

# GENESEE VALLEY PARK WEST



## MASTER PLAN

# 07

FINAL  
REHABILITATION  
MASTER PLAN

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.

# 07

## CONTENTS

OVERVIEW	01
MASTER PLAN FEATURES	01
THE REHABILITATION MASTER PLAN	02
MASTER PLAN COSTS & PHASING	05
PHASING MAP	06
PHASE/COSTS BREAKDOWN	08
AREAS OF ADDITIONAL STUDY	14
POTENTIAL FUNDING SOURCES	15
PERMITTING & APPLICATIONS	16

# FINAL REHABILITATION MASTER PLAN





# FINAL REHABILITATION MASTER PLAN

This section includes the final Genesee Valley Park Master Plan and a descriptive overview of the plan's many features and their rationale. The section also outlines suggested phasing, provides a Rough Order of Magnitude (ROM) cost estimate for the complete rehabilitation, and recommends particular subject areas where additional study beyond the master-planning level is warranted.

## Master Plan Overview

The final master plan was prepared based on community and Project Advisory Committee feedback of the schematic alternatives. The plan is based on the foundations of Alternative #1, with community facilities accessible from the north side of Elmwood Avenue. It carries forward community desires and program requirements present in both alternatives, such as the long-term removal (or relocation) of the indoor ice rink, inclusion of an outdoor pool, a focus on pedestrian safety, picnic shelters, playgrounds, a community boathouse, and the Wellness and Aquatics Center. Additional program revisions and community desires included a replacement "field house" closer to the current Field House location, the inclusion of Brooks Landing Phase II's one-way southbound vehicular drive, and the siting of the boathouse near its present location.

The plan is a working document and exists as a tool to guide the transformation of a park that has never seen holistic planning of its current boundaries or consideration given to the nationally and locally significant historical importance. The plan achieves a sensible balance between the park's overarching design intent and pressures for high-quality and meaningful recreational amenities. Should new information, opportunities or constraints arise that alter the trajectory of the plan then future decisions should always keep in mind this need for balance.

## Master Plan Features

- 1 The Genesee Valley Greenway Trail:** The existing connection to the Genesee Valley Greenway (GVG) at the south end of the park should be maintained and improved where possible, including wayfinding enhancements for through-trail users. The GVG provides a direct link to the proposed north-south Triple Divide trail, which reaches well into Pennsylvania and ultimately connecting to the 365-mile Canal Trail system here in Genesee Valley Park West.
- 2 Future Relocation of Police and Fire Training Facility:** To eliminate safety risks to park users the police and fire training facility should be relocated from the park in the long-term. The resulting riverfront parkland would be available for future boathouse expansions, additional active recreation fields, or other large structures that cannot be accommodated within the park area near Elmwood Avenue, such as an indoor ice arena.
- 3 Realignment of Trail Along Existing Training Facility:** In the short term, prior to the training facility being relocated, the riverfront trail segment abutting the facility should be relocated towards the river edge where possible. This will allow more direct contact with the river edge and provide enough room for a naturalistic wooded buffer to be developed between the training facility and the trail.
- 4 The "Wooded Mile," Seasonal Trail Expansion:** The existing trail through the wooded portion of the park south of the Canal should be enhanced to provide more varied landscape interest and complete a measured and marked loop of approximately 1 mile to encourage independent cardiovascular activities such as leisure walking, jogging, cross-country skiing. The trail loop should take more advantage of river views and culturally interpret remnants of the former Genesee Valley Canal.
- 5 Future Parkland / Active Recreation Areas (Chili):** These large former industrial parcels within the Town of Chili should be cooperatively developed between the municipalities. New park facilities would provide additional high-infrastructure recreational needs without visually impacting the sensitive riverfront landscape. The parcels also allow for substantial vehicular access and would provide a "gateway" to park lands south of the Canal.
- 6 I-390 Overpass Landscape Treatment:** A specialized mass-landscape treatment should be developed for the parkland area below the I-390 overpass. The treatment should provide seasonal visual interest, limit off-trail pedestrian movement, and otherwise bring an artistic presence to the area. Trails under the overpass should also be consolidated to minimize safety issues from overhead debris and limit access.
- 7 Future Parkland / Boathouse or BMX Area (Chili):** This New York State-owned parcel of land in the Town of Chili is cut-off from the urban fabric and is best suited for parkland and canal-front uses. Potential boathouse expansion areas (with canal docks) or other active recreation opportunities (BMX course) will provide much-needed activity in this area. All existing Canalway Trail connections through this parcel should be sensitively maintained and enhanced.
- 8 Open Railroad Bridge for Accessibility:** The historic Pennsylvania Railroad bridge should be rehabilitated and opened to pedestrian / trail traffic. The bridge is an important cultural relic and could serve as an handicapped accessible route over the canal. (The Olmsted bridge is not "accessible" by ADA standards.)
- 9 Landscape Rehabilitation Near Historic Bridges:** The series of bridges designed by the Olmsted firm that cross the canal are an icon of Rochester's world-class park system. The landscape around the bridge on the west side of the park should be rehabilitated to more closely resemble the historic Olmsted firm's design intent, including removal of understory growth, opening of views to the canal and river, and preservation of the historic white oak trees planted nearby.
- 10 Basketball Courts (2):** Two outdoor basketball courts should be developed within this active recreation zone. The courts are located in a visible location with direct access to the Parkway drive and the nearby parking lot.
- 11 Reconstructed Tennis Courts (8 Courts):** The tennis court area should be fully reconstructed and incorporated into the broader park rehabilitation. Access is provided from the internal drive and adjacent parking lot.
- 12 Field House, Concessions, and Public Restrooms:** A modern and small scale multi-use building should replace the existing Field House. The building should serve programmed recreation needs, as a rentable community-event space, a concessions area, and as public rest-rooms for park users.
- 13 Neighborhood Playground:** A neighborhood-scale playground is proposed within proximity to the new Field House, parking area, and baseball field. The playground provides a small area for younger children to play while older children participate in organized sports. The playground also had direct visual and pedestrian access from the surrounding neighborhood fabric.
- 14 Baseball Field:** A full-sized baseball field, including dugouts, small bleachers, and a warm-up / practice space should be developed to support league and local high-school games. A visually sensitive synthetic turf should be explored as a field medium to allow a significantly longer season of use.

# GENESEE VALLEY PARK WEST

## FINAL REHABILITATION MASTER PLAN

### Key

 Preserved Historic Tree (>80 years old)	 Proposed Buildings / Park Structures	 Playground Areas	 Turf and Passive Park Use Areas	 Master Plan Recommendation or Feature (see narrative descriptions)	 NORTH
 Individual Trees (non-historic <80 years old) or naturalized woodland areas	 Vehicular Parkway / Circulation Route	 Active Recreation Fields / Courts (see individual labels)	 Pedestrian and Multi-use Trail Network		





**15 Picnic Pavilions (4):** Small-scale rentable picnic pavilions should be provided for family events and general park use. The pavilions should be aesthetically compatible with the park's Period of Significance and be directly accessible from adjacent parking areas.

**16 Neighborhood Park Entry:** As the park's most meaningful and direct association with a residential neighborhood, special consideration should be given to enhancing the entry area at the Elmwood / Genesee Street corner. Any detailed enhancements should be simple and promote the pastoral views present across the large lawn and ball field area. Visibility of the adjacent outfield fence should be minimized from this neighborhood park view by using low profile fencing, vegetative screening, or other details.

**17 Knoll-Top Area / Historic Tree Grove:** The significant quantity and diversity of historic tree specimens (many dating prior to 1880) should be preserved as a critical defining feature of the park landscape. Minimal interventions should be undertaken in this area, limited to pathway realignment, soil invigoration and drainage improvements, or other activities necessary to preserve the health and visual appeal of the trees.

**18 Natural Playground Area:** Complementing the smaller neighborhood scale playground within the park is a larger "natural play" area that will provide healthy active recreational (physical and mental) opportunities for kids of all ages. The natural playground is a uniquely designed play environment that blends traditional playground amenities with natural materials such as wood, logs, native vegetation, boulders, dirt, sand, lawn, environmental art, textured pathways, and creatively designed hills and landforms. The playground serves as an open-ended play space, allowing kids to freely and safely explore the "natural" environment in ways that traditional engineered plastic or fiberglass playgrounds cannot accommodate.

**19 Boathouse & Water Sports Center:** The existing maintenance garages that have been used as a boathouse for several decades will be replaced with a more sensitively designed water sports center. The design proposes to allow a more visually appealing facade to border the river front, with more utilitarian aspects (including boat bays and staging area) tilted away from the river, being screened from overall riverfront views.

Along with rowing and water sports facilities, the building will include a community event space that takes advantage of one of the most serene views of the Genesee River. The building will support flourishing sports tourism needs for regional and national rowing, triathlon or other competition events. The facility is designed to include:

- Public boat livery (kayak and canoe rental)
- Public bike rental (summer), XC-Ski rental (winter)
- 7 boat bays with area for future bay expansion
- A climate-controlled repair bay
- Locker rooms with shower facilities
- Rowing fitness center
- Rowing / water sports support offices
- Small retail / concessions space
- Riverfront community lobby / fireplace
- Meeting rooms
- Kitchen / food event prep room
- Reception space with riverfront balcony

**20 Riverfront Little League & Multi-use Fields:** Little league fields (and multi-use field) have been relocated to the premier riverfront location within Genesee Valley Park. The goal is to provide a charming and convenient location for children to learn to play baseball that is unmatched in environmental attractiveness. This relocation also allows the lowest visual impact recreational amenities to utilize the park area that is most sensitive to visual disruption. Synthetic turf is recommended to increase season of play.

**21 Reclaiming Frederick Law Olmsted's Park Vision:** The overall master plan's recreational reorganization serves to open up visual connections between the east and west sides of Genesee Valley Park. It strives to remove visual barriers and relocate or replace

incompatible and obsolete architectural features. The result is a publicly accessible rehabilitation of the pastoral tranquility of the Genesee River along this stretch of parkland.

**22 Larger Under-Bridge Land Connection:** Any future bridge reconstruction should include an effort to expand the width of the land / trail connection between the north and south park areas. This can be accomplished by pushing the bridge abutment further west and allowing more direct visual and physical access.

**23 The Parkway Drive:** Prior land acquisitions (circa 1905) and plans, including the previous park master plan (1973), were developed when a railroad bisected the park. The consequence was a constrained approach to linking disparate park activities resulting in park users driving vehicles off road through the park. The master plan proposes to create holistic connections between park areas and the community as a whole. The long term plan is to incorporate a low-speed "parkway" that meanders through the landscape, connecting recreational features, small convenient parking areas, providing meaningful access for the community beyond.

**24 More Convenient Parking Areas:** The rehabilitated park includes a series of smaller, more focused, and sensitively-designed parking areas. These smaller parking "pods" will increase user convenience by having direct relationships with adjacent recreation services. They will also lessen visual disruptions to the historic parkland by eliminating single-large consolidated parking areas. Additionally, parking within the historic park should serve park users exclusively. Parking for non-park uses within the parkland should be eliminated.

**25 Community Wellness & Aquatics Center:** A Community Wellness and Aquatics Center is proposed to replace the existing Ice Arena and pool building. The Center will focus on providing multi-generational wellness services, including:

- Indoor 4-Season Spray Park

- Indoor Current/Therapy Pool
- Gymnasium and Fitness Center
- Indoor Running/Walking Track
- Computer Lab / Classroom Space
- Concessions / Riverfront Patio Space
- Community Health Services

**26 Outdoor Pool & Amenities:** An outdoor pool is proposed as part of the Community Wellness and Aquatics Center. The pool include amenities such as canopied/shaded seating, pool side tables, sunbathing deck, and other desirable features. The land area immediately north of the Wellness Center can accommodate a 20 meter by 50 meter pool, which is large enough for USA Swimming "long-course" events.

**27 Passive Riverfront Area:** A passive riverfront parkland area, accessible by trail and nearby vehicular circulation routes, is recommended for the lands directly north of the Wellness Center and pool. The riverfront area will preserve open views to the water and protect large historic trees.

**28 Drive Walkway and Lighting:** Lighting and a pedestrian walkway are proposed adjacent to the southbound vehicular access to serve neighborhood needs and desires.

**29 Southbound Vehicular Access:** Southbound (one-way) vehicular access from the nearby hotel parking lot, as identified within the "Brooks Landing Phase 2" project, will remain.

**30 Neighborhood Trail Access:** Trail improvements to the parkland should include those identified within the "Brooks Landing Phase 2" project as important links to the adjacent neighborhood.



# MASTER PLAN COSTS & PHASING

## Rough Order of Magnitude Cost Estimate

The overall park rehabilitation cost, including the construction of all new recreational amenities and features, is estimated to cost \$94 million over 30 years. This "rough order of magnitude" estimate is based on quantities of general park materials and features (pavements, furnishings and landscape materials), average costs per-square-foot for equivalent buildings and facilities, and estimated costs for individual recreational amenities (courts, fields, etc.).

These costs indicated are planning-level estimates. Additional detailed costing will be required for future phases of work on any particular project. The estimates are based on 2015 cost data and include complete construction and "soft" costs, including design services, construction administration, and contingency inflation.

A detailed breakdown of costs by item and phase is included in the supplemental appendix materials.

## Rehabilitation Cost by Phase

**Phase 1 // 0-5 Years: \$0 (underway)**

The 'Ante-Room' / Brooks Landing Improvements

**Phase 2 // 5-10 Years: \$8.8 M**

Park Drive, Bridges, Playground, Courts

**Phase 3 // 10-15 Years: \$21.5 M**

Community Boathouse and Watersports Area

**Phase 4 // 15-20 Years: \$5.6 M**

Baseball Field, Field House, South Trail Area

**Phase 5 // 20-25 Years: \$3.5 M**

Riverfront Greensward (entry, little-league, multi-use field)

**Phase 6 // 25-30 Years: \$53.8 M**

Wellness and Aquatics Center

GENESEE VALLEY PARK WEST

**30-YEAR TOTAL: \$93.2 M**

## Recommended Phasing

Recommend project phasing for the complete park master plan takes into account several factors, including: (1) The remaining lifecycle / value of recent facility improvements, (2) distribution of costs over 30-year vision of the master plan, (3) and the implementation of critical circulation elements in early phases.

See the phasing map and phase descriptions for specific master plan inclusions and boundaries.

### Phase 1: 0-5 Years

The 'Ante-Room' / Brooks Landing Project Improvements

### Phase 2: 5-10 Years

Circulation Backbone, Playgrounds, Courts

### Phase 3: 10-15 Years

Community Boathouse and Watersports Area

### Phase 4: 15-20 Years

Baseball Field, Field House, South Trail Improvements

### Phase 5: 20-25 Years

Sports Complex Removal, Riverfront Greensward, Riverfront Recreation Fields

### Phase 6: 25-30 Years

Wellness & Aquatics Center

# GENESEE VALLEY PARK WEST MASTER PLAN PHASING MAP

## Key

- PHASE 1**  
0-5 Years
- PHASE 2**  
5-10 Years
- PHASE 3**  
10-15 Years
- PHASE 4**  
15-20 Years
- PHASE 5**  
20-25 Years
- PHASE 6**  
25-30 Years



AREA NOT YET PROGRAMMED FOR FUTURE PARK USE. NOT INCLUDED IN REHABILITATION ESTIMATE.

AREA NOT YET PROGRAMMED FOR FUTURE PARK USE. NOT INCLUDED IN REHABILITATION ESTIMATE.

AREA NOT YET PROGRAMMED FOR FUTURE PARK USE. NOT INCLUDED IN REHABILITATION ESTIMATE.

4

6



## Phase 1: 0-5 Years

### The 'Ante-Room' / Brooks Landing Project Improvements

Due to existing project status during the development of the master plan, Phase 1 has been delineated as the complete 'Brooks Landing Phase II' project. This project is already under construction (as of June 2015) and primarily includes vehicular and pedestrian circulation improvements north of Elmwood Avenue. This area has been termed the "Ante-room" based on Frederick Law Olmsted's original design intention for the area to serve as a comprehensive park gateway from urban residential and commercial areas north of the park.

## Phase 1 Costs

**\$0**

Phase includes project improvements already under construction as of June 2015.



## Phase 2: 5-10 Years

### Circulation Backbone, Playgrounds and Courts

Phase 2 includes the construction of a significant majority of the central circulation spine through the rehabilitated park. Recreational and functional amenities constructed during this phase include new tennis courts, basketball courts, picnic shelters, playgrounds, and two of the four parking areas; the looped parking area and the picnic grove parking area. The existing railroad bridge over the canal is also proposed to be retrofitted during this phase in order to provide an ADA-compliant route to points south. In order to preserve the functionality of the existing Sports Complex (pool, ice rink) and Waterways Center until later phases, the new park drive is proposed to terminate at the phase line and connect into a portion of the existing parking lot. The existing vehicular entry off Elmwood will remain in place until Phase 5.

## Phase 2 Costs

### \$8.8 M

Item	Est. Qty	Unit	Unit Cost	Total
Survey & Layout	20	AC	\$1,500	\$30,000
Demolition and Site Preparation	60,000	SF	\$2.25	\$135,000
Earthwork	350,000	SF	\$0.35	\$122,500
Drainage & Utilities	1	LS	\$125,000	\$125,000
Asphalt Drive/Parking	90,000	SF	\$8.00	\$720,000
Granite Curbing	5,800	LF	\$35.00	\$203,000
Type 1 Walks (Concrete)	17,500	SF	\$10.00	\$175,000
Type 2 Walks (Asphalt 12')	34,600	SF	\$6.00	\$207,600
Type 3 Walks (Asphalt 10')	24,000	SF	\$6.00	\$144,000
Picnic Pavilions	4	EA	\$80,000.00	\$320,000
Basketball Courts	2	EA	\$70,000.00	\$140,000
Tennis Courts (w/ lighting)	8	EA	\$115,000.00	\$920,000
Playground (Neighborhood)	1	LS	\$100,000.00	\$100,000
Playground (Natural, Regional)	1	LS	\$375,000.00	\$375,000
Signage	26	EA	\$2,800.00	\$72,800
Amenities/Furnishings	34	EA	\$2,800.00	\$95,200
Trees	80	EA	\$800.00	\$64,000
Landscape (5% phase area)	44,000	SF	\$2.50	\$110,000
Turf	200,000	SF	\$0.20	\$40,000
Bridge Area Landscape Rehabilitation	1	AL	\$90,000.00	\$90,000
Railroad Bridge Retrofit	1	LS	\$750,000.00	\$750,000
<b>Phase Construction Subtotal</b>				<b>\$4,939,100</b>
<i>Survey, Stakeout, Mobilization &amp; MPOT (10%)</i>				<i>\$493,910</i>
<b>Phase Construction Total</b>				<b>\$5,433,010</b>
<i>Design (15%)</i>				<i>\$814,952</i>
<i>Construction Inspection / RPR (15%)</i>				<i>\$814,952</i>
<b>Phase Subtotal</b>				<b>\$7,062,913</b>
<i>Contingency Inflation (25%)</i>				<i>\$1,765,728</i>
<b>PHASE GRAND TOTAL</b>				<b>\$8,828,641</b>



## Phase 3: 10-15 Years

### Community Boathouse and Watersports Area

Phase 3 includes the removal of existing structures and the new construction of the Community Boathouse and Watersports area, including low profile docking infrastructure, staging area, parking area and drop-off loop. Any remaining existing parking areas south of the new park drive will be removed during this phase.

## Phase 3 Costs

### \$21.5 M

Item	Est. Qty	Unit	Unit Cost	Total
Survey & Layout	6	AC	\$1,500.00	\$9,000
Demolition and Site Preparation	70,000	SF	\$2.25	\$157,500
Earthwork	150,000	SF	\$0.35	\$52,500
Drainage & Utilities (Incl. bldg)	1	LS	\$450,000.00	\$450,000
Asphalt Drive/Parking	18,000	SF	\$8.00	\$144,000
Granite Curbing	1,100	LF	\$35.00	\$38,500
Type 1 Walks (Concrete)	18,300	SF	\$10.00	\$183,000
Type 2 Walks (Asphalt 12')	12,700	SF	\$6.00	\$76,200
Type 3 Walks (Asphalt 10')	10,800	SF	\$6.00	\$64,800
Type 4 Walks (Stabilized DG)	16,500	SF	\$4.50	\$74,250
Boathouse (35,200 SF)	1	LS	\$9,600,000	\$9,600,000
Low Profile Docking Infrastructure	7,500	SF	\$120.00	\$900,000
Signage	30	EA	\$2,800.00	\$84,000
Amenities/Furnishings	26	EA	\$2,800.00	\$72,800
Trees	70	EA	\$800.00	\$56,000
Landscape (10% phase area)	26,000	SF	\$2.50	\$65,000
Turf	75,000	SF	\$0.20	\$15,000
Phase Construction Subtotal				\$12,042,550
Survey, Stakeout, Mobilization & MPOT (10%)				\$1,204,255
Phase Construction Total				\$13,246,805
Design (15%)				\$1,987,021
Construction Inspection / RPR (15%)				\$1,987,021
Phase Subtotal				\$17,220,847
Contingency Inflation (25%)				\$4,305,212
<b>PHASE GRAND TOTAL</b>				<b>\$21,526,058</b>



## Phase 4: 15-20 Years

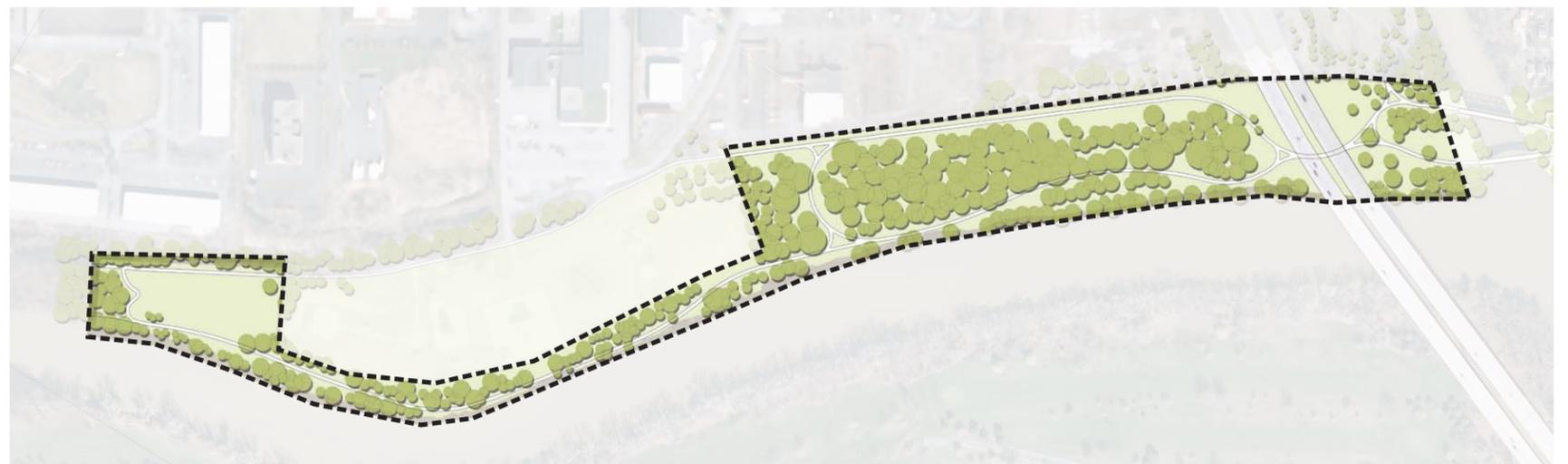
### Baseball Field, Field House, South Trail Improvements

Phase 4 includes improvements within two distinct areas of the park. The majority of improvements will be located between the Phase 2 looped parking lot and Elmwood Avenue, including removal of the existing Field House, construction of a new Field House / Bathrooms / Concessions area at the north end of the looped lot, and the construction of a full size baseball field (370' fence at mid-field) with warm-up area, dugouts, and bleachers. The second area of improvements during this phase is within park land south of the Barge Canal and consists of trail/circulation enhancements.

## Phase 4 Costs

### \$5.6 M

Item	Est. Qty	Unit	Unit Cost	Total
Survey & Layout	38	AC	\$1,500.00	\$57,000
Demolition and Site Preparation	40,000	SF	\$2.25	\$90,000
Earthwork	110,000	SF	\$0.35	\$38,500
Drainage & Utilities (Incl. bldg)	1	LS	\$45,000.00	\$45,000
Type 1 Walks (Concrete)	9,000	SF	\$10.00	\$90,000
Type 2 Walks (Asphalt 12')	5,100	SF	\$6.00	\$30,600
Type 3 Walks (Asphalt 10')	98,000	SF	\$6.00	\$588,000
Field House, Concessions/Rest.	3,200	SF	\$130.00	\$416,000
Baseball Field / Amenities	1	LS	\$1,400,000	\$1,400,000
Signage	20	EA	\$2,800.00	\$56,000
Amenities/Furnishings	36	EA	\$2,800.00	\$100,800
Trees	30	EA	\$800.00	\$24,000
Landscape (1.5% phase area)	61,000	SF	\$2.50	\$152,500
Turf (except ball fields)	112,000	SF	\$0.20	\$22,400
<b>Phase Construction Subtotal</b>				<b>\$3,110,800</b>
<i>Survey, Stakeout, Mobilization &amp; MPOT (10%)</i>				<i>\$311,080</i>
<b>Phase Construction Total</b>				<b>\$3,421,880</b>
<i>Design (15%)</i>				<i>\$513,282</i>
<i>Construction Inspection / RPR (15%)</i>				<i>\$513,282</i>
<b>Phase Subtotal</b>				<b>\$4,448,444</b>
<i>Contingency Inflation (25%)</i>				<i>\$1,112,111</i>
<b>PHASE GRAND TOTAL</b>				<b>\$5,560,555</b>



## Phase 5: 20-25 Years

### Sports Complex Removal, Riverfront Greensward, Riverfront Recreation Fields

Phase 5 includes the decommissioning and removal of the existing Sports Complex, including the outdoor pool, indoor ice rink and associated parking, buildings and structures. New construction will include the final segment of the main park drive that connects to Elmwood Avenue, 2 little league fields, 1 multi-purpose field, an accompanying parking area and river front trail improvements.

## Phase 5 Costs

### \$3.5 M

Item	Est. Qty	Unit	Unit Cost	Total
Survey & Layout	10	AC	\$1,500.00	\$15,000
Demolition and Site Preparation	115,000	SF	\$2.50	\$287,500
Earthwork	130,000	SF	\$0.35	\$45,500
Drainage & Utilities	1	LS	\$40,000.00	\$40,000
Asphalt Drive/Parking	40,600	SF	\$8.00	\$324,800
Granite Curbing	2,100	LF	\$35.00	\$73,500
Type 1 Walks (Concrete)	3,300	SF	\$10.00	\$33,000
Type 2 Walks (Asphalt 12')	13,200	SF	\$6.00	\$79,200
Type 3 Walks (Asphalt 10')	7,000	SF	\$6.00	\$42,000
Little League/Multi-Purpose Fields	1	LS	\$850,000.00	\$850,000
Signage	12	EA	\$2,800.00	\$33,600
Amenities/Furnishings	18	EA	\$2,800.00	\$50,400
Trees	54	EA	\$800.00	\$43,200
Landscape (2% phase area)	10,000	SF	\$2.50	\$25,000
Turf (except ball fields)	85,000	SF	\$0.20	\$17,000
<b>Phase Construction Subtotal</b>				<b>\$1,959,700</b>
<i>Survey, Stakeout, Mobilization &amp; MPOT (10%)</i>				<i>\$195,970</i>
<b>Phase Construction Total</b>				<b>\$2,155,670</b>
<i>Design (15%)</i>				<i>\$323,351</i>
<i>Construction Inspection / RPR (15%)</i>				<i>\$323,351</i>
<b>Phase Subtotal</b>				<b>\$2,802,371</b>
<i>Contingency Inflation (25%)</i>				<i>\$700,593</i>
<b>PHASE GRAND TOTAL</b>				<b>\$3,502,964</b>



## Phase 6: 25-30 Years

### Wellness & Aquatics Center

The final phase of the park rehabilitation will include the construction of the Wellness and Aquatics Center north of Elmwood Avenue. The facility includes indoor spray park, gymnasium, running/walking track, fitness area, locker rooms, therapy pool, computer lab and classroom space, a concessions area and riverfront patio, and an outdoor pool. The Phase 1 park road improvements will be retrofitted to include building-associated drop-off loop and parking lots.

## Phase 6 Costs

### \$53.8 M

Item	Est. Qty	Unit	Unit Cost	Total
Survey & Layout	8	AC	\$1,500.00	\$12,000
Demolition and Site Preparation	90,000	SF	\$2.25	\$202,500
Earthwork	90,000	SF	\$0.35	\$31,500
Drainage & Utilities (Incl. bldg)	1	LS	\$1,600,000	\$1,600,000
Asphalt Drive/Parking	34,000	SF	\$8.00	\$272,000
Granite Curbing	1,800	LF	\$35.00	\$63,000
Type 1 Walks (Concrete)	12,000	SF	\$10.00	\$120,000
Type 2 Walks (Asphalt 12')	24,400	SF	\$6.00	\$146,400
Type 3 Walks (Asphalt 10')	8,400	SF	\$6.00	\$50,400
Wellness & Aquatics Center	90,000	SF	\$285.00	\$25,650,000
Exterior Pool (20x50m) and Amenities	10,800	SF	\$150.00	\$1,620,000
Signage	28	EA	\$2,800.00	\$78,400
Amenities/Furnishings	34	EA	\$2,800.00	\$95,200
Trees	40	EA	\$800.00	\$32,000
Landscape (12% phase area)	42,000	SF	\$2.50	\$105,000
Turf	38,000	SF	\$0.20	\$7,600
<b>Phase Construction Subtotal</b>				<b>\$30,086,000</b>
<i>Survey, Stakeout, Mobilization &amp; MPOT (10%)</i>				<i>\$3,008,600</i>
<b>Phase Construction Total</b>				<b>\$33,094,600</b>
<i>Design (15%)</i>				<i>\$4,964,190</i>
<i>Construction Inspection / RPR (15%)</i>				<i>\$4,964,190</i>
<b>Phase Subtotal</b>				<b>\$43,022,980</b>
<i>Contingency Inflation (25%)</i>				<i>\$10,755,745</i>
<b>PHASE GRAND TOTAL</b>				<b>\$53,778,725</b>



## Recommended Areas of Additional Study

1. **Olmsted Bridge Reconstruction:** The series of bridges designed by the Olmsted firm that cross the canal are an icon of Rochester's world-class park system. The bridges, including the single bridge on the west side of the park, are in need of repair. As the only surviving constructed feature from the Park's historic Period of Significance, these bridges should be fully reconstructed or rehabilitated using National Park Service preservation treatment standards. A feasibility report has been prepared outlining repair and reconstruction alternatives for these significant bridges. Since the bridges are owned by the State of New York (and exist within the recently delineated 'New York State Barge Canal National Register Historic District') it is recommended that additional steps are taken to preserve these important resources.
2. **FEMA / Flood Elevation Revisions:** A large portion of the park land north of Elmwood Avenue resides within the "100-year" (1% annual) flood plain. However, recent hydrological analysis of the Genesee River's flood elevation has been completed downstream near the Ford Street bridge. The study was commissioned by the City and completed by Bergmann Associates. The Bergmann findings suggest that the base flood elevations used on the FEMA Flood Insurance Rate Maps (FIRM) does not represent actual hydrological conditions. Based on these findings, the City has submitted a Letter of Map Revision (LOMR) to the federal agency in order to re-establish and lower the base flood elevation by approximately 1.7 feet. A similar hydraulic analysis should be completed for the Genesee River along the park boundary so that a more realistic flood scenario can be determined and mitigated as necessary.
3. **Elmwood Avenue Traffic Study / Entry Traffic Light:** It is recommended that a comprehensive traffic study be performed along Elmwood Avenue

adjacent to the park. Changes in local traffic patterns over the last few years (and forthcoming years) may be significant due to new highway on-ramps recently being developed near the University of Rochester. The study should also review pedestrian safety issues and make holistic recommendations for improving safety along the road corridor adjacent to the park, including lane reductions, lower speeds, new/improved pedestrian crossing, and street/park side parking opportunities.

The Monroe County Department of Transportation also recently concluded that the existing light at the park's entry was no longer necessary due to low traffic flows and suggested it be removed. However, the City of Rochester believes this light is important to park and Sports Complex users and it plays a significant role in future phases of the park master plan. The City plans to assume costs associated with the traffic light in order to assist pedestrian safety and general park ingress/egress. Future traffic studies should assess this traffic light relative to anticipated traffic volumes due to future master plan phases.

4. **Brownfield / Remediation Sites:** Known contaminated or formerly contaminated brownfield / remediation sites exist adjacent to the park (technically park lands) at the Police and Fire Safety Training Facility. The known remediation site is listed within the NYS-DEC Remediation Database as "Rochester Fire Academy," site code 828015. The site is a State Superfund site and is currently classified as Code 4, meaning the site has been properly closed but it requires continued significant management (operation, maintenance, and/or monitoring). Any future program development for these areas of the park will need to review and acknowledge this remediation status.
5. **Synthetic Turf:** The master plan and cost estimate assume the baseball and little league/multi-use fields will utilize synthetic turf to lower long term maintenance costs and significantly increase the length of the play season. Many factors should be considered with respect to the use of synthetic turf

within the park, including frequently changing turf technologies, inferiority of lower cost synthetics, known health risks due to players overheating, and environmental considerations such as storm water impacts. A benefit analysis should be performed based on these factors.

6. **Elmwood Pedestrian Safety:** A robust series of pedestrian safety improvements should be developed for the 3-way intersection of Elmwood Avenue, Genesee Street and Scottsville Road. This intersection serves as the most direct link to residential areas surrounding the park. Safe pedestrian access should be prioritized over vehicular convenience. Interventions may include all-way traffic stops, the design of landscaped pedestrian islands, pavement materials changes, etc.
7. **RGRTA/UR Shuttle Pickup/Drop-off Area:** RGRTA and University of Rochester Parking Shuttle use of the existing loop at the Sports Complex entry (and boathouse loop) as pickup or queuing and waiting area has been identified as an incompatible use and presents conflicts with public park uses. It is recommended that bus service be removed from internal park circulation and placed within the public Right-of-Way on Elmwood Avenue. Alternate Elmwood ROW locations that serve park uses should be explored either as an independent study or as part of a more comprehensive pedestrian and traffic study on Elmwood Avenue.
8. **I-390 Flyover Noise / Visual Disruption:** The inhospitable visual environment and widespread noise pollution from the I-390 overpass are particularly common complaints for park users and stakeholders. These issues have been documented through both public and project advisory committee meetings. It is clear that very little can be done to reduce noise on the ground plane in the park itself. Therefore, it is recommended that additional study be undertaken to explore feasibility and propose methods of increasing visual compatibility and substantially reducing noise from the highway

source, either as a standalone project or through future highway repairs or reconstructions. Coordination with the NYS Department of Transportation will be required.

9. **Canal Corporation Dredging Equipment Storage/ Parking:** Canal dredging equipment is seasonally docked along the park landscape within historic oak tree groves near the northern abutment of the Olmsted bridge. Canal employee parking within the park lawn area along the river is associated with this equipment storage. Alternate equipment storage areas should be explored outside the park's view shed in order to preserve and enhance one of the most unique and iconic views of Rochester's present canal heritage.
10. **Poor Drainage in Ballfields North of Elmwood Avenue:** Existing little league ball fields north of Elmwood Avenue are commonly inoperative due to poor drainage within the field of play. This is a critical neighborhood issue and currently makes the fields unusable for a significant portion of the play season. As the proposed replacement fields south of Elmwood Avenue are not expected to be implemented until later phases, a directed study and upgrade project should be completed in the short-term for the existing ball fields. The study and project should attempt to improve drainage conditions and maximize the season of play. Concept level plans and cost estimates were developed for two alternative improvement scenarios: Alternate 1 (\$200,000) provides underdrainage with new infields, bases and backstops in their present orientation; Alt 2 (\$500,000) provides underdrainage with new infields, bases and backstops, reoriented and regarded to include an overlapping multiuse field.
11. **Ice Rink Relocation:** Early master plan concepts included a relocation of the City's indoor ice rink to alternate area within the main (near Elmwood Avenue) area of the park that suited the overall design intent. However, future program discussions resulted in removing the ice rink from the proposed program with the possibility of relocating the facility to an alternate location that did not impact the

riverfront. A comprehensive site search and analysis study, including facility design recommendations, should be completed to guide this relocation.

12. **Park Drive Traffic Study:** A traffic study should be completed prior to implementing the proposed through-park drive in master plan phase 2. The study should analyze potential traffic impacts caused by incorporating the new park drive and examine design considerations that would mitigate the potential for the drive to be used as an alternate cut-through between Elmwood Avenue and Scottsville Road.
13. **Signage and Way-finding Plan:** Future phase implantation of the master plan features should include the development of a comprehensive signage and way-finding plan for Genesee Valley Park West. As the park is a visually sensitive historic resource and a significant crossroads of statewide multi-use trails, it will be essential that appropriate universal signage standards are developed for all trails, walks, parking areas, building signage, and safety signage. Signage should be designed in accordance with the City of Rochester's Genesee Riverway Trail Signage Standards and the City and Monroe County Olmsted Parks Signage Standards.
14. **Relocation of RPD Firing Range and Fire Training Academy:** This facility is located on park land and creates ongoing concern from adjacent property owners and residents about the noise generated and concerns for the safety of adjacent park / trail users. Relocation of this facility should be studied in the long term.
15. **Future Boathouse Locations:** Recognizing the recent expansion of rowing in the Rochester region and nationally, and realizing that a new facility in the park as shown cannot meet the demands for all present and future rowing use, the master plan identified potential locations for additional boathouses within or adjacent to the park. Additional study should be done to understand the feasibility and use of this land for boathouse expansions.

16. **Expansion of park into Chili and onto NYS DOT lands:** Land areas outside of the City of Rochester, yet directly adjacent to the park, have been noted and potential park land expansion areas. These parcels would provide significantly enhanced access to isolated areas south of the Barge Canal, including vehicular access from Scottsville Road. This expansion and access would be critical for future boathouse use along this stretch. Partnerships with the Town of Chili or use of State lands for additional areas should be studied.

## Potential Funding Sources

The following list includes possible funding sources for master plan implementation. The list consists of sources based on awards for similar prior projects or additional sources that are specific to the proposed master plan features.

### Genesee Waterways Center / Donor Campaigns

A significant source of funding for boathouse related capital projects and programming can be acquired through donor campaigns, both inside and outside the rowing community. Similar to many boathouse projects across the country, a non-profit organization the Genesee Waterways Center can manage philanthropic comping's to assist with funding boathouse construction. Based on comparable boathouse projects in the United States, the potential for significant funding is high within the rowing community.

### Public-Private Health and Wellness Partnerships

Both the Genesee Waterways Center and the City of Rochester's Department of Recreation and Youth Services should actively engage in developing significant public-private health and wellness partnerships with businesses and organizations whose mission is to provide and support community health and wellness. Opportunities to partner with the University of Rochester and associated

Medical Center are significant. Other opportunities include health insurance providers and local businesses or significant employers that have direct links to wellness or actively support community wellness programming such as Wegmans Markets, MVP Healthcare, and Excellus Blue Cross Blue Shield.

### National Recreation and Park Association, Grants and Fund Raising Resources

The NRPA has partnered with local and federal government agencies to support healthier lifestyles in communities. NRPA has also worked with the Centers for Disease Control and Prevention (CDC) and the Department of Health and Human Services (HHS) to help fund programs related to community wellness and fitness. NRPA supported efforts include physical projects such as trails and pedestrian safety that encourage active lifestyles.

### New York State Parks Recreational Trails Program

The Recreational Trails (RTP) program offers up to \$1.2 million in matching grants for the acquisition, development, rehabilitation and maintenance of trails and trail-related projects. Funds are available to non-profit organizations, municipal, state and federal agencies, and other government entities. However, funded projects must be identified in, or further a specific goal of, the Statewide Comprehensive Outdoor Recreation Plan (SCORP). Funding is provided by the Federal Highway Administration. The minimum award is \$5,000; the maximum award is \$200,000.

### New York State Office of Parks, Recreation and Historic Preservation, Environmental Protection Fund Municipal Grant Program

The Environmental Protection Fund (EPF) Municipal Grant program offers up to \$16 million in matching grants for the acquisition, planning, development, and improvement of parks, historic properties listed on the National or State Registers of Historic Places and heritage areas identified in approved plans for statutorily designated Heritage Areas. Funds are available to municipalities or not-for-

profits with an ownership interest. The maximum award is \$500,000.

### NYS Canalways Grant Program

The "Canalway Grants Program" includes up to \$1.0 million in competitive grants available to eligible municipalities, and 501(c)(3) non-profit organizations along the New York State Canal System. The minimum grant request amount is \$25,000. The maximum grant request is \$150,000.

### New York Department of State, Local Waterfront Revitalization Program Grants

The Local Waterfront Revitalization Program provides matching grants on a competitive basis to revitalize communities and waterfronts. An updated LWRP plan is currently being completed that includes Genesee Valley Park West in the LWRP boundary. Once approved by the NY Secretary of State, the LWRP can be used to coordinate implementation of a communities waterfront revitalization goals and leverage additional funding for implementation projects. Such project include those identified in the GVPW master plan.

### New York State Environmental Facilities Corporation, Green Innovation Grant Program

The New York State Environmental Facilities Corporation's "Green Innovation Grant Program" provides funding on a competitive basis to projects that improve water quality and demonstrate green infrastructure practices in New York. GIGP is administered by the Environmental Facilities Corporation through the Clean Water State Revolving Fund and is funded by the US Environmental Protection Agency.

### New York State Department of Transportation, Transpiration Enhancements Program

The TEP program provides up to \$2.5 M in funding for transportation related projects. Master plan projects may include facilities for bicycles and pedestrians,

preservation and conversion of abandon railroad corridors into trails. It is unclear if TEP funding may be used to rehabilitate railroad bridges into trails. However, this should be explored as the rehabilitation of the existing railroad bridge in GVPW would provide the only ADA accessible route to points south of the Barge Canal.

### **National Recreation Trails (NRT)**

Though not a source of funding, National Recreation Trails (NRT) designation from the U.S. Secretary of the Interior recognizes exemplary existing trails of local or regional significance. NRT designation provides many benefits, including access to technical assistance from NRT partners and a listing in the NRT database. In addition, some potential support sources will take NRT designation into account when making funding decisions. The NRT program is open to applications.

### **Land and Water Conservation Fund (LWCF) Stateside Program**

The Land and Water Conservation Fund (LWC) 50/50 matching grant program is administered by state agencies in cooperation with the National Park Service. Program funds are intended for the acquisition and development of outdoor recreation areas; trails are one priority of this program. In particular, funds “target projects that would enhance urban parks and community green spaces,” with a focus on “developing blueways and public access to water resources and conserving large landscapes.” Seventy-five percent of the total funds provided by the LWCF have gone to locally sponsored projects to provide close-to-home recreation opportunities that are readily accessible to America’s youth, adults, senior citizens and the physically or mentally challenged.

## Permitting and Applications

The following section describes likely permitting requirements that arise due to potential environmental impacts caused by implementation of the proposed master plan. Agencies with jurisdiction over projects or particular environmental conditions/features have been noted. Note that this overview of permitting requirements is limited by the detail of the project and has been developed based on master plan-level documents only. It does not represent a conclusive list of all permitting required for implantation of the complete detailed master plan components.

### **US Army Corps of Engineers (USACE)**

The Genesee River is subject to Section 10 of the Rivers and Harbors Act due to its status as a navigable waterway. The navigable portion subject to the Rivers and Harbors Act extends from Lake Ontario to the nearby Black Creek and includes Genesee Valley Park. Under this Act, any work performed below the Ordinary High Water (OHW) will be subject to USACE jurisdiction. Master Plan components that may be subject to USACE review may include low profile docking, maintenance dredging, low riparian area or river embankment restoration. Ultimately, the USACE will make final determination over which specific permitting may be required for implementation projects.

### **New York State Department of Environmental Conservation (NYSDEC)**

The river and nearby tributaries, such as Black Creek, are considered part of the Lower Genesee River Drainage Basin. The NYSDEC regulates water quality impacts within this basin and classifies the Genesee River as a “Class B” water course. Currently, the river is considered “impaired” with known water quality pollutant sources from industrial and municipal pollutants, toxic contamination sites, sediment, and urban runoff. Any

disturbance to the river bed or its banks will require Article 15 Protection of Waters Permit, which controls in-water construction methods and seasonal timing. Dates of restriction are determined by the NYSDEC based on the specific water body. A Water Quality Certification may also be required from the NYSDEC in order to manage effluent limitations and water quality standards.

One of the primary factors in granting permit approvals from the NYDEC will be the inclusion of comprehensive erosion and sediment controls within all projects adjacent to the river that are over 1 acre in size. Planned discharge of storm water from these projects will require State Pollutant Discharge Elimination System (SPDES) permits, based on preparation and review of a complete Storm Water and Pollution Prevention Plan for any applicable projects.

### **New York State Department of State (NYS DOS)**

The New York State Department of State manages Local Waterfront Revitalization Programs, guiding land use and development policy for waterfront areas, includes many areas along the Genesee River and Lake Ontario waterfront in the City of Rochester. Genesee Valley Park West is not currently within an existing Local Waterfront Revitalization Program boundary. The LWRP was last developed in 1990 (amended in 2011). However, the City is currently developing a new LWRP with revised boundaries that includes all of the City’s waterfront lands – including Genesee Valley Park. The plan is expected to be complete by the end of 2015. Future projects undertaken within the updated LWRP boundary, particularly those with federal funding assistance or that require permitting by other federal agencies (such as USACE) will require “Consistency Review” with New York State’s Coastal Management Program (NYSCMP). The “consistency” of a proposed activity with the NYS CMP is determined through a set of coastal policies and procedures designed to enable appropriate economic development while advancing the protection and preservation of ecological, cultural, historic, recreational, and aesthetic values.

### **Office of General Services (OGS)**

Title to the bed of numerous water bodies is held in trust for the people of the State of New York under jurisdiction of the Office of General Services. Structures, including permanent docking systems that sit on this land, may require authorization from the OGS. It is expected that coordination with the OSG would be handled by the NYS Department of Environmental Conservation.

### **New York State Canal Corporation (NYSCC)**

The State of New York, under jurisdiction of the New York State Canal Corporation, owns canal land and adjacent lands associated with the Barge Canal (see land over of record map, Master Plan module #2, Background and Context). Some master plan activities may require an “occupancy and work permit” in order to accomplish master plan objectives. Such a permit is a temporary authorization to complete work on State owned canal lands. Permanent structures on canal lands are not currently part of the master plan. However, future improvements to state owned lands with permanent structures (such as Boathouses) would require a perpetual occupancy permit rather than temporary one. All the requirements of the State Environmental Quality Review Act must be met for permits to be issued.

### **New York State Office of Parks, Recreation and Historic Preservation (NYOPRHP, SHPO)**

The New York State Historic Preservation Office (SHPO) manages New York’s involvement in federal preservation programs under the 1966 National Historic Preservation Act. Recently (2014) the entire canal corridor was listed on the National Register of Historic Places as the “New York State Barge Canal National Register Historic District”. Therefore, any projects within the historic district will require SHPO review. Beyond official listings within the National Register, Section 106 of the National Historic Preservation Act also requires that National Register eligible properties are afforded preservation protections and must be reviewed by managing agencies. Currently the park as a whole (Genesee Valley Park, east and

west) has been determined within the recent Rochester's Historic Parks Survey (2009) as being eligible for National Register status.

#### **New York State Department of Transportation (NYSDOT)**

Work on lands owned by New York State under jurisdiction of the Department of Transportation will require review and approval by the agency. Currently several large parcels adjacent to the canal and I-390 overpass are under NYSDOT jurisdiction.

#### **National Environmental Protection Act (NEPA)**

Any master plan projects receiving federal funding or requiring federal permitting must comply with the National Environmental Policy Act. Each federal agency has its own regulations for implementation of NEPA and their individual procedure may vary. Agencies such as the USACE, FEMA, or the EPA will generally require documentation for compliance with NEPA within permitting procedures. Master plan implementation projects may fall under NEPA Class II Categorical Exclusions, which include actions that do not have a significant effect of the human environment and involve no significant environmental effects. Specific procedures and information required by a funding agency should be investigated at the time of funding.

#### **State Environmental Quality Review Act (SEQRA)**

SEQRA established a process to systematically consider environmental factors early in the planning stages of project actions that are directly undertaken, funded, or approved by local, regional and state agencies. The initial step is to determine whether or not SEQRA applies to the project. It is anticipated that implementation projects will be subject to review under SEQRA. It is believed that it would be a Type II project. The initial tool to make this determination is the Environmental Assessment Form (EAF). Depending on the ownership/

roles agreed to between land owners such as the Canal Corporation, NYSDOT) and the City, it is assumed that the City of Rochester would be the lead agency. A short Environmental Assessment Form (EAF) has been completed as part of the master plan and can be found in the supplemental appendix materials.

#### **Threatened and Endangered Species**

Both SEQRA and permitting agencies will require assessment of impacts to threatened and endangered species. This assessment involved a review of State-listed species from the Natural Heritage Program of the NYSDEC and federally listed species from the US Fish and Wildlife Service. The list of species and reports of known locations changes over time and should be verified every 6 to 12 months during project development. Currently, the Northern Long Eared Bat (*Myotis septentrionalis*) is a proposed endangered listed animal and will require the review of tree removals that may impact suitable habitat and limit tree removals to low impact seasons. The current removal window for trees in New York is October 1 to March 31.