

MINUTES OF UTILITY MEETING No. 1**CITY OF ROCHESTER
MIDTOWN REDEVELOPMENT PROJECT**

DATE: November 01, 2010
 PLACE: LaBella Associates High Falls Conference Room
 TIME: 1:30 pm
 RE: Midtown Redevelopment Project, Utility Meeting #1

IN ATTENDANCE:

Name	Organization	Phone/Email
Paul Kimball	Rochester District Heating Corp	546-8890 pkimball@rdhc.org
Mike Bushart	COR Water Bureau	428-7567 bushartm@cityofrochester.gov
Dave Gavin	COR DES, Permits	428-6044 dgavin@cityofrochester.gov
Joe Borrelli	COR Street Lighting	428-7979 brrellij@cityofrochester.gov
Paul Mancini	RG&E (Gas)	771-2130 pmancini@ddscompanies.com
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John Marcello	TW Telecom	756-1427 john.marcello@twtelecom.com
Rich Bianchi	MCDES, RPWD	753-7614 work, 303-7073 cell rbianchi@monroecounty.gov
Jason Outhouse	Frontier Corp.	777-5203 jason.outhouse@frontiercorp.com
John Bitter	RG&E (Elec)	724-8099 John_Bitter@rge.com
Tim Raymond	MCDES	753-7565 traymond@monroecounty.gov
Kevin Quinn	MCDES, RPWD	753-7652 kquinn@monroecounty.gov
Bill VanDame	COR Permits	428-7121 bvd@cityofrochester.gov
John Markuse	Verizon Business (MCI)	716-983-2058 John.Markuse@verizonbusiness.com
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Brian Miller	LaBella Associates	295-6235 bmiller@labellapc.com

Name	Organization	Phone/Email
Steve Metzger	LaBella Associates	295-6223 smetzger@labellapc.com
Brendan Bystrak	LaBella Associates	295-6278 bbystrak@labellapc.com
Kayanne Gsellmeier	LaBella Associates	295-6221 kgsellmeier@labellapc.com
Alison Arnold	LaBella Associates	295-6233 aarnold@labellapc.com

PURPOSE:

The purpose of the meeting was to review the conceptual level plans for the Midtown Redevelopment project and the potential impacts/conflicts to utilities that have been identified as a result of the redevelopment. The meeting followed a prescribed agenda.

GENERAL SUMMARY OF ITEMS DISCUSSED:

1) Opening Comments

- a) S. Metzger opened the meeting with a brief history of the project to date. He introduced the LaBella team.

2) Demolition Update and Anticipated Street Redevelopment Schedule (B. Miller)

- a) B. Miller provided a status update on the Midtown demolition progress. He presented a Demolition Phasing Plan to the team.
 - i) Asbestos abatement is generally complete except at the former Citizens, Sheer, Wendy's buildings. Abatement of these buildings is underway.
 - ii) Demolition and backfilling of the entire site is scheduled for completion in November 2011.
 - (1) Citizens, Sheer, and Wendy's buildings will be razed this winter after abatement complete.
 - (2) B. Foreman Building - Demolition complete.
 - (3) Seneca Building – Top portions of building expected to be removed spring/summer 2011
 - (4) Wegmans – Demo started, will go to top of garage
 - (5) Pedestrian Bridges – Main St down; Xerox & Chase TBD
 - (6) Midtown Tower - Bldg to remain
 - (7) Areas adjacent to Tower – Demo expected this winter or spring 2011
 - (8) McCurdy's – Demo expected spring 2011
 - (9) Euclid Bldg – Demo after McCurdy's, expected fall 2011
- b) B. Miller presented the Base Plan (BP-01) showing the redevelopment parcels and proposed street grid. The plan is close to the alignments described in the SEQR DGEIS document. LaBella has submitted numerous street and tunnel alternatives to the City in a Pre-Draft Design Report (submitted 10/15/2010). LaBella is awaiting preliminary comments. Once comments are received and incorporated a formal Draft Design Report will be submitted for review. A public informational meeting can be scheduled. Briefly, the design schedule for the redevelopment project is as follows:

- b) cont.
 - i) Final Design Report/Design Approval –January 2011
 - ii) Final Design – start February 2011 and finish January 2012
- c) Redevelopment Construction - The redevelopment project is anticipated to be divided into three separate construction contracts. These include:
 - i) Construct recommended tunnel alignment, complete backfill to subgrade level, and construct underground pedestrian tunnel from PAETEC building to garage (contract let summer 2011, duration into 2012)
 - ii) Complete parking garage rehabilitation and modifications (contract let summer/fall 2011, duration through 2012)
 - iii) Construct streets, utilities, landscaping, etc (contract let mid-2012, duration through 2013)

3) Anticipated Utility Impacts from Redevelopment (K. Gsellmeier, B. Bystrak)

- a) K. Gsellmeier gave an overview of the existing utilities throughout the site, including the garage and the service tunnel. The term “existing” refers to the utilities that will be present after demolition is complete.
- b) B. Bystrak discussed the objectives and design challenges of providing service to each parcel efficiently. Indicated utility impacts identified at this level of design development.
 - i) Individual services to Parcels
 - (1) Parcel 3 - Land locked and above the garage
 - (2) Parcels 2 and 7 - Entirely above the garage, with at least one face towards a street
 - (3) Parcel 6 - Portions above the garage and tunnel, limiting service locations.
 - (4) Parcels 2, 3, and 7 require services to be located in the garage.
 - (5) Parcels 1 and 5 - Served from existing or new streets.
 - (6) Parcel 4 - Does not require utilities (except electric)
 - ii) Initial design assumptions:
 - (1) New dedicated sewers will be combined sewers (not separate storm and sanitary). All sewers in the street rights-of-way will be dedicated. Reline portions of existing private Cortland St sewer to connection at Main St. and dedicate.
 - (2) Separate storm and sanitary laterals (not combined laterals) required for each parcel
 - (3) Separate storm sewers provided for Broad St (not combined with any individual parcel storm sewer as currently exists). Broad St storm sewers need to hang in garage. RPWD will need to operate.
 - (4) Fire System in the garage will service only the garage. Risers to former Midtown facilities above the garage will be terminated. Separate domestic and fire services to each parcel are required.
 - (5) New underground pedestrian tunnel between Parcel 1 and Level B of garage will have approx 8 feet of cover. Utilities in Elm Street can go over the pedestrian tunnel.
 - iii) Street network impacts to services and access
 - (1) Minimal depth of cover above the garage (less than 18”)
 - (2) Assume no infrastructure except drainage can be installed in the street rights-of-way above the garage
 - (3) Drainage for streets above garage will require new penetrations into the garage for catch basins. These CB’s will be served by hung plumbing.
 - (4) Street grid conflicts with several existing RGE electrical vaults
 - (a) South Clinton Avenue - Vaults 81.02 3/16; 81.01A; 81.02AA
 - (b) East Main St – Vault 1.44
 - (c) Euclid St – Vaults 1049.01A; 1040.01

- iv) Modifications to the garage
 - (1) Area above garage not available for utilities due to lack of cover depth
 - (2) Portion of the garage roof will be removed and a new lower roof provided to permit construction of the street grid above.
 - (a) At northeast corner of garage near Atlas Street the roof above RGE Vault 4 lowered.
 - (b) Roof lowered below and adjacent to the proposed Cortland St Ext. Impacts include:
 - (i) RGE network trays hung in level "A" of the garage between Vaults 3, 5 and 9 need relocations.
 - (ii) Sewers servicing Broad St and the Tower need to be lowered
- v) Tunnel alignments
 - (1) Area above tunnel not available for utilities due to lack of cover depth (2.5 ft +/-)
 - (2) Various alternate alignments being considered.
 - (3) Alternate A.3 (Included on plan sheets provided to attendees) – Tunnel exits to Chestnut via Euclid St. Euclid St between Atlas and Chestnut to be closed for tunnel ramp use. Multiple utilities impacted:
 - (a) Conflicts with an additional existing RGE electrical vault – 1049.03 and primary network feeds from Chestnut St to Main St and to Vault 4 in garage.
 - (b) RDH steam line requires relocation
 - (c) Verizon network cabling/raceway requires relocation
 - (d) RPWD sewers along Atlas St, need to be redirected southward and then to Chestnut
 - (e) Water Bureau water main needs relocation and reconnection under the tunnel
 - (f) RGE gas main requires relocation
 - (g) All services to buildings along Atlas St and Euclid (between Chestnut and Atlas) need reconnection, including natural gas, electric, communications, water, sanitary, storm etc. Further investigations needed to identify services impacted.
- vi) Unknowns
 - (1) Garage and tunnel ownership to be determined
 - (2) Parcel land use undefined.

4) Utility Homework Assignments

- a) S. Metzger discussed the request for information and feedback from the utilities. This feedback will provide data to identify needs for private and public utilities to service the redevelopment area. Refer to action items for specific requests. Feedback due by November 19, 2010

5) Comments/Questions from Utility Representatives with Initial LaBella Responses:

- a) P. Kimball, RDH - Where does the proposed tunnel penetrate the surface?
 - i) Refer to Drawing UT-07: For Alternate A.3 an open air ramp would be proposed between Chestnut St and Atlas St. The ramp would be fully underground just east of Atlas St near Sta EU15+10. Atlas St would still connect to Euclid St for traffic going westerly from Atlas.
- b) M. Bushart, Rochester Water Bureau - Can the current parcels be further subdivided?
 - i) It is likely the parcels can be further divided depending on a developers needs. The City is working on guidelines regarding subdivision.
 - ii) Tower is anticipated to be ground floor retail, 2nd floor commercial business, 3rd floor and up residential.
- c) J. Borrelli, COR Lighting - Consider coordinating the lighting design for this project with other adjacent projects.
 - i) Noted

- d) J. Outhouse, Frontier - Will PAETEC own the Seneca Building?
 - i) Parcel 1 incorporates the remaining Seneca Building as the core of a new building. It is anticipated that new construction will occur both north and south of the existing Seneca Bldg.
- e) J. Bitter, RG&E Elec - Review the vault locations that may be impacted by the redevelopment. How far will the garage roof be lowered?
 - i) Refer to discussion under Item 3 above for impacted vaults currently identified.
 - ii) Garage roof varies – near Vault 4 roof to be lowered approx 18-to 24-inches. For Cortland St Ext the roof would be lowered approximately 31-inches.
- f) K. Quinn, RPWD - Discuss how the sewers will be redirected on the Alternate A.3 plan. Will sewers in garage require an easement? 40 yr lease with the City is about to expire.
 - i) Atlas St reconstructed to flow southerly and then to Chestnut St. Need to verify inverts.
 - ii) New end manhole installed on existing Euclid St sewer west of tunnel. Further investigation is needed to determine locations of possible sanitary laterals along Euclid between Atlas and Chestnut.
 - iii) Broad St storm sewers will be separate from individual sewer laterals but need to be hung in the garage. These street sewers need to be under jurisdiction of RPWD.
- g) B. VanDame, COR - Is the tunnel public or privately owned, (this impacts whether a permit or easement is required)? Are there restrictions on the type of vehicle that can use the tunnel? Consider contacting Dig Safely NY for utility information.
 - i) Ownership of tunnel is unknown.
 - ii) Design vehicle for tunnel is the refuse truck utilized by City for refuse pickup at the Convention Center.
- h) J. Markuse, Verizon – Network cable along Euclid St will be impacted with Tunnel A.3. They also serve Bank of America.
 - i) Noted.
- i) R. Sidoti, RGE gas - What are the guidelines/assumptions for the loads on the parcels? Is an AutoCAD file of the base plan available for distribution? Gas Main along Euclid St. is impacted.
 - i) Load information would need to be provided by the developers.
 - ii) Refer to the DGEIS for information developed as part of a market feasibility analysis.
 - iii) LaBella will discuss with the City if an AutoCad plan can be provided. Current plans are in Microstation format per City requirements.
- j) All other attendees were asked for initial feedback and indicated they had no comments or questions at this time.

ACTION ITEMS:

- 1) LaBella to discuss with the City if Base Plan CAD file can be distributed.
- 2) Utility Homework Assignment: Due November 19, 2010
 - Identify issues to discuss and coordinate with other Utility planners and designers.
 - If need to service parcels, identify means to service the parcels
 - Identify other potential impacts to Utility's system from the Midtown Redevelopment
 - Identify Utility's projects or initiatives in the project area

For parcel usage information refer to Draft Generic Environmental Impact Statement, Midtown Redevelopment Project at web site <http://www.cityofrochester.gov/midtown/> Go to Midtown Documents & Data, DGEIS (Chapter 2, Table 2.1 & Figure 2.12)

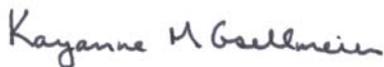
NEXT MEETING:

No meeting scheduled.

The preceding minutes represent the author's understanding of the issues discussed and decisions reached. If there are any errors or omissions, questions, comments, or corrections regarding these notes, please contact the undersigned at either (585) 295-6221 or kgsellmeier@labellapc.com within three business days of issuance.

Respectfully submitted,

LABELLA ASSOCIATES, P.C.



Kayanne M. Gsellmeier, PE
Senior Civil Engineer

KMG/aa

cc: All Attendees
James McIntosh, COR
Paul Way, COR
Pat Brooks, Time Warner Communications
James Highsmith, Fibertech
Stephen Schwartzmeier, MCDES
Brent Penwarden, MCDES
Sergio Esteban, LaBella

MINUTES OF MEETING

DATE: Tuesday, November 23, 2010
PLACE: City of Rochester
TIME: 10:30 AM
RE: Midtown Redevelopment – Traffic Issues

IN ATTENDANCE:

Brent Penwarden	MCDOT	585-753-7733
Jim Pond	MCDOT	585-753-7755
Terry Rice	MCDOT	585-753-7720
Paul Way	City of Rochester	585-428-7383
Rick VenVertloh	LaBella Associates	585-295-6226
Tom Miller	LaBella Associates	585-295-6644

The purpose of the meeting was to 1) review the project status, 2) discuss traffic studies prepared for the project, and 3) discuss Broad Street alignments and traffic issues related to a two-way conversion. The meeting followed a prescribed agenda (attached). Some topics of discussion were as follows:

- The city issued a pre-draft design report in mid-October 2010. The documents were for internal circulation and review at the city. Comments to the report and plan are scheduled to be transmitted by Thanksgiving. The consultant will update the report and issue a draft design report by mid-December. A public meeting is scheduled for mid-January (or sooner if possible).
- A base plan was reviewed which depicts the internal street network within the Midtown superblock. It was stated that Historic Elm St and Cortland St Extension, which are currently shown as streets, will likely be shown as pedestrian corridors when the draft design report is issued in December. If Cortland St Extension is developed as a pedestrian corridor, it would not be necessary to strengthen and/or lower the garage roof slab to accommodate vehicular loading. Developing Historic Elm Street as a pedestrian corridor has the advantage of eliminating an intersection on Main St which is quite close to the East Ave / Franklin St intersection.
- A second drawing was reviewed (Alternate C - Performing Arts Center) which depicts slightly different street alignments. The orientation of the open space parcel has been rotated. This alternate has been developed to maximize the size of parcel number 5 which is under consideration for development of a performing arts center. It was stated that the open space parcel will be developed in such a way that it commemorates the former Midtown mall atrium.
- The underground service tunnel was discussed. It was explained that the base plan depicts the service tunnel access where Euclid St intersects Chestnut St. The City and consultant are still reviewing options for service tunnel alignments. It was also stated that the Chestnut St parking garage exit ramp may be removed or relocated as part of the Midtown project.
- A discussion focused on Broad St between Chestnut St and South Ave. The section from Chestnut St to Stone St is planned to be converted from one-way westbound to two-way traffic.

- MCDOT was under the impression that there would be two westbound through lanes on Broad St throughout this corridor. The County believes that there are two westbound through lanes on Broad St being planned as part of the Chestnut/Court /Broad project.
 - MCDOT stated that Court St will remain one-way between Clinton Ave and Chestnut St.
 - T. Rice stated that the County has accepted the conversion of Broad Street from one-way to two-way. At issue is what the lane configurations will be (i.e. will there be one westbound lane or two westbound lanes). The number of westbound through lanes is dependent on the traffic that is predicted to use the street, given that Court St will remain one-way.
 - T. Rice stated that the SRF analysis for the Broad St two-way conversion had been reviewed by MCDOT and comments were provided to Clark Patterson Lee. The study has not yet been re-submitted or approved.
 - A meeting will be set up with Clark Patterson Lee, LaBella, the City, and MCDOT project manager to better understand the predicted traffic conditions on Broad St and the preferred lane configuration.
- MCDOT cautioned that there needs to be enough room for northbound vehicles on Clinton Ave to turn left onto Broad St. A dual left turn is anticipated to remain at this location.
 - A discussion focused on Main St in the vicinity of proposed Cortland St. P. Way confirmed that the existing brick pavers currently delineating the Main St crosswalk will be removed as part of the street rehabilitation associated with the Midtown project. T. Rice stated that the existing traffic signal equipment at this location could be removed since there will be no need for pedestrians to cross at this location until such a time when the new intersection is developed for Cortland St.
 - T. Rice questioned whether there will be a County share associated with the traffic work. P. Way stated that there would be.
 - The Broad/Court/Chestnut project will include traffic signal work at the Elm St / Chestnut St and Broad St / Chestnut St intersections.
 - A discussion focused on the budget for the project. It was stated that the city currently does not have enough money to build the project. T. Rice questioned the need to include 5% expanded award amount as part of the budget sheet.
 - A discussion focused on the LaBella handout entitled, "Summary of Parameters for Midtown Traffic Analysis". It was stated that LaBella modeled the Main & Clinton intersection with the existing turn restrictions in place. This is in accordance with direction from MCDOT at the September 15, 2010 meeting. It was stated that the traffic analysis prepared for the Renaissance Square project analyzed the Main & Clinton intersection with eastbound left turns allowed. It was suggested that if this intersection was already modeled for future conditions as part of the Renaissance Square project, then we could theoretically eliminate it from the Midtown design report (i.e. just reference the work that was done for the Renaissance Square project).
 - The section of Broad Street from Clinton Ave to South Ave was discussed.
 - The city would like to minimize construction work within this block. A drawing was reviewed which showed a possible lane configuration in which the curb lines would remain.
 - MCDOT pointed out that the opposing left turn lanes at Stone St create a negative offset and are a concern because of the restricted line of sight. It would be advantageous to have left turn lanes lined up without offset.
 - It was pointed out that the eastbound U-turn at Stone Street is fairly important for vehicles wishing to enter the South Avenue garage. It would be advantageous to shift the lanes to the south thereby allowing enough room to maintain the U-turn. Some parking may be lost adjacent to the library. Some street widening and curb realignment along the south side of Broad St may be required between Bausch & Lomb Place and Clinton Ave. It was stated that it is possible to enter the South Ave garage from Stone St; however, the Stone St and Broad St entrances / exits are at different levels within the garage, and the garage levels do not line up very well.

- T. Rice stated that perhaps the Midtown project should implement the Broad St two-way conversion only between Chestnut St and Clinton Ave (i.e. no improvements between Clinton and South Avenue).
- LaBella will revise the alignment to address some of the comments mentioned.

- P. Way instructed LaBella to only include the section of Broad St between Chestnut St and Clinton Ave in the base contract for the Midtown Redevelopment project. The remaining portion of Broad St (from Clinton Ave to South Ave) will be included as an alternate.

If there are any errors or significant omissions, please contact me at 585-295-6226.

Respectfully submitted,

LABELLA ASSOCIATES, P.C.



Richard T. VenVertloh, P.E.

RV/aa

cc: All Attendees

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