + Adaptation
Email	The Rochester Climate Action Plan (referenced on page 303) calls for reduced vehicle miles traveled . We share that priority, and encourage the City to identify a specific reduction goal. We also ask that the City develop strategies to achieve that reduction. These strategies (many of which are found elsewhere in the plan) should include multi-modal transportation improvements, zoning reforms to allow greater housing density within the city, and the elimination of parking minimums (among many other things).	4C. Climate Change, Mitigation, + Adaptation
Email	We encourage long range planning and incorporating this topic across all others.	4C. Climate Change, Mitigation, + Adaptation

Submission	Comment	Relevant Section
Launch Party	Yay, community gardens! I'd recommend reaching out to the City's immigrant & refugee communities to seek their input on how we can create space for a range of cultures and garden plans - the Beacon Hill Food Forest in Seattle might be a good model here. The local indigenous communities may also have suggestions on how we can work with Rochester's Climate & local edible plants that grow with minimal irrigation & fertilizer. My last suggestion is to keep accessibility and affordability in mind. Everyone would be welcome regardless of race, education level, income, or physical abilities/	4D. Urban Agriculture + Community Gardens
Community Mtg. #3	Encouraging as much urban agriculture and community gardens as possible is great!	4D. Urban Agriculture + Community Gardens
Community Mtg. #5	Love that food deserts are called out - would like to see more ways to do pop-up markets or allow community gardeners to sell their produce to neighbors	4D. Urban Agriculture + Community Gardens
Online Form	Urban agriculture UAG 1c - I suggest cutting hydroponic and focusing instead on aquaponic operations. Aquaponic systems cycle nutrients between the fish that are raised and the plants that are raised. Hydroponics depend on water soluble materials to feed plants. While you can grow plants that way, they will never be as healthy and nutritious as plants grown in soil or in an integrated system like the best aquaponic systems. UAC 1 i - I am very pleased to see that this calls for convening a food policy council. Rochester would benefit from a council that would have as its overarching goal the elimination of hunger and malnutrition in the city. In a region like this one with so much productive farmland and adequate supplies of water, it should be possible to produce and deliver enough locally grown, nutritious and culturally appropriate food to everyone or to provide people with the resources to feed themselves.	4D. Urban Agriculture + Community Gardens
Online Form	Initiative 4, Section D: Urban Agriculture + Community Gardens: Adding on page 311 the text in upper case: "... teaching youth about NUTRITION, where food comes from, basic business principles, the importance of community, environmental sustainability, and job and life skills." If the Comp Plan goes a little further in recognizing the potential of urban ag to promote nutrition education, that would lay the foundation for a wider range of future City policies, grants, etc. This doesn't have to come at the expense of the other benefits of urban ag that are recognized in the comp plan.	4D. Urban Agriculture + Community Gardens

Submission	Comment	Relevant Section
Online Form	UAG Action Plan: Strategy UAG-1a: change to “environmental, health, social AND ECONOMIC benefits of urban agriculture.” Strategy UAG-1c: Suggested text change: “Market strategic sites for large-scale URBAN AGRICULTURE operations, INCLUDING BOTH SOIL-BASED AND SOIL-LESS SYSTEMS to support food production...” Large-scale urban agriculture operations that can have workforce and employment impact can and should include soil-based agriculture and livestock, including greenhouses, high tunnels and other production aids. Strategy UAG-1g: add the State Community Garden Working Group as a possible partner. Strategy UAG-1i: Include Urban Agriculture Working Group in list of Partners for this strategy. We would like to propose adding the following focus areas to Goal “UAG-3: Explore innovative urban agriculture initiatives”: -Explore support for installation of high tunnels, hoop houses and other season-extending production aids on City-owned and private land. Specifically, work with NYS Natural Resources Conservation Service to extend state High Tunnel Initiative to urban farmers. This could be based on Cleveland’s urban High Tunnel Initiative where state and federal money is leveraged to assist first-generation, low-income and/or socially disadvantaged farmers with up to 90% of the costs of high tunnel installation. Soil Health and Soil Safety: - Provide programming to educate farmers and gardeners about building healthy productive soils in urban environments. - Educate residents on mitigating environmental exposure risks on potentially contaminated land. - Eliminate blanket ban on in-situ growing in favor of evidence-based approach where allowed use is based on soil test results. For example, in Cleveland, leasing City-owned land involves soil testing that yields a red/yellow/green ranking: “Red” land may not be used for growing any food; “Yellow” requires raised beds or other remediation/containment strategies; “Green” land can support any type of growing. Actively explore successful models and programs in other legacy industry cities and facilitate field trips and exchange programs.	4D. Urban Agriculture + Community Gardens
Online Form	Change zoning and promote front yards as gardens.	4D. Urban Agriculture + Community Gardens
Email	Promoting Green space adds to the vitality of a city and promotes a quality of life. A vital part of building community can be seen in people working together on community gardens. Although the plan supports community gardens there’s an underlying thread that implies that as home values increase and land, in certain sections like the Southeast, becomes scarce that the city will sell community garden lots for homes. Community gardens have played a vital role in giving city residents that have small yards, or renters an opportunity to grow nutritious food. The community garden lots (like the Victory Garden on South Wedge) should not be sold to increase housing but maintained as an integral part of a healthy neighborhood. Green spaces should be protected not developed.	4D. Urban Agriculture + Community Gardens
Launch Party	RTS service to Wegmans too sporadic on weekends	4E. Transportation
Launch Party	Hello! I love and adore the online bike lane map. Is it possible to update it more frequently? It is a valuable tool and I would love to see it become even more valuable	4E. Transportation

Submission	Comment	Relevant Section
Launch Party	Hello! Thank you all so much for your hard work on this Plan. I am deeply grateful for the City's investment in equality, diversity, sustainability, history, art & culture, and so much more. I'm thrilled to hear that Rochester is including walkability and mass transit in its vision for 2034. I'm a bit disappointed to hear that light rail is not immediately under consideration, though I am happy to hear that the City is planning to work with RTS to create a reliable mass transit system that will serve the entire city, including areas that depend on it the most. I do ask, though, that Rochester & RTS keep light rail in mind as a goal. Trolleys/Subways/Light rail are zero-waste, reliable, and affordable ways to move large numbers of People. As global climate change worsens, we need to move beyond cars. We also need transit that will get people to work fast. To stay competitive with cities like Portland, OR, Minneapolis, MN, Austin, TX, and elsewhere, we need to follow their lead and rebuild the mass transit lines that we tore out during the 1950s-70s. Young people want to live where they can catch a train to a ballgame or ride the light rails from their apartment to the airport. Corporation know this and are attracted to cities with this infrastructure already in Place. I hope that rochester & RTS will consider a light rail feasibility study before the city's 200th birthday. I'm honestly not sure that I want to wait that long for transit.	4E. Transportation
Launch Party	Consider having a vehicle that circulates and can be texted/called to rent helmets for the bikes	4E. Transportation
Online Form	Mainly I'm looking for connectivity of trails, bike lanes, sidewalks, and even tunnels/renewed skyway to synchronize and unify non-auto modes. On the whole, I like the idea of pulling together all the various plans under this comprehensive plan -- all of these issues themselves are interconnected. I'm confused about the maps -- Dewey, Main, Lyell ... they all have bike lines. I realize they're all rather difficult, but I'm still advocating for updating and completing the bike lines.	4E. Transportation
Online Form	I'm intrigued with the idea of geothermal heating of our sidewalks (as indicated by this item at transportation station at the launch party) and wonder if this valuable infrastructure would or could be connected to public and private buildings.	4E. Transportation
Online Form	While making Rochester a top-notch "Bicycle-Friendly Community", to achieve that requires a lot of educational programs so more active transportation (walking and bicycling) are safer and more likely to be accepted and tolerated by the public.	4E. Transportation

Submission	Comment	Relevant Section
Online Form	Thank you all so much for your hard work on the Draft Rochester 2034 plan. There are so many proposals I love and support in this plan! I deeply appreciate the focus on equitable opportunity, neighborhood revitalization, sustainability, walkability, ROC the Riverway and other public spaces, arts and culture, community gardens—really, there are so many great ideas here. My one major concern is that, while these ideas are all good, the city's plan isn't ambitious enough in a few key areas. I want to focus on the intersection of sustainability, walkability, neighborhood beautification, workforce development, tourism, and economic growth as they relate to public transit. I am very discouraged that the 2034 draft dismisses "a viable street car, trolley, light rail, or other similar fixed-rail system" because it "would require a substantial capital investment and a critical mass of population, jobs, and destinations that are not clearly evident in Rochester today." I am also discouraged that the plan assumes single-occupancy fossil fuel vehicles may be "unavoidable in many situations due to our car-oriented region, lifestyle choices, and logistical challenges." Speaking as a young professional who moved to Rochester for work, I can say that the city's lack of a fixed-rail system is a major deterrent for attracting newcomers to the region. Companies (like Amazon, for example) and younger residents (like myself, my partner, and my friends) are more likely to make their home in a walkable community that is already connected via a reliable mass transit system—one that includes extensive interconnected bus routes serving all areas of the city on a fairly frequent timetable with at least one fixed-rail line to transport passengers across long distances quickly. Portland, OR, and Minneapolis, MN, are good examples here: they're a bit larger in population and wealthier than Rochester, sure, but they're more connected. Their transit systems are reliable and offer direct routes to colleges, airport and train facilities, parks, employment hubs, and residential neighborhoods. Furthermore, employers in those cities offer employee incentives to utilize mass transit, such as free or discounted monthly passes that work across all forms of public transportation (New York City's Metro card or Seattle's ORCA card are good examples). In these cities, I could hop a 20-minute bus to work, take the streetcar to a baseball game (or to SeaBreeze or the Charlotte Beach, for a local example), and take a light rail train directly to the airport so I don't have to hitch a ride, call a cab, or pay for long-term parking. Fixed-rail systems increase cities' walkability scores by connecting neighborhoods, which in turn gives people more access to jobs, schools, libraries, and resources. They increase tourism by getting people moving to popular destinations without having to worry about finding parking, and they are very attractive for companies that are concerned about sustainability. Speaking of, fixed-rail systems are virtually carbon-free and would go a long way toward helping Rochester become carbon neutral and reduce our greenhouse gas emissions to zero by 2029 (which we absolutely need to do if we as a global community have any hope of achieving the Paris Accord goals based on the most recent report by the Intergovernmental Panel on Climate Change). Finally, fixed-rail systems are cheaper and easier to maintain than a fleet of buses—look at Toronto, for example, which has kept its fleet of trolleys running since the 1970s across a land area more or less the same as Rochester's. My goal with this comment is not to discourage the City from partnering with RTS on an expanded bus network. This should not be an either/or decision:	4E. Transportation
Community Mtg. #2	Keep mixed use as simple as possible. Education spending goes a long way.	4E. Transportation
Community Mtg. #3	Develop tiny home villages along bus corridors with bike lanes	4E. Transportation
Community Mtg. #3	The emphasis on multi-modal transportation is great. Working with RTS to make transit work better is great. For biking, the work done so far is great, but in the near future we should focus on building out a connected bike network,	4E. Transportation
Community Mtg. #3	Investigate a light rail system, particularly from downtown to Charlotte. Is this idea specifically mentioned in 2034, or just peripherally? (ie. "active transportation program")	4E. Transportation
Community Mtg. #4	Keep focusing on making safe bike lanes (Union St Cycle Track). Less cars, better health. Consider on on St. Paul to zoo	4E. Transportation
Community Mtg. #4	When is Rochester going to get a lightrail system? Maybe we're not ready to build it today, but shouldn't we be making a plan for how to build it in the not-too-distant future	4E. Transportation
Community Mtg. #5	Traffic operations center would be good.	4E. Transportation
Community Mtg. #5	Optimizing major streets so we don't hit every red light would be very nice .That is a huge frustration.	4E. Transportation
Community Mtg. #5	Great to have a coordinated plan to promote walkability/bikeability	4E. Transportation
Community Mtg. #5	Want to ensure protected bike lanes are available everywhere to promote more biking	4E. Transportation
Community Mtg. #5	Want kids at play signage	4E. Transportation
Community Mtg. #5	Give City more dollars for crosswalk restriping	4E. Transportation
Email	Where will residents of center city apartments park their cars ? Or is it expected that they will not need cars ? Streets and infrastructure are improving.	4E. Transportation

Submission	Comment	Relevant Section
Online Form	INFRASTRUCTURE, ACCESSIBILITY. Kudos to you for including TRN-1M in the 34 key strategies! The degree that we allow our pedestrian infrastructure through our long winters to literally be buried in snow in our attempts to make way for the vehicles...is unconscionable. Every crosswalk and sidewalk, every curb cut is arguably an ADA violation for a good chunk of the year!! This city must prioritize non-motorized infrastructure year round. This is not just about "walking the talk" and showing that the non-motorized modes matter--it is about economic opportunity and equity, and efficient, safe functioning of the city and its citizens.	4E. Transportation
Online Form	Glad to see the trolley trail through this neighborhood included in the Plan. Some residents might be opposed to it but younger homeowners see the value in this kind of amenity. Would be great to see the City work with RG&E on reacquiring this land and cooperating with Irondequoit on extending a trail up to the Bay.	4E. Transportation
Online Form	Lastly, it would be nice to see expanded use of both-side street parking in these neighborhoods. Think it's a nice affordable way to calm traffic on side streets and reduce the need for building more parking lots as we try and fill in some of the vacant storefronts on Culver and Merchants.	4E. Transportation
Online Form	I suggest speed bumps in many neighborhood streets for traffic calming.	4E. Transportation
Online Form	Incorporate NACTO designs for all urban streets to make them more pedestrian, bicycle and disability friendly.	4E. Transportation
Online Form	I am very excited for this plan. Biggest thing I'm really a supporter of is the removal of parking requirements, and the increasing the area that are R2. I'm a lifelong rochesterian (born and raised and I'm 43) and a small scale developer, trying to provide quality affordable but unsubsidized housing. There's no way to do that in the rochester real estate market when you can only build single family homes with driveways and parking lots. There are only a few neighborhoods you can actually make it work financially and they have very little vacant land, like Winton village, park Ave and South wedge. And it's not affordable housing to lower income people, you're talking minimum \$1200-1500/month for a modest house, just to break even. However, if I am able to take a small parcel, build a duplex or 4-family with no parking (by the way, I have 11 current tenants only 2 of who own cars), then I can build at a price point that allows me to move that break even point down to \$6-700/month for a modest apartment, which is affordable to most families in the city. And then their utility bills are much lower too because it uses less heating. So basically, I support moving towards allowing this in most places, ideally everywhere. A lot of times you can't even tell a duplex is a duplex from outside, so why shouldn't it be allowed? I'd also like to see more effort and info taken on how to improve bus service. I use it often and most of my tenants use it exclusively so I think we really need to try harder, not just one short page that says buses are good and trains are bad (which I also don't understand, because I've been to cities like ours like Cincinnati and Milwaukee and Kansas City where it seems to work great)	4E. Transportation

Submission	Comment	Relevant Section
Online Form	An east-west trail to complement the north-south Genesee Riverway Trail is a must. New trails are absolutely essential but so is the maintenance of existing trails. A decent amount of the Genesee Riverway Trail is unrideable due to root damage & upheaval. Would it not be better and more cost-effective longterm to install root barriers on each side of the trail(s)? More cost up front, but less maintenance fixing the asphalt every year. Winter maintenance of bike infrastructure: for starters, plow the Genesee Riverway Trail from U of R to downtown and prioritize Main Street. Many of-necessity cyclists bike in the winter and the bike lanes are often full of snow. Might as well shoot for the stars here: https://www.mlive.com/business/west-michigan/2016/02/why_holland_spends_millions_to.html I love the part about having workplaces incentivize car-ditching and using other modes. But City Hall must take the lead on that. City Hall must make concrete steps towards encouraging its employees to avail themselves of other options. Buffalo in its recent TDM shot for a 20% reduction in single-occupancy vehicle trips in 15 years. Can we shoot for the same? We need a goal to reduce vehicle miles traveled per capita. Rochester must adopt a Vision Zero policy. Can't be just progressive buzzwords though - must have teeth to it. No more catering to motorists who just want to drive fast (Lake Ave). No amount of traffic "efficiency" is worth a single death. Traffic deaths are preventable by reconfiguring our streets. Motorists will make mistakes & errors in judgement when behind the wheel. Let's configure our streets so the results of those mistakes are not as deadly. Fire Dept response vehicles can be reduced in size. Too often, complete streets get thrown out the window just because the old firetrucks can't make the turns. Most of the bike infrastructure installed thus far is striped bike lanes that don't do a good job of getting people on bikes. If it doesn't feel safe, people won't avail themselves of that option. To get people of all ages and abilities on bikes, we need a minimum grid bike network. Let's make bike infrastructure that makes everyone comfortable. I applaud Rochester's complete streets policy. But it's a quiet policy. Motorists, especially those that have had their licenses for many years, are not aware that cyclists have a right to the street. There must be an educational campaign to not only let residents know that bikes are allowed on the streets, but to encourage it and let them know that's the city we want to be and will be in the future. Let's eliminate parking minimums as Buffalo has done. Research shows again and again that the more car-dependent a city is and the more its downtown is full of parking, the more that city struggles with tax revenue. There's a direct correlation (an inverse relationship) between the amount of overabundant, cheap parking and the economic vibrancy and sustainability of a city. Traffic efficiency can't just be measured by cars. Rochester needs a multi-modal level of service.	4E. Transportation
Online Form	Please include multi-modal level of service when analyzing potential street changes, so traffic efficiency isn't measured by just cars. The City has a complete streets policy and ambitious goals to mitigate carbon emissions, it should be doing more to take into account every mode of traveling through a given area.	4E. Transportation
Online Form	The City has made great strides over the last 8 years to become much of a bicycle-friendly city. With each improvement it seems that more and more bikes take to the streets. The City has generally added bike infrastructure when streets were due for improvement anyway. While this was a great way to get started for as small an investment as possible, now that more people are biking and we know infrastructure makes a difference it is time to build out a "minimum grid" bike network accessible to all areas of the city as well as all ages and abilities.	4E. Transportation
Online Form	I just hope the city puts more work into making it safer to bike and easier to take the bus, than they are now. Is hard on car free folk now. I think we should allow even more duplexes, even in all of the residential neighborhoods, it just makes sense especially since there's already so many of them anyway it's not like it's a big change. Will make it so that bus service can work better if there's more people and more density. We're a big city and we should start acting like it! :-)	4E. Transportation
Online Form	Would really also like to see much more focus and a concrete plan on making more bike lanes and making RTS better. I think we should try light rail like Buffalo too. our bike lanes are chaos and leave a lot to be desired for casual bikers like me I think we should design them more like Europe and Montreal	4E. Transportation

Submission	Comment	Relevant Section
Online Form	I'm responding to the transportation portion of the Roc 2034 plan. I'm encouraged by the lip service paid to transitioning away from automobile dependency, but disappointed that the goals seem so small. Pedestrian bumpouts are nice but it is pretty disappointing to see that as a significant bullet point of a 15-year strategic plan. If we truly want to transition away from automobiles we could aspire to things like: - a pedestrian-only zone downtown (like Jazz St), which gradually expands each year; - a well-communicated planned parking rate increase each year (\$0.10 per hour per year perhaps) to continue rising indefinitely; - a punitive tax on surface parking lots to encourage their development; - the removal of parking requirements in all zoning (residential, commercial or industrial), or require a bicycle parking spot for each automobile parking spot; - ban types of vehicles (like lifted pickup trucks) known to be more dangerous to pedestrians and bicyclists from operating in the city; - speed cameras, and bringing back red light cameras; - a 15mph winter speed limit on roads with bike lanes/sharrows, to allow bicyclists to use roadways when bike lanes are obstructed by snow. Regarding winter - the page on winter (p 326) reads like it was written by someone who has thought about this a lot and was asked "what can we do for zero additional dollars?" Montreal receives more average annual snowfall than Rochester per year, but prioritizes bike lanes for plowing and then removes snow after it's plowed so it doesn't block bike lanes like it does here. Boulder Colorado (which also receives more snow than Rochester) also plows bicycle lanes and paths, and begins plowing them at the same time as when they plow streets. This costs money, but the whole point of having priorities is that you spend money on your priorities. If a person cannot commute by bicycle or safely walking 12 months of the year, then they will not give up their car, which means they're less likely to commute by bicycle or foot any month of the year. This means we get much less bang for our buck on bike lanes in the summer as well. The money exists at the state level - the state's spending \$150 million on the 390/490 interchange - that buys a lot of sidewalk plows. The issue with the plan's approach to winter has a similar problem to our approach to bike lanes. The city is attempting an incremental approach, but a bicycle commute that is safe 80% of the time and terrifying 20% of the time is not attractive to either commuters or people riding for leisure. Riding down Monroe Avenue alternates between stress and relaxation until you arrive to the Union St cycletrack (which is fantastic). As you correctly note in the plan, we need a network of bicycle lanes rather than our current scatterplot of bike lanes. 60 miles of bicycle lanes is better than 0 miles of bicycle lanes, but we have 757 miles of roadway in Rochester, meaning well over 90% of roadway in Rochester is deadly, and of course most of the 60 miles we do have is neither connected nor physically protected. If I can only use bike lanes alone, and not with my 5-year old son (whether it's because they're not physically protected, or because we can't get ourselves to the physically protected part without biking alongside cars), that means I have to keep my car. I truly believe that incremental approaches are doomed to fail. Slicing away salami-style at car dependency will not get us to a tipping point fast enough to help us mitigate climate change - let's think pulled pork, not salami! This draft plan is a step in the right direction, but we need huge strides. Politically, people addicted to their automobiles will fight any concessions to pedestrians and bicyclists, no matter the scale, but it will be difficult to mobilize non-drivers	4E. Transportation
Online Form	I have at this point only read the section on Parking (pg 103-4). While I recognize that it is a very complex issue I have two viewpoints to add. When I used to live in the suburbs, the availability of safe, accessible and reasonably priced parking was a huge deterrent to doing anything downtown. Yes - some was perception, but some was reality. As a city resident now, I do a lot of walking and appreciate some of the concerns catering to pedestrians; however, I am also very concerned that if more business (and especially large residential structures) do not have affordable parking (garages or lots) near by - the cars will end up on purely residential streets. This already happens in my area and I don't like not being able to find a spot on my street for a guest or having people come back for their cars from events being loud and boisterous late at night when the bars close. This happens already and it would only get worse. There are various places in the city still that I won't go to if I can't walk there because of the unavailability of parking.	4E. Transportation
Email	Yes to more public transit infrastructure, yes to transit-supportive corridors.	4E. Transportation
Email	Yes to more active transportation infrastructure – bikes, scooters, improve pedestrian infrastructure (more on this below).	4E. Transportation
Email	RTS is not funded through local property taxes, so how to fund public transit improvements as the density increases?	4E. Transportation

Submission	Comment	Relevant Section
Online Form	Transportation: We'll have to use money we save on ending corporate welfare to... • Help pay for more RTS buses on the road. (15 minutes per bus from 7am – 11pm) • Create county-wide paratransit without limitations • Electric trolleys that focus on crosstown traffic that links RTS's hub-and-spoke system. • Work toward a free public transportation system in Rochester. It will spur economic development, create community, and fight climate change.	4E. Transportation
Online Form	Bike Lanes: Keep making dedicated bike lanes, but we're leaving behind the people who live in Rochester right now. We need a solution to help older people who will not be riding bikes and those working multiple jobs to survive to move about the area. (see above)	4E. Transportation
Online Form	Safer cycling brings in income from community and residence, it also brings in visitors and multi day travelers. I travel from a good hour away to ride the canal, and attend rides that are put on by City of Rochester and other organizations. Why? My area has no bike safety zones or trails and with all the distracted drivers it is not worth risking life/limb. Safe cycling should be the normal, not a nuisance. The world is getting too fast paced not to enjoy life on 2 wheels.	4E. Transportation
Online Form	It may be in there, but I didn't see a statement that adequate funds are needed for routine street maintenance. These projects serve all modes of transportation and they are visible components of our quality of life. I think we have made so many budget cuts to street maintenance that it is now affecting our neighborhood quality of life. Monroe Avenue in the City is our embarrassing Ho Chi Minh trail and it has been for 15 years. I have been on better roads in Nicaragua, a third world country.	4E. Transportation
Online Form	p. 325 - Consider Barnes Dances/pedestrian scrambles.	4E. Transportation
Online Form	p. 335 - As part of TDM, consider wooing employees and companies that are telework friendly. This is where a great deal of success comes from in KS and UT despite little direct access to major metros.	4E. Transportation
Online Form	I have not completed an entire read-through of the plan, and probably won't until well after 8/16 - but i have reviewed several key areas of interest i want to give feedback on. First, I believe Rochester is implementing Traffic Calming entirely wrong. Punishing drivers for going to work is not a wise way to encourage people to come downtown. For every car you are pushing out, there are one or more occupants who are trying to do business in the city.	4E. Transportation
Online Form	I do support green initiatives - our household has converted entirely to electric cars and use solar electricity. But until our public transit system allows for a real, effective alternative to cars, I believe it critical for Rochester to continue to keep Downtown Rochester (and the surrounding areas) car-friendly - not car-centric, but accessible in reasonable amounts of time. I think ultimately, we really need to implement a good, effective public transit system that is simply faster and more effective than driving, but in the meantime, the "traffic calming" initiatives in my neighborhood have left me simply "turning towards Gates" whenever I need something. Which is not really where I want my tax dollars spent by myself or anyone else.	4E. Transportation
Online Form	Secondly, I believe entirely that the 19th Ward needs help. Our Thurston Ave area is really floundering, and it does a disservice to one of the more dense, residential, self-sustaining neighborhoods when we don't have walkable access to many things we need. It also does nobody a service when they cannot find employment in the same areas, and even worse disservice when they are islanded into the neighborhood by increasingly strict transportation plans.	4E. Transportation
Online Form	I understand that designing these things are hard, and that the City does not run the RTS system, but it can apply pressure to make things better. As a consultant, I have worked with several businesses who have left the Rochester downtown area because of difficulty with parking or employee access, including my own firm who realized the cost of locating downtown meant a loss of mobility for all of our consultants. We cannot rely solely on tax breaks to bring businesses downtown - it has to be done organically, and that means competing with the suburbs on these points.	4E. Transportation
Online Form	Also I like the prioritization of being a pedestrian friendly, walkable and bikeable City.	4E. Transportation
Email	The Children's Agenda is largely supportive of the transportation related aspects of the 2034 plan. We applaud efforts to make the city more pedestrian and bicycle friendly, as a more multi-modal community is both more accessible to children living in households without cars and helps ensure children can safely navigate their neighborhoods to access parks, recreational services, libraries, and other outdoor spaces.	4E. Transportation

Submission	Comment	Relevant Section
Email	The city main corridors are not much more than the RTS bus route. Bikers and walkers will not replace cars where there is no other public transportation to rely on but RTS. Many sidewalks are in dismal shape and city sidewalk plowing efforts fall short. Public transportation needs to be addressed more.	4E. Transportation
Online Form	In general, I like the focus on pedestrians and cyclists and not just cars. Rochester has no shortage of parking so focusing on prioritizing other ways of getting around isn't going to hurt us. Instead of building more parking lots, we should use technology to make our parking system smarter and build environments that make other options attractive. We're not Europe. Our temperatures and weather are more extreme so biking and walking 365 days a year is not going to be attractive to most people. But we can still embrace activity in the colder months and make walking, biking, scootering, etc. viable other months of the year.	4E. Transportation
Online Form	The draft 2034 plan devotes far less space to discussing transit issues than it does to any other transportation issue. Transit is a critical issue affecting our ability to draw jobs and services to the city, and to provide access to those jobs and services. The section on transit consists of only four paragraphs, and the longest paragraph is spent completely dismissing the viability of rail transit in Rochester. The final plan must drop the language that is dismissive of rail transit, call for studies of the opportunities of rail transit, and further describe the importance of transit to the health of our city.	4E. Transportation
Online Form	A viable street car (sic), trolley, light rail, or other similar fixed-rail system would require a substantial capital investment and a critical mass of population, jobs, and destinations that are not clearly evident in Rochester today. It would also likely require significant leadership and support from institutions, the business community, and other regional partners along with RTS and the City. Any advancement to a new form of transit must not come at the expense of maintaining a high-quality city-wide system of bus service. Prior to any form of fixed-rail transit becoming feasible in Rochester, the highest priority advancement is in the form of enhanced bus service, with the eventual target of bus rapid transit (BRT) in certain high-frequency corridors. If ridership grows on BRT corridors, the potential for fixed-rail transit could be examined at a future date."	4E. Transportation

Submission	Comment	Relevant Section
Online Form	pg 329, paragraph 2: The first sentence erroneously claims that Rochester does not have the population and job density to support rail transit. Almost any corridor that can support frequent bus service can support modern streetcar service. Modern streetcars only have slightly more passenger capacity per vehicle than articulated buses, which are already in widespread use in Rochester. The density statistics that matter most when determining the viability of a modern streetcar proposal are not average regional densities, but rather densities in candidate corridors. The proposed high-frequency bus service corridors in the Reimagine RTS plan have greater population and employment density than several existing successful modern US streetcar lines (for example, in Tucson, AZ). The second sentence says that leadership and support would be needed before a rail transit line could be built. While this is true, it is also true of virtually every other initiative in the 2034 plan. Yet no other proposal in the 2034 plan is dismissed in this way. The third sentence says that any new form of transit should not come at the expense of city-wide bus service. While also true, this sentence is both misleading and unnecessary. Several high-frequency bus routes should be considered for upgrade to modern streetcar as part of an integrated bus-rail transit system while maintaining and strengthening bus service. Clearly, any proposal to increase the level of transit services (whether bus-rail or all-bus) would require additional funding for transit operations, and New York State is already making progress on increasing transit funding for Rochester and other upstate cities. The fourth sentence claims that enhanced bus service would be necessary before rail transit would be feasible. As said before, modern streetcar service already is feasible for Rochester. Furthermore, enhanced bus service and modern streetcars are most definitely not mutually exclusive. Enhancements such as prioritized signals, enhanced shelters, more shelters, and bus stop amenities should be implemented. The fourth and fifth sentences refer to “BRT.” The term BRT is broad and not well defined, but it typically refers to dedicated bus lanes and busways on separate rights of way with large stations. There are few streets (possibly only one: Lake Avenue) that have a wide enough right of way to allow BRT to be built in Rochester. It is important to note that the city has removed transit-only lanes on Lake Avenue and Main Street rather than adding transit lanes, hence it is hard to believe that the city is serious about implementing new bus lanes. The city is perpetuating an excuse that it has used three times in the past, when studies concluded that light rail transit in Rochester was viable and advisable, yet the city claimed that bus improvements should be pursued instead, and then the city failed to make any real effort to cooperate with implementing those bus improvements.	4E. Transportation
Online Form	The other features commonly associated with BRT are queue-jumping lanes, and large stations with isolated paid-fare boarding area. Again, Rochester streets simply do not have the room to implement either of these improvements. As a result, it is not appropriate for the 2034 plan to claim that BRT would be an eventual goal for Rochester. On the other hand, several of our arterial streets do have the physical characteristics to accommodate modern streetcars.	4E. Transportation
Online Form	Streetcars and other forms of light rail transit have unique benefits that warrant a study of applications in Rochester. Rail transit offers a better ride quality, boards easily and quickly (due to the fixed alignment of the vehicle to the stop), and is very energy-efficient (due to the very low friction of the wheel/rail interface). These factors attract higher ridership at a low operating cost. Rail transit is proven to attract more employment and development as a result of the higher ridership plus rail’s fixed nature (which assures developers and employers that the route will not be rerouted the way that a bus can).	4E. Transportation
Online Form	While there are those who argue that we should retain a bus-only transit system because “buses are cheaper”, it is much more important for us to focus on the issues of cost/benefit ratios, life-cycle costs, and full-cost accounting. While streetcar vehicles are more expensive than buses, the cost/rider/year-of-life is very close, given the longer life of streetcars and the larger capacity. The cost of the electric distribution Overhead Contact System (OCS) brings the benefit of electric vehicles with high acceleration. Migrating our transit system to electric power should be a priority for a number of reasons, including reduced carbon emissions, quiet operation, zero fumes, and low maintenance. The cost of the track structure brings the benefits of low friction (which improves energy efficiency), positive guidance (which eases boarding and improves winter safety), and route permanence. While a streetcar system would require a new shop and yard facility, and major expansion of bus service would also require an increase in shop and yard capacity. Many recent modern streetcar projects include the costs of roadway and streetscaping improvements which gives many an exaggerated impression of the intrinsic cost of building a streetcar system. The bottom line is that streetcars are cost effective and are good infrastructure investments.	4E. Transportation

Submission	Comment	Relevant Section
Online Form	The issue of the impact of transportation on land use is absolutely critical to the future of our city, and as a result, it needs to be a core piece of the 2034 plan. The plan does recognize that land use impacts transportation; however, the plan is missing the essential point that our transportation choices shape our land use and density. Rochester's historical density was enabled by our trolley network and the Rochester Subway. The abandonment of our rail transit network and subsequent drastic cuts to bus service have left Rochester dependent upon parking. Parking is very land-intensive, resulting in a loss in density in downtown and some commercial corridors. The plan's effort to increase allowable density by changing zoning is commendable; however, there can be no increase in actual density until we have the transit improvements that will enable and encourage a restoration of density.	4E. Transportation
Online Form	The issue of density is far more than just an issue of "placemaking." The loss of employment density in downtown, our industrial sites, and our neighborhoods is a key part of our problems with concentrations of poverty and lack of economic opportunity. We must use transit improvements to reverse jobs sprawl, and we must ensure that transit service can provide access to jobs.	4E. Transportation
Online Form	Rail transit needs to be taken seriously by the city. If the city does not agree to include an endorsement of a streetcar study in the 2034 plan, at the very least it must remove the inaccurate and misleading negative language.	4E. Transportation
Online Form	The MNA suggests a bike advocate, one person to oversee City's bike trails.	4E. Transportation
Online Form	Funding for the maintenance of the trails should be a standard budget item.	4E. Transportation
Online Form	Parking issues have been, and will continue to be an issue in our city and others. One thing that needs to be mentioned in terms of residential (R1) districts is the continued use, either legal or illegal, of front yard parking. In some instances, the entire front yard, and city property is entirely removed.	4E. Transportation
Online Form	Please include multi-modal level of service when analyzing potential street changes, so traffic efficiency isn't measured by just cars. The City has a complete streets policy and ambitious goals to mitigate carbon emissions, it should be doing more to take into account every mode of traveling through a given area.	4E. Transportation
Email	Centering the ultimate success of the 2034 Plan around the currently less than effective mass transit system that would actually deliver people where they want to be in a reasonable time frame. Once-an-hour buses that are focused on the St. Paul bus barn is not at all effective unless the intent is to force people to visit the Center City. Therefore, the Park-Meigs Neighborhood Association opposes adoption of the draft 2034 Comprehensive Plan until the plan has significant changes that will positively help our area, and, another public review/comment period.	4e. Transportation
Email	We believe that a robust multi-modal transportation network, along with smart land use and zoning policies, is key to addressing our community's most pressing challenge - the crippling high rates of poverty and economic disadvantage faced by so many of our City's residents. Rochester's poverty levels and intense racial segregation have been well-explored, and our organization is committed to participating in community efforts like the Rochester-Monroe Anti-Poverty Initiative (RMAPI) that aim to address these challenges. We believe strongly that building a less auto-dependent community is vital to economic mobility and shared prosperity, and that conviction is central to the comments outlined below. These comments represent the joint feedback of Reconnect Rochester and the Rochester Cycling Alliance. We recognize the time and effort that went into the development of this expansive comprehensive plan for Rochester's future, and applaud the City for many elements contained within it. We commend the plan's emphasis on strengthening multi-modal travel, the importance of placemaking and for taking steps to introduce improvements to the zoning code, particularly those that allow for increased density in different parts of the City. We also applaud the plan's alignment with Reimagine RTS. That effort, which increases frequency on many key corridors in the City, is well supported by this comprehensive plan. Transportation, zoning, and land use are critically dependent on one another, and this proposed comprehensive plan takes several steps in the right direction on that score. There are also a few areas where we believe important goals and policies have been left out of the plan, and we would like to suggest their inclusion. We also believe that, in several areas, the City should engage in an inclusive public planning process before determining a particular course of action. We welcome the opportunity to meet with City staff to discuss our recommendations and to better understand the City's thinking in a few key areas.	4E. Transportation
Email	The draft Comprehensive Plan recommends that "minimum parking requirements for future commercial, mixed-use, and large-scale housing development be made more flexible for all mixed-use Character Areas." We urge Rochester to join Buffalo and other communities by developing a plan to eliminate parking minimums altogether. Parking minimums are car-oriented regulations that stifle the ability of cities to encourage other transportation choices and build a more vibrant urban environment. Rochester has the opportunity to lead in this area, and a forward thinking comprehensive plan should include a goal of eliminating this harmful regulation.	4E. Transportation

Submission	Comment	Relevant Section
Email	We recommend that the City commission a study examining the viability of BRT, modern street cars, and other modes of transit on high volume corridors before prioritizing one modality over another. As the introduction page of the transportation section states “The transportation world is ever evolving, with new modes of travel, business models, and technology emerging at a seemingly faster and faster rate.” We therefore suggest the City revise the second paragraph of the transit section of the Rochester 2034 plan on page 329 to read something like: Communities throughout the country have explored and are implementing new forms of mass transit, including bus rapid transit, modern streetcars, and light rail systems. Implementation of such systems would require significant leadership and support from local institutions, the business community, regional partners, RTS and the City. Advancement of these forms of transit must be designed to complement conventional bus service. The City will commission a study to assess the viability of different mass transit options on high volume corridors to determine the optimal ways to improve transit service and catalyze denser development in Rochester. The loss of employment density in downtown, our industrial sites, and our neighborhoods is a key driver of our community’s concentrations of poverty and lack of economic opportunity. Bold transit improvements can help reverse jobs sprawl, and high quality transit should be prioritized in this plan. We encourage the City to join with us to develop bold solutions to the City’s transportation challenges.	4E. Transportation
Email	We support the effort to “revise City policies and procedures that reference vehicular Level of Service (LOS) and transition to the use of Multi-Modal Level of Service (MMLOS) to inform alternatives analysis, project design, and performance evaluation,” on page 338. This will ensure traffic efficiency is not just measured by cars.	4E. Transportation
Email	We endorse the goal to “develop a “minimum grid” dedicated bicycle network and work to increase bicycle mode share,” (pages 342-3) for the entire city. This grid should create a bicycle network accessible to all areas of the city as well as all ages and abilities.	4E. Transportation
Online Form	A very real concern for Charlotte and, in fact, all neighborhoods in the Northwest District is the traffic speeds on Lake Avenue. We did not see this addressed in 2034.	4E. Transportation
Email	[Summary] Cars are still necessary in Rochester. Concern over bicycles/scooters/autonomous delivery systems. Needs to be a bike path on Mt. Hope. Strong Neighborhood needs a street liaison.	4E. Transportation
Email	Again Walk-ability is critical to the City and important to WSNA. Maintaining plants, and trees is strongly encouraged. We had some discussion about encouraging the City and Community Businesses to develop an "on/off tour bus" circuit, where tourists and convention-goers could take a bus that travels from one attraction to the next in a loop (similar to the bus trolleys in Cooperstown or Boston). The Susan B. Anthony House, to George Eastman to Strong to local college and universities to Charlotte and the waterfront to the zoo -- Rochester offers great places to visit, but hard to get to without a car. Also, some people may not know things like where the North Star was published. Having a 2+ hour tour would help college parents become familiar with Rochester, tourists to get from one attraction to the next, and promote Rochester. We also discussed how the Rochester City School District could incorporate a Rochester History class that could train tour guides -- combine the class with CDL training and the tour bus drivers could come from our schools.	4E. Transportation
Email	Transportation providing connections to and interconnections within Beechwood, and indeed throughout the City. We would also like to see protected bike lanes on East Main Street that run from Culver to at least Union. We would like to plan and implement protected bike lanes on East Main Street that run from Culver to at least Union. In general, we would hope for and expect a more vigorous implementation of the City Complete Streets Policy. Walkability and multimodal transportation needs to be emphasized. We are convinced that there can and must be more enterprising ways of working with snow plows, fire trucks, etc. So that complete streets and walkability are not sacrificed. We believe light rail may be an important and desirable transportation mode in Rochester in the long term, and that it would be wise for planning and development to proceed within the context of that possibility (reference page 366). Acknowledging that pedestrians have not always been a priority in the past recent decades is an important historical context.	4E. Transportation
Email	The prioritization of being a pedestrian friendly, walkable and bikeable City. Thrilled to see Beechwood’s Complete Streets Makeover as a reference to good placemaking.	4E. Transportation
Email	Recommended trails and spur trails: specifically those marked on the map (Page 80) as RS&E Trolley Trail, and East Side Commuter Rail-with-Trail. We applaud and strongly support the vision to include these greenways and want to express our excitement and hope that these will receive adequate attention and resources to come to fruition.	4E. Transportation

Submission	Comment	Relevant Section
Email	What should Rochester do or not do, based on what we've learned about the Clarissa St. Experience? -Nor put in highways where people went -Rochester shouldn't build another highway	4E. Transportation
Email	Regarding limited transportation, I'd like to briefly discuss the Transportation Action Plan Section. The strategy discussing increased accessibility for disabled pedestrians was a welcomed sight and we hope that you will expand on this progress throughout the transportation plan. Regarding Goal TRN-1, it is important for us to emphasize the need to include more strategies that address the need for new and developing transportation options be accessible to all. Currently, the City of Rochester's only accessible transportation system is the bus and paratransit system, however for Rochester to evolve into a modern city that attracts visitors of all kinds, we need to provide accessible transportation systems that are not limited by pre-qualifications and limited schedule systems. For this action plan to be inclusive of everyone, it must include increasing accessibility in transportation, including but not limited to taxis and ridesharing. While doing this, we need to continue to address how bike sharing and e-scooters may create accessibility barriers to disabled people. When improperly parked across sidewalks, bikes and scooters can force disabled pedestrians into the streets, which is not safe for anyone involved. Oftentimes while working to increase accessibility in the community, we find that business owners are not aware of the ADA or accessibility standards and are shocked to realize they have legal responsibilities. When discussing the second goal in the Economic Growth action plan, I believe it would be prudent to help neighborhood businesses both understand their responsibilities as they renovate or develop their businesses and spaces as well as finding funding streams to help cover costs of accessibility so that all the members of a neighborhood can enjoy the businesses in the area. We love that one of the goals includes improving opportunities for disadvantaged populations and businesses. I want to encourage the usage of the word "disability" in those strategies instead of "all abilities"; it's important that we recognize the fact that many people are disadvantaged not because they have a different level of ability, like they can't lift a heavy box, but because society has barriers and limits opportunities because an individual is disabled.	4E. Transportation
Email	Transportation Goal: a. Work with the disability community and the transportation sector to identify and address accessibility concerns and ensure the availability and increase of multi-modal accessible transportation options.	4E. Transportation
Community Mtg. #2	Please focus on people's happiness, not just the City's equivalent to GDP. Economics, Ecology, Happiness.	5A. Economic Growth
Community Mtg. #3	Develop a state of the art tiny home manufacturing facility in the Bull's Head brownfield area - using a workforce acquiring job skills	5A. Economic Growth
Community Mtg. #4	I would like to see business block parties. I think there are some good restaurants on E Main St, Dewey Ave, and W Main St. It would be nice to see them promote themselves by hosting business block parties	5A. Economic Growth
Community Mtg. #5	Support more business incubators and opportunities for entrepreneurs in [illegible] fields to develop and learn from each other	5A. Economic Growth
Community Mtg. #5	Want to see more business/commercial development along North Winton	5A. Economic Growth
Email	Greater density may increase the tax base, but only if we decrease tax incentives	5A. Economic Growth
Online Form	The focus for every section of this plan should be on grassroots economic development with the emphasis on locally-owned cooperative businesses. Money that is currently used to go toward grants, loans, bonds, and other creative support to large corporations and developers should be focused on the creation of smaller, locally-owned cooperatives. At minimum, dozens of cooperatives would open every year in every part of the city with the specific emphasis on more distressed parts of the city. The businesses would focus on goods and services that are needed to alleviate poverty in Rochester.	5A. Economic Growth
Online Form	Economic Development: Too much focus on innovation and technology is a mistake as by definition, these jobs can function almost anywhere and not even all within a company within one city. Opportunity Zones are just more tax breaks. Savvy business owners do not worry about paying taxes as they need the City's services (fire, police, plowing, sewers, etc.). It's all focused on traditional capitalistic ideology which we know leads to peaks and valleys.	5A. Economic Growth
Online Form	"Pop up" businesses are cute, but they are not true economic drivers.	5A. Economic Growth
Online Form	p. 353 - The RIT gaming space is already open in Sibley. Revise.	5A. Economic Growth

Submission	Comment	Relevant Section
Online Form	Like other sections of the report, the section on Economic Growth starts out by saying a lot of the right things, but the actions being taken by the city and some of the recommendations in the report do not address fundamental issues. We need to continually recognize the magnitude of our jobs deficit in the region and the city. The report repeats the clichés that our problems were the results of declines with the Big Three, and that we are transitioning “from a company town to a town of companies.” However, our economic decline was with far more than the Big Three, and Rochester has always had a mix of small, medium, and large companies. Efforts such as incubators and entrepreneurship programs are indeed very important; however, these efforts alone will not come close to making up the job losses that we have endured over the last several decades. We need to put much greater emphasis on job creation, and we need to be honest with the fact that we need to bring in new companies. The manner in which we are spending our economic development funds illustrates our misdirected priorities. While the ROC the Riverway project will be a nice enhancement, it is absolutely not an economic development project. In particular, the Broad Street Bridge decapitation project would be an extravagant landscaping project that would take away valuable economic development funding from projects that would truly revitalize our city. We cannot landscape our way to an economically healthy city. We need to focus our economic development funds on retaining, growing, and attracting companies. While there have been some success stories like Datto, we have far more failure stories like the recent loss of the Xerox digital center of excellence to North Carolina. We also need to distinguish between business that sell goods and services outside of the region (which provide real regional job growth) and businesses that provide services to local residents (which do not provide regional economic growth). It is important to bring more service businesses back to the neighborhoods that have lost those services, and locating more service businesses in the city is an important part of creating job opportunities for city residents. However, it is counterproductive for us focus economic development efforts on yet another trendy restaurant or microbrewery in southeast Rochester that will simply take away business from the many existing restaurants and breweries in the one quadrant of the city that is already doing well. We need to redouble our job creation efforts, and we need to be much wiser on how we spend our economic development funds.	5A. Economic Growth
Letter	I am concerned with the proposal to allow more in home businesses and asking that "regulatory burdens should be redirected to encourage this use". What kind of businesses are the City defining as in-home? What is the impact on local utilities? On parking? On Fire safety (depends on business). What regulatory burdens are the City asking be reduced or eliminated? We have had several issues with individuals operating a car repair business resulting in multiple unlicensed vehicles in the back yard, driveway, and front yard of a two family rental (both sides were rented and this was one of the tenants). He also parked his multiple tow trucks and truck holding materials on the street. This presented a significant issue with snow removal, etc. In another recent situation, a gentleman operates a tree cutting service from his home and parks his commercial vehicles and chippers/trailers on his and adjoining residential streets. This results in major issues for adjoining and nearby neighbors.	5A. Economic Growth
Online Form	Starting a business in a home will have to be carefully controlled and regulated. There are several examples in our community that ignore parking, signage, and “neighbor friendly” practices.	5A. Economic Growth
Email	We encourage the City to develop website for support to small neighborhood businesses. We support KIVA and other such initiatives. Promote the programs more widely. We discussed the importance of creating City of Rochester Website and maintaining a website that is the "GO TO" website for all things Rochester -- opportunities for community barter of services and entrepreneurs.	5A. Economic Growth
Email	Need to focus on attracting young people to want to stay in Rochester. (Several YHAs said they want to leave Rochester as soon as they are able—move South, etc. We talked about this loss to our community). Ask us, don’t assume what we want, what our dreams are. Need to focus on youth growing up and adapting to how the city will change in the next 15 years.	5A. Economic Growth
Email	Redlining was a “partnership” of city & federal government, banks, businesses, universities (RIT moved out of 3rd Ward), etc. Reparations to fix what was done to our communities needs to be a partnership too, but with OUR voices this time.	5A. Economic Growth
Email	Start with the PEOPLE at the CENTER, not businesses’ profits	5A. Economic Growth

Submission	Comment	Relevant Section
Email	What should Rochester do or not do, based on what we've learned about the Clarissa St. Experience? -Rochester should give loans to black people -Rochester should involve more blacks in construction	5A. Economic Growth
Email	What should Rochester do to help fix the harm it caused re:redlining/restrictive covenants? -Give blacks more loans -Small loans for people of color -Discount POC going to [whited out]	5A. Economic Growth
Email	What should Rochester do to help fix the harm it caused re:redlining/restrictive covenants? -Mandatory trainings to learn about the importance of savings accounts, CD's, etc	5A. Economic Growth
Email	What should Rochester do to help fix the harm it caused re:redlining/restrictive covenants? -To let younger people who are old enough to get a job be able to have their own bank account, instead of having to share -Allow younger people to make a bank account but/or be controlled by the bank. Only take a certain amount out. -Do fundraisers for people who need jobs, money, or places to live	5A. Economic Growth
Community Mtg. #2	Focus on promoting businesses to hire local people like on the same street. Closer is better!	5B. Workforce Development
Community Mtg. #4	I think there should be vocational education fairs. These fairs could be a viable alternative to traditional college fairs	5B. Workforce Development
Community Mtg. #5	Specific partnerships with academic institutions incorporate more undergrad coursework to projects that could benefit the city or its residents and support the education of students by providing real world and tangible problems to solve that affect peoples lives. -Environmental Impact Assessments (Not official, but practice for student for real world experience through their course work) -Traffic flow patterns (what kind of changes could be implemented to optimize traffic. How have systems engineers build models as a course assignment or project	5B. Workforce Development
Community Mtg. #5	[Illegible] relationships with professors to find ways of incorporation project assignments that are relevant to the City into undergrad coursework. -Student could do design projects that are relevant to the city and would give tem real world experience -Students could build models or work with experts to provide means of optimizing. Could be a cheap for of consulting ideas or allow students to compete with each other on real world projects	5B. Workforce Development
Email	The Northeast Area Development Corporation (NEAD) did some work with youth on assessing local housing stock. Urban League's Youthbuild could also serve as a model. Would it be possible to replicate and improve on these models? http://www.ulr.org/Programs/Workforce Development/YouthBuildRochester.aspx Federal Guidance: https://www.hud.gov/program_offices/fair_housing_equal_opp/section3/section3brochure	5B. Workforce Development
Email	Partner with local businesses and trade unions. HVAC Welding House Painting Plumbing Electrical Carpentry Asbestos Removal Landscaping Roof Repair Sealing & Paving Tiling	5B. Workforce Development

Submission	Comment	Relevant Section
Email	Offer test prep at a local college or university once a month for the following exams: Commercial Driving License https://dmv.ny.gov/commercial-drivers/new-york-state-commercial-drivers-manual Emergency Medical Technician https://www.health.ny.gov/professionals/ems/pdf/srgexam.pdfhttps://www.health.ny.gov/professionals/ems/pdf/srgexam.pdf Rochester Fire Department https://www.cityofrochester.gov/FirefighterJob/#Civil_Service_Examination https://www.cs.ny.gov/testing/sampletestmat/gen_guide_written_tests.pdf Rochester Police Department https://www.cityofrochester.gov/joinrpd/ file:///C:/Users/Patron/Downloads/Exam%20Announcement.pdf file:///C:/Users/Patron/Downloads/Police%20Officer%20Study%20Guide%20-%202019%20(1).pdf	5B. Workforce Development
Email	We are concerned that the current draft of the Comprehensive Plan lacks strategies to promote high quality youth employment programs, ignoring one of the city's most valuable assets – Rochester youth and young adults. For example, it lacks any mention of the city's Summer of Opportunity Program (SOOP). Such programs, led and staffed by experienced city employees, could direct youth to local industries that need employees, help young people build workplace skills and ensure positive early employment experiences for adolescents in our community. These programs should also help employers adapt certain aspects of their operations to improve retention and employee productivity among youth entering the workforce. The city should specifically prioritize workforce development efforts for child-serving professions, and should include strategies targeted to entrepreneurs and small businesses in the early childhood and youth development sectors. For example, the city could create a small revolving loan fund for small businesses and non-profit organizations in this sector, including home-based child care providers. These providers need equipment, capital repairs, and other short term investments to remain open and able to serve children in the community. The Children's Agenda also believes Rochester 2034 strategies should build and strengthen Rochester's early childhood education (ECE) and youth development workforce, prioritizing them as a critical part of our city's future infrastructure.	5B. Workforce Development
Email	Supporting Early Childhood Workers - We suggest the following additions: -City positions directly interacting with youth should receive upgrades to move them closer to a living wage, and benefits such as help in obtaining higher education, home buying, family-friendly workplace policies, etc. should be extended to all city employees, full- and part-time, who work directly with youth. - Youth who participate in the city/RCSd/library literacy aide program should be offered experiences and opportunities to explore a career in teaching, early childhood or youth development.	5B. Workforce Development
Email	Supporting education or training for early childhood/youth workers The city should collaborate with Monroe Community College (MCC) which offers a variety of financial and in-kind supports for individuals pursuing a Child Development Associate degree and recognition through The national Council of Professional Recognition. - The city should offer tuition assistance, loan forgiveness and other benefits to its employees who work with youth, including possible partnership with Nazareth College's Community youth Development B.A. program for Department of Recreation and youth Services' staff interested in pursuing a career in youth development	5B. Workforce Development
Online Form	Strengthening the early childhood workforce through better wages and professional development!!!	5B. Workforce Development
Letter	[Add to Plan] Expand employment programs targeting youth, refugees/immigrant to learn labor trades such as carpentry, plumbing, roofing, and possibly connect it to [adding more code inspectors]	5B. Workforce Development

Submission	Comment	Relevant Section
Email	We encourage the City's efforts here, and in promoting diverse expansion of skilled trades, craftspeople, and artisans. This area again crosses over into Arts & Culture and other areas such as Schools.	5B. Workforce Development
Email	Want Teen Empowerment in my neighborhood (YHAs for TE's summertime Clarissa St. project were from all over the city through SOOP; TE's school year jobs are neighborhood-based where youth are employed in & uplifting their own neighborhood; Currently only Southwest quadrant youth can apply)	5B. Workforce Development
Email	What do youth want/need to make this a great city? -More Employment opportunities. More opportunities to do so	5B. Workforce Development
Email	Beyond disabled individuals wanting to own their own business, we must recognize that many people with disabilities cannot even be successful in joining the workforce. Only one in four disabled Rochesterians are employed, but many wish to be. The Workforce Development Action Plan must include steps to increase integrated employment development for people with disabilities. For example, Deaf people should be able to access job training like any other Rochesterian. We also must continue to educate and encourage businesses on inclusive hiring practices that will give disabled people the opportunity to work in competitive work environments. While some disabled people are not able to get past the application process, others are stuck in sheltered workshops where they are told they will receive training to enter the workforce but instead are given subminimum wages for years on end with no real opportunity for advancement. There is no mention if the City of Rochester will take a stand before 2034 to outlaw the payment of sub-minimum wages for workers with Disabilities. Within the city limits of Rochester, there are sheltered workshops not including integrated competitive employment. It is our hope this discriminatory and antiquated employment model will be eliminated by then, but if it is not, Rochester should stand with other municipalities like Seattle, Washington and Reno, Nevada who have passed city legislation outlawing this practice.	5B. Workforce Development
Email	Employment Goal: a. Use city policy to address and end the outdated practice of subminimum wages for disabled employees and eliminate sheltered workshops. b. Foster partnerships with disability organizations and local employers to increase employment of disabled Rochesterians and understanding of ADA accommodation requirements.	5B. Workforce Development
Community Mtg. #1	Tourism without gentrification - improve our city w/o displacing residents	5C. Tourism
Community Mtg. #2	Bring tourists into our city without cars please	5C. Tourism
Community Mtg. #3	Emphasize bicycle trails in Genesee Valley Park to draw touring cyclists downtown using Riverway trail systems	5C. Tourism
Community Mtg. #4	Visited Winnipeg in February. Awesome and active winter activities - seeing some of that at Manhattan Square	5C. Tourism
Email	Create versions of the "PARK AVENUE FESTIVAL and CORNHILL FESTIVAL" for every major neighborhood in Rochester. • Focus on major streets and intersections. • Create a unifying theme (Ethnic, Cultural, Seasonal) • Showcase local businesses • Incorporate Food Trucks	5C. Tourism
Downtown Mtg.	Churches - Host conventions, events, etc. Impact to tourism, city's space, and park usages. Not clear in plan	5C. Tourism
Email	Visited Winnipeg in February. Awesome and active winter activities - seeing some of that at Manhattan Square	5C. Tourism
Online Form	Oh, I forgot one more comment under Tourism. Strategy TOU-2C says Welcome to Rochester kiosks along the Genesee River. "To Downtown Rochester" directional signs for boats are needed along the Erie Canal in both the east and westbound directions. It is possible for boats to completely bypass Rochester by missing the Genesee River turn. These signs could be done with or without the three pedestrian bridge rehabilitation project.	5C. Tourism

Submission	Comment	Relevant Section
Email	We encourage the City to make a stronger, and more specific, case about the benefits of tourism for local businesses. Much of the information is provided in generalities. Don't assume that everyone "knows" the benefits. Spell it out. We encourage the development of SERVICES for tourists downtown -- too often our neighbors see tourists from the Convention Center looking for basics like -- where to buy an aspirin. They walk out of the hotel and there are no basic services -- drug store, small groceries, etc.	5C. Tourism
Email	Lastly, the Tourism Action Plan must include accessibility measures in order for it to be an enjoyable experience and destination for all visitors. The City of Rochester has many attractions like the George Eastman Museum, the Strong National Museum of Play, the Rochester Museum and Science Center, the Planetarium, Susan B. Anthony House, Highland Park, Durand-Eastman Park, and more must receive support from the city ensuring they continue to be accessible for individuals with disabilities. The physical structures in some of these examples are hundreds of years old and need constant updates to ensure they continue to be welcoming to all visitors in the future. The City in its 2034 plan can ensure this by properly allocating dedicated resources for accessibility efforts. The City should also collaborate with assistive technology organizations like AIRA to ensure city events are accessible for blind patrons. This would be by having a business contract with AIRA to ensure event spaces sponsored by the city are free to the user. Aira is a smartphone based program where blind individuals receive sighted assistance from a sighted individual remotely via either the smartphone's camera/microphone or via smart glasses that act as the camera for the sighted individual. This is a subscription based program, but there are areas at the local, state, and national level offering free AIRA locations like Wegmans, Walgreens, airports, universities/colleges, and government buildings. Interpreters need to continue to be offered for the Deaf and Hard of Hearing Community, and we need to increase the inclusion of interpreters and open captions at events. We need to consider the accessibility of special events, and especially festivals, where disabled visitors may be particularly disappointed to find they cannot participate. A strategy that looks to expand the City's stock of accessibility equipment, such as Mobi Mats, that could be rented out to festivals, business, or private events would lead to both more accessible events as well as potentially some funding for the City. It is important to always consider the barriers that may come up for tourists looking to visit Rochester, and inaccessibility is likely to be a factor.	5C. Tourism
Community Mtg. #1	City + neighborhood promotion outside of the "favorites" (ex. Park Ave, NOTA, Downtown). Those are not the only thriving neighborhoods in Rochester!	5D. City + Neighborhood Promotion
Community Mtg. #2	More rochester history taught in schools. Most important history is Rochester history	5D. City + Neighborhood Promotion
Email	WSNA has participated in City Living for several years. It is useful to see the other neighborhoods and what groups attend. The booths help us build connections. One difficulty, however, is that there is not a central location for finding out or posting available apartments. We encourage the City to develop the City website and include centralized postings for rental units. Also, we encourage the Celebrate City Living to broaden to include "Living While You Work" -- services and availability of city life for people who are downtown during the day. And perhaps "Celebrate City -- the Center of Living" -- to promote attractions to bring suburbanites into the City. Include reasons for people to explore the "center of the doughnut" -- that will increase foot traffic at the event, which will then include more participation by restaurants, services, etc.	5D. City + Neighborhood Promotion
Email	What should Rochester do or not do, based on what we've learned about the Clarissa St. Experience? -They should keep something that brings us together -Bring back festivals with a plan to ensure safety and fun -Rochester should host more youth friendly events. Start small and build overtime.	5D. City + Neighborhood Promotion
Community Mtg. #3	Develop a tiny home manufacturing facility using Youthbuild Workforce - provide educational and child care services for student workers	5E. Smart City Innovations
Community Mtg. #4	Availability of "public" wifi in Rochester	5E. Smart City Innovations
Letter	[Add to Plan] installation of community wide high speed internet and public access to Wi-Fi	5E. Smart City Innovations

Submission	Comment	Relevant Section
Email	We encourage the City to redesign the City Website to make it the "go to" website for everyone every day -- Increase the availability of doing business on-line -- pay all City Bills, Renew Dog Park Licenses (is that County??), include neighbor to neighbor access. The City should explore what is available in other small cities (for example Newton Massachusetts). If someone needs to hire a student or neighbor for snow shoveling, for example, there could be a spot for posting availability and matching needs. Encourage expansion of GreenLight CITY wide. Explore City Owned High Speed Broadband internet, (see Chattanooga Electrical Power Board?) The City could own its own internet -- boosting infrastructure!	5E. Smart City Innovations
Email	To ensure the full implementation of the goals and strategies highlighted in Rochester 2034, Healthi Kids recommends the following additions for your consideration to the draft plan: 1. Ensure community participation in the oversight committee Strategy IMP-2a shares that in order to support the implementation of Rochester 2034 an oversight committee will be established. We urge the membership of the committee must include diverse neighborhood voices from each quadrant of the city, and multi-sector partners that can aid in the implementation of the strategies. 2. Develop metrics to track process As part of the implementation and stewardship of Rochester 2034, we ask the City of Rochester planning department to devise metrics and process measures to track the implementation of the plan. These metrics and process measures could include city wide data on health outcomes, tracking the number of community projects that are created because of the placemaking plan strategies, and the impact on residents –in other words, who is better off and how as a result of the changes that take place. We encourage these metrics be developed in the near future as part of the progress report and online forum to share with residents and stakeholders. 3. Share best practices with members of the Rochester community and across the country As we move together as a community to embrace a bold vision for the future, we will work alongside the City of Rochester to share best practices from Rochester 2034. We applaud the City of Rochester for taking bold action to prioritize health, kids and our community and want to ensure this vision sets a standard for other communities across the country.	6A. Implementation and Stewardship
Online Form	As an implementation recommendation, a computer system should be developed to track all the Comp Plan recommendations ala the 2010 Renaissance Plan had. I know, I had to report on the transportation recommendations and it drove me crazy! A Dashboard should also be developed to summarize implementation status of all projects.	6A. Implementation and Stewardship
Online Form	This is a great plan! The only issue with this plan is that it needs teeth. Please add a section describing how city department efforts and new legislation before city council, and city budgets will be rated for their conformity to the plan. Restructure site plan review and zoning, planning, and environmental board processes, to check all development for alignment with the plan as well. We need a yearly scorecard describing where we are on the plan recommendations/strategies. Don't let this be a plan on a shelf. Rochester needs this plan fully implemented.	6A. Implementation and Stewardship
Email	The need for metrics to be developed to track the implementation of Rochester 2034. The only way for the community at-large to continue to believe in and support this comprehensive plan will be for regularly-scheduled reports on pre-designed metrics to be delivered and shared online that measure progress toward implementation. The sooner that these metrics and reports are established, the better they will demonstrate full stewardship of the plan, rather than leading to an impression that reports are built to show only positive changes. References to specific report strategies should be included wherever relevant in monthly City legislative items.	6A. Implementation and Stewardship

Submission	Comment	Relevant Section
Email	Involve youth actively in creating what's next—"this is the city that especially we will have to live with... adults often misinterpret and assume what we need and want."	6A. Implementation and Stewardship
Community Mtg. #1	Building neighborhood capacity with race in mind. Race is not listed in the building neighborhood capacity section (pg 18). Race relations are crucial to the city's development.	6B. Building Neighborhood Capacity
Community Mtg. #2	"Support and participate in the creation of a deaf community master plan by NTID" - Rephrase to "by deaf Rochesterians. NTID is not the only sector of the deaf community in rochester so we want the language to be inclusive of all.	6B. Building Neighborhood Capacity
Community Mtg. #3	Fix the NSC offices! They aren't working	6B. Building Neighborhood Capacity
Community Mtg. #4	Have City Council member who is "assigned" to a particular neighborhood reach out to the neighborhood via visits to a neighborhood association meeting. Schedule public meetings to be held at rec centers and libraries	6B. Building Neighborhood Capacity
Community Mtg. #5	Continue to put kids/families first in center of decision making. Remember we're the "consumer" of these services - Streamline processes/ government bureaucracy to make it easier	6B. Building Neighborhood Capacity
Online Form	FUNDING FOR NEIGHBORHOOD ASSOCIATIONS. "Bolstering funding for small neighborhood grants" (BFN-1B) is appreciated but doesn't account for an important fact/reality: neighborhood associations are almost entirely volunteer, and giving them funding for projects without supporting their organizations and organizational capacity means those "project" funds are less likely to be deployed successfully. Neighborhood organizations are expected to function as non profit organizations, but are not funded and staffed like non profits. What's more, strong neighborhood associations can do a lot to advance all the elements of this plan, if they just have the organization and capacity. I think it would be a very wise investment for the City to see established neighborhood associations/organizations as key 'contractors' in service to the goals of the City and Plan, and provide them funding significant enough that they don't have to scrape by all the time as low funded volunteer organizations. Everyone knows that most people can't prioritize volunteering, so funding to help established neighborhood organizations actually have staff I think would make a big difference. If this isn't possible, at least more funding to help the neighborhood organizations build their capacity and number/quality of "hands on deck."	6B. Building Neighborhood Capacity
Online Form	I'm a member of the First Universalist Church of Rochester and also of the Spiritus Christi Anti-Racism Coalition. I'm extremely impressed with the Comprehensive Plan. I'm wondering how our planned development of Baden Park as a Civil Rights Heritage Site can fit in. It must! Who could I (or other members of our committee) speak with about our ideas? (I know that Mayor Warren and Rev. Myra Brown have already been having conversations about our goal.) Thank you!	6B. Building Neighborhood Capacity
Online Form	It would be nice to be able to subscribe to emails for areas of interest. Example: I want to know about any zoning deviation review. Or any city council meeting ... I was on a homeowners board in chili and I could be notified of all requests for zoning variances in the town Chili. I could then check to see if it affected our homes and if so submit our concerns or comments. The same was true of our daughters school. We could sign up for checkbox of types of notifications. This allowed us to keep in the loop on the things we needed to know about.	6B. Building Neighborhood Capacity
Email	Increased multi-family and multi-use developments and decreased owner occupancy will decrease political power of residents versus developers and planners. A Public Advocate Office (see New York City Office of Public Advocate) should be instituted and staffed, using some of the increased property taxes resulting from the increased density. In the long run, a disengaged, cynical public serves no one, including even city planners and politicians.	6B. Building Neighborhood Capacity
Email	Over the past two decades, many communities around the country have developed a "Youth Master Plan." Such a plan allows cities to prioritize the needs of children, establish goals, align resources, and maximize youth potential and outcomes across city departments. A youth master plan can effectively serve as a collective impact effort within city government to improve the lives of children in the community. In this comprehensive plan, Rochester should commit to establishing a Youth Master Plan that includes all city departments, community organizations, other levels of government and stakeholders.	6B. Building Neighborhood Capacity

Submission	Comment	Relevant Section
Online Form	It is good to see that the report addresses the importance of our neighborhood associations; however, the report seems more critical of neighborhood associations than helpful to them. The city often fails to understand the why most neighborhood groups exist, and that is to draw attention to correcting problems. A large percentage of our organizational energy in the 19th WCA was expended to counter problems with City Hall. One of the best ways to make community organizations more effective is for City Hall to listen to neighborhoods and work cooperatively with them. One offending sentence was: "This assistance could be provided in the form of written documents, websites, and workshops on topics such as how to prepare a neighborhood plan, how to navigate bureaucratic processes, or understanding the role of the Zoning Board of Appeals." One ongoing problem (especially with code enforcement) was that our efforts to get the city to make changes (to enforce code problems) were often deflected by city officials who saw their role as just "explaining" to us how current city processes work. We have a lot of expertise in the 19th WCA (in some cases, more expertise than the bureaucrats that we were working with had). We don't need to be explained at—we need to be listened to and to have our problems addressed. Other parts of the section seemed to be making sweeping generalization based on the input of a few people: "A few groups had agendas focused exclusively on development and/or public safety issues, which appeals to some residents but not all. During Rochester 2034 community engagement meetings, several young professionals expressed a desire to be more involved in their neighborhood, but did not necessarily feel welcome in their attempts to get involved. These young residents are often looking for a greater focus on community-building and the positive benefits of urban living." While I was president of the 19th WCA, we tried our best to engage as many people as possible in as many activities as possible. If someone wanted to work on a community-building event or effort, I was more than happy to let them run with it. However, a common problem was that some people just wanted to be "ideas" generators and expected that "the 19th WCA" would implement their ideas. In a volunteer organization, no one can "volunteer" someone else's time to work on what they want them to work on. In the 19th Ward, many of the younger residents want more attention paid to public safety issues, and many of the "old guard" were in a state of denial about the seriousness of our public safety problem.	6B. Building Neighborhood Capacity
Letter	Pg. 433 seems to imply that the City wants proof that a neighborhood association truly represents all residents, businesses and stakeholders. How will neighborhoods be expected to do that? Who determines if a group represents their community/neighborhood? What is the standard that the City is planning to use ... 10%, 50%, 100%? Also, why is the City holding neighborhood groups to a higher standard than elected officials?	6B. Building Neighborhood Capacity
Letter	[Add to Plan] Development of quadrant specific plans in collaboration with residents, business and other stakeholders based off/out of the Vision 2034 Plan once finalized that will assist in implementing and measuring the Vision 2034 and can easily be updated and reported out to the community.	6B. Building Neighborhood Capacity
Online Form	MNA Supports: Section B Building Neighborhood Capacity: -Page 439: -BNC-3d – Consider creating a new City position for an Immigrant/Refugee liaison to help better engage immigrant/refugee communities in the city, gather their input, and connect them with services, resources, and opportunities.	6B. Building Neighborhood Capacity
Email	Lastly, we call on the City to enhance and encourage the voice of its residents. This request is two-fold. First: We urge you to maintain the integrity of the hearing system that has long been in place in the Planning and Zoning Department. That is, the system allows the community a method to provide input for decisions affecting them through the Planning Commission, Zoning Board of Appeals, and Preservation Board hearing process. We request that these be enhanced, not subverted by implementing an increase in the use of administrative decisions made without the board hearing and approval process. Second: Due to the important and lasting role of a comprehensive vision plan, and the sheer size of the draft, we request that you provide a 45-day comment period for the public. We request that this commence once the public feedback for the current draft, and the revised draft resulting from those comments, has been released to the public and before the final plan is submitted to the Planning Commission.	6B. Building Neighborhood Capacity

Submission	Comment	Relevant Section
Email	[Summary] Neighborhood Associations should work with applicants before they go to the ZBA. Better communication, current City website is a mess. Strong neighborhood belongs in the SE quadrant.	6B. Building Neighborhood Capacity
Email	Wadsworth Square Neighborhood Association wants to give a BIG shout out to Nancy Johns_Price and Andy Raus for opening lines of communication and putting so much time and effort into promoting neighborhoods. We are grateful to the City of Rochester for all the hard work work done so far, and look forward to working more on all that the City has planned. Please continue to include neighborhoods in the specific plannings for implementation of the Rochester 2034 plan.	6B. Building Neighborhood Capacity
Email	Community participation, from youth to seniors, by the inclusion of a certain number or percentage of seats, in the oversight committee (page 435). We agree that the establishment of an oversight committee is a necessity. Such a group will be an important resource for city residents and would have the potential to significantly impact the public perception that Rochester 2034 is not a book to put on a shelf, but a true roadmap forward to our 200th birthday. For this to be accomplished we advise and underline the importance that the membership of the committee must include diverse neighborhood voices from each quadrant and downtown within the city, as well as multi-sector partners that can significantly assist in the implementation of the final strategies.	6B. Building Neighborhood Capacity
Email	Should be about Black & Brown people “being able to live our best lives while we restore what was taken from our communities”	6B. Building Neighborhood Capacity
Email	Focus more on where people actually live (in neighborhoods), less on Downtown.	6B. Building Neighborhood Capacity
Email	When the focus is on neighborhoods, developers need to REALLY involve families and youth. This is our future more than anyone’s. (They’ll be in their 30s by 2034, still young and many raising families of their own). They also expressed this to a developer who called in when they were on WXXI’s Evan Dawson show recently with elders who grew up around Clarissa St. (the whole show is great, but the impact of urban renewal really gets described at approx. 39:00 mins & the developer calls in & young people respond at approx. 43:00)	6B. Building Neighborhood Capacity
Email	What do youth want/need to make this a great city? -Their voices to be heard and their views on the community -Be a part of meetings that adults are at -Talk more with the mayor -More volunteer work for us to get out of the house	6B. Building Neighborhood Capacity

Submission	Comment	Relevant Section
Online Form	Overall, I think the drafted plan for Rochester 2034 is very informative and designed well to digest the robust amount of information. The community engagement feedback process seemed to offer a range of opportunities to provide one's voice. I'm behind the idea of promoting Rochester as a city of the Arts. I also support the strategic efforts to make better use of vacant space for the public. Children living in the city need more space to play to develop healthy interactive and coping skills. I wouldn't mind seeing some of these spaces defined as children innovation spaces where children's creativity (I'd argue human's best innovators) can be used to directly benefit the neighborhoods they reside in. In fact there could be some kind of city-wide competition. My biggest constructive criticism is that people don't seem to be at the center of this plan. Despite using that phrasing often in the report, the investment in people is a secondary goal until we get to schooling and community centers. Products, spaces and monetary gain are at the heart of the plan. I think those are all important but more people-making rather than place-making should be emphasized at the start of the plan. It was said that place-making is "the art and science of shaping private development, public facilities and the public realm." We need to add people-making that uses art and science (e.g. diversity trainers, city leadership programs, colleges/universities, communication majors, social workers, community leaders, neighborhood associations) to shape how private and public spaces are constructed and used in ways that create a community that is deeply connected and better positioned to demonstrate solidarity and collective wisdom before and after 2034. I would like to see more investment in inviting, strongly encouraging and requiring more deep human connection between all of Greater Rochester community members. We can create all the spaces we want, but those spaces will still be segregated and separate because people creating or using those spaces will bring their own baggage, life experiences, their same friends and values with them. I'd like the city to more intentionally create interactive spaces and incentives where meaningful dialogue happens between the different neighborhoods and incoming businesses. Perhaps new businesses are required in exchange for incentives they seek to move to downtown to engage in at least an hour dialogue with community members of diverse backgrounds. This wouldn't be about selling their business, but truly getting to know their patrons and non-patrons who will reside in their block radius. Included in these or longer conversations should be intentional discussions of race, ethnicity, gender, sexuality, religion, ability (disability), political affiliation, socio-economic status and etc. If we value diversity the way we say we do as a city then this is a no brainer and demonstrates a serious commitment on behalf of the city government. By processing our different lived experiences while being united can inform how we define and use "safe" and "unsafe" and "welcoming" and "unwelcoming." Depending where you grew up in this area that means similar and different things. To avoid over accommodating one definition of that lets talk and listen to understand. In other words, just because you have people sitting on a luxurious front porch doesn't mean you are in a welcoming environment. Without such spaces I see surface level engagement when people from various communities come downtown to shop or experience spaces. I see the pattern of urban exodus and suburban re-investment happening in another 30 years or so. Creating these "get to know your neighbor" opportunities are important for the city to lead along with neighborhood associations because most businesses and human beings aren't going to do this naturally. They can be	Planwide
Community Mtg. #1	Why so many strategies? What are the priorities	Planwide
Online Form	Zoning and Planning is very important: Staff is needed and muscle to follow the rules. Beautification is primary, Beautification, zoning and planning as well as Safety go hand and hand to improve and make a Neighborhood Safe and Crime free. Hand enough staff to police the zoning and planning rules in place.	Planwide

Submission	Comment	Relevant Section
Email	[Healthi Kids supports the following strategies: -PMP 5b, 5c, 5d, 5e, 5f, 5g, 6b, 6d, 6e, 6i, 7a, 7b -VNT 2a, 3a, 3b, 3c -AC 3e, 3f -SCC 1a, 1b, 1f, 1g, 1h, 2a, 2b, 2d, 3a, 3b, 3c, 3d, 3e, 3f, 3g, 4a, 4b, 4e, 4f, 4i -PHS 1a, 1b, 1c, 1d, 1f, 1g, 2a, 2b, 5a, 5b, 5c, 6a, 6b, 6c, 6d -BFN 1b, 1c -PR-1a, 1b, 1c, 1d, 1e, 1f 2a, 2b, 2c, 2d, 2e, 2f, 3a, 3b, 3c, 3d, 4a, 4b, 4c, 4d, 4e, 4f, 4g -CC-1d, 2i -UAG-1a, 1b, 1c, 1d, 1g, 1h, 1i, 2a, 2b, 2c, 3a -TRN-1a, 1b, 1c, 1d, 1e, 1f, 1g, 1h, 1i, 1j, 1k, 1l, 1m, 1n, 1p, 1q, 2a, 2b, 2c, 2d, 2e, 3a, 3b, 3c, 3d, 3e, 4a, 4c, 4d, 5a, 5b, 5c, 5d, 5e, 5f, 5g, 5h, 5i, 6b, 6c, 6e, 6g - ECN-1b, 2c - WRK-1a, 1d, 1f - CNP-1b, 3a, 3b - IMP-1a, 1b, 1c, 1d, 1e, 1f, 2a, 2b, 2c, 2d, 2e - BNC-1a, 1b, 1c, 1d, 2c, 2d, 4b, 4d, 4e]	Planwide
Online Form	Thank you for the opportunity to comment on this ambitious and forward thinking plan! I have one overall comment: although there are many mentions of land use, the plan does not acknowledge the important role that building healthy soil throughout the City can contribute to mitigating climate change. What is a healthy soil and why is this important for 2034? Healthy soil has a higher level of Carbon. Building soil health contributes to reducing the amount of carbon in the atmosphere and at the same time reduces erosion, increases the capacity of soil to retain moisture and buffer extremes of heavy rain and drought, and improves the nutritional value and health of plants that grow in it. This is a win-win-win that should be one of the foundational principles of 2034. What is a healthy soil? Here is the definition of Healthy Soil from the US Sustainable Agriculture Research and Education Program (SARE): • Accommodates active and diverse populations of beneficial organisms, with plant pest populations minimized by beneficials. • Contains high levels of relatively fresh residues that provide beneficials with food. • Includes high levels of decomposed organic matter, which help it retain both water and readily leachable nutrients. • Contains low levels of such toxic compounds as soluble aluminum and only low to moderate concentrations of salt. • Supports adequate levels of nutrients because excessive nutrients can make the crop more attractive to insect pests or can increase the threat of surface or subsurface water pollution. • Has a sufficiently porous surface with many pores connected to subsoil to permit easy entry by rainfall or irrigation water. • Has good tilth that allows plant roots to easily penetrate large volumes of soil. Source: USDA Sustainable Agriculture Research & Education (SARE):www.sare.org How do you improve the health of soils? The USDA Natural Resources Conservation Service (NRCS) has developed a set of four principles of soil health management, which provide sound, science-based guidelines for SOC sequestration, GHG mitigation, and adaptation to the stresses of climate change: • Keep the soil covered • Maintain living roots as much of the year as practical • Diversify the cropping system to build soil biodiversity • Minimize soil disturbance: - o Physical – tillage, traffic - o Chemical – concentrated fertilizers, crop protection chemicals, pollutants - o Biological – overgrazing, invasive exotics Two additional principles for soil health, climate mitigation and adaptation include: • Integrate crop and livestock production (Brown, 2018)	Planwide

Submission	Comment	Relevant Section
Email	I had asked for a list of the co-contributors to the Comprehensive plan, not showing on page 4, which only lists City staff, council members, zoning and planning boards. You indicated that you would provide same, sans actual names. We had been informed at the public meetings that various other governmental agencies and not-for-profits related to transportation, social services, health and the like would be included on the committee, as well as developers. So I deduce that you will be providing which agencies had representatives, and how many developers, landlords, and business persons were given a seat at the table. I expect that in order to obtain the names of individuals that are non-city officials one would need to file a FOIL request.	Planwide
Online Form	It could use a "Regional" section. The City does not act in a vacuum and many of its problems are regional in nature, like poverty, regional schools, fair share affordable housing, segregation, equity, transportation, economic development, tax base sharing and others. It deserves more than a mention of meeting with abutting towns and a comment in Appendix C. The City should take a leadership role in promoting regional solutions.	Planwide
Online Form	How is poverty going to be reduced in this plan? Why isn't the role of RMAPI mentioned in this plan?	Planwide
Online Form	Great plan, look forward to seeing it move forward!	Planwide
Email	MNBN respectfully requests an extension of the August 16th deadline for neighborhood groups to submit their comments on the Draft Vision 2034 Plan. Due to the importance of a comprehensive plan for the future administration, development, and wellbeing of any municipality, it is imperative that all affected residents and groups are given generous opportunity to digest and comment on the draft's goals and strategies. We request this extension for the following reasons: 1. Our constituent groups' boards have found it a daunting task to review this document of 500 pages, and its supporting studies, during the summer vacation season when members are out of town and board meetings are suspended. 2. Some of the studies cited as supporting the contents of the comprehensive plan lack sufficient information upon which to form a valid case for or against the proposals introduced in the Vision 2034 Plan, as in the Housing Market Study referenced throughout, which does not contain an actual comprehensive housing inventory that includes condition of structures and number of apartments. Or studies were not made available, such as the Business Corridor Study or the Rochester Public Library's Branch Library Facilities and Operations Plan. 3. There is no current census data as the last census was in 2010. Therefore, statements concerning population and income levels were either based on outdated statistics or extrapolated by undisclosed methods. 4. There was no public discussion in major media forums. Though this may not be the fault of the City of Rochester, it is unsettling when something of this importance seems esoteric, as it has not been publicly discussed in depth in multiple media outlets. 5. The exercises to gather public input as to what residents like about their neighborhoods that were undertaken by the City prior to drawing up the plan do not substitute for an equal opportunity to review and comment on the resulting draft plan, especially if this is truly a draft. The five neighborhood community input sessions provided were not available to large areas of the city, and in the experience of those of us who attended were not in depth enough to reflect the complexity of the plan. 6. The City has not released any pro or con feedback from the general public. This keeps the public further uninformed and unaware of how this proposed plan affects their fellow residents, and why, which prevents everyone from being able to understand all the ramifications of the plan. We understand that a huge level of effort and resources went into the compilation of this important Vision 2034 Plan. It has taken, and will take, a parallel level of effort on the part of the public to read, digest, and comment on it, and we hope that the City will afford the residents of Rochester an opportunity both during the draft comment time period, as well a minimum forty five day period to review the final plan prior to its submission to the Planning Commission.	Planwide
Email	I have now read the Rochester 2034 preliminary report. Congratulations on guiding this effort to such a fruitful conclusion! You should be very proud of your achievement!	Planwide
Online Form	The printed study is too long. It's length alone makes it unreadable, despite the attempts at coding and guiding the reader that are set forth within	Planwide

Submission	Comment	Relevant Section
Online Form	First I want to thank you all for doing such a great job with this report! It was so easy to read, clear, and makes me feel hopeful for the future of our city! There are a number of included proposals and details that I am especially pleased to see and hope will remain in the final report, specifically: the designation of character areas in the Beechwood Neighborhood, whose boundaries are Culver Road to Bay, to Goodman, to Main Street (map, page 80). I feel this strikes a good balance between Low Density Residential (which we have known as R1 zoning) in the majority of the neighborhood while encouraging business growth and density on our main corridors. For example, I am excited about the possibility of businesses like New City Cafe being able to expand their seating. the suggested decreasing parking minimums in Mixed-Use character zones. I feel that the plan makes a great case for adjusting the minimums in these regions in favor of using a parking assessment tool, which factors in anticipated use, potential impact, on-street parking, nearby shared lots, bike facilities, etc, (page 103).	Planwide
Online Form	Thank you for developing a thoughtful, thorough and inspiring Comprehensive Plan. It makes me hopeful for our city's future. I wholeheartedly agree with the policy principles of healthy living, equity, resilience, prosperity, and partnership, and I was stood up in excitement when I read the placemaking principles. As a professional city planner, I feel like I have the authority to say this is one of the strongest plans I've ever seen. Great work Planning Department. Now let's start implementing! I'm most excited about thinking strategically about vacant land, revitalizing and strengthening middle market areas, developing a public art master plan, creating a neighborhood toolkit, and developing high-frequency transit corridors. I'm with you. Let's do this.	Planwide
Email	The Children's Agenda applauds the City of Rochester's 2034 Comprehensive Plan for aspiring to create a more prosperous, equitable, and vibrant city. We appreciate the opportunity to comment on the draft plan, and hope our recommendations are included in the final plan. As the draft plan notes, "a comprehensive plan serves as the blueprint for ... land use regulation, development, future investment, and the allocation of critical resources." We commend the city for expanding the plan's scope to include: education policy, recreational services, public safety, climate change mitigation, workforce development, and many other topics. However, while children are mentioned occasionally throughout the plan, we are concerned that there is no overarching vision for developing and nurturing young people, despite healthy and successful children being the key to Rochester's future. In our 2017 Analysis of the City of Rochester's annual budget, we said "Prioritize children and youth in the City of Rochester's Comprehensive Plan update. The needs and hopes of Rochester's young citizens should be integral to the Plan's goals, strategies and benchmarks. The Plan should reflect youth input through consultation with groups like Teen Empowerment and the Youth Councils at R-Centers, allowing them to shape their own future community. It should also call for what is needed most for young children, such as evidence-based home visiting, high quality child care and Pre-K, and summer learning programs. In addition, TCA recommends adoption of Healthi Kids' recommendations to put kids and play first in the Comprehensive Plan Update." While the Comprehensive Plan contains many components that will benefit children and families, the fact that the vision statement for a comprehensive plan about Rochester's future does not even mention its future residents -- our children -- is a gaping hole that should be filled immediately. Just as the City has begun to include a "Children & Families" section of its annual budget, The Children's Agenda believes the 2034 Plan should also include a particular focus on the unique needs of children and families. The City of Rochester should aim to be the best community to raise a family anywhere, regardless of race, economic status, or background. The comprehensive plan's vision statement should recognize that Rochester's children are the greatest asset of our City. The Children's Agenda asks the city to strengthen the plan to better address the unique needs of children and their families. Our recommendations will reorient city resources to better support children in all aspects of their lives, ensure city staff in multiple departments are better able to serve young people in the community, and strive to give city children the best possible start to life	Planwide

Submission	Comment	Relevant Section
Email/Online Forms	I believe our children are our greatest asset and would like Rochester's 2034 Comprehensive Plan to uplift their unique needs over the next 15 years. The city should prioritize: - Strengthening the early childhood workforce through better wages and professional development; - Training all city staff that interact with youth in restorative practices and trauma-informed approaches to create a foundation for relationship building and social emotional learning; - Increasing affordable housing for families with children; - Developing a Youth Master Plan as a goal in the 2034 Comprehensive Plan. I also support The Children's Agenda's full recommendations for the 2034 Comprehensive Plan, which can be found at thechildrensagenda.org/reports/.	Planwide
Email	With all the hype and promos about how much community input was put into developing the Plan, the new comprehensive plan appears to take the community out of many decisions-making processes and puts it into the hands of City staff. More administrative decision will be made with fewer public hearings and review by the stakeholders, the citizens of Rochester.	Planwide
Online Form	I/We in the Upper Mt Hope Neighborhood Association have been working as fast as possible, reviewing the Draft 2034 Comprehensive Plan, but have come up short in being able to complete the review & comments by the end of the day today. • We have been spending many hours per week reviewing since the Plan was available in late May; there is only so much time we have on top of other responsibilities and commitments we each have, both personal and to our neighborhood, especially during the summer. • As you very well know, the Plan itself is 500 pages, supporting addendums/studies add many hundreds of pages, and the content is very much intertwined. • I've not been able to even find all the related/referenced studies and understand some are not yet final/posted/available to the public for review. • Of the studies we have had the opportunity to review, we note that we were not even contacted during data gathering and they appear to mischaracterize the demographics of our neighborhood residents and housing. We really should have 2020 census data and a conversation on which to build this important a Plan. • We and other neighborhoods were hoping to be able to also review and comment upon the plan comments you have already received. We have not seen them available, and I've not even submitted that FOIL request in their absence. • I will be submitting what comments we have drafted just before 5PM today, but we have not yet even had the time to write bullet descriptions for some of the subjects we need to comment upon. I implore you to facilitate two things: 1) Allow the public or, at least neighborhood groups another month to complete submitting their comments. 2) Please also assure us that, once you complete your revisions to the draft, that the public will have at least 45 days to review the huge revised document and then be able to discuss remaining deficiencies with your project team before any hearings are held. I know there is a strong desire to get this through quickly, but it needs to be right, in that the plan is what is going to be used to rewrite zoning and other legislation, and restructure a lot within the City. I'll liken this to the Mt Hope Reconstruction Phase II, where the City gets to delay things it wants to delay, by even years. We need to delay this a bit as well as provide for another round of review, to do it right.	Planwide

Submission	Comment	Relevant Section
Email	The Charlotte Community Association, Inc. Board of Directors and the CCA Community Development Committee have been working as fast as possible, reviewing the Draft 2034 Comprehensive Plan, but have come up short in being able to complete the review & comments by the end of the day today. - We have been spending many VOLUNTEER hours per week reviewing since the Plan was made available in late May; there is only so much time we have on top of other responsibilities and commitments we each have, both personal and to our neighborhood, especially during the summer. - As you very well know, the 2034 Plan itself is 500 pages, supporting addendums/studies add many hundreds of pages, and the content is very much intertwined. - I've not been able to even find all the related/referenced studies and understand some are not yet final/posted/available to the public for review. - Of the studies we have had the opportunity to review, we note that we were not even contacted during data gathering and they appear to mischaracterize the demographics of our neighborhood residents and housing. We really should have 2020 census data and a conversation on which to build this important a Plan. - We and other neighborhoods were hoping to be able to also review and comment upon the plan comments you have already received. We have not seen them available, and I've not even submitted that FOIL request in their absence. - I will be submitting what comments we have drafted just before 5PM today, but we have not yet even had the time to write bullet descriptions for some of the subjects we need to comment upon. We implore you to facilitate two things: - Allow the public or, at least neighborhood groups another month to complete submitting their comments. - Please also assure us that, once you complete your revisions to the draft, that the public will have at least 45 days to review the huge revised document and then be able to discuss remaining deficiencies with your project team before any hearings are held. I know there is a strong desire to get this through quickly, but it needs to be right, in that the plan is what is going to be used to rewrite zoning and other legislation and restructure a lot within the City. We need to delay this a bit as well as provide for another round of review, to do it right.	Planwide
Online Form	First and foremost, you all did a wonderful job in putting this plan together! Thank you for putting the necessary time and energy into actually going out into the community and meeting people where they are in order to gather feedback from a wide range of perspective. Thank you as well for making the resulting document as accessible as possible. It's obvious that you took pains to do these things, and we hope you've set the standard for the City going forward in that regard.	Planwide
Online Form	We highly encourage a section which sets our city's current challenges within a historical context that references redlining, racial covenants, urban renewal, and other racist policies the effects of which continue to plague us. There is a growing conversation on these topics in Rochester and around the country. It's important that this plan acknowledges and owns that past, so that we can truly move forward.	Planwide
Online Form	Rochester's natural infrastructure, including the Genesee River Gorge and Lake Ontario offer opportunities to enhance the wellbeing of people and nature; in so doing, don't constrain the dynamism of these systems. An excellent example of showcasing Rochester's incredible natural assets is the ROC the Riverway initiative. Based on TNC's experiences in other cities, ROC the Riverway's goals of expanding access to natural areas, creating new trails and public spaces along the river, and promoting more activities on the Genesee will translate into a healthier and more vibrant downtown. The Nature Conservancy stands ready to be a partner to the City of Rochester as it seeks to sustainably harness its riverfront and other natural assets.	Planwide
Online Form	In reviewing ROC 2034, we have found numerous areas of potential overlap with The Nature Conservancy's mission and strategies, including aspects of land use, climate mitigation and climate adaptation. We strongly encourage the City's implementation of this plan, with partners, as well as regular reporting on progress made toward the goals set forth. We would welcome the opportunity to discuss how we can deploy more of our assets in service of the City's and our shared goals.	Planwide

Submission	Comment	Relevant Section
Online Form	The draft 2034 plan includes a number of bold new initiatives (particularly upzoning and transit-supportive zoning); however, it also has some of the same major drawbacks that past city plans have had. - The plan needs to place greater emphasis on our economic problems, and place less emphasis on the traditional landscape design approach to urban planning. - The plan does not recognize the critical influence that transit has on land use and economic development. - The plan dismisses the opportunity of rail transit in Rochester. - There is not enough emphasis on attracting much larger numbers of new jobs to the central city. - The recommendations for revitalizing our moderate-demand neighborhoods are inadequate. - There needs to be an honest acknowledgement of the impact of crime on many neighborhoods, - The plan must integrate historic preservation into city housing and economic development policies	Planwide
Email	Edgerton Area Neighborhood Association Inc. would like to request a delay of the Final Draft set to be sent to City Council for approval. We would like to have our Neighbors and Community, to really see , Will this be a change for the Quality of Life in their Community.	Planwide
Online Form	I hope to see the inclusion of City Roots Community Land Trust in Rochester 2034. I feel strongly that permanent affordability should be a top priority in any city plan and I believe that a partnership or at least mutual understanding between the City and CLT would be a tremendous advantage to increasing housing stability and quality for Rochesterians.	Planwide
Online Form	The 2034 plan draft is most comprehensive and thoughtful. There's been nothing this extensive and detailed in my past 50 years of community involvement.	Planwide
Letter	I want to begin by commending the City for its work to gather input from a variety of stakeholders, researching what other cities are doing and pulling all of this together into a comprehensive plan. While the plan is quite extensive, the format challenges the novice like myself to be able to read and digest the 500 pages	Planwide
Letter	I would also like to share a few comments on more general items contained in the Vision 2034 plan that I think have serious implications for our community's future. I am aware that the Vision 2034 Plan challenges our experience with zoning/land use. Rochester is not configured like some urban centers such as Cleveland, Boston, or Columbus. It is city that historically is comprised of single family/2 family homes. Recent housing development, centered primarily in the City Center has come at a great cost to the community due to extensive tax breaks given to private developers. The backbone of the City's tax base is the home owner. I caution the City about changing the character of those neighborhoods with single and 2 family homes to the point that those owners leave further eroding the City's tax base. No City in the US has found the magic answer as to how to increase population in northern cities who have over an extensive period of time lost population due to loss of manufacturing and social issues such as poor performing schools, crime, etc. except by way of job growth. Developing housing or having flexibility in housing and building construction will not on its' own bring in businesses.	Planwide
Online Form	I have not entirely read through the plan yet, but I will. I do not think we need more places to live, apartment buildings. The new complex on Goodman across from village gate casts a shadow on the building across the street from it and it now feels too crowded over there. We need to protect more land from developing and leave green area.	Planwide

Submission	Comment	Relevant Section
Online Form	Overall I think the plan looks fantastic and is a great step forward! Some of the key strategies that I am most excited about seeing implemented include: PMP-6c, PMP-1f - Implementing the Local Waterfront Revitalization Program and the ROC the Riverway Vision Plan PR-5c - Completing the Genesee Riverway Trail along the entire river corridor and improving and enhance its connectivity to the surrounding communities and other local and regional trails. PR-2d - Developing a system-wide Parks and Recreation Master Plan AC-3a - Creating a Public Art Master Plan for Rochester that connects public art and cultural programming to neighborhood revitalization, community building, placemaking and economic development which includes input from residents UAG-1a - Adopting a comprehensive urban agriculture policy that addresses the environmental, health and social benefits of urban agriculture and provides a vision for the future of urban agriculture in Rochester CC-1a, CC-1b - Implementing the Rochester Climate Action Plan (CAP) TRN-3a - Strategically filling gaps in the dedicated bicycle network while also expanding to form a safe, interconnected “minimum grid.” SC-1e, SC-1f - The installation of a block or district geothermal system.	Planwide
Email	The intent to lessen/weaken/remove public comment and review processes and norms is not good for anyone in the City. Bad things will happen that will destroy public confidence in our City	Planwide
Email	The Park-Meigs Neighborhood Association Board of Directors (PMNA) reviewed the progress to date for adoption of the 2034 Comprehensive Plan at its August 2019 meeting. Our lengthy and spirited discussion revealed several concerns regarding the effects on the PMNA neighborhood, the general Park Avenue/Monroe area and East End areas, and, the overall impact on the City. The Board was unanimous about its’ concerns regarding the publics general lack of knowledge of the details of the draft plan and the consequences. The public input sessions conducted after the 2034 Plan launch party were reported as inconvenient to access (being too far from our general neighborhood) and simply a repeat of the launch party. Several members wondered where the public pro & con discussion is taking place as it has not been a topic in any local newspaper or media coverage. Our Board observed that members of a few specialty groups were enthusiastic about their unique fields of interest but have not heard any comments, pro or con, regarding the plan generally from residents of our area. PMNA observes the timing of the Plan introduction may have been a factor in this general apathy as most of the board members and members have enjoyed the fine summer weather for traveling and vacations. A bigger concern for our Board members was the difficulty of understanding the nuances and intertwined complexities of a 500-page plan and several necessary attached studies totaling nearly 2000 pages. Board members believe the Plan should not be adopted until after a reasonable study/comment period of the Business Corridor Study has occurred. This study will likely have a huge impact on the PMNA as our area includes Park Avenue, the East End, and Monroe Avenue business districts. There was more than some concern about the accuracy of City population demographics as the 2020 Census numbers will not be available until next spring. PMNA believes rushing the revised draft Plan to City Council without any additional time for the public to review the comments or changes would be unlikely to create support for adoption and implementation of the 2034 Comprehensive Plan.	Planwide
Online Form	The draft plan is, indeed, quite comprehensive and beautifully presented. We appreciate the Guidebook that you provided to assist the navigation of such an extensive document. We also like the holistic approach you took in visioning the overall look and feel of the desired future City of Rochester. However, in doing so, individual neighborhoods’ desires are not evident and accessible. We are one of many neighborhoods that have completed a charrette and vision plan that illustrates what the community wants in our spaces, and we expected that those vision plans would be incorporated into 2034 in the appendices. The only one mentioned specifically is JOSANA.	Planwide

Submission	Comment	Relevant Section
Email	Action Plans: While reviewing the Action Plans for the Initiatives, our group discovered an alarming number of Strategies that do not include mention of “Neighborhood Groups” or “Community Groups/Partners” (such as SWPC, NBN6, etc.) The language presented throughout the community meetings and Guidebook noted the importance of “collaboration among government, residents, businesses, neighborhood groups and community partners,” for example “the entire community must work together,” “neighborhood and community organizations are critical partners to implement Rochester 2034,” “boosted through collaborations among the City, community partners, homeowners, property owners and developers.” However, in the Placemaking Plan (PMP) there are 57 Strategies. Only TWO (2) include “Community Partners” (PMP-2h) and “Community Groups” (PMP7a.) Since “Placemaking” is the centerpiece to the Rochester 2034 Plan, we believe that the people who live in the places should have a greater voice in what happens there, i.e. “...it is a community wide plan, not just a City plan.” To that end, we request to be notified of what proposed changes are incorporated into the Plan well prior to any next steps in consideration and approval, to enable our continued participation. For the immediate purposes of commenting, we have focused on “Placemaking,” “Housing,” and “Parks, Recreation & Open Spaces” and are attaching a list to this letter of Goals and Strategies from the Plan in which we could provide valuable—and crucial—input and participation.	Planwide
Email	Action Plan Recommendations for including Neighborhood Groups/Community Groups PMP 2e, 2k, 4a, 4f, 4g, 4j, 4k, 6d, 6e, 6f HSG 2c, 3c, 5a PR 1d, 4b	Planwide
Online Form	Improving children's health will require attention to and remediation of the social determinants of health such as poverty, pollution, poor nutrition, food insecurity, unsafe neighborhoods, etc.	Planwide
Email	[Summary] Not enough community engagement for this plan. Not enough engagement for related studies. The Housing Market Study is especially inaccurate.	Planwide
Email	Lack of Adequate Media Exposure: The vast majority of people have no idea what the Comprehensive Plan is and how it could impact them. Extensive press releases and detailed articles to alert the general public to the changes recommended by the Comprehensive Plan should be issued. Following that extensive coverage, then the informational /Q and A meetings should be held. I'm sure that there was no intentional secrecy on the City's part. It's not too late to correct what many see as an injustice. What's the hurry?	Planwide
Online Form	Two actions the government can take in strengthening our city are strengthening our neighborhoods through clear multi- use centers of activity, such as the Thomas Ryan center, and small business incubators such as a shared food court for immigrants looking to launch restaurants. Neighborhoods come together around threats and opportunities. the city must be careful not to think it can DIRECT community building...it must listen to and support those within the community who are doing the lifting. Those of us who never left the city should not be priced out for having maintained a viable neighborhood.	Planwide
Email	[Need] a section which references redlining and previous policies of urban renewal. In numerous areas this comprehensive plan notes historical material, informing the reader of the context in which we currently find our City. Acknowledging our past, regardless of how painful, is a critical and important part of moving forward, and we believe none is more important than this. There is a growing awareness of redlining and the detriments of previous policies, but much of the community does not yet understand that the concentration of poverty which so strongly shapes our current context did not happen naturally or by accident. Addressing this, simply by acknowledging it, has the potential to be one of the most powerful effects of this plan, if it is included. Members of our neighborhood have developed specific expertise in this arena and would be glad to contribute to a draft or review of such content.	Planwide
Email	The Beechwood Neighborhood Coalition Board would like to thank you for the incredible job you and your team did pulling together this draft of the Rochester 2034 comprehensive plan. We want to applaud the investment of time and energy you made in reaching out to so many groups for input as well as the care taken to synthesize that input into a document. We strongly believe that your process will lead to a durable and robust tool with substantial community buy-in. Individually, through a sub-committee, and as the full governing body of our neighborhood coalition, we have spent considerable time and energy studying the 500 page draft plan, discussion the merits and our concerns, and weighing our input. We are grateful for the opportunity to share it with you.	Planwide
Email	“We ALL want change, not only city and business leaders.” EVERYONE—especially youth—needs to be included in making decisions	Planwide
Email	Focus has been too much on Downtown and not enough on neighborhoods (construction downtown all the time for years); The new D&C building (& others like it) are nice, but they are not for us (Black and Latino youth).	Planwide
Email	Focus should be not just on buildings, but on people	Planwide

Submission	Comment	Relevant Section
Email	Most local residents have not heard of the 2034 plan—to get input from parents and youth who don’t go to meetings, go to youth sports games, churches, salons/barbershops, street corners/corner stores, community events, block parties, Teen Empowerment events, bookbag/school supply giveaways, etc.	Planwide
Email	I like when City has put out pictures of what the buildings are going to look like and then the building actually comes out like promised.	Planwide
Email	What should Rochester do or not do, based on what we’ve learned about the Clarissa St. Experience? -Don't just focus on downtown	Planwide
Email	What should Rochester do or not do, based on what we’ve learned about the Clarissa St. Experience? -Build on what we have and make it better, and change systems in place to stop that	Planwide
Email	What should Rochester do or not do, based on what we’ve learned about the Clarissa St. Experience? -Give back to people in need and develop City based on culture and history. See the youth and acknowledge them and their view, make it better and easier for them, more opportunities for blacks, and after voices	Planwide
Email	What should Rochester do to help fix the harm it caused re:redlining/restrictive covenants? -Give back to the community -Be Responsible and accounted for their actions -Fund our city more, and make up for what restrictive covenant and redlining -See youth pov in what [whiteout] did back then and how much impact it caused	Planwide
Email	After reading over the Rochester 2034 plan, it seems that for the next fifteen years the Disability Community of Rochester will likely only be taken into consideration when it feels most convenient, easy, or charitable for those making decisions. While there is some mention of the disability community and increased accessibility within the plan, there is no suggestion that Disabled Rochesterians should have any expectation that their fundamental needs will be met but instead should exist on a hope that someone will do the right thing. We would be happy to work with you closely moving forward to ensure that the plan consists of distinct, actionable goals that will move the City towards meeting the needs of Rochester’s growing disability community. The City of Rochester is currently home to about 32,000 people who identify as having at least one disability (https://www.census.gov/quickfacts/fact/table/rochestercitynewyork,buffalocitynewyork/DIS010217#DIS010217) and that number will likely increase as our population ages in the next 15 years. If the vision for Rochester 2034 is “A resilient and confident community where diverse neighborhoods are engaged and thriving; downtown is the vibrant heart of our region; our unique network of active waterfronts is accessible to all; and innovation, adaptation, and inclusion drive us forward,” then we must be focused on inclusion and diversity of all members of our community, including the Disability Community. This means that it isn’t enough for our waterfronts to be accessible to all; our whole city needs to be accessible, which means people with disabilities need to be considered in all topic areas not just those that are regulated by ordinances or federal laws.	Planwide
Email	While this is not a full list of all that could be done to ensure accessibility throughout Rochester in the next 15 years and beyond, the integration of these ideas would be a starting point for ensuring members of the Disability Community are accepted into the Greater Rochester Community. While we appreciate that some consideration was given to the needs and wants of the Disability Community during the process of writing this plan, there are still many elements missing. It’s disappointing that disability access is not important enough to be considered an initiative area; including disability as a core value of the plan would ensure its consideration in all aspects of this proposed plan. Hopefully in the future, there will be more consideration toward disability issues.	Planwide

Submission	Comment	Relevant Section
Email	Rochester Today: Related to institutions owning past harm and making it right today, we also recommend that you revise the history appendix of the document to reflect this. A main approach would be to use less passive language. As youth note above about “redlining” being a “partnership,” here are some suggestions for making the history section less passive and more explicit about how inequality, poverty and segregation were built by decisions and actions taken by real people and local institutions: • Use more active verbs vs. third-person/passive. e.g., PG B-8: “Racial clauses were instituted [by whom?] in housing, job, and educational opportunities, making it difficult for African Americans to gain economic security or mobility.” e.g., PG B-4: Heading “Early Civic Engagement” is an understatement. Perhaps “Early Civic Action”? It should also be acknowledged that Rochester sits on Seneca land (esp. since Rochester history section doesn’t start until 1817). • PG B-8: Consider using other language besides or at least offering multiple ways of understanding 1964 as a “rebellion” or an “uprising” in response to oppression/discrimination. “Riot” can feed into racist tropes. • PG B-10: “The rise of the automobile, new highway systems that disrupted city neighborhoods, and the creation of residential home mortgages that systematically targeted white families while excluding black families and neighborhoods, began an exodus of families from the city to newly built tract homes in the suburbs.” {Even though you mention it later, the part about creating mortgages should name this directly in this sentence as well.}	Rochester Today
Email	Video: • The promotion felt commercialized and corporate, like any other city. So much fly-over drone footage vs. on-the-ground. Brushes over what’s really happening where I live... That’s not the true Rochester to me... (Staff & one YHA shared that the video was meant to be about what we hope to see/ an aspirational video, still the bulk of YHAs felt strongly that it feels more like it’s saying, ‘we’re good as we are,’ which is not their reality) It didn’t show anything that needs to be changed... (i.e., zoom in on the trash, violence, boarded up buildings, etc.) • I’ve never seen most of what is in the video... Shows what we don’t see, made Rochester look nice... • Can’t just be surface or a nice face on Roc. It left out too much of the reality to feel credible/truthful and so, it breaks trust and turns off people to not want to give input because it feels fake • When people see the video, it wouldn’t attract me or my family to it. Feels like the audience was business people, “upper classes”, and white people and changing Rochester from the suburban perspective. • Majority of people shown enjoying activities in our city were white people. When they showed “kids,” they showed elementary aged children; NO TEENS and especially Black teens. (Could have shown Boys & Girls Club, Rec centers, TE, other youth spots) Are they embarrassed of us?	Video