

Alternatives Considered and Eliminated from Further Study

As part of the preliminary design, a number of alternatives were investigated, evaluated and subsequently eliminated from further study. A summary of these alternatives is included herein. Drawings are provided for each alternative.

The following alternatives are documented in this appendix:

- Combined Parcels 4, 5 and 6
- Plaza Drive Pedestrian Option
- Truck Service Tunnel Alternatives

Combined Parcels 4, 5 and 6

As part of the preliminary design, an alternative was developed which significantly modifies the overall street layout and parcel sizes from that which was originally envisioned in the generic environmental impact statement. In developing this plan, parcel #5 was expanded in size from .76 acres to around 1.12 acres. In addition, this alternative eliminates a portion of new Euclid Street as well as Plaza Dr. and incorporates parcel #6 into the overall footprint of the site. This alternate was created with a new performing arts center in mind. Refer to the site plan concept drawing contained herein.

This specific alternative was eliminated from further consideration for several reasons. First, the redesigned street network represents a significant departure from the site plan developed as part of the generic environmental impact statement and may require additional environmental review. And second, this alternate could diminish the marketability of several development sites that were planned for the Midtown site. And third, the details of the performing arts center project are undetermined at this time.

It is noted that parcel #5, as depicted on the base plans, has been enlarged to the maximum extent practicable within the confines of the original street grid and could be a potential site for the Performing Arts Center.

Plaza Drive Pedestrian Option

This alternate examined the possibility of eliminating Plaza Drive in favor of a pedestrian corridor. The City's preference is to maintain Plaza Drive as a street in accordance with the original intent of the generic environmental impact statement. The development of a street network surrounding the open space parcel in the center of the site was considered important in the Section 106 (cultural resource) review conducted

APPENDIX VIII

by the City in consultation with the New York State Office of Parks Recreation and Historic Preservation. Therefore, this alternate has been eliminated from further consideration.

Truck Service Tunnel Alternatives

Nine (9) distinct service tunnel alternatives were identified and evaluated. Each alternative was evaluated based on their relative advantages and disadvantages concerning the following: traffic operation, cost, right-of-way acquisition, environmental impact and affect on proposed development parcel(s).

Alternate A.1 - This alternate approximately reestablishes the existing alignment with entry/exit on Atlas Street near its former location. Tunnel traffic would be two-way. This alternate utilizes internal Midtown Site streets for access to the tunnel. Parcel 6 is negatively impacted by the ramp structure occupying the center ground level portion of the parcel.

Reasons Why This Alternative Was Not Chosen: cost, undesirable tunnel floor cross-slope in the entry/exit ramp to negotiate the curved alignment (similar to existing condition), tunnel entry/exit (above grade structure or open ramp) severs Parcel 6 approximately in half.

Alternate A.2 - This alternate approximately utilizes the existing alignment with a new entrance / exit on Chestnut Street at a location that would require the demolition of existing buildings (45 Euclid Street and 27-33 Chestnut Street) located on the south side of Euclid Street. Tunnel traffic would be two-way. Euclid Street (Chestnut to Atlas) would remain in service as a one-way, westbound entrance into the Midtown Site. Wider sidewalks are possible and parking would be retained. This alternate eliminates the use of internal Midtown Site streets to access the entrance to the tunnel.

Reasons Why This Alternative Was Not Chosen: cost, right-of-way acquisition, sever utilities on Atlas Street, and environmental impact. This alternate raises new environmental issues that are not adequately covered in the generic EIS including: potential cultural resources associated with building demolition, business relocations, major right-of-way acquisition and changed traffic patterns.

Alternate A.3.a - This alternate utilizes the existing tunnel alignment with a new entrance/exit on Chestnut Street located in the Euclid Street right-of-way between Chestnut Street and Atlas Street. Tunnel traffic would be two-way. The section of Euclid Street between Chestnut Street and Atlas Street would be eliminated and would not be available as an entrance to the Midtown Site for vehicles. Pedestrian access could be maintained within the right-of-way however, there would only be enough room to provide 5 foot wide sidewalks between the building face and tunnel wall (both sides). A right-of-

APPENDIX VIII

way acquisition of approximately 775 square feet (0.018 acre) would be necessary at the northwest corner of Euclid Street (existing surface parking lot at 61 East Ave). This alternate eliminates the use of internal Midtown Site streets to access the entrance to the tunnel.

Reasons Why This Alternative Was Not Chosen: cost, severs utilities in Euclid Street, and extensive areaway abandonment. This alternate raises new environmental issues that are not adequately covered in the generic EIS including: changed traffic patterns associated with the elimination of Euclid Street between Atlas Street and Chestnut Street, difficulties of maintaining pedestrian access on Euclid Street (sidewalks would be very narrow, 5 feet) and access to existing buildings with doorways on Euclid Street would be compromised

Alternate A.3.b - This alternate utilizes the existing alignment with a new entrance on Chestnut Street located in the Euclid Street right-of-way between Chestnut Street and Atlas Street. Tunnel traffic would be one-way westbound. This would require a new tunnel exit to be constructed on South Avenue. The section of Euclid Street between Chestnut Street and Atlas Street would no longer be available as an entrance to the Midtown Site for vehicles. Pedestrian access could be maintained within the right-of-way via 5 foot wide sidewalks (both sides). A right-of-way acquisition of approximately 775 square feet (0.018 acre) would be necessary at the northwest corner of Euclid Street (existing surface parking lot at 61 East Ave). This alternate eliminates the use of internal Midtown Site streets to access the entrance to the tunnel.

Reasons Why This Alternative Was Not Chosen: cost, sever utilities on Euclid Street, and extensive areaway abandonment. This alternate raises new environmental issues that are not adequately covered in the generic EIS including changed traffic patterns associated with the elimination of Euclid Street between Atlas Street and Chestnut Street.

Alternate A.4 - This alternate utilizes a new alignment with a new entrance/exit on Atlas Street nearer to Euclid Street. Maintaining an entrance/exit on Atlas Street within the confines of Parcel 6 is considered less desirable for the future development of this parcel.

Reasons Why This Alternative Was Not Chosen: cost

Alternate A.5 - This alternate utilizes a new alignment with a new entrance/exit on Chestnut Street at a location that would require the demolition of existing buildings (45 Euclid Street and 27-33 Chestnut Street) located on the south side of Euclid Street. Tunnel traffic would be two-way. Euclid Street (Chestnut to Atlas) would remain in service as a one-way westbound entrance into the Midtown Site.

APPENDIX VIII

Wider sidewalks are possible and street parking would be retained. This alternate eliminates the use of internal Midtown Site streets to access the entrance to the tunnel.

Reasons Why This Alternative Was Not Chosen: cost, right-of-way acquisition, sever utilities on Atlas Street, and environmental impacts. This alternate raises new environmental issues that are not adequately covered in the generic EIS including: potential cultural resources associated with building demolition, business relocations, major right-of-way acquisition and changed traffic patterns.

Alternate A.6.a - This alternate utilizes a new alignment with a new entrance/exit on Chestnut Street located in the Euclid Street right-of-way between Chestnut Street and Atlas Street. Tunnel traffic would be two-way. The tunnel would follow the Euclid Street alignment to connect with the existing tunnel at the Seneca Building. The section of Euclid Street between Chestnut Street and Atlas Street would no longer be available as an entrance to the Midtown site for vehicles. Pedestrian access could be maintained within the right-of-way however there would only be enough room to provide 5 foot wide sidewalks between the building face and tunnel wall (both sides). A right-of-way acquisition of approximately 775 square feet (0.018 acre) would be necessary at the northwest corner of Euclid Street (existing surface parking lot at 61 East Ave). This alternate eliminates the use of internal Midtown Site streets to access the entrance to the tunnel.

Reasons Why This Alternative Was Not Chosen: cost, severs utilities along Euclid Street, extensive areaway abandonment and extensive temporary excavation shoring system to protect building foundations along Euclid Street. This alternate raises new environmental issues raised that are not adequately covered in the generic EIS including: changed traffic patterns associated with the elimination of Euclid Street between Atlas Street and Chestnut Street, difficulties of maintaining pedestrian access on Euclid Street (sidewalks would be very narrow, 5 feet) and access to existing buildings with doorways on Euclid Street would be compromised.

Alternate A.6.b. - This alternate utilizes a new alignment with entry on Chestnut using the section of Euclid Street between Atlas and Chestnut. Tunnel traffic would be one-way westbound. The tunnel would follow the Euclid alignment and a new tunnel exit would be developed on South Avenue. The section of Euclid Street between Chestnut and Atlas would no longer be available as an entrance to the Midtown Site for vehicles. Pedestrian access could be maintained within the right-of-way via 5 foot wide sidewalks (both sides). A right-of-way acquisition of approximately 775 square feet (0.018 acre) would be necessary at the northwest corner of Euclid Street (existing surface parking lot at 61 East Ave). This alternate eliminates the use of internal Midtown site streets to access the entrance to the tunnel.

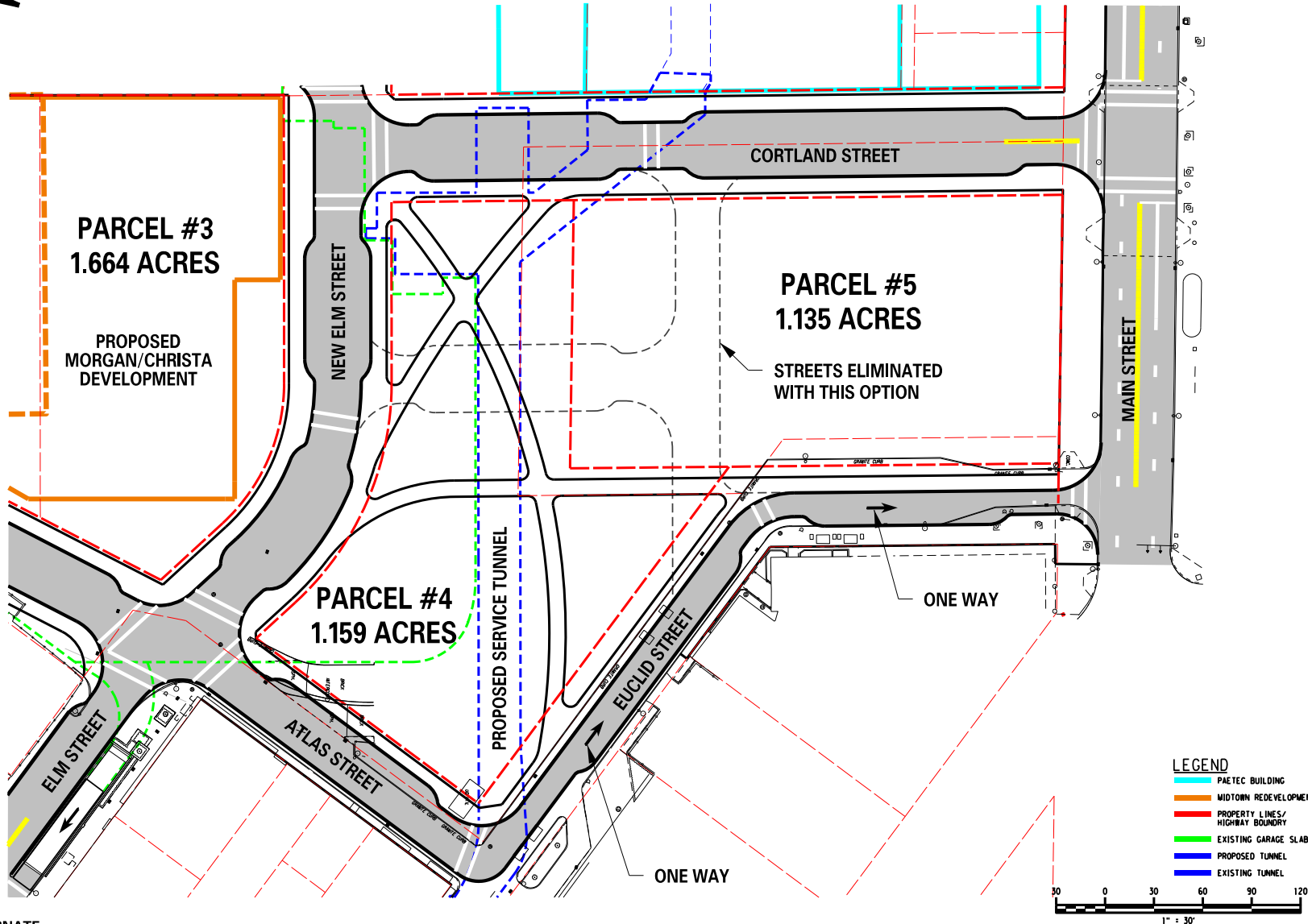
APPENDIX VIII

Reasons Why This Alternative Was Not Chosen: cost, sever utilities on Euclid Street, extensive areaway abandonment and extensive temporary excavation shoring system to protect building foundations along Euclid Street. Also, the service tunnel between the Seneca Building and the convention center is not sized for tractor-trailers which would inevitably be precluded from using the service tunnel. This alternate raises new environmental issues raised that are not adequately covered in the generic EIS including: changed traffic patterns associated with the elimination of Euclid Street between Atlas Street and Chestnut Street and the construction of a new ramp on South Avenue.

Alternate A.7 – This alternate utilizes a new alignment with a new entrance/exit on East Avenue located on the existing parking lot owned by Riedman Corporation, 25 East Avenue. This alternate has not been progressed past a conceptual level. Some benefits to this alternate include: tunnel entrance removed from interior of Midtown Site; no building demolition; Euclid Street vehicle and pedestrian access maintained; pedestrian access from East Avenue could be established parallel to the tunnel entrance to the Midtown Site. This alternate eliminates the use of internal Midtown Site streets to access the entrance to the tunnel.

Reasons Why This Alternative Was Not Chosen: cost, environmental impact. This alternate raises new environmental issues that are not accurately covered in the generic EIS including: major property acquisition, business relocation (the property is operated as a public parking lot), changed travel patterns for vehicles accessing the service tunnel.

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ALTERNATE:
COMBINED PARCELS 4, 5 AND 6

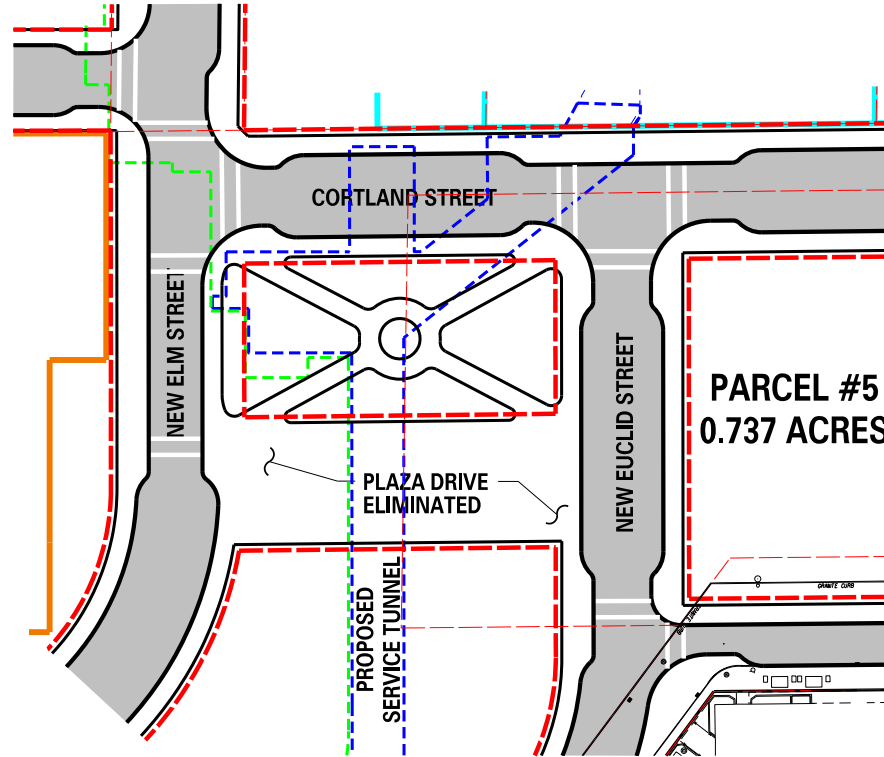
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MIDTOWN REDEVELOPMENT
PROJECT
(FORMER MIDTOWN PLAZA SITE)
CITY OF ROCHESTER
DEPARTMENT OF
ENVIRONMENTAL SERVICES

COMBINED PARCELS
4, 5 AND 6 ALTERNATE
DRAFT DAD
301 DECEMBER 22, 2010

PROJECT NUMBER
210301
ALT
SHEET XXX OF XXX



PARCEL #5
0.737 ACRES

CORTLAND STREET

NEW ELM STREET

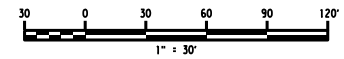
NEW EUCLID STREET

PLAZA DRIVE ELIMINATED

**PROPOSED
SERVICE TUNNEL**

LEGEND

-  PAETEC BUILDING
 MIDTOWN REDEVELOPMENT
 PROPERTY LINES/
HIGHWAY BOUNDARY
 EXISTING GARAGE SLAB
 PROPOSED TUNNEL
 EXISTING TUNNEL



**MIDTOWN REDEVELOPMENT
PROJECT
(FORMER MIDTOWN PLAZA SITE)
CITY OF ROCHESTER
DEPARTMENT OF
ENVIRONMENTAL SERVICES**

DATE: 11/1/10

PLAZA DRIVE
PEDESTRIAN OPTION

RECEIVED
DRAFT DAD

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RECEIVED BY: _____

DATE: DECEMBER 22, 2010



PROJECT/DRAWING NUMBER
210301
ALT
SHEET XXXX OF XXXX

ABELLA
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DOVER, NJ 07804

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