

GENESEE
VALLEY
PARK
WEST



MASTER PLAN

06

ALTERNATIVE
CONCEPTS & DESIGN
STANDARDS

2015



City of Rochester

Bayer Landscape Architecture, PLLC

LaBella Associates / Bero Architecture
Moffatt & Nichol / Dr. Charles Beveridge

This document was prepared for the New York State
Department of State with funds provided under Title 11
of the Environmental Protection Fund Act.

06

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ALTERNATIVE CONCEPTS & DESIGN STANDARDS



ALTERNATIVE CONCEPTS & DESIGN STANDARDS



SCHEMATIC MASTER PLAN ALTERNATIVE #1

SCHEMATIC MASTER PLAN ALTERNATIVE #2



The following master plan section illustrates the development process of the final master plan and includes the various concept and schematic alternatives developed over the course of the project. These have been included to both demonstrate the post-program development decision making process for various master plan features as well as lay out alternative proposals that may be still valid if constraints present themselves in the future.

The section also includes a narrative of fundamental “design standards” that should be used to guide future decision making and project implementation within the park. These standards do not account for every known improvement and are not part of any zoning requirements. However, they represent detailed recommendations on staying true to the design intent of the park and completing the rehabilitation in a unified and thoughtful way.

Schematic Alternatives

The schematic alternative plans shown in this section each stem from distinct concept diagrams reviewed with the Project Advisory Committee. These diagrams offered various scenarios for establishing visual character zones and also presented options for distributing the various levels of desired programming infrastructure throughout the park. The diagrams indicate three distinct planning approaches, referred to as Park Character Concepts: (A) Community / building infrastructure north of Elmwood Avenue, (B) Retrofitting existing structures, and (C) Community / building infrastructure integrated into the neighborhood fabric at the corner of Elmwood and Genesee Street. The Project Advisory Committee opted to drop scenario “B” (retrofit existing structures) and concept “A” and “C” were carried forward into two alternative schematic master plans. These materials can be reviewed within master plan module #5, “Program, Guiding Principles & Recommendations.”

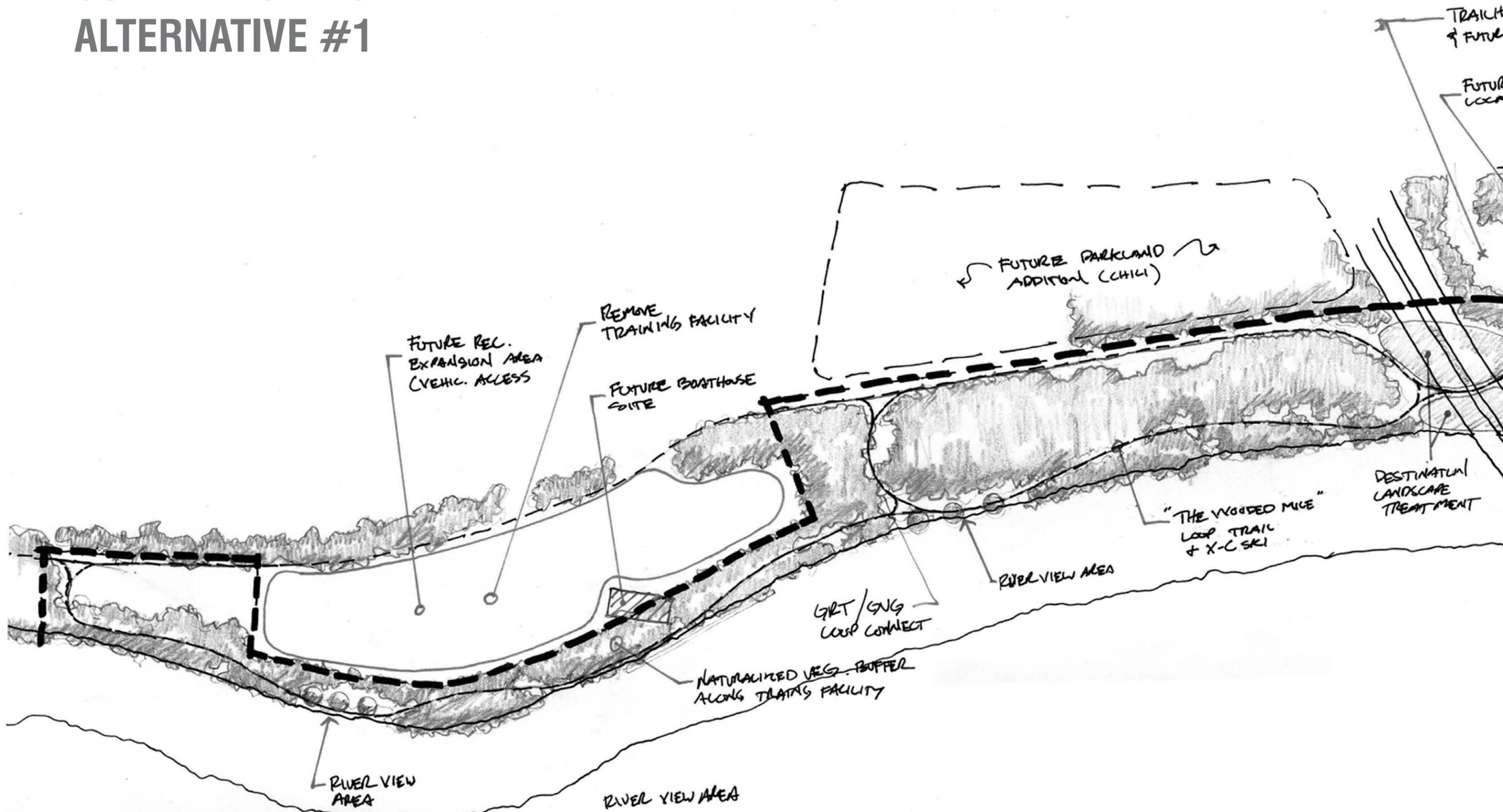
Schematic Master Plan Alternative #1

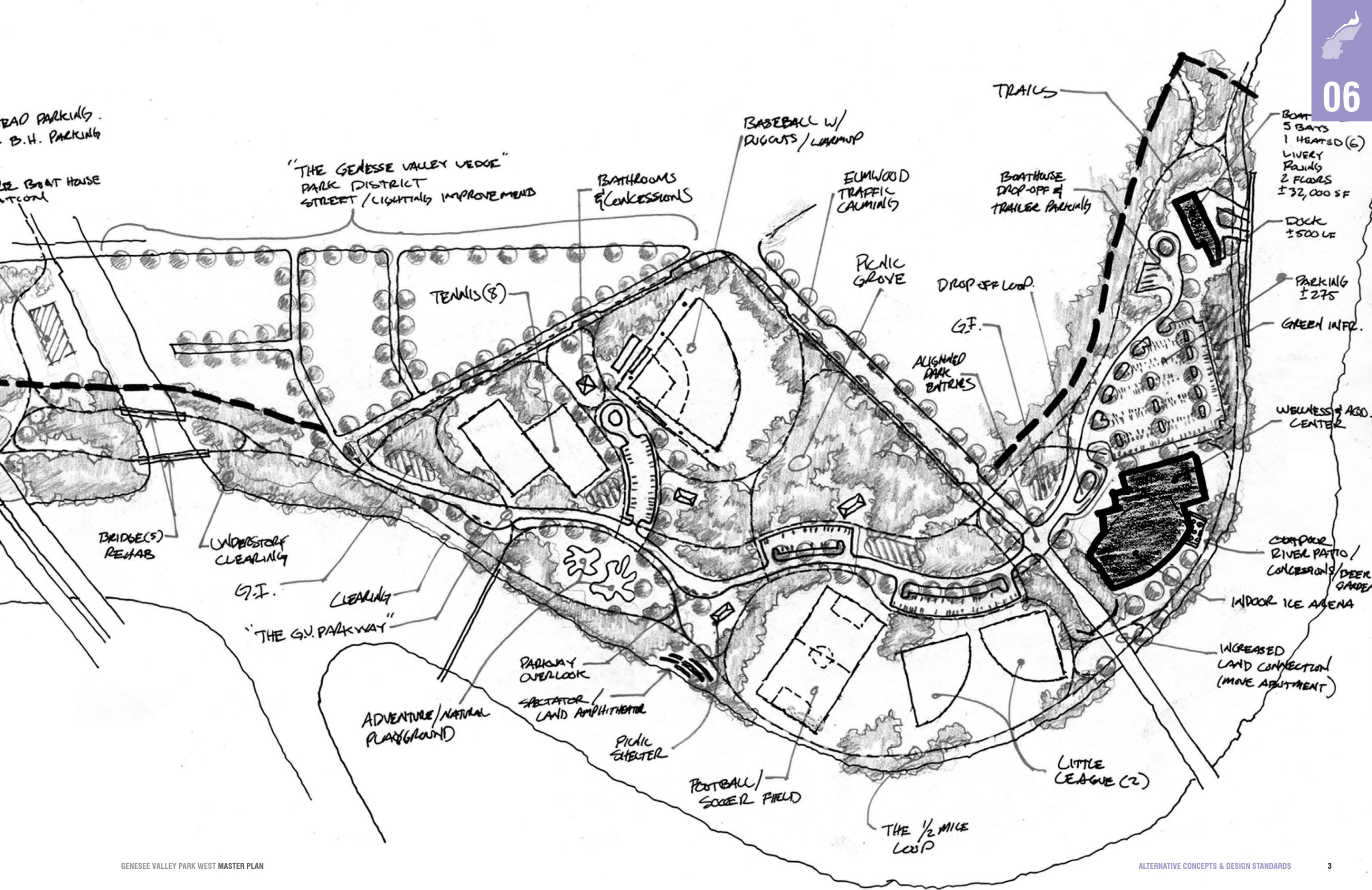
Schematic Master Plan Alternative #1 was prepared based on Park Character Concept A, “Community / building infrastructure north of Elmwood Avenue.” This master plan alternative most substantially achieves the overall design intent by removing visually intrusive infrastructure from the sensitive riverfront area and, to an extent, re-establishing Frederick Law Olmsted’s “ante-room” north of Elmwood Avenue. The “ante-room,” being closest to the commercial heart of the neighborhood, is better connected to the overall urban fabric and acts as an extension of the vibrancy of the Brooks Landing commercial area. The boathouse location was also specifically chosen to be closer to existing docking infrastructure at Brooks Landing. However, the available space for the boathouse in this scenario is extremely limited and ultimately was undesirable due to program and hydrological factors. Schematic alternative #1 was preferred by the Project Advisory Committee and was used to develop the final Master Plan.

Schematic Master Plan Alternative #2

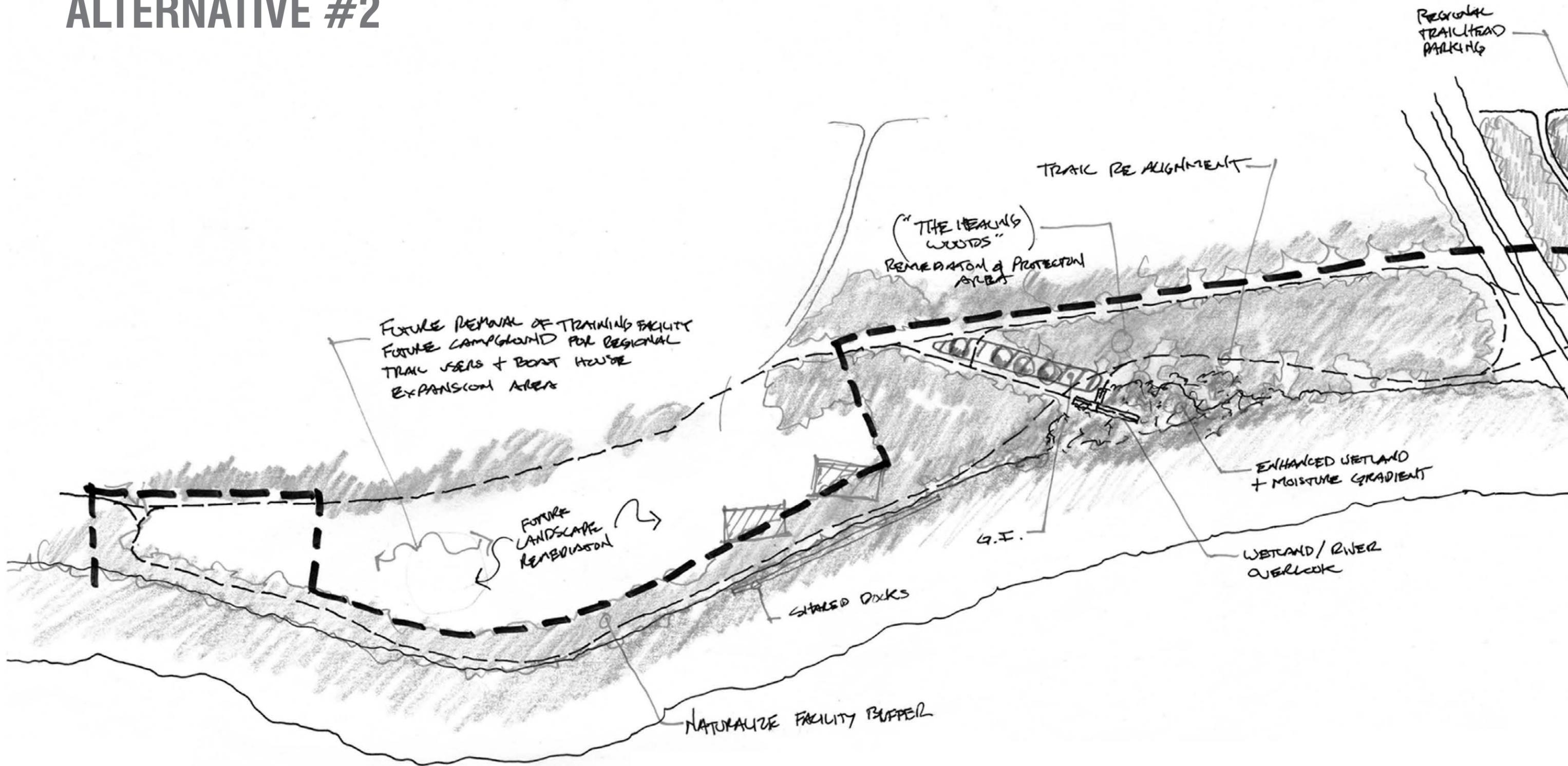
Schematic Master Plan Alternative #2 was prepared based on Park Character Concept C, “Community / building infrastructure integrated into the neighborhood fabric.” This alternative focused on integrating the highest-use facility, being the Wellness and Aquatics Center, into the visual field of the neighborhood and streetscape. In an effort to promote community wellness it was believed that the presence of the facility at the intersection of Elmwood and Genesee Streets would encourage use. This scenario also left current improvement efforts to the parklands north of Elmwood Avenue (Brooks Landing Phase II) intact and unchanged. The alternative uses a “ring” road throughout the main portion of the park to enhance internal circulation and circumnavigate the historic tree grove and required an additional entry on Elmwood Avenue. Two key

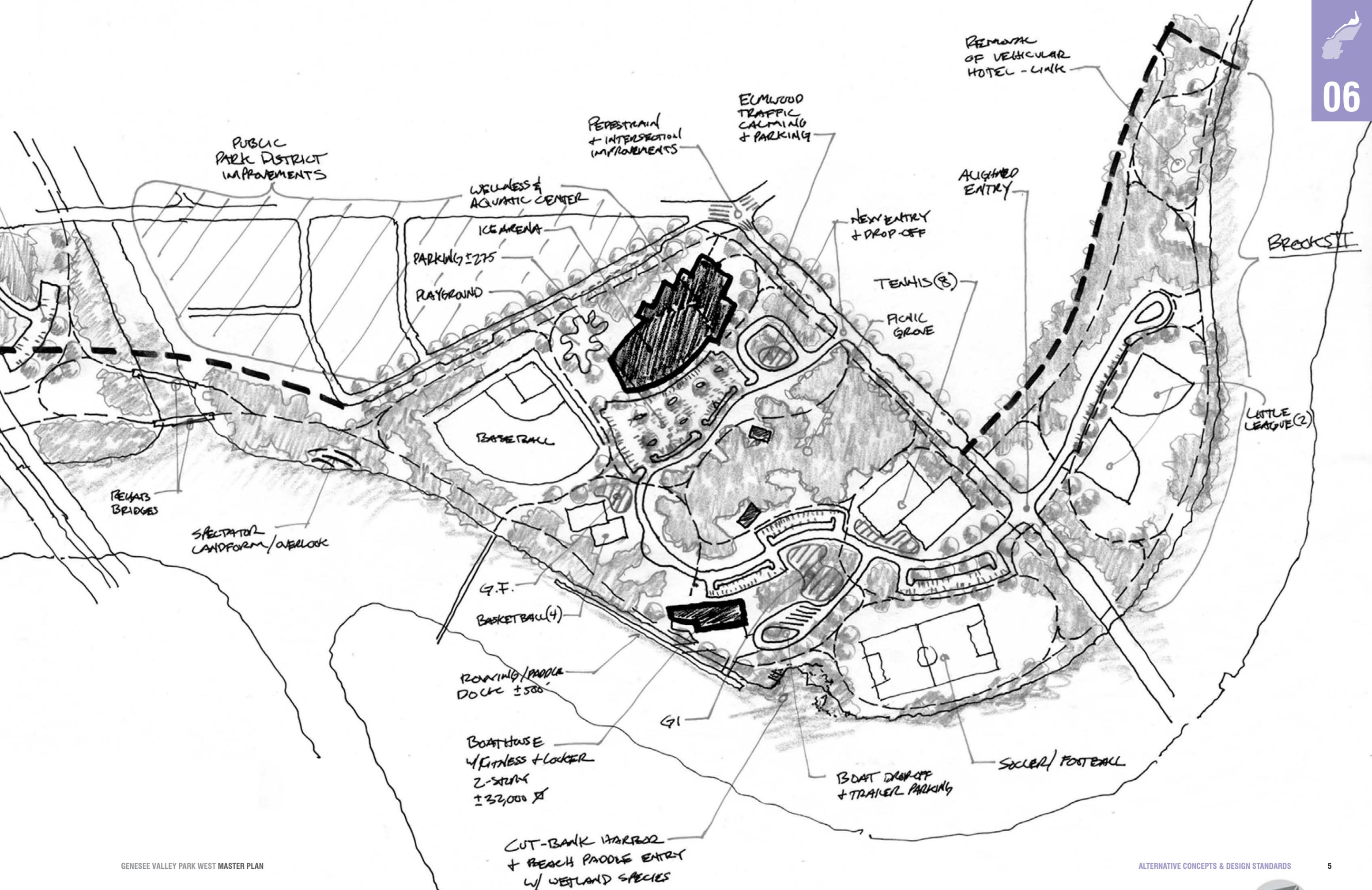
SCHEMATIC MASTER PLAN ALTERNATIVE #1





SCHEMATIC MASTER PLAN ALTERNATIVE #2





aspects of the plan were unattractive to the Project Advisory Committee: (1) the placement of the Wellness and Aquatics Center eliminated a large greensward visible at the intersection, and (2) neighborhood facility users would be required to cross Elmwood Avenue as pedestrians.

Boathouse Schematic Site and Floorplan

Based on a review of the park master plan alternatives and constraints, it was desired that the new boathouse remain in its current location along the riverfront. Considerable effort was made to integrate the boathouse into the site with a higher degree of refinement than most master plan features as the riverfront area south of Elmwood Avenue was identified as a sensitive rehabilitation area meant to tolerate as little “man-made” infrastructure as possible. This effort included thorough examination of building positioning and the development of a schematic floor plan that worked in conjunction with the site positioning.

The resulting site design and floor plan is based on the dual goals of moving the less visually harmonious, but necessary functional portions of the building (bay doors) away from the river edge and taking advantage of existing topography to minimize visual mass from the interior of the park. The outcome is a two story building that includes a main “riverfront” portion acting as the publicly appealing face on the river, and a longer building segment housing river-level boat bays. The longer segment is purposefully tilted away from the river in order to provide an enhanced boat staging area and allow for some level of visual screening.

Under this scenario the building is set into the existing embankment, allowing the building to appear as one story from the park side. Boat bays on the ground level are absent from view within the interior of the park. However, the floor and site plan shown is merely one potential arrangement of the boathouse program requirements, meeting needs for a wide base of users

(rowers, recreational paddlers, community gatherings events, sports tourism organizers, and other seasonal recreation facilitated by the building) and respecting the design intent of the riverfront.

Regarding program requirements, the floor plan design places a fitness area, men’s and women’s locker/restrooms, community event space, offices, main entry/lobby, secondary/fitness entry, and flexible space on the second floor – all accessible at “ground level” from the parking lot. The second floor also includes an outdoor deck extending long the river side of the building, which is connected to the fitness room and the community event space. The ground floor includes 7 boat bays, a community atrium space, a meeting room/flexible space, storage areas, restrooms, a rental office, a small retail sales or concessions area, and a corner “boatman’s” office with direct views to the water, bay doors and the exterior staging areas. The ground floor also includes two access points; a wide and inviting bi-fold door along the riverfront that can be opened during the warm season, and a smaller door providing direct access to the staging area and boat bays.

Boathouse Site and Floorplan Features

Integration into Park Landscape: The floor plan is designed to be set within the existing park topography, allowing more visual control over the mass of the building and eliminating views of blank walls (rear of boat bays) from the interior park side.

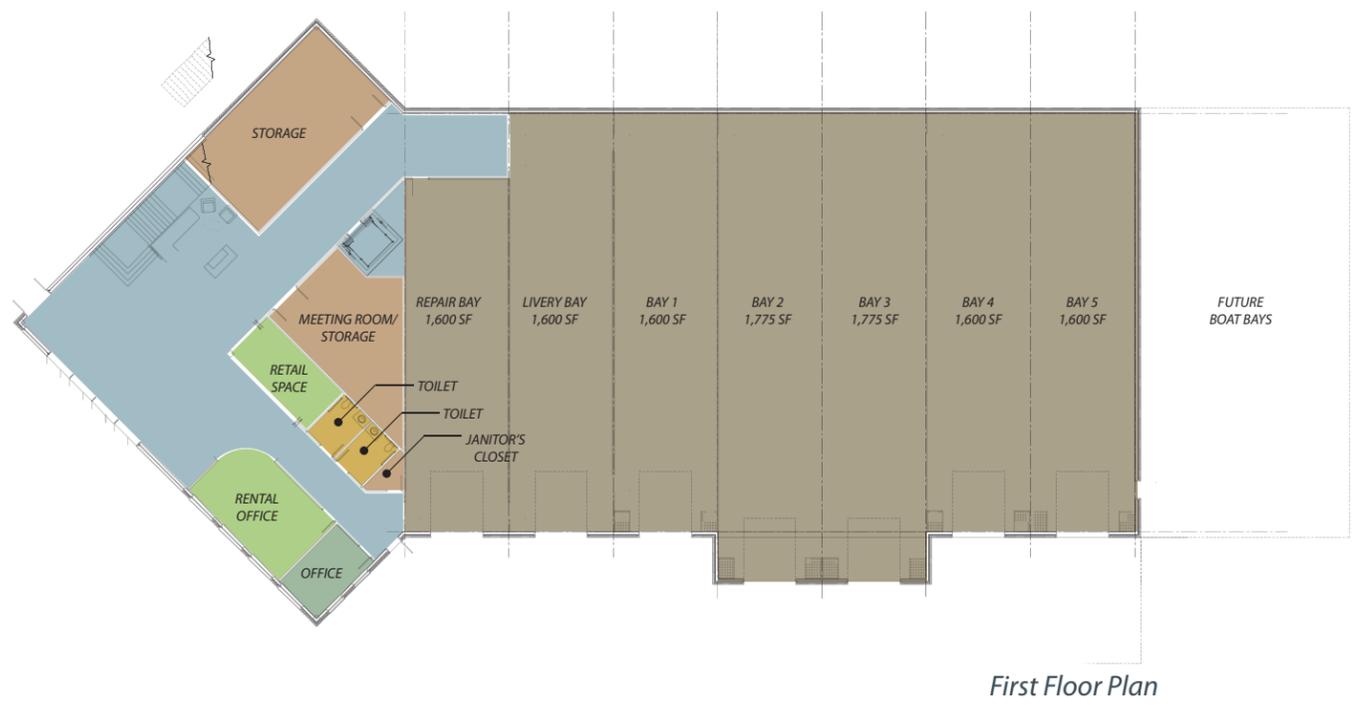
Screening from River Edge: The building orientation and resulting setback from the river provides for a significant outdoor boat staging/event area, the opportunity to effectively screen the more functional portion of the building from river views using deciduous trees and naturalistic understory planting, and increased safety of trail users by reducing boat movement activity from the Riverway trail area. The effect is a shorter portion of the building that remains parallel to the river, acts as the public waterfront entry, and where premium aesthetic building details can be concentrated.

COMMUNITY BOATHOUSE CONCEPT SITE PLAN



- | | | | | | |
|---|--|----|--|----|---------------------------|
| 1 | Community Boathouse Footprint / Location | 6 | Outdoor Storage (& Bay Expansion Area) | 11 | Link to Natural Play Area |
| 2 | Staging Area | 7 | Portage Walk from Drop-Off | 12 | Riverway Trail |
| 3 | Parking Lot | 8 | Low Profile Docking Infrastructure | 13 | Vegetative Screening |
| 4 | Drop-Off Loop | 9 | Main Entry | | |
| 5 | Temporary/Seasonal Trailer Parking | 10 | Secondary Entry | | |

COMMUNITY BOATHOUSE CONCEPT FLOOR PLAN



Boat Portaging: Earlier park plan alternatives included a significant amount of roadway drop-off area dedicated to bringing boats and trailers closer to the river edge. Specific feedback from rowing and boathouse stakeholders recommended removal of this dedicated roadway at the river edge in order to further enhance the park's rehabilitation design intent. The preference was for boaters to portage their boats to the waterfront docks or the boathouse bay doors via the ADA-compliant pathway on the north side of the boathouse. Solo public users who cannot carry their own boats from the parking lot can request use of a dolly-cart from the boathouse office. Under special event or other limited circumstances, the trail will support limited vehicular use directly to the staging area.

Parking and Drop-Off: The parking and drop off area is located on the landward side of the building, with "ground-floor" access to the building's second floor. The parking is directly associated with the boathouse use and additional parking can be used across the park drive near the picnic grove. The vehicular drop off (for students who need drop-off/pickup, as well as boat trailers) is located at the north end of the parking lot. Two to three trailer parking areas can be located within the landscape area adjacent to the drop-off loop.

Staging Area: The site plan and building orientation allows for a significantly enhanced staging area in front of the river-level boat bay doors. The staging area is designed to sufficiently accommodate pulling out and turning the longest boats ("eights") without causing conflict to other park uses, including the nearby Riverway Trail. The staging area will also accommodate outdoor event setups related to sports tourism (Regatta, races, etc.) and includes three routes to the waterfront dock that cross the adjacent trail.

Outdoor Storage: The plan includes approximately 3500 square feet of secure outdoor storage space on the north end of the building. Unlike current conditions where boat pulling boats out of garage bays minimizes the actual use of current fenced storage area, the proposed storage area is self-contained and has direct access to the staging area.

Boat Storage and Bays: A total of seven ~1600 square foot boat bays are provided in the schematic floor plan. Some boat bays may be dedicated as heated repair bay or public canoe/kayak livery bays, but the total boat storage capacity is estimated to be more than 84 "eights" (60' long, 8-person boats) depending on rack storage type. Significant additional room is available within each bay for oars, coxswain articles, safety equipment, and individual personal item storage. Divided equally between "eights," "fours," and "skulls" (single rower boats), the proposed boat storage space could accommodate more than 126 individual boats.

Future Bay Expansion: Though one single building cannot accommodate all growth pressure and the building's large size must be balanced with the park design intent, an expansion area for two additional bays has been included on the north side of the building. This would bring the total number of bays to 9 and the total boat storage to approximately 108 "eights" or more than 162 individual boats (divided equally between eights, fours and skulls). It is expected that the storage area would shift northward to accommodate additional bays. The expansion would be ground floor-only and a green roof should be included (visible from the fitness area).

Building Translucency: In order to remain sensitive to the park landscape and mitigate negative impacts of building mass, the floor plan has been arranged to provide a high degree of translucency through the building with three dedicated natural window/light corridors extending between the interior side of the park and riverfront. The southernmost corridor consists of the main entry and lobby area, including the primary stair access and the atrium shared with ground floor level. The central corridor is on north end of the community event space and includes a secondary entry to the parking area. The third corridor is made up of the complete fitness room which is positioned to take in views of both the park's greensward and the river.

Event Space: A community event space is provided on the second floor of the boathouse. This space can accommodate large receptions or other community events and provides direct access to both the parking lot and the riverfront deck with views to the water.

Fitness Area: The fitness area includes 3200 square feet of dedicated open fitness program space. The area is large enough to simultaneously accommodate classes and individual fitness needs and has dedicated access to the parking lot, offices, event space (via hallway), locker rooms, and the exterior deck.

Office / Flex Space: Nine single or shared office rooms are provided in the plan, including the boatman's office on the ground floor level. Additional meeting room/ storage space is available on the ground floor.

Lockers and Shower Rooms: Men's and women's restrooms, showers and lockers are located on the second floor with access on either side to the event space hallway and the fitness area. The locker rooms are generous in size and are shown to accommodate 3 showers each with supporting facilities. The space is sized to allow restrooms to be separately accessed from the event space while keeping locker facilities separately secure and accessible.

Rental Office and Retail: A rental office is located within the riverfront portion of the building and has prime visibility to the exterior riverfront and direct access to the riverfront entry and community atrium space. A small retail area is provided nearby that can support a rowing, paddle sports or the public livery / merchandise operation, as well as minor concessions for nearby trails and other park users.

Boathouse Architectural Concepts

Two boathouse architectural style concepts were developed as part of the master planning process. The concepts are based on the schematic floor plan and fulfill the master plan's recommended "design standards" and the boathouse program needs.

These boathouse designs are "conceptual" in nature and reflect the ongoing programming development for the boathouse. They are examples of architectural style that,

with the right refinements and detailing, may be suitable for integration into the park. The two styles (Concept #1 and Concept #2) reflect the desire of the Project Advisory Committee and pertinent stakeholders to briefly explore both traditional and contemporary architectural design approaches.

Future designs or refinements of these concepts should explore more opportunities to integrate the design into the park landscape, reduce clutter and unnecessary ornamentation, minimize the visual disruptions and remain sensitive to the park design intent. See "Design Standards" for more specific recommendations.

Boathouse Concept #1

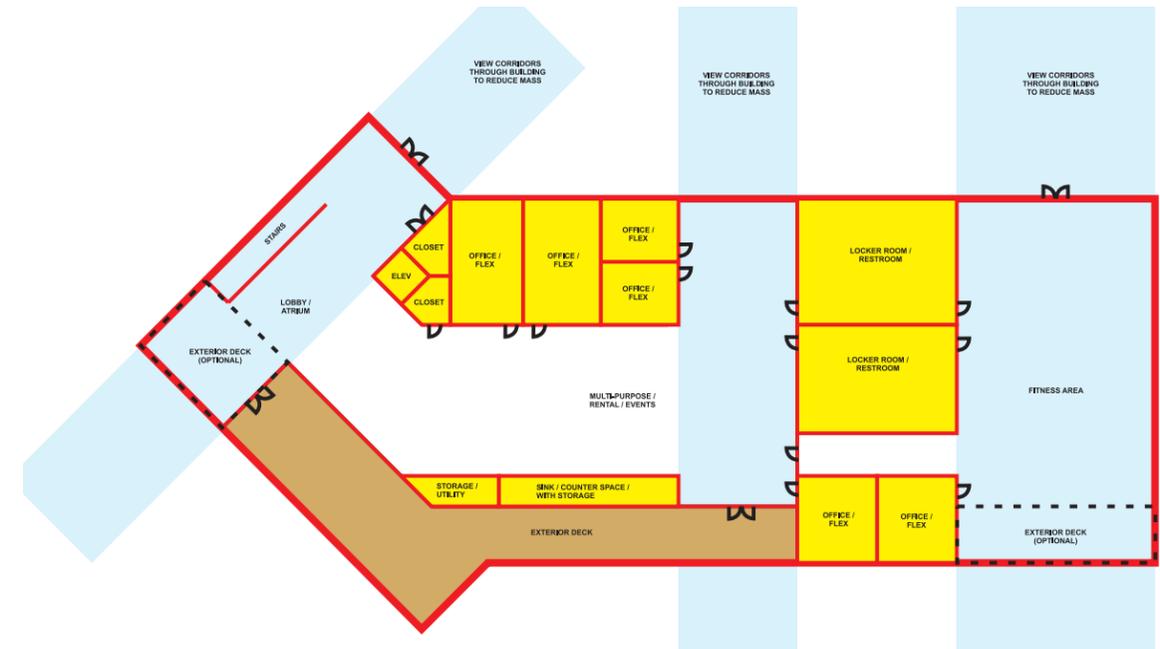
Of the two concepts, boathouse concept #1 is the preferred design based on feedback from public meetings. The concept is designed to maximize visual translucency through the building, sit low into the landscape, and minimize visible roof area from all vantage points. The concept uses passive solar design to take advantage of winter sunlight and incorporates extensive-type (sedum) green roofs. The design is contemporary in form while using warm and natural materials such as timber, natural stone, and iron detailing. The concept is consistent with the park design standards and utilizes the schematic site and floor plan.

Boathouse Concept #2

Boathouse concept #2 reflects a more traditional "timber frame" style architecture with limited amounts of contemporary detailing. Concept #2 is the least preferred style based on community feedback. The long visible surface area of the roof is not desirable as a view from the river or park interior, but the overall traditional styling is appropriate with the park's character.

BOATHOUSE BUILDING TRANSLUCENCY

The diagram shows corridors of visual translucency to be designed through the boathouse building (second floor) to reduce mass and scale. (Image: City of Rochester)



BOATHOUSE ARCHITECTURE STYLE PRECEDENTS

Clockwise from top left: Kelly Stone Architects, WRNS Studio, WRNS Studio, Kelly Stone Architects



Tahoe Transit center, WRNS Studio

COMMUNITY BOATHOUSE CONCEPT #1



WEST ELEVATION



EAST ELEVATION



Hughes Condon Marler Architects, photography by Martin Tessler

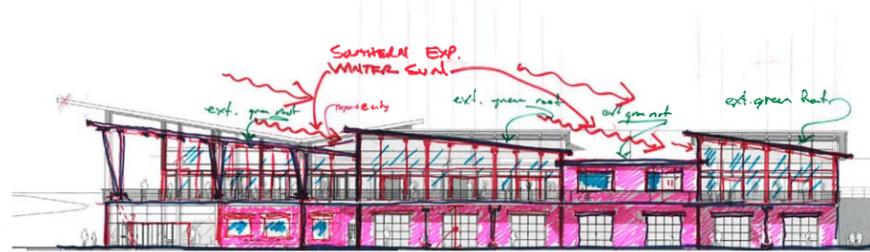


Acton Ostry Architects

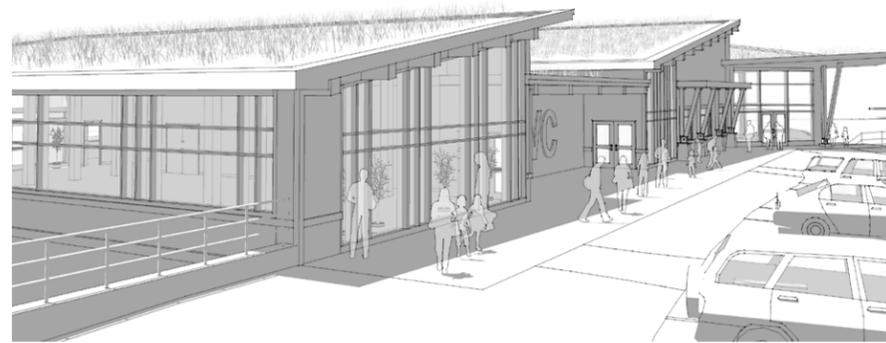


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MATERIALS



PASSIVE SOLAR DESIGN SKETCH



SECONDARY ENTRANCE (CENTER)
PRIMARY ENTRANCE (RIGHT)



VIEW FROM PARK DRIVE SKETCH (MAIN ENTRY LEFT)

COMMUNITY BOATHOUSE CONCEPT #1

RIVERFRONT DECK AND COMMUNITY EVENT SPACE



COMMUNITY BOATHOUSE CONCEPT #1

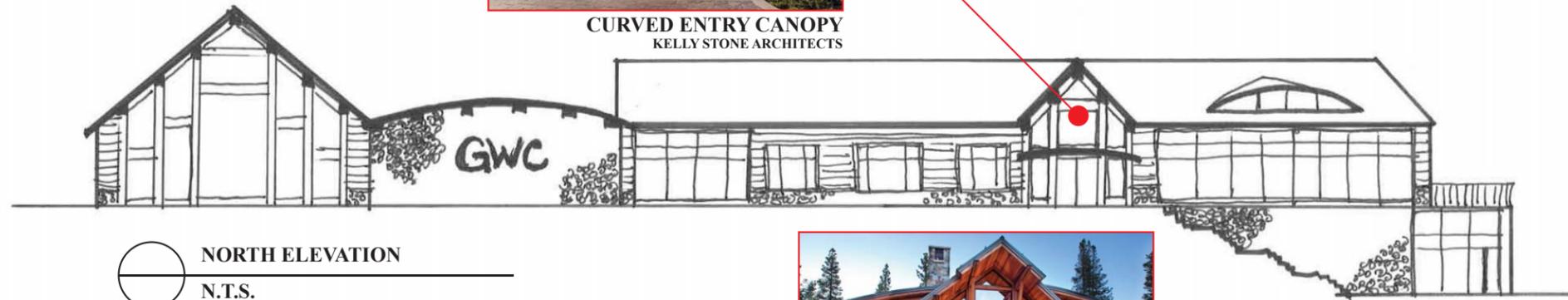
STAGING AREA IN FOREGROUND



COMMUNITY BOATHOUSE CONCEPT #2



CURVED ENTRY CANOPY
KELLY STONE ARCHITECTS



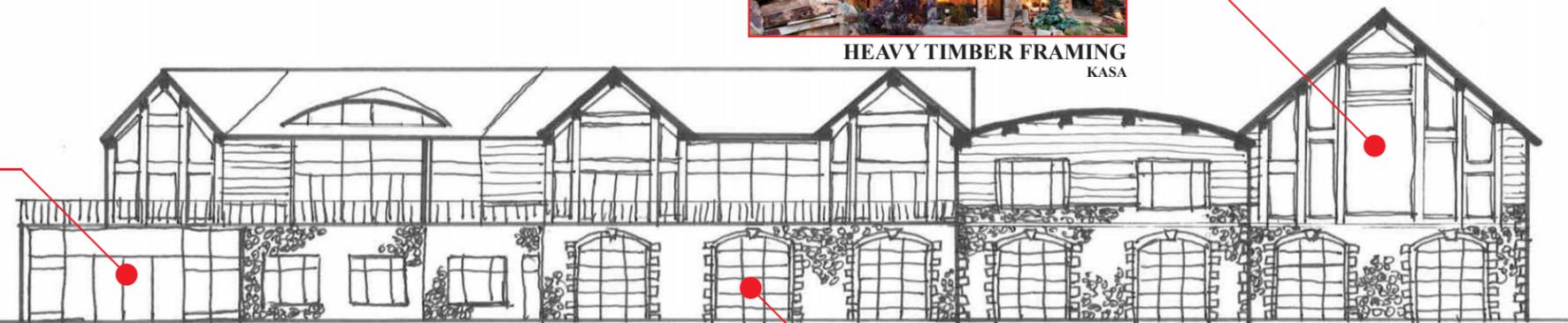
○ NORTH ELEVATION
N.T.S.



HEAVY TIMBER FRAMING
KASA



FOLDING GLASS WALL SYSTEM
NANA WALL



○ SOUTH ELEVATION
N.T.S.



QUOINING & STONE WORK
SELECT STONE

DESIGN STANDARDS & CRITERIA



BLENDING ARCHITECTURE INTO THE LANDSCAPE

Whistler Public Library, British Columbia, HCMA Architecture + Design



BLENDING ARCHITECTURE INTO THE LANDSCAPE

Lakeside Center, Prospect Park, New York. Photo: Michael Moran/OTTO

Overall Design Intent

Genesee Valley Park continues to serve as a refuge from the City and the most tranquil public connection to the Genesee River. Though recreational demands have changed over the last century, Frederick Law Olmsted's original park vision remains as the park's overall design intent: To provide high quality recreational opportunities in a character setting where users can experience the pastoral tranquility of the Genesee River.

The master plan reorganizes the park and incorporates desired recreational features in a way that respects and enhances the overall landscape character. Much of this design intent is accomplished through careful planning of proposed facilities and services within the overall master plan. However, as planning-level designs are implemented more detailed questions will arise concerning appropriate methods to accommodate the park's design intent. Therefore, the following design standards and recommendations serve to protect and enhance the park rehabilitation.

Buildings and Recreational Features

Architectural Style:

Architectural styles and forms for new park facilities should blend into the landscape. The primary resource is the park itself, which serves to provide scenic beauty and recreational opportunities. Thus, the park landscape as a whole should take precedence over singular objects and buildings placed in the landscape.

The project committee has recommended two architectural styles for use in the park. These styles include: (1) low-profile contemporary buildings employing forms and features that attempt to blend in with the landscape, not call attention as standalone objects, maximize transparency, minimize visible rooflines, and otherwise use minimal unnecessary ornamentation, and (2) traditional or modified traditional (incorporating some

contemporary design gestures) timber-frame architecture that uses exposed timbers, articulated projecting rafters, and steeply-pitched roof gables.

In all cases, design of structures should incorporate a high degree of natural light, including extensive windows to the river and park views. Green roofs and other features that make them more compatible and blended with the pastoral landscape of the park are encouraged. Contemporary designs should include flat or single-sloped roofs and utilize passive-solar design characteristics. Timber-frame designs should utilize 12/12 to 16/12 roof pitches. A thoughtful and sophisticated combination of contemporary and traditional timber frame is appropriate. Buildings or structures (including park shelters) should not include shallow hip roofs or shallow gables that result in a high amount of visible roof surface area from the river.

Materials:

Any proposed building materials should be subtle, modest, reflect the character of the landscape and should not visually detract from the views and vistas of the park as a whole. Recommended materials include wood/timber, natural stone, and iron (hardware, detailing), and glass. Variations or mixtures of recommended materials, regardless of architectural style, should be limited in quantity on any given building or structure, with strong preference for simplicity over complexity. It is critical that materials should generally be consistent and wholly compatible throughout all park buildings and structures so as to appear as one thoughtfully-designed 21st century park experience rather than a collection of unassociated structures and buildings.

Materials for recreational features should remain true to the overall park character and incorporate as many of the same recommended materials as feasible. When materials such as chain link fencing (backstops) or other utilitarian/recreational infrastructure is required, then such material should generally be black in color so as to visually recede into the landscape and natural shadows. Using green colored materials in an attempt to "match" the landscape is not recommended as it often appears conspicuously unnatural.

Building Heights:

Building heights for proposed structures within the master plan should be limited to two-stories. Some architectural styling and interior space desires/requirements may necessitate designs with measured heights of three+ stories, but this additional height should be limited to design factors such as indoor pool areas, atrium spaces, maximizing natural light, or other limited features that maximize transparency and meet the overall park design intent. Additional heights above two stories should not provide additional floor space. Wherever possible buildings should be limited to one story in critical view areas along the river south of Elmwood Avenue.

Mass and Translucency:

Architectural mass should be reduced through the use of articulating façade faces and planes, minimizing long unbroken façade walls wherever possible. Visual mass of roof lines should be minimized by using flat or single-planed slopes (with green roofs) or timber frame-style gables. If gabled roofs are used in cases of traditional timber frame style then long planes of roof material should not be visibly exposed to the river or major interior park views. Gable faces (with windows) should be exposed to river and park views.

Incorporating a high degree of translucency within buildings is a critical design consideration. Effort should be made to both incorporate natural light to interior building spaces and allow visible light (and potentially views) to extend through parallel wall faces wherever possible. Long facades of buildings should be broken up by these translucency corridors in order to allow views or natural light to carry through the building and to allow ample views from the interior of the building to the surrounding river. Translucency is most critical where buildings exist along the river and separate the riverfront from interior park areas. Careful consideration should be given to interior space planning in order to plan for these translucency corridors.

Building and Structure Locations:

Locations of proposed structures, including recreational

infrastructure, within the master plan have been carefully examined and determined with respect to known constraints and the overall rehabilitation design intent. It is recommended that no additional structures be constructed in the park beyond those identified in the master plan. If additional or supplementary structures become necessary effort should be made to place structures north of Elmwood Avenue, within Olmsted's 'Ante Room', if possible, and conceal them from the river plain south of Elmwood Avenue.

Locations for future additional non-specific recreational buildings/infrastructure that support regional needs have been identified in the master plan on State canal lands, on lands occupied by the existing police/fire training facility, and on adjacent parcels within the Town of Chili. These locations have been chosen based in their circulation and access advantages and allow for minimal disruption to the park's overall design intent.

Picnic Shelters:

Picnic shelters should be architecturally compatible with other buildings, including style, materials and detailing. Appropriate materials include wood, natural stone and iron. Shelters should be easily accessible from and directly associated with nearby parking to minimize likelihood of park users driving on lawns. Shelters should be small to medium in scale to minimize disruption to character of the wooded picnic grove. Small shelters should be approximately 1250 SF while medium shelters should be a maximum of 2500 SF. No large shelters in excess of 2500 SF are recommended for the west side of Genesee Valley Park. Existing shelters of 5000 SF are currently available for rent on the east side of the park.

Vehicular and Pedestrian Circulation Features

Roadway Materials:

Per State law all park drives should be 15 MPH. Drives and parking lot areas should be constructed of



NATURAL LIGHT & TRANSLUCENCY

Oak Ridges Community Center, Richmond Hill, Ontario, Perkins + Will



PICNIC SHELTERS

Citizens Park, Barrington, IL (LEFT), Genesee Valley Park (RIGHT)



LOW-SPEED PARK DRIVE WITH RAISED "TABLE-TOP" CROSSWALK
Riverdale, Utah, Bill Baronowski



PARKING AREA
Genesee Valley Park (east)

asphalt and include 6 to 8 inch high (and wide) raised granite curbs along all pavement edges. Curbs ensure encapsulation of the pavement surface, limit unauthorized vehicle access onto trails or lawn areas of the park, and otherwise present a clean appearance. As an alternative to storm water inlets curbs may be modified or "broken" to allow drainage to exit the roadway into rain gardens or other green infrastructure as part of a comprehensive and sustainable park-wide storm water management plan. No pavement paint or striping should be included within roadways throughout the park drives except in areas near park entrances and exits (and parking lots).

Roadway Widths and Radii:

In general, the overall goal for park drives is to facilitate improved vehicular access to all park recreational features. However, park drives are intended to be low-speed and serve interior park uses only. The maximum roadway width for the main park drives should be 24 feet, except in overlook "carriage pull out" areas, where an additional 10-12 of width may be provided for a limited distance (maximum 100 lineal feet in each instance). No parking should be allowed along curbs except in pull out areas. Where two way traffic is separated by a landscape median at entry and exit points, each traffic lane should be 15 feet wide. Careful consideration should be given to overall roadway width and realistic daily traffic volumes when determining whether to include dedicated turning lanes at exit points. Roadway widths within drop off circles may be enlarged as needed to accommodate service vehicles or drop-off traffic patterns. Radii of curb edges at park drive road intersections should remain minimal to encourage slow turning movements by vehicles. Radii should be a maximum of 10 to 15 feet in most cases. Radii may be enlarged to accommodate service vehicles as necessary, but consideration should be given to the intermittency of such traffic and the ability to utilize the opposite travel lane for turning movements.

Traffic Control and Pedestrian Safety:

Vehicular access control is a serious concern throughout the park and proposed circulation features should be designed to limit unauthorized access into park areas

not designed to support such access. This access control recommendation is critical for both the picnic grove and all recreational fields, where coaches, parents, players or private vehicles tend to drive on lawns to deliver equipment to areas of the park. Parking areas and orientation of recreation fields have been designed to minimize the need to drive vehicles off road for any unauthorized purpose and should be further discouraged through detailed design. It is not recommended that large boulders are used to prevent control access. Boulders are not effective and are indicative of a more serious traffic control problem or insufficiently designed roadway, such as road without curbs or a vehicular circulation network that does not reach all park amenities.

Raised table-top style cross walks should be incorporated where walkways and trails intersect with park roadways. Raised cross walks should serve to allow safe and accessible (ADA) routing for non-motorized users to cross park drives while also reducing speed of vehicles. Crosswalks should be raised to be flush with adjacent trail grades (road curb heights) and be wide enough for a flat 12 foot width of raised trail / walk area. Careful consideration should be given to the design of raised cross walks in order to prevent unauthorized vehicular access onto trail areas. Features such as black steel bollards with reflective safety tape or other character-appropriate and compatible access control elements may be required.

Parking Area Design:

Parking areas should be small in size, generally consisting of a single "pod" of two 90-degree parking isles separated by a two-way drive isle. Parking areas should be limited in scale and make every attempt to serve immediate recreational features and needs within each zone only. Green-infrastructure practices should be used within parking lots (see green infrastructure recommendations). No large single lots serving multiple large zones of the park are recommended with the exception of that intended to serve the courts, fieldhouse and large ballfield.

Individual small parking areas should be separated from

one another by some distance to minimize overall width of vehicular infrastructure along a circulation routes and allow the park landscape to weave across the park drive. Special consideration should be given to pedestrian access through parking lots, including median walkways or extending raised table top cross walks across drive isles.

It is recognized that the proposed Wellness and Aquatics Center parking are is undersized in the graphic master plan relative to zoning requirements and likely parking demand. It is believed that a portion of users will use public transportation or be other drop-off/pick up scenarios.

Parking areas should incorporate landscaped (trees) curbed islands to separate long rows of stalls. Islands should be included every 10 to 15 stalls and be designed, through adequate sizing or use of structural root cell products, to fully support healthy long term growth of medium to large deciduous shade trees.

Walkways and Trails:

Extensive pedestrian trails pathways have been planned for the park to allow safe and efficient access to adjacent neighborhoods, the riverfront, proposed buildings, and both natural and recreational features. Pedestrian walkways and trails throughout the park are recommended to be developed into three general types and hierarchies. A fourth paving surface type is specifically recommended for the staging area near the Watersports Center / Boathouse. The types are:

- 1. Building and Parking Lot Circulation, Cross Walks:** Pathways and paved areas directly adjacent to proposed buildings (except boathouse staging area), parking lots, picnic shelters, and walkways along public right-of-ways (Elmwood Avenue, Genesee Street Extension) or table-top cross walks, should be made of standard or lightly tinted reinforced concrete. Concrete walkways along parking areas should be a minimum of 6 feet wide where providing access to recreation fields and 8 feet wide where providing access to buildings.
- 2. Multi-Use Trails and Linkages:** Pathways and trails

within the main area of the park (north of the canal) that provide primary pedestrian circulation and connect major features of the park, including the Genesee Riverway Trail and Canalway through-route should be paved in asphalt. It is recommended that a steel or aluminum edge restraint be utilized to present a clean appearance and prevent deterioration of the pavement edge. Major multi-use trails should be a minimum of 12 feet wide.

- 3. Secondary Trails and Linkages:** Pathways and trails that serve as secondary routes or linkages, or trails in park areas south of the canal, should be paved in asphalt. It is recommended that a steel or aluminum edge restraint be utilized to present a clean appearance and prevent deterioration of the pavement edge. All secondary trails should be a minimum of 10 feet in width.
- 4. Boathouse Staging Area:** A large expanse of paving is proposed in front of the boathouse bay doors. It is recommended that this paving consist of a stabilized decomposed granite or a stabilized crushed stone which would provide an appropriately "rustic" and durable paving surface while minimizing visual impacts. A stabilizer must be used within the mix to provide proper long term performance. Alternative paving for this area may include unit pavers or standard reinforced concrete. No asphalt pavement should be used within the staging area.

Detailed Site Amenities

(benches, trash cans, bike racks, planters, lighting, signage, fencing)

Detailed site amenities such as benches, trash cans, bike racks, etc, should be carefully considered with respect to their visual impact on the broader park landscape. Such features should generally be contemporary-style rustic (timber, natural stone, black or weathered iron) or classic "Olmstedian" styling with minimal ornament. Where geometric patterns are necessary or incorporated into features they should consist of graceful compound curves rather than hard geometric patterns or shapes. Amenities should blend in with the landscape and typically be black



MAJOR MULTI-USE TRAIL LINKAGES, GRANITE EDGE
Central Park, New York



SIMPLICITY OF CONCRETE
The Salvation Army Joan Kroc Community Center, Salem, OR
CBTwo Architects



STABILIZED DECOMPOSED GRANITE
Kafka Granite



in color so as to fade into the background of natural shadows that move across the landscape.

Benches:

Benches should be classic styled with armrests, back rests, with horizontal slats on backrests and seat (as opposed to vertical slats). A limited amount of iron scroll work is acceptable but detailing should be minimal and consist of subtle compound curves rather than formal geometrics or half-circles. Benches should be ductile cast iron, black in color, and should be a minimum 6-foot lengths in most cases in order to achieve appropriate scale along paths. A prefabricated model similar to Victor Stanley CBF-138 or DuMor Site Furnishings 19-Series is appropriate. Use of contemporary rustic benches should relate to adjacent buildings or structures and generally be custom designed to be consistent with building design.

suit the scale and orientation of a space. No detailed ornament or unnecessary features should be present unless warranted by specific recreational activity needs (bike trailers, repair kits/stations). Rack colors to be black and similar in appearance to Victor Stanley model BRWS-101 or BRWS-161, or DuMor Bike-Rack-83.

Fencing:

Fencing should be limited to that which is required to serve the needs of recreational amenities such as tennis court fencing, baseball field backstops and low outfield fences. In general, fencing should be fully concealed from the visually sensitive river plain area south of Elmwood Avenue. Where fencing may be required within the river plain (for example, boathouse outdoor storage) then every effort should be made to conceal fencing behind naturalistic vegetative massings. Fencing should be black in color, with all chain link uses being vinyl-coated.

Trash Receptacles:

Trash receptacles should be styled to match benches, classical with minimal ornament or contemporary understated features. Receptacle walls should include textural relief, either as slats or bars or other methods, so as not to appear as a solid column mass. Trash receptacles should not call attention through unnecessary detailing or features and should be black or predominantly black in color. A prefabricated model similar to Victor Stanley PSA-32 or RTC-40, or DuMor Site Furnishings Steel-157 is appropriate. No steel "oil drum" trash receptacles should be utilized in Rochester's historic Olmsted parklands.

Planters:

Planters are generally not recommended to be used within the park in order to preserve the tranquil, unadorned pastoral character. Where planters may be desired near building areas, it is recommended that planters be integrally designed into the architecture of the building rather than exist as standalone features on or near a pathway. Where ornamental plantings are desired at entry and exit points or at other limited areas of the park it is recommended that they be designed within a traditional ground-level or bermed planting beds.

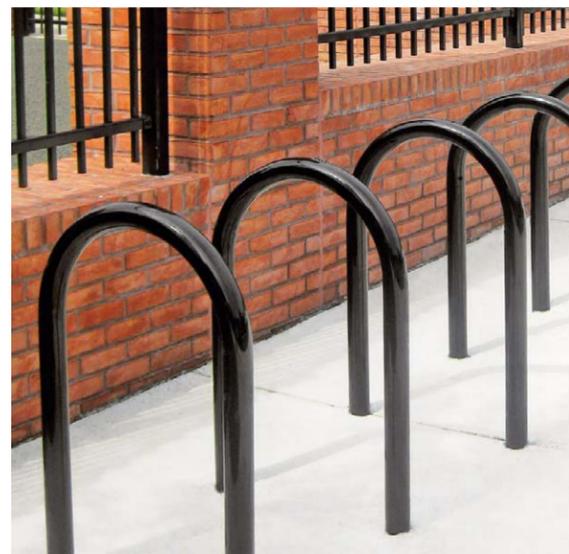
Lighting:

Lighting is generally not utilized within the interior of Rochester's historic parklands as the parks are closed dusk to dawn. However, there is a neighborhood desire to include lighting along specific pathways within Genesee Valley Park West. Thus, any proposed lighting fixtures should be considered thoughtfully with respect to the character of the landscape, the preservation of the designed "natural" appearance of the river plain, the overall park design intent, and compatibility with other visible infrastructure and furnishings (buildings, benches, etc.). Any proposed lights should be post-top style, at a

Recycling stations should be a component of most trash receptacle areas, particularly adjacent to buildings parking lots or high-traffic pedestrian areas. Recycling stations should conform to the design recommendations of trash receptacles but may include limited additional color (green or blue) to easily distinguish.

Bike Racks:

Bike racks should be simple and unobtrusive in appearance and consist of single "U" installations that can be expanded individually in number individually to



UNOBTRUSIVE SITE AMENITIES

Clockwise from top left: Victory Stanley, Kenneth Lynch & Sons, Victor Stanley, DuMore Site Furnishings, Bella Fence

pedestrian scale (fixture mounting height at no more than 14 to 16' high) and either be consistent with the building architectural materials guidelines (timber, with black or weathered iron detailing) or compatible with other site furnishings (black, simple detailing).

Signage:

A comprehensive signage and way-finding plan should be developed based on the final planned trail and circulation system for the park. Given the multitude of pathways and the importance of the park as a multi-modal crossroads, considerable attention should be placed in making way-finding clear and recognizable for travelers on the Canalway Trail and Riverway Trail and linkages to the Genesee Greenway Trail. All signage should be consistent throughout the park, including both directional and way-finding signage as well as informational, utilitarian, warning and safety signage. No galvanized steel poles should be utilized within the park.

Railings:

Railings should either be consistent with the building architectural materials guidelines (timber, with black or weathered iron detailing) or compatible with other site furnishings (black, simple detailing). No unnatural or bright color railings should be utilized along the riverfront.

Docks and Bulkheads:

Dock systems must be durable for specific river use and seasonal conditions and must consider safety for users and public as a priority. However, every effort should be made to minimize the visual disturbance of dock systems on the design intent of the park. Thus, it is recommended that dock systems utilize materials (cladding, surfacing or other) that are consistent with the architectural materials guidelines and appear holistically designed with other park structures and features. Visual disruption from docks along the river is a significant concern and the overall importance and value of the visual park experience should be thoughtfully considered when designing future dock systems. No bulkheads are recommended or planned for areas within Genesee Valley Park West. However, should the need arise to incorporate such

structures into the park landscape then bulkheads should be natural stone or standard concrete.

Green Infrastructure, Vegetation, and Open Spaces

Green Infrastructure:

Green-infrastructure practices endorsed by the New York State Division of Environmental Conservation should be used wherever possible within the park. Such practices should include rain gardens, bioretention areas, vegetated/dry swales, green roofs, porous pavements, and other projects that maintain or restore stormwater's natural flow patterns, preserve naturalized areas, or promote low-impact development activity.

The Pastoral Landscape:

The park's overall designed landscape is considered "pastoral" in style and new plantings, vegetation and features should reinforce this aesthetic. Vegetative additions should create a sense of peacefulness and restore the spirit through broad spaces of greensward, occasionally interrupted by vegetative massings and groves of trees.

Limited areas of ornamental plantings may be appropriate near buildings or where they soften intrusion of buildings and structures but the landscape should otherwise remain as unadorned simplicity. Rather than create unnecessary ornamental displays or visual planting attractions, future planting schemes should be used as design tools to set up long vistas over greenswards or the river, frame views, sequence views (hide and reveal), and screen or buffer undesirable views (built structures) that counter against the park design intent.

Lawns, Mown vs. Unmown:

A substantial portion of park lawn area that is not reserved for active recreation fields should be rehabilitated to serve as "un-mown" or reduced maintenance turf areas. Based



A PASTORAL LANDSCAPE, INCLUDING "NO-MOW" AREA

Top: Genesee Valley Park (east), Bottom: Unmown lawn / meadow, Feysine Park, Iles Paysage Urbanisme.



LANDSCAPE DETAILS

Clockwise from top left: Virginlee Pathway, Olmsted Linear Park (NAOP), Genesee Valley Park (west) significant trees, Genesee Valley Park (east) riverfront

on the turf maintenance cost implications outlined in Module 4 (Existing Conditions), a turf area with only one mow per year could substantially decrease maintenance costs. No-mow areas also increase water absorption and filtration, provide habitat and food for insects and animals, and generally enhance the pastoral landscape character. Based on an analysis of non-recreation turf area within the master plan, it is recommended that a minimum of 12 acres be set aside as no-mow north of the Barge Canal. Where possible, turf areas south of the barge canal should all be no-mow.

Trees, Species and Locations:

Tree species within the 1893 Olmsted, Olmsted and Elliot planting plan are generally appropriate within the park. Suggested species include European and American Beech, Oak species (White, Red, Black, Pin, Burr) , Birches, Honey Locust, Sweetgum, American Linden, Tulip Tree, Mulberry, Sugar Maple, Red Maple, Sassafras, Hickory varieties, American Elm (DED resistant varieties), River Birch, and Sweet or Cherry Birch. Others may be appropriate if they fulfill the pastoral design intent.

Some trees on the 1893 plan are considered susceptible to disease or are highly invasive and should not be used (such as Paper Birch, Ash, Box Elder). The NYSDEC or City Forestry department should be consulted when plantings are proposed as part of the plan implementation.

Careful consideration should be given the tree planting locations in order to fulfill the design intent and pastoral landscape ideal as described above. Trees should not be planted within the park without a comprehensively designed planting arrangement that takes into account the park context and design goals. Though the park has many significant trees it is not an arboretum and voids in tree canopy open areas) should be considered as important as tree canopy itself. The planned interplay between areas with trees and without trees is the single-most effective design gesture that can be developed.

Preservation of Existing Trees:

Existing historic trees (identified within the plan) should be preserved where possible. These trees are a significant historical link to the park’s Olmsted-era and Period of Significance. As designed, the master plan has been developed in such a manner that the programming and design goals have been met while minimizing the number of required historic tree removals. It is recognized that some removals will be necessary to implement the plan, particularly the park drive circulation. Non-historic trees that have not been individually identified should also be preserved where possible as they screen adjacent uses and provide habitat.

Management of Vegetation and River Views:

Though appearing to be natural, Olmsted’s “pastoral” landscape was wholly man-made and designed to appear “natural.” Thus, the parks deign intent requires some level of vegetation management to preserve the pastoral meadow appearances enjoyed by the community. Some level of riverfront clearing is appropriate to provide meaningful physical and visual access to the river.

Some level of tree and vegetative clearing and management should also be considered for the “Olmsted bridges” area, near the canal. Invasive species should also be removed from the park whenever possible and continually monitored and managed.

Without the natural fluctuating river flows and severe flooding scenarios of the prior century, landscape management of the river edge becomes increasingly important. Where flooding would scour and remove young vegetation along the river banks prior to the middle of the 20th century, current flood control measures allow vegetation to grow without natural loss, increasing the management responsibility. Specific high-impact zones of management should be established. Such areas of concentrated management should be limited to the sensitive river plain area south of Elmwood Avenue where visual connections between the eastern and western portions of the park exist.