

**Appendix 7-9**

**Project Submittal Package – Section 106 of the National Historic Preservation Act**

**NEW YORK STATE DEPARTMENT OF TRANSPORTATION PROJECT SUBMITTAL PACKAGE**  
**Section 106 of the National Historic Preservation Act**  
**For Locally-Administered Federal-Aid Projects**

A Project Submittal Package is prepared by the Local Project Sponsor (Sponsor) or their consultants for federal aid transportation projects to provide sufficient information for NYSDOT assessment of Section 106 obligations. The Sponsor sends the package to the Regional Local Project Liaison (RLPL) for RCRC review. The RCRC will make recommendations to identify what is needed for Section 106 compliance for the project.

DATE 1/9/11 PIN 475410 BIN \_\_\_\_\_

**IDENTIFICATION**

Project Name (if any) City of Rochester Bicycle Trails

Project Area Boundaries

Various locations within City of Rochester

(Indicate State or County Route # and/or local street name, and clearly defined endpoints)

County Monroe Town/City Rochester Village/Hamlet: \_\_\_\_\_

Have you consulted the NYSHPO web site at [\\*http://nysparks.state.ny.us](http://nysparks.state.ny.us) to determine the preliminary presence or absence of previously identified cultural resources within or adjacent to the project area? If yes: ☒ Yes ☐ No

• Was the project site wholly or partially included within an identified archaeologically sensitive area? ☒ Yes ☐ No

• Does the project site involve or is it substantially contiguous to a National Register of Historic Places listed property? ☒ Yes ☐ No

[\\*http://nysparks.state.ny.us](http://nysparks.state.ny.us) then select **HISTORIC PRESERVATION** then **Historic Preservation Field Services Bureau** then **On Line Tools**

**ALL PROJECTS SUBMITTED FOR REVIEW SHOULD INCLUDE THE FOLLOWING INFORMATION**

☒ **Project Description** – Attach a full description of the nature and extent of the work to be undertaken as part of this project. This should include, but not limited to, potential activities that might involve drainage, cutting, excavation, grading, filling, on-site detours, new sidewalks, right-of-way acquisition. Relevant portions of the project applications or environmental statements may be submitted. This could be from sections of the Draft Design Report/ Draft Scoping Document.

☒ **Location Maps** - Provide USGS Quad or DOT Planimetric map showing project area location. The map must clearly show street and road names surrounding the project area as well as all portions of the project.

☒ **Photos** - Provide clear, original color photographs of the entire project area keyed to a site plan. These photos should indicate:

- Buildings/structures more than 50 years old that are located along the property or on adjoining property
- Areas of prior ground disturbance (removal of original topsoil; filling and plowing are not considered disturbance)

**LOCAL SPONSOR CONTACT**

Name Jeffery J. Mroczek Title Landscape Architect

Firm/Agency City of Rochester, New York

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Phone 585-428-7124 E-Mail \_\_\_\_\_ Consultant Name & Phone \_\_\_\_\_

## **1.0 Introduction**

The Genesee Riverway Trail (GRT) is planned as a continuous off-road multi-use trail through the City along the banks of the Genesee River, running from Lake Ontario in the north to the Erie Canal and City limits in the south.

The GRT is supported in the City's Local Waterfront Revitalization Plan (project C.5), is represented by various near, mid- and long-term projects in the Genesee Transportation Council's Regional Trails Initiative, August 2002 and is listed in the 1994 New York State Statewide Trail Plan. The trail has been recognized as a Millennium Trail by the White House Millennium Council in 2000 and was named a National Recreational Trail in 2006 by the U.S. Secretary of Interior.

This project is an aggregation of three distinct and separate trail projects. These three trail projects were applied for and awarded funding on their own merits. The Genesee Transportation Council, the NYSDOT and the City of Rochester agreed to aggregate the three projects into one due to their common goals and purpose and for design, construction and administrative cost efficiencies. The three original projects were identified in the TIP and described in their respective Project Application Forms (PAF) and Initial Project Proposals (IPP) as follows:

### **No. N05-03-MN1 (PIN 475410) – Genesee Riverway Trail - Plymouth Avenue Greenway Connector**

“...a new urban, non-motorized, multi-use trail connection between the Genesee River and the Plymouth Avenue Greenway. The trail is located along Troup Street adjacent to I-490 and the Corn Hill neighborhood. The trail includes interpretive signs to two historic structures along the trail--the Campbell-Whittlesey House and the Fox Sister's Spiritualist Movement monument. The proposed trail would provide a pedestrian friendly 12' cement sidewalk with landscaping, benches, lights, and directional and interpretive signage.”

### **No. N07-03-MN1 (PIN 475441) – Genesee Riverway Trail – Corn Hill Landing to Lower Falls Park**

“GRT between the Corn Hill Landing (Plymouth Avenue) and the Lower Falls Park, including a trail head between Mill Street and Smith Street near Vincent Street. The project includes ... six trail street crossings; approximately 30 trail signs and kiosks; vehicle and trail directional signs; interpretive signs; trail surface; ADA ramps; lighting; landscaping; benches; grading; bollards; river overlooks with railings; debris removal/grubbing; trail head features; grass seeding; and other trail features .”

### **No. N07-05-MN1 (PIN 475443) – Genesee Riverway Trail - Neighborhood Connectors**

“The project involves the design and construction of at least four GRT neighborhood connectors as funding allows. Those connections include the South Wedge connector along Mt. Hope at the Time-Warner Building and/or under I-490, a Harding/Brewster Park to Turning Point Park connector in Charlotte, a Greece/Charlotte connector near Holy Sepulchre Cemetery, and a S. Plymouth connector near the Genesee Valley ice rink.”

These various trail connections will: close gaps in the city-wide trail system; link adjacent neighborhoods to a multitude of employment, business, recreational, historic and cultural destinations; enhance the scenic and recreational resources of the riverway; and, provide important non-motorized travel facilities

to neighborhoods containing some of the lowest income and lowest auto-ownership population centers of the region.

## **2.0. Project Objectives**

The overall purpose of the project is to improve air quality by improving the functionality and effectiveness of the GRT as a non-motorized transportation corridor. To fulfill this purpose the following objectives will be achieved:

- (1) Provide the necessary infrastructure to increase local neighborhood connections and public access to the GRT.
- (2) Improve continuity of the GRT by constructing trail connections between non-contiguous sections.
- (3) Increase the effectiveness of the existing GRT as it serves as a transportation corridor to both city neighborhoods and to several state-wide trail systems (Erie Canal Heritage Trail and Genesee Valley Greenway Trail on the south and the Seaway Trail to the north).
- (4) Increase the effectiveness of the GRT as a corridor for safe and universally accessible pedestrian and non-motorized travel.
- (5) Promote greater recreation alternatives and eco-tourism in the City and Region.

## **3.0 Proposed Alternative**

The proposed alternative for each trail section is as described below:

### **Plymouth Avenue Greenway Connector**

The proposed alternative consists of the construction of a permanent multi-use trail. The new trail will be an expanded sidewalk connecting the GRT and promenade along Corn Hill Landing to the GRT along the Plymouth Avenue Greenway.

The trail will run along the northern edge of the Third Ward National Registry District (NR #90NR01475) and a portion is directly adjacent to the Campbell-Whittlesey House (NR #90NR01461) at 123 S. Fitzhugh Street.

The connector trail will be within the Rights-of-Way of S. Plymouth Avenue, Troup Street, Fitzhugh Street, and Exchange Boulevard, and through the City easement within the Corn Hill Landing development. A 90 l.f. section through a private parcel will require an easement for the connector trail to reach the river promenade.

The trail will consist of a crushed stone sub-base and a concrete or asphalt top course. The trail will be a minimum of 12' wide and approximately 1,200' in length. Within the ROW the preferred trail surface will be exposed aggregate concrete to match that used on the Plymouth Avenue Greenway. Within the 90' easement section the preferred surface will be asphalt. Fixed objects within 3 feet from the edge of the connector will be cleared for safety, where possible.

Troup Street, between S. Plymouth Avenue and Fitzhugh Street, is approximately 590' in length. Its pavement width varies from 24' wide at its western extent at S. Plymouth Avenue to an 18' width as it travels east to Fitzhugh Street. The project proposes to maintain current widths from S. Plymouth

Avenue to approximately 300' east, to maintain a travel lane and curbside parking. From this point eastward the roadway will be narrowed to a 14' width to accommodate the expanded sidewalk section and to reconfigure the intersection with Fitzhugh Street.

Fitzhugh Street between Exchange Boulevard and Troup Street will be narrowed to a width in keeping with its present and projected traffic demands and more in scale with the adjacent neighborhood character. The roadway will be narrowed from a 47.5' width (2 undefined 22' wide travel lanes and 4' wide raised median) to 24' (2 - 12' travel lanes). An 8' depth recessed parking lane will be included on the south side. The reclaimed roadway width will be used for the introduction of tree lawn and an expanded pedestrian zone to accommodate the trail connection.

To reach the river promenade the trail will need to breach the river flood wall. The wall was reconstructed as part of the Corn Hill Landing improvements and included flood control gates at its northern and southern extents to accommodate public access to the GRT and promenade. The project proposes to introduce an additional flood control gate at this point, similar in design and materials as those previously installed.

Approximately 200' length of the Troup Street sidewalk is paved with blue stone slabs. While this is an elegant material and consistent with the historic character of the neighborhood, it has been poorly maintained and does not offer the public a consistent and safe surface. This material will be salvaged and reused along the project corridor as appropriate, any excess will be stored by the City for future use.

Runoff from the corridor will be accommodated by the existing drainage systems within the ROW. While no new drainage facilities will be introduced, adjustments to the existing systems may need to be made to accommodate the adjusted curb lines.

Street lighting, currently galvanized davit poles, will be removed and replaced with ornamental poles to match that used on the Plymouth Avenue Greenway, and will include pedestrian level lighting.

Mature trees along the corridor will be protected from harm during construction activities. Topsoil, where present, will be removed, stockpiled and reused on site to re-establish turf in all disturbed areas post-construction. Shade and ornamental trees will be added to the corridor as appropriate.

Additional amenities will include trail signage, including interpretive signage, enhanced pedestrian crossings, and benches.

#### **Corn Hill Landing to Lower Falls Park**

Since the original PAF was submitted for this project in 199\_, certain factors have forced an adjustment to the project scope. The City of Rochester has continued to invest in its infrastructure. Some of this ongoing investment has directly affected the originally intended scope of this project. The specific investments and their impact on this project are as follows:

- **Bausch Street Bridge** - This rehabilitation project, in addition to correcting significant structural and maintenance deficiencies, provided for a grade separated multi-use crossing on the south side of the bridge. The crossing incorporated enhanced pavement and street crossings, trail and interpretive signage, lighting, and a mid-span river gorge overlook. Project completed 2009.



## City of Rochester Bicycle Trails - P.I.N. 475410

- Middle Falls Trail Crossing - This combined City of Rochester / Rochester Gas and Electric project constructed a multi-use trail connection from the east side of the river at St. Paul Street to the Lower Falls Park on the west side of the river. RG&E built public access improvements across its Middle Falls dam facility and the City built trail connections to the northwest connecting to Lower Falls Park and to the southeast along Brewer Street to connect to St. Paul Street. Project completed 2008.
- St. Paul Street - St. Paul Street was milled and resurfaced between Bausch Street and Clifford Avenue. The roadway was restriped to include one vehicular travel lane and a dedicated bike lane in either direction. Project completed 2011.
- Genesee Riverway Trail Signage and Street Crossings - This New York State Environmental Protection Fund funded project developed an approximate 2.5 mile trail connection through Center City Rochester. The trail connection utilized existing roads and sidewalks to connect the existing trails at Court Street in the south and Middle/Lower Falls in the north. A combination of trail signage, on-pavement markings, and enhanced street crossings were implemented to guide trail users through the corridor. Project completed 2011.
- El Camino \ Butterhole Trail – The project included design and construction of improvements to adapt 2.0 miles of former railroad land, extending from St. Paul Street at Scrantom Street to Seneca Park, as a multi-use pedestrian and bicycle trail. The improvements include a ten foot wide trail, marked roadway crossings, conversion of the railroad bridge over Route 104, a system of trail signs and naturalized plantings. Project construction is ongoing and scheduled for completion in 2012.

With the completion of the above projects, a portion of the originally intended improvements have been implemented. Specifically, the six trail street crossings, approximately 30 trail signs and kiosks, vehicle and trail directional signs, and Bausch Street bridge crossing and St. Paul Street on-road facilities have been implemented. Due to these changes the current project efforts will focus on the St. Paul Street Trail Junction and the Vincent Street trailhead.

### St. Paul Street Trail Junction

The proposed alternative consists of the construction of a trail junction and overlook on a City owned Parcel at 885 St. Paul Street. The City acquired the parcel by foreclosure in 1978. The State appropriated the majority of the parcel for street purposes in 1995 when St. Paul Street was reconstructed, leaving just the small southerly portion that we see today. Recognizing its potential for incorporation into the trail system, the City placed a hold on the parcel in 2002, preventing its sale. This hold was placed so that the parcel could be incorporated into the City's "Riverfront development and Urban Cultural Park."

The State improvements to St. Paul Street included construction of an approximately 560 l.f. of stained and patterned concrete barrier wall along the river gorge. At the southern extreme of the wall a north-facing overlook was incorporated. At the northern extent of the wall a bus stop and an elevated south-facing overlook were incorporated. Both overlook areas are paved with precast concrete pavers. An extra-width concrete sidewalk was incorporated along the entire gorge edge of the improvements for trail purposes.

The proposed improvements will be constructed at the junction of the GRT, running north and south along St. Paul Street, and the newly constructed ElCamino Trail that extends to the east on Scrantom Street. The improvements will incorporate an approximately 180 l.f., 10' wide paved trail looping off of and back to the St. Paul Street ROW. Running parallel with the gorge edge and along the loop trail will be a 60 l.f. overlook offering sweeping vistas of the river gorge to the north and south. The entire gorge edge will be secured with approximately 180 l.f. of barrier railing consistent with that used along other sections of the GRT. A kiosk, consistent with the GRT Signage Standards Manual, will be prominently placed within the space to provide trail users information and orientation to the GRT and ElCamino Trail.

To accommodate access to the parcel at 885 St. Paul Street, a 22' section of the existing wall along the southern State overlook will be removed. The existing precast paver overlook pavement has settled significantly along the back edge of the ROW. All overlook pavement will be removed and repaved to provide a seamless transition between the old and new spaces.

The project site is largely mown lawn. There are 5 mature pines located along the northern edge of the site and significant volunteer vegetation located along and down the river gorge embankment. One of the mature pines will be removed to accommodate the trail. Vegetation along the gorge embankment will only be impacted as needed to provide views to the river gorge. Topsoil will be removed, stockpiled and reused on site to re-establish turf in all disturbed areas post-construction.

Runoff will be retained on site and permitted to infiltrate into the ground, no new drainage facilities will be introduced.

Amenities including landscaping, bike racks, and natural stone benches will be included in this alternative.

#### Vincent Street Open Space

The proposed alternative consists of the construction of a permanent multi-use trail from its southern terminus at the intersection of Brown Street / Mill Street, continuing north along the corridor, and terminating at Smith Street. The constructed trail would consist of a minimum 10' wide paved path that would utilize the former CSX railroad corridor for the entire length of the project. The trail would be located along the river gorge to provide viewing opportunities in conjunction with selective vegetative clearing. At the Smith Street intersection, the trail would connect to the GRT, which is located on the south sidewalk of the Smith Street Bridge.

The southern terminus of the trail connection, at Brown Street and Mill Street, abuts the northern edge of the Teoronto Block National Register Historic District (NR #09NR06060).

The trail will consist of a crushed stone sub-base and asphalt top course. The trail will be 10 feet wide with 2-foot wide graded grass shoulders on each side. Fixed objects within 3 feet from the edge of the path will be cleared for safety, where possible.

Two structures, formerly owned by RG&E, are located within the project boundaries. The one story storage facility building will be demolished or secured in place for future demolition, depending upon budget. Select vertical elements of the Coal Hopper Building will be preserved

and secured to allow for pedestrian access through the structure and to provide an opportunity for a river gorge overlook. An additional overlook will be provided approximately midway between the coal hopper building and the Smith Street R.O.W.

As part of the El Camino Trail project a temporary 10' wide stone dust trail was installed through the site. The proposed trail will follow this alignment with the exception that the permanent trail will pass through the Coal Hopper Building, not loop around it.

Runoff will be retained on site and permitted to infiltrate into the ground, no new drainage facilities will be introduced.

Existing site vegetation consists of mostly grass and weeds, with volunteer trees and shrubs along the gorge edge. The trail is essentially an open corridor, but some clearing, grubbing, and trash removal will be necessary prior to implementing the improvements. Proposed vegetation for the trail corridor will emphasize viewshed management, visibility for safety, ease of maintenance, erosion control, and native species utilization. Topsoil will be removed, stockpiled and reused on site to re-establish turf in all disturbed areas post-construction.

Amenities including landscaping, bike racks, natural stone benches, and fence/barrier rail will be included in this alternative.

### **Neighborhood Connectors**

#### **Harding\Brewster Neighborhood Connector**

The proposed alternative consists of the construction of an approximately 860 l.f. off-road, permanent multi-use trail. The new trail will connect the developed portion of the Harding\Brewster Park and surrounding neighborhood to the GRT in Turning Point Park through an undeveloped woodlot within the park. All improvements will take place within City owned parkland with the exception of a short spur connection within the Brewster Road ROW.

The trail will consist of a crushed stone sub-base and asphalt top course. The trail will be 10 feet wide with 2-foot wide graded grass shoulders on each side. Fixed objects within 3 feet from the edge of the path will be cleared for safety, where possible.

The trail alignment will be cleared of vegetation and topsoil to prepare for the trail construction. Through the developed portion of the park the only clearing will be of lawn areas. Removal of select vegetation, including mature trees, will be required through the forested areas in order to achieve the required grades. The ultimate layout will strive to minimize impacts to the mature vegetation.

While the developed portion of the park is extremely flat the wooded area contains steep slopes that the trail will need to traverse. The western edge of the wooded area presents the greatest grade changes. At its maximum height the grade change is about 14' from top to bottom with maximum slopes of 30%. Running through the center of the wooded area, in an approximate north/south direction, are storm and sanitary sewer lines. Because this woodland is relatively low-lying compared to the adjacent residential areas, the storm and sanitary sewers were installed within a large mound that divides the eastern from the western halves of the woodlot.

At the peak of the impacted area the mound is 10' in height with maximum slopes of approximately 50%. Careful attention to erosion control and stabilization of final slopes will be a critical component as these steep slopes are impacted. Close coordination with Monroe County Pure Waters will be necessary to protect their facilities.

As the trail approaches the existing GRT in Turning Point Park a new culvert will be installed to maintain the flow of water through a swale paralleling the GRT. Other than this culvert the existing natural drainage patterns along the off-road segments will generally be retained, no new drainage facilities will be introduced.

Amenities including landscaping and trail signage will be included in this alternative.

#### South Wedge Neighborhood Connector

The South Wedge Neighborhood Connector is actually two separate connector trails, both of which begin at the Old Stone Warehouse at 1 Mt. Hope Avenue. The first South Wedge Connector (SWC1) will begin on the north side of the Old Stone Warehouse at South Avenue and will extend north, under the I-49-0 overpass and into downtown. The second South Wedge Connector (SWC2) will begin on the south side of the Old Stone Warehouse at South Avenue and will extend west to the GRT within Genesee Gateway Park.

The Old Stone Warehouse, at 1 Mt. Hope Avenue, is a National Register listed building (NR #90NR01519).

Both proposed connector alternatives consist of the construction of permanent multi-use trails. The trails will consist of a crushed stone sub-base and asphalt top course. The trails will generally be 10 feet wide with 2-foot wide graded grass shoulders on each side, except as otherwise noted below. Fixed objects within 3 feet from the edge of the path will be cleared for safety, where possible.

In 2005 FRA Engineering completed the South Wedge Neighborhood Trail Connectivity Study for the City. The project studied various alternatives and made recommendations to provide safe and direct linkages from the South Wedge (South Avenue & Mt. Hope Avenue intersection) north to downtown and west to the GRT. The alternatives presented herein are the direct results of the study recommendations.

SWC1 begins at the Old Stone Warehouse and extends approximately 1,100 l.f. to the north where it will meet an existing section of the GRT from the South Avenue / Woodbury Street intersection. The trail will fail to meet the 10' paved width/2' shoulder standard for an approximate 85 l.f. section where the trail traverses slopes exceeding 60%. This 85' section will maintain the 10' pavement width and a 2' shoulder on the downhill side but a required wall will eliminate the 2' buffer on the uphill side. This trail will require easements from two separate parcels.

SWC2 begins at the Old Stone Warehouse and extends approximately 750 l.f. to the west where it will meet the existing GRT within Genesee Gateway Park. The trail will follow the route of an existing 20' wide easement through the parcel which the City secured in January 1997.

Runoff from both corridors will be retained on site and permitted to infiltrate into the ground, no new drainage facilities will be introduced.

Existing site vegetation consists of mostly grass and weeds, with volunteer trees and shrubs. Minimal clearing, grubbing, and trash removal will be necessary prior to implementing the improvements. Topsoil, where present, will be removed, stockpiled and reused on site to re-establish turf in all disturbed areas post-construction.

Both corridors are intended for connectivity purposes and not as places to linger. Amenities will be limited to trail signage, selective vegetation, and fence/barrier rail installation.

#### Genesee Valley Park Connector

The proposed alternative consists of the construction of a permanent multi-use trail. The new trail will be off-road, parallel to the Elmwood Avenue R.O.W. and connect the parking lot and the Genesee Valley Park Sports Complex to the GRT. The connector trail will be approximately 325' long and will be a 10-foot-wide paved surface. In addition, an approximately 80' long section of the existing GRT will be removed and repaved.

Genesee Valley Park is eligible for inclusion in the National Register of Historic Places, but not yet listed.

The trail will consist of a crushed stone sub-base and asphalt top course. The trail will be 10 feet wide with 2-foot wide graded grass shoulders on each side. Fixed objects within 3 feet from the edge of the path will be cleared for safety, where possible.

The trail is wholly located within the City owned Genesee Valley Park and runs along the base of the Elmwood Avenue R.O.W. embankment as it rises up to the Elmwood Avenue Bridge crossing the Genesee River to the University of Rochester on the east bank. The large parking lot adjacent to the Sports Complex serves the entire western park including the ball fields and open-space to the north of Elmwood Avenue. With limited parking available north of Elmwood Avenue the majority of park users must park south of Elmwood and cross the busy Elmwood / Plymouth intersection. This connection will provide a direct connection to the GRT as it passes under the Elmwood Avenue Bridge and connects to the northern section of the park.

The entire corridor is mown lawn and no mature vegetation will be affected. Topsoil will be removed, stockpiled and reused on site to re-establish turf in all disturbed areas post-construction.

Runoff will be retained on site and permitted to infiltrate into the ground, no new drainage facilities will be introduced.

Amenities including benches, trail signage, bike racks and landscaping will be included in this alternative.

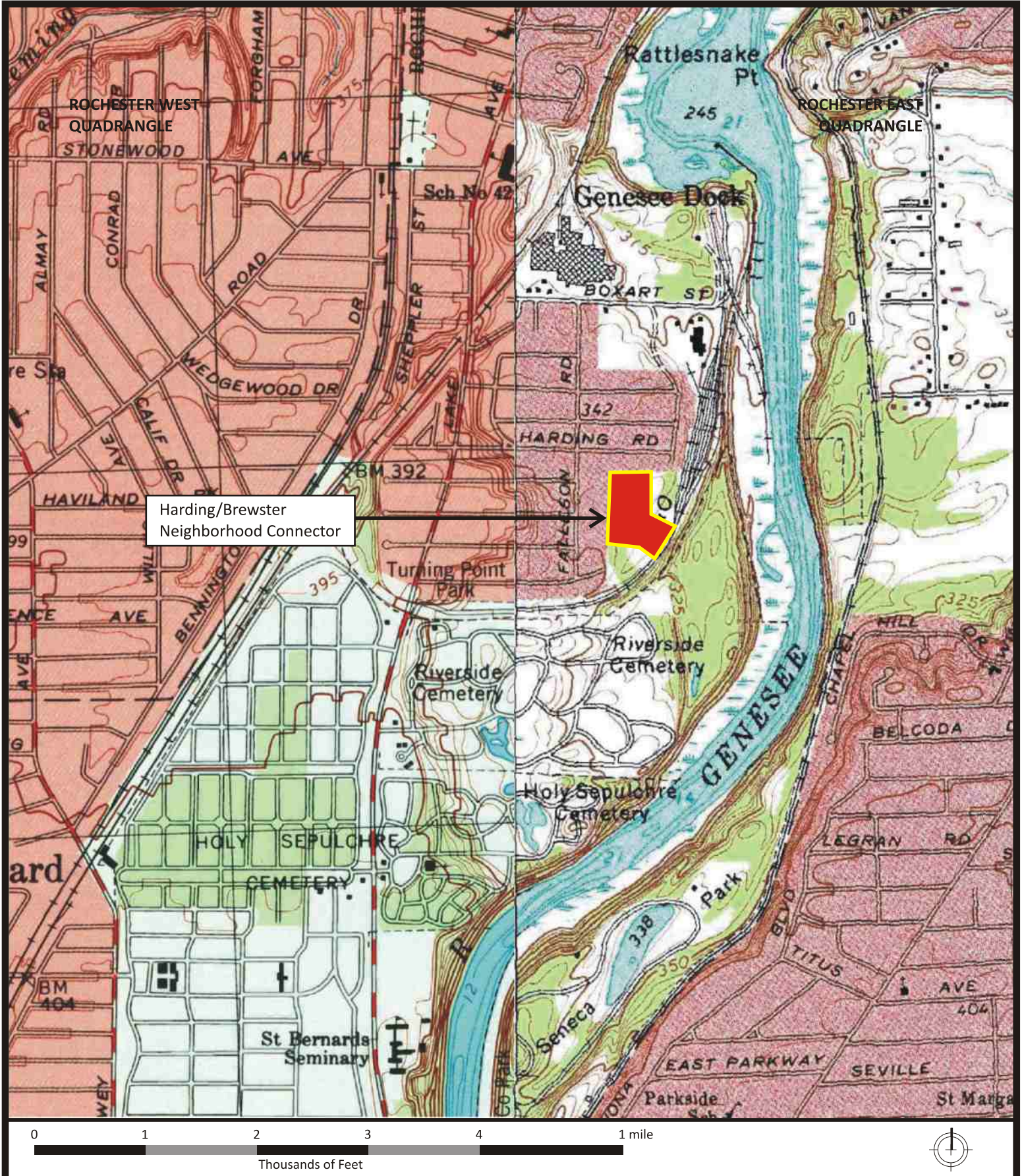




CITY OF ROCHESTER  
COUNTY OF MONROE

Scale: As Noted





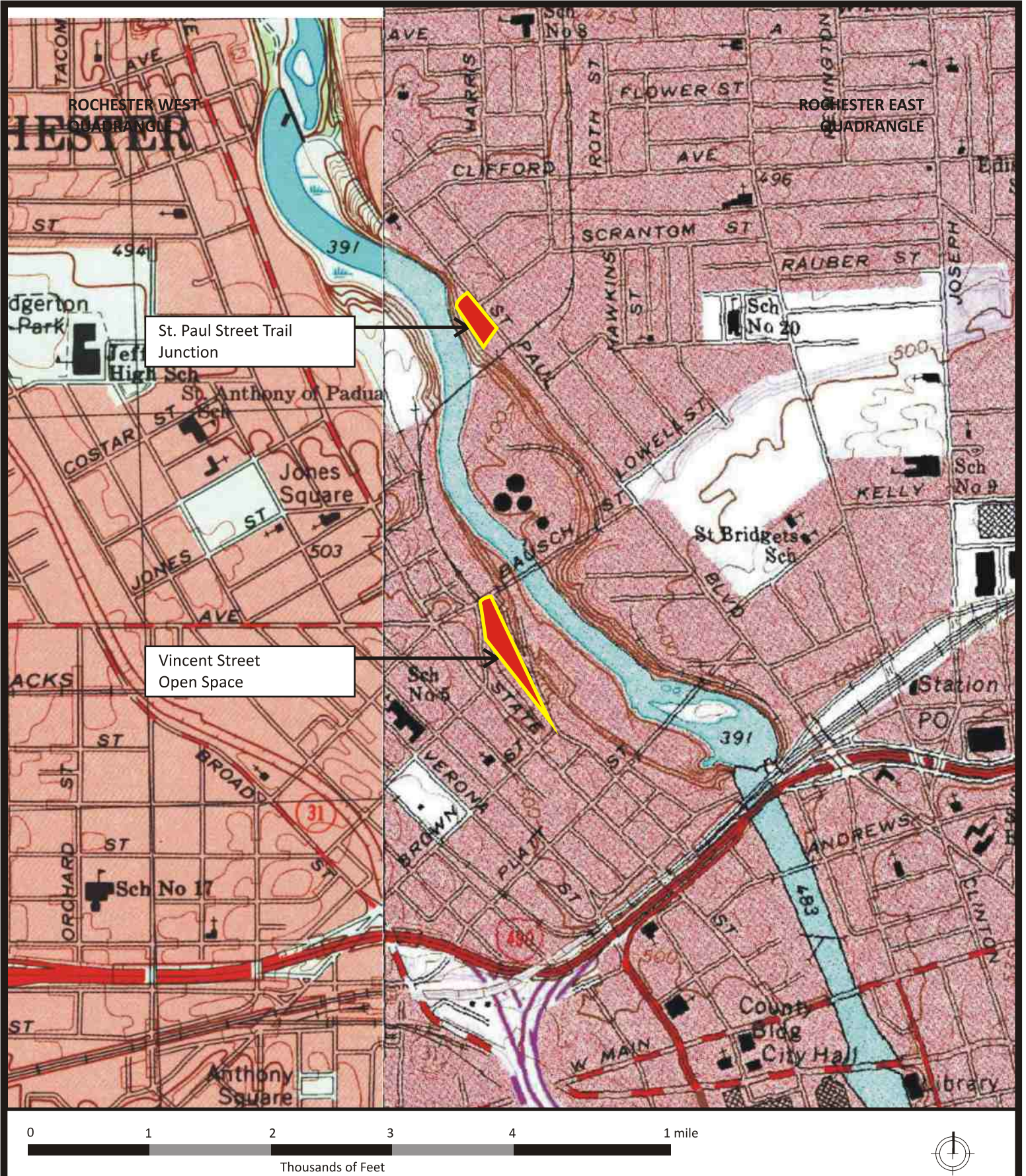
## City of Rochester Bicycle Trails

CITY OF ROCHESTER  
COUNTY OF MONROE

## HARDING / BREWSTER NEIGHBORHOOD CONNECTOR

Scale: As Noted





## City of Rochester Bicycle Trails

CITY OF ROCHESTER  
COUNTY OF MONROE

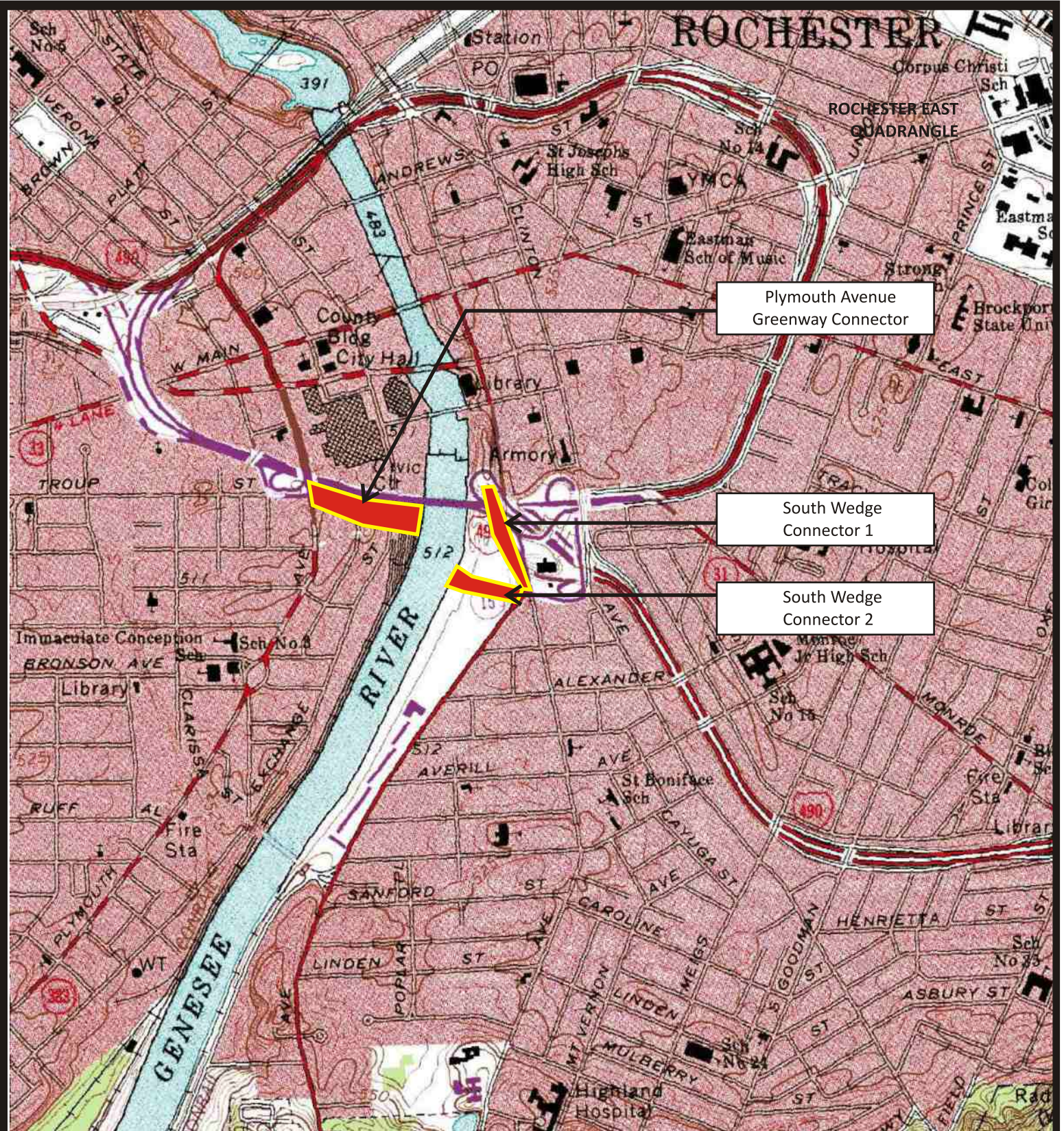
## ST PAUL STREET TRAIL JUNCTION

## VINCENT STREET OPEN SPACE

## LOCATION MAP

Scale: As Noted





0 1 2 3 4 1 mile



Thousands of Feet



## City of Rochester Bicycle Trails

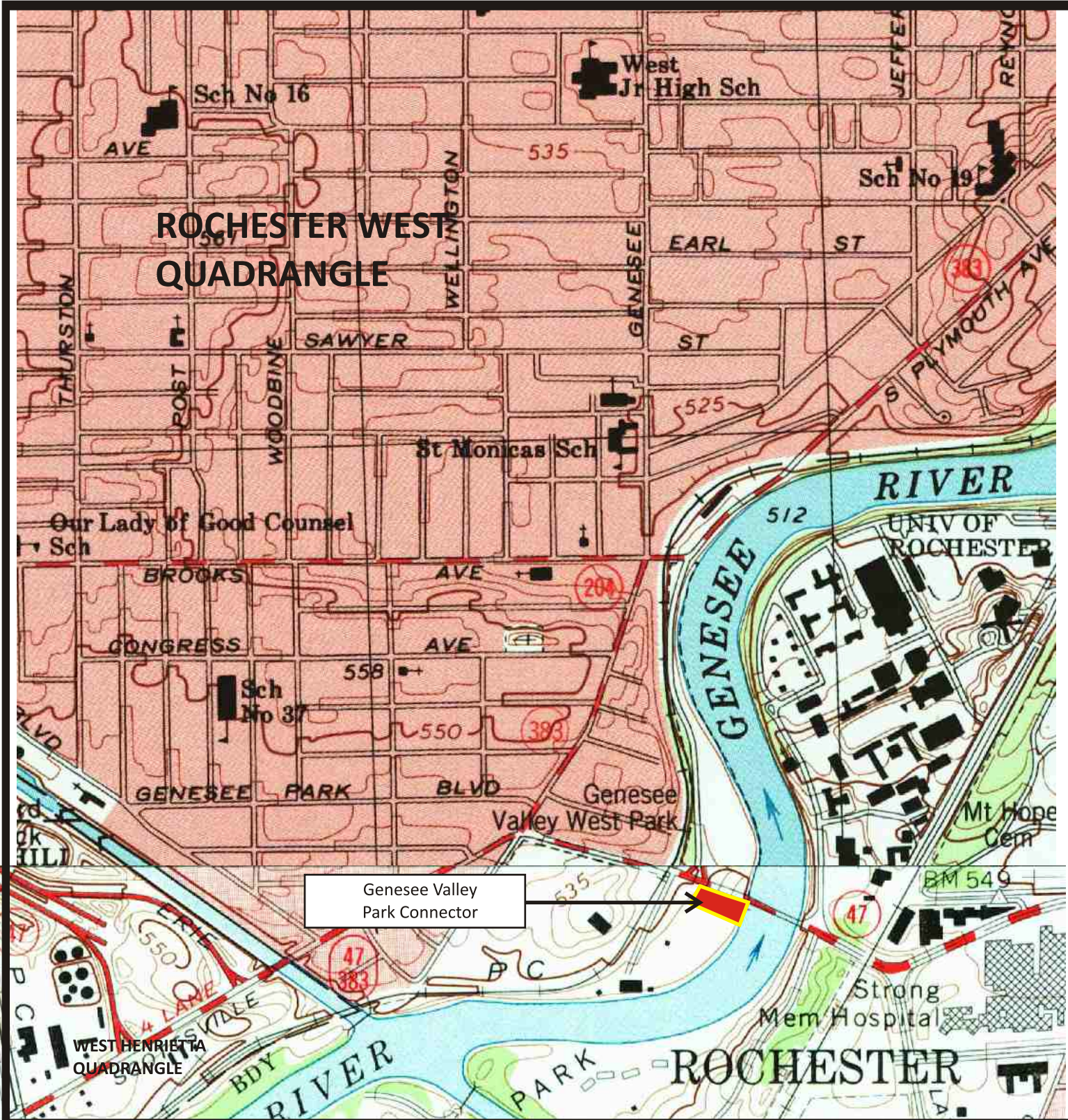
CITY OF ROCHESTER  
COUNTY OF MONROE

## PLYMOUTH AVE. GREENWAY CONNECTOR SOUTH WEDGE CONNECTORS 1 & 2

### LOCATION MAP

Scale: As Noted





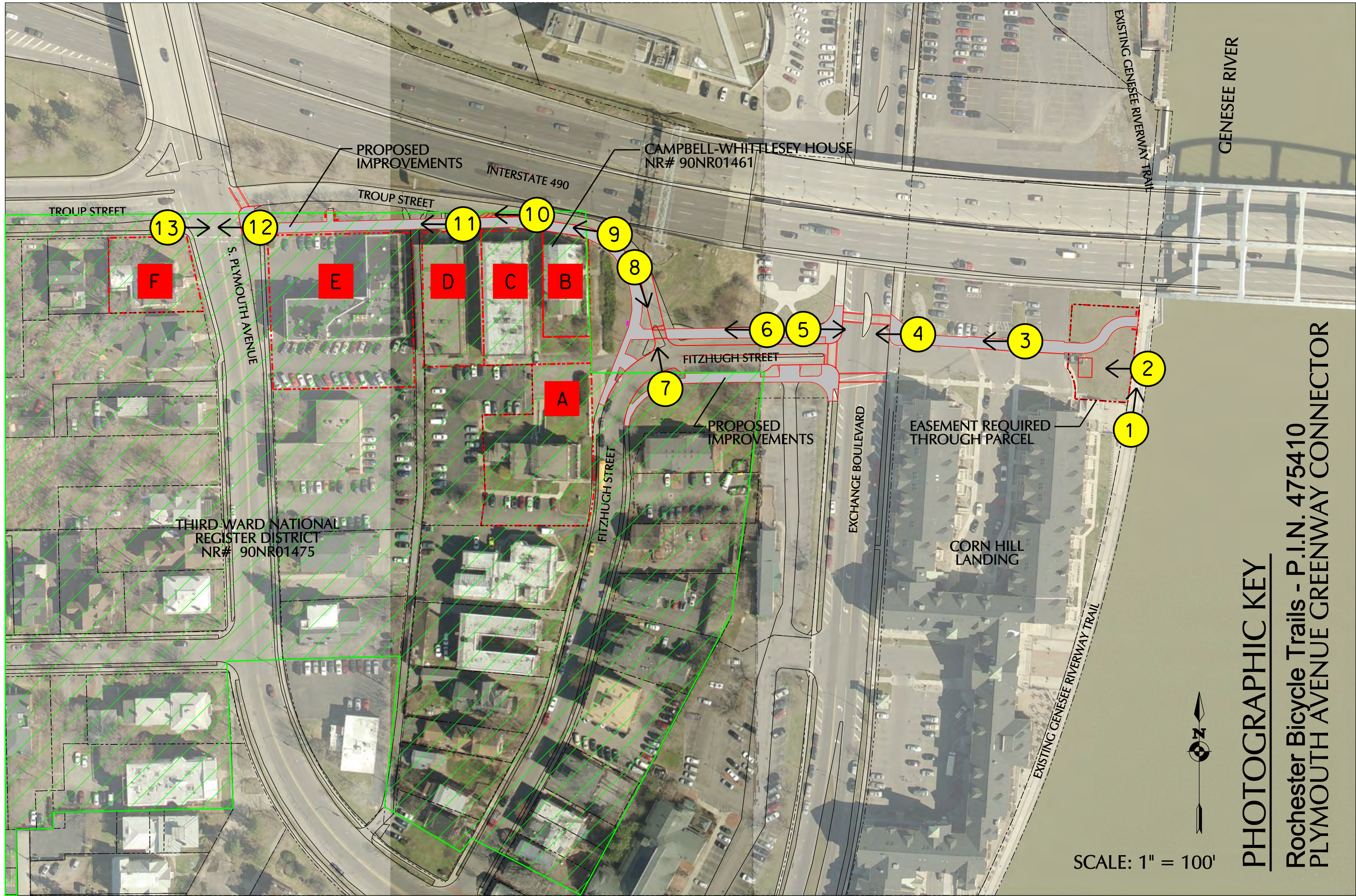
### City of Rochester Bicycle Trails

CITY OF ROCHESTER  
COUNTY OF MONROE

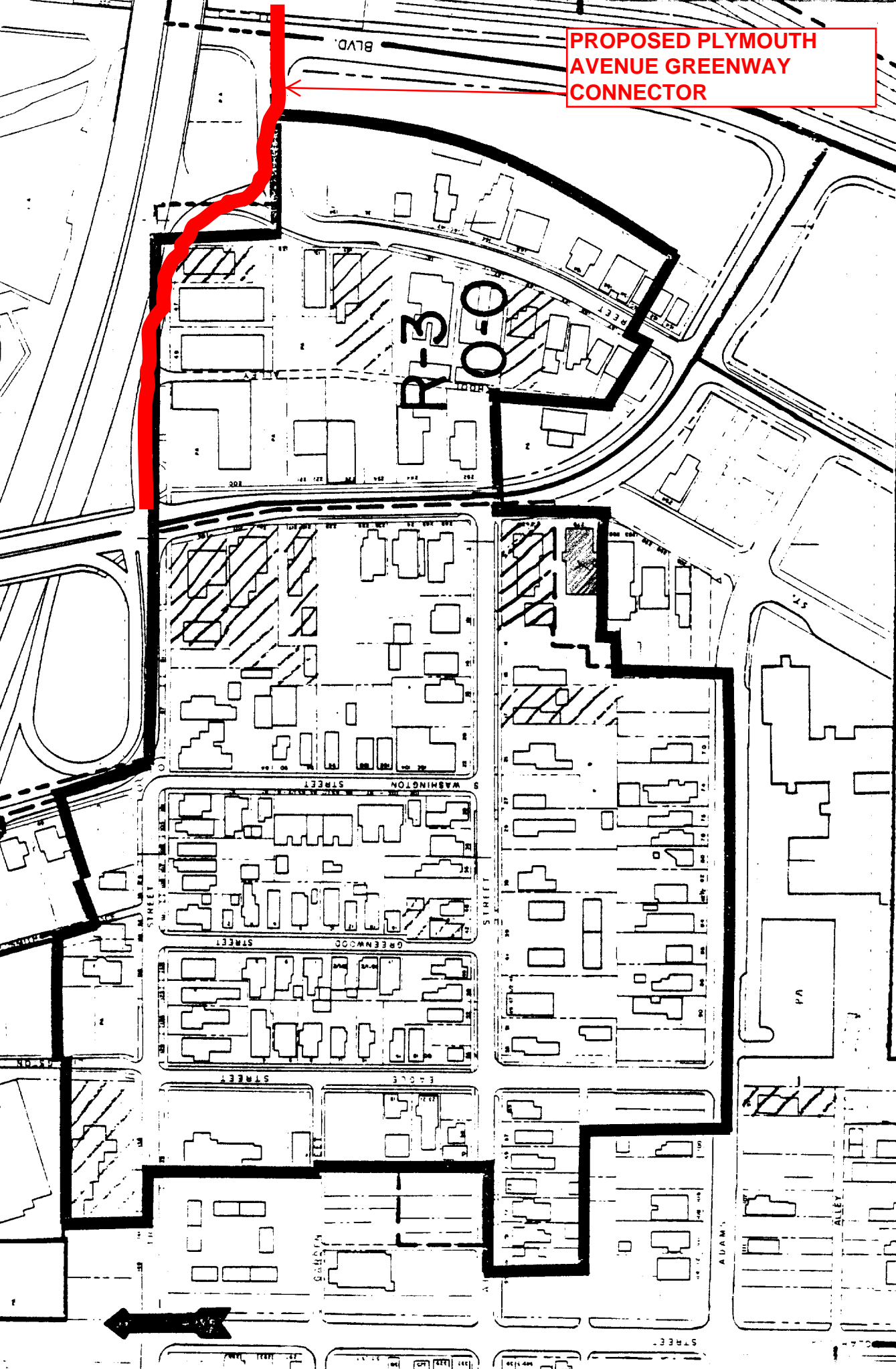
### GENESEE VALLEY PARK CONNECTOR LOCATION MAP

Scale: As Noted



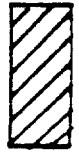






PROPOSED PLYMOUTH  
AVENUE GREENWAY  
CONNECTOR

Third Ward Federal Designation  
Third Ward  
National Register District  
Landmark Property



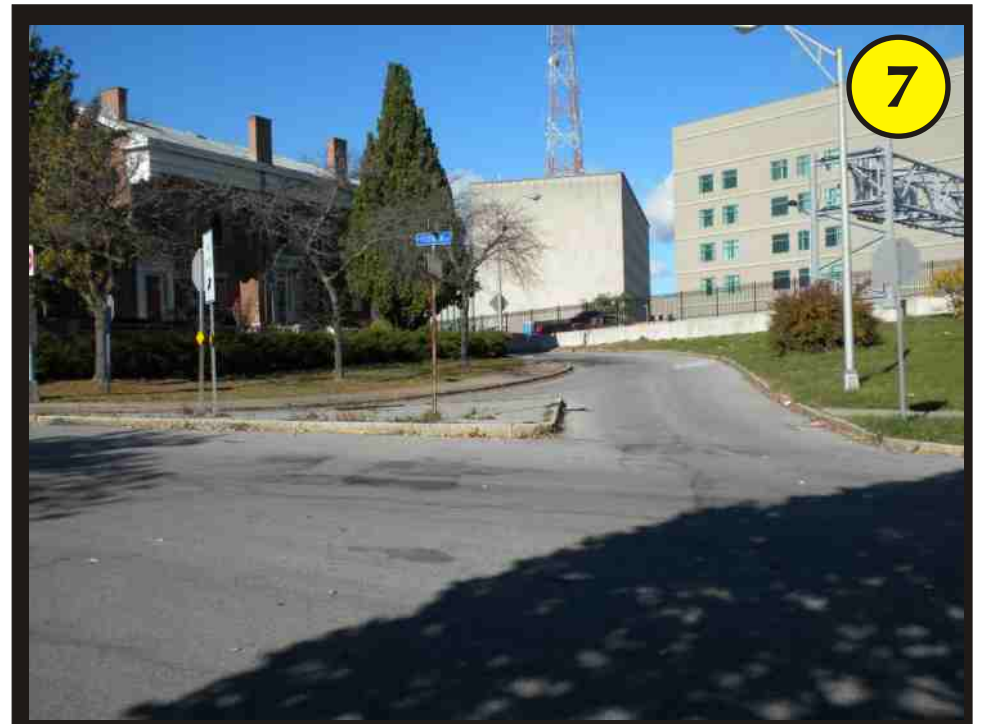
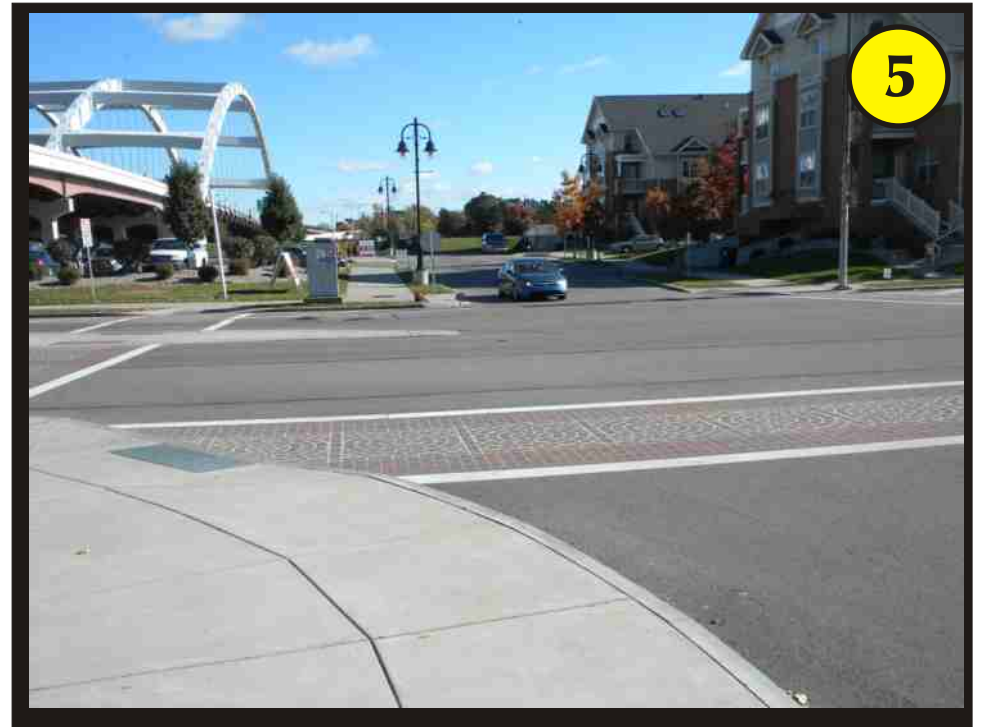
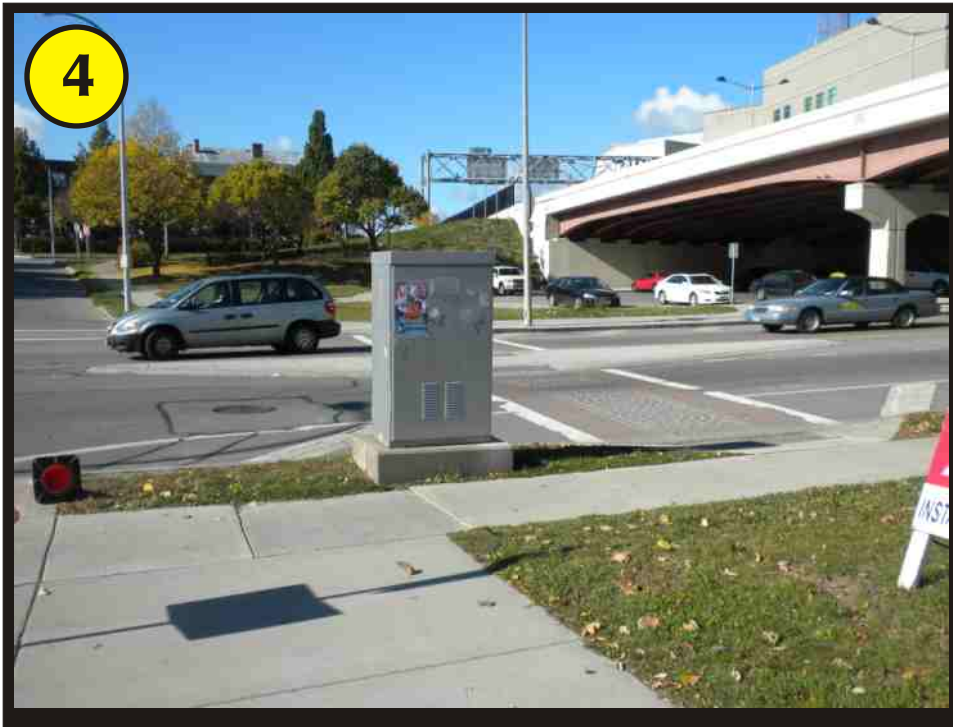
City of Rochester  
Department of Community Development  
Historic District Boundary Map



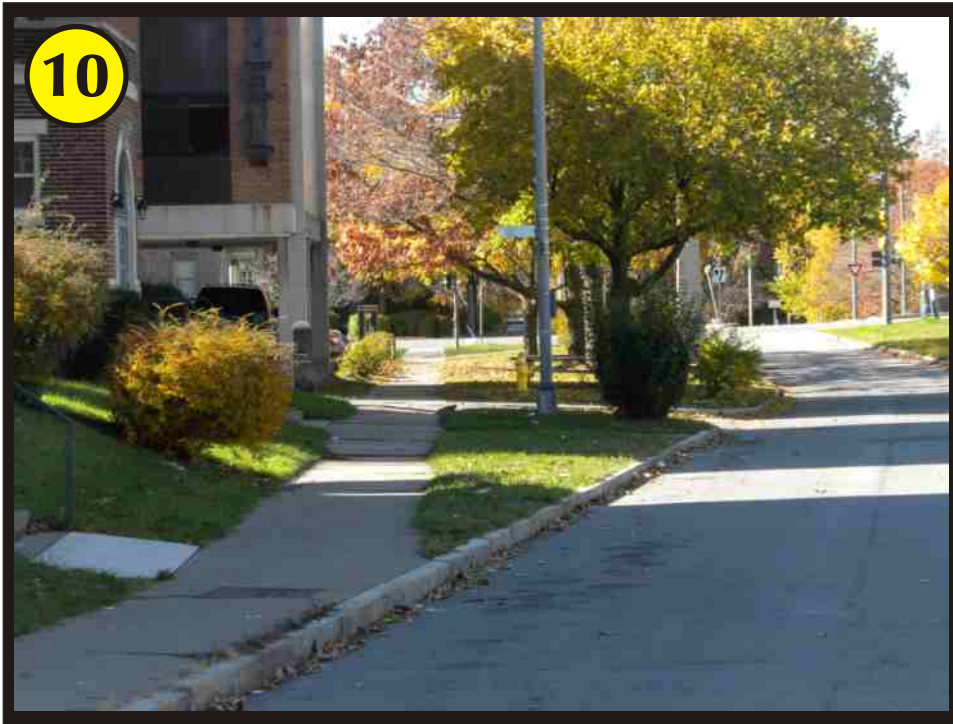
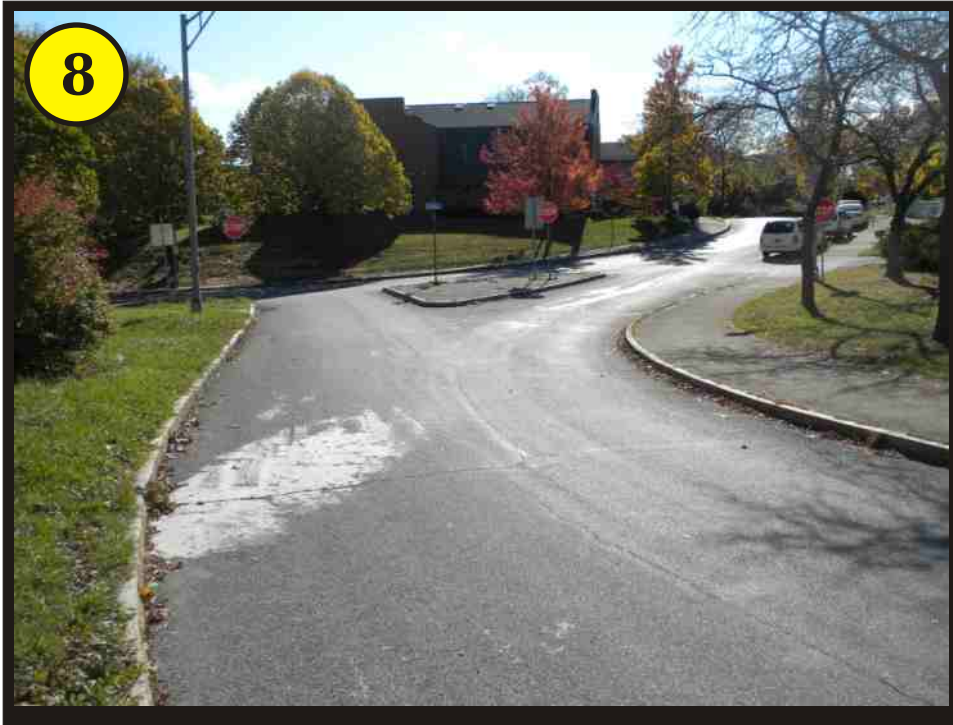


**GREENWAY CONNECTOR - Rochester Bicycle Trails - P.I.N. 475410**





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**GREENWAY CONNECTOR - Rochester Bicycle Trails - P.I.N. 475410**





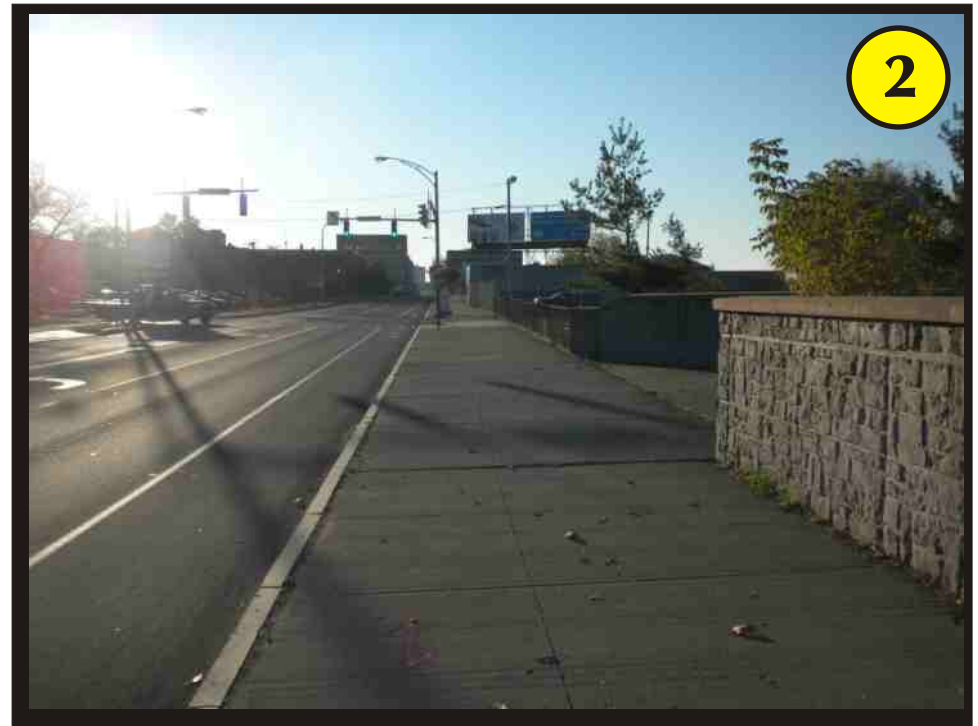
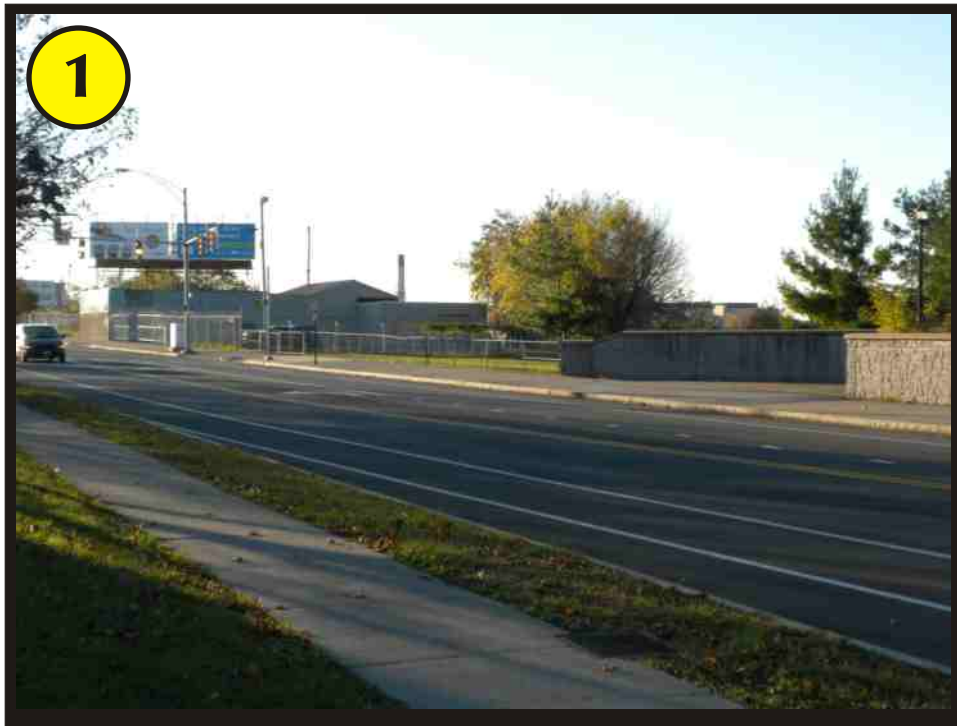
**GREENWAY CONNECTOR - Rochester Bicycle Trails - P.I.N. 475410**





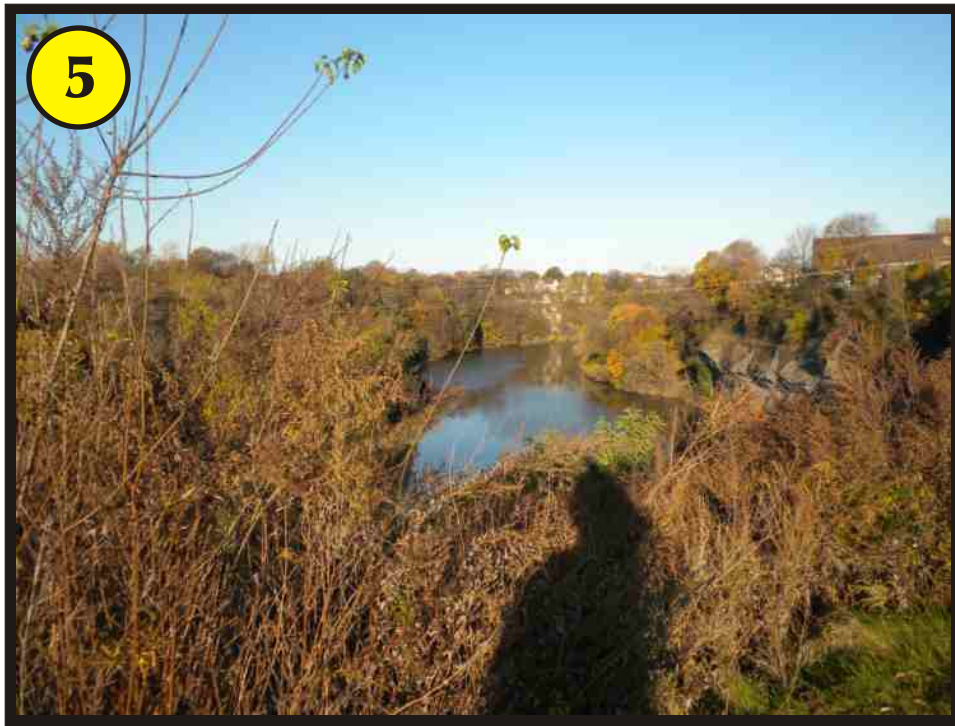






**ST. PAUL STREET TRAIL JUNCTION - Rochester Bicycle Trails - P.I.N. 475410**





**ST. PAUL STREET TRAIL JUNCTION - Rochester Bicycle Trails - P.I.N. 475410**





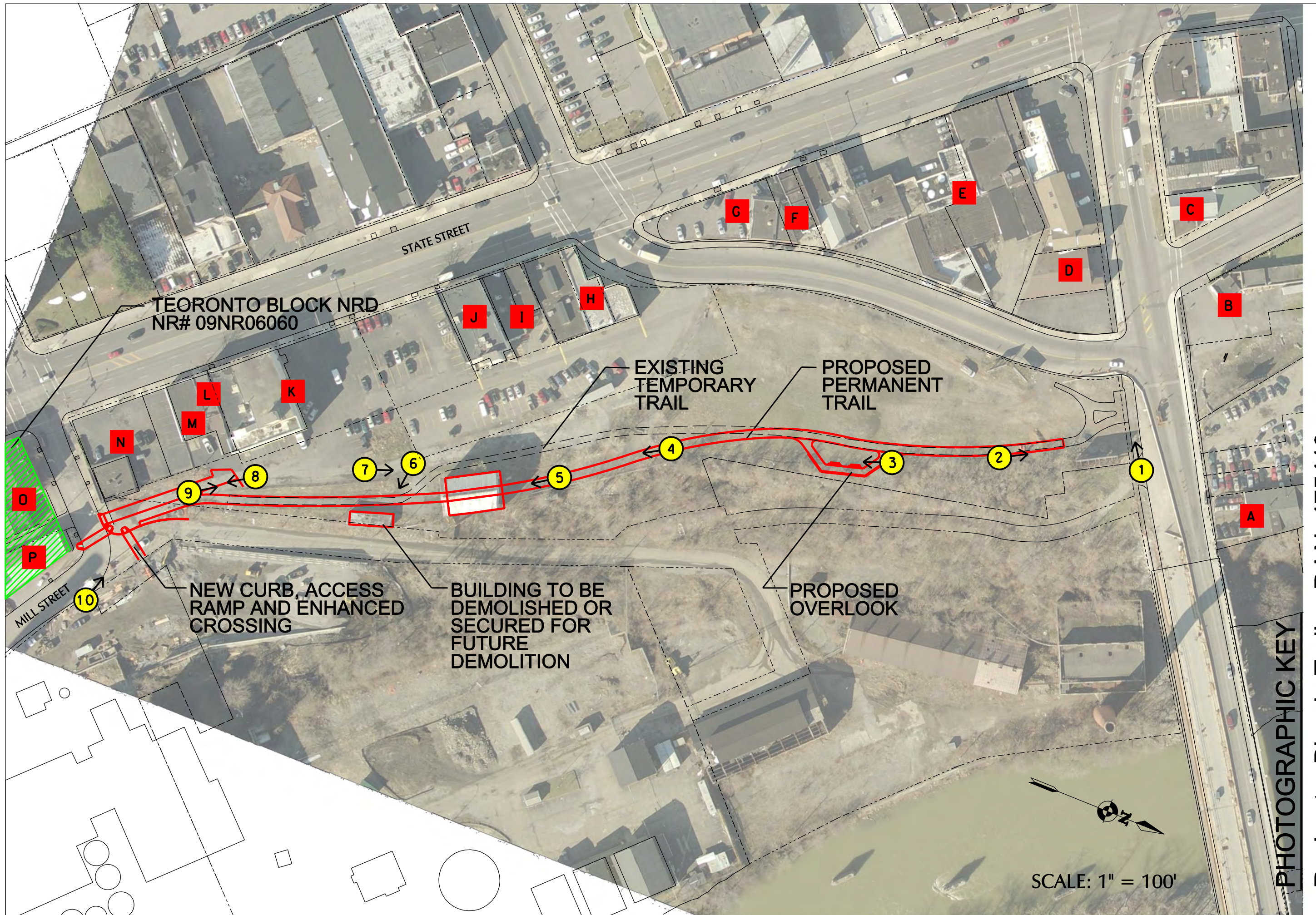
**850 St. Paul Street**



**855 St. Paul Street**

**ST. PAUL STREET TRAIL JUNCTION - Rochester Bicycle Trails - P.I.N. 475410**





Rochester Bicycle Trails - P.I.N. 475410  
VINCENT STREET CONNECTOR



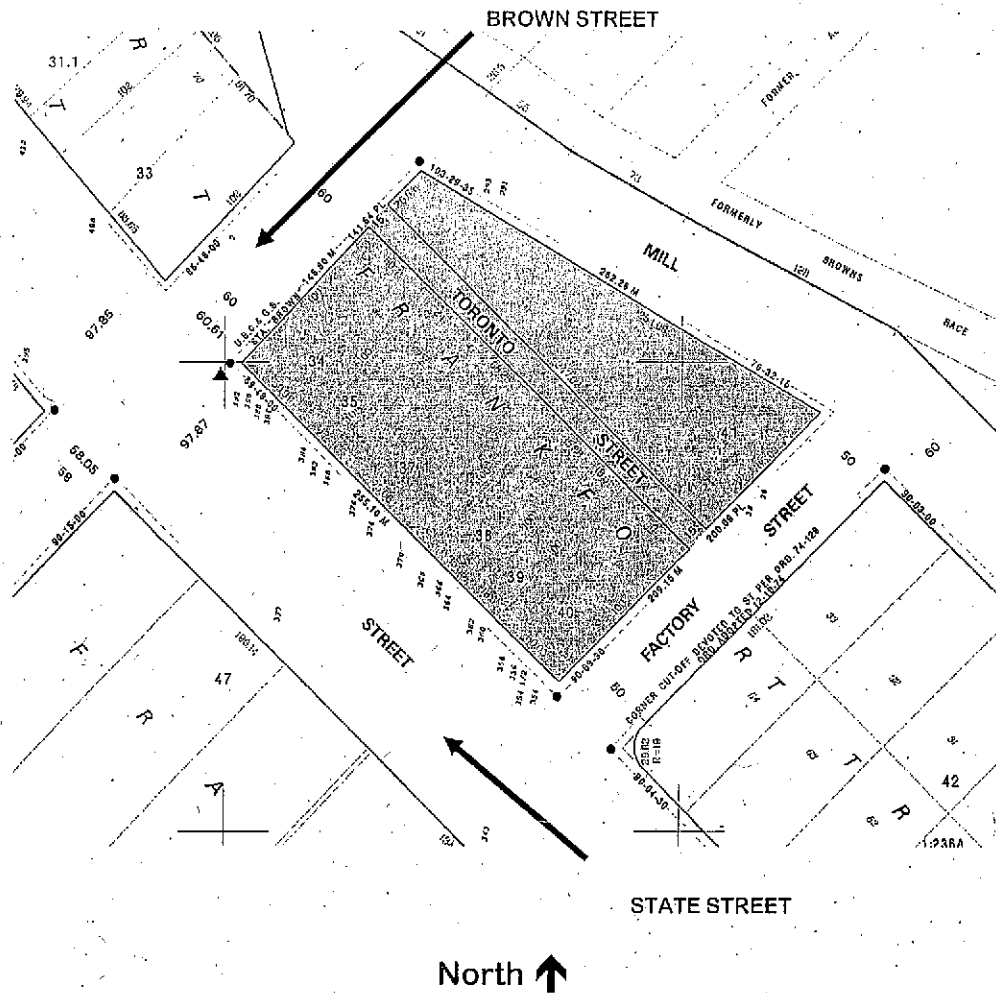
Teoronto Block Historic District  
Monroe County, New York

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number 10 Page 1

Boundary Description:

The nominated property is a pentagonal lot of approximately 1.5 acres, as depicted by the shaded portion of the attached section of the Rochester, NY tax map.

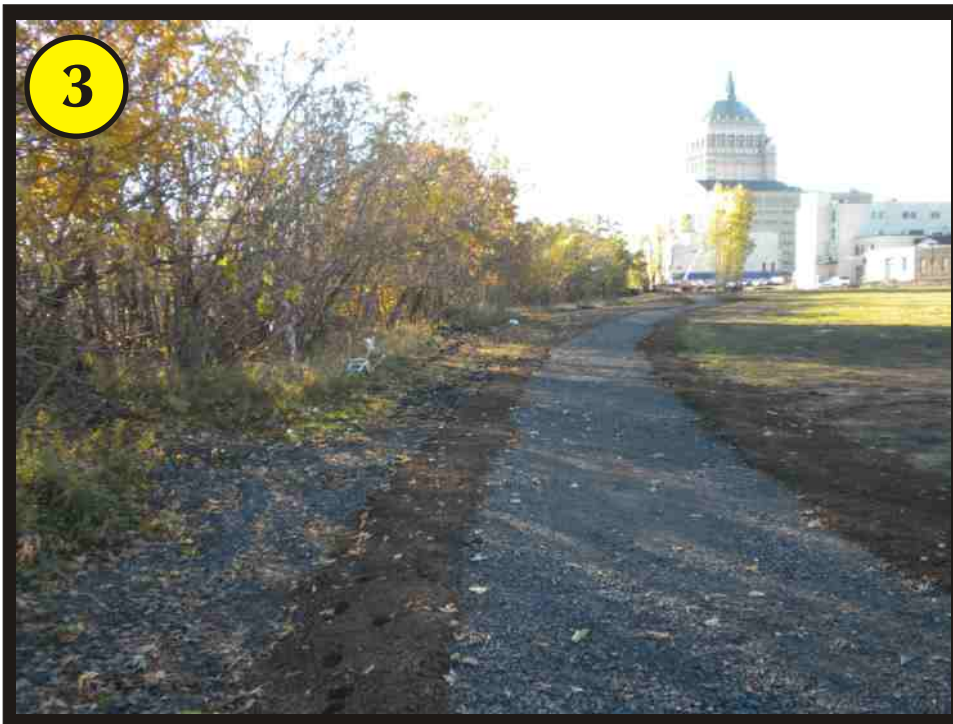


Boundary Justification:

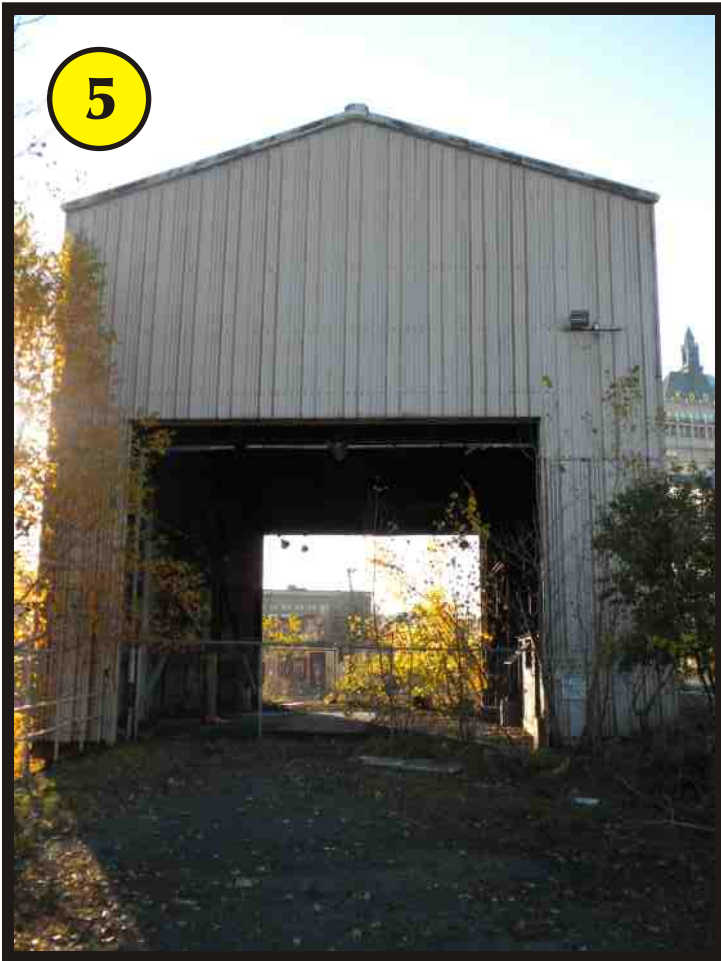
The nomination boundary represents the parcels historically and currently associated with the constituent properties of the historic district.

**TEORONTO BLOCK NATIONAL REGISTER DISTRICT  
NR #09NR06060**





**VINCENT STREET CONNECTOR - Rochester Bicycle Trails - P.I.N. 475410**



**VINCENT STREET CONNECTOR - Rochester Bicycle Trails - P.I.N. 475410**





184 Smith Street

VINCENT STREET CONNECTOR - Rochester Bicycle Trails - P.I.N. 475410

**B**



**210 Smith Street**

**C**



**226-228 Smith Street**

**D**



**219 Smith Street**

**E**



**510-538 State Street**



**F**



**508 State Street**

**G**



**490 State Street**

**H**



**470 - 476 State Street**

**I**



**464 State Street**

**VINCENT STREET CONNECTOR - Rochester Bicycle Trails - P.I.N. 475410**



**VINCENT STREET CONNECTOR - Rochester Bicycle Trails - P.I.N. 475410**





**402 State Street**



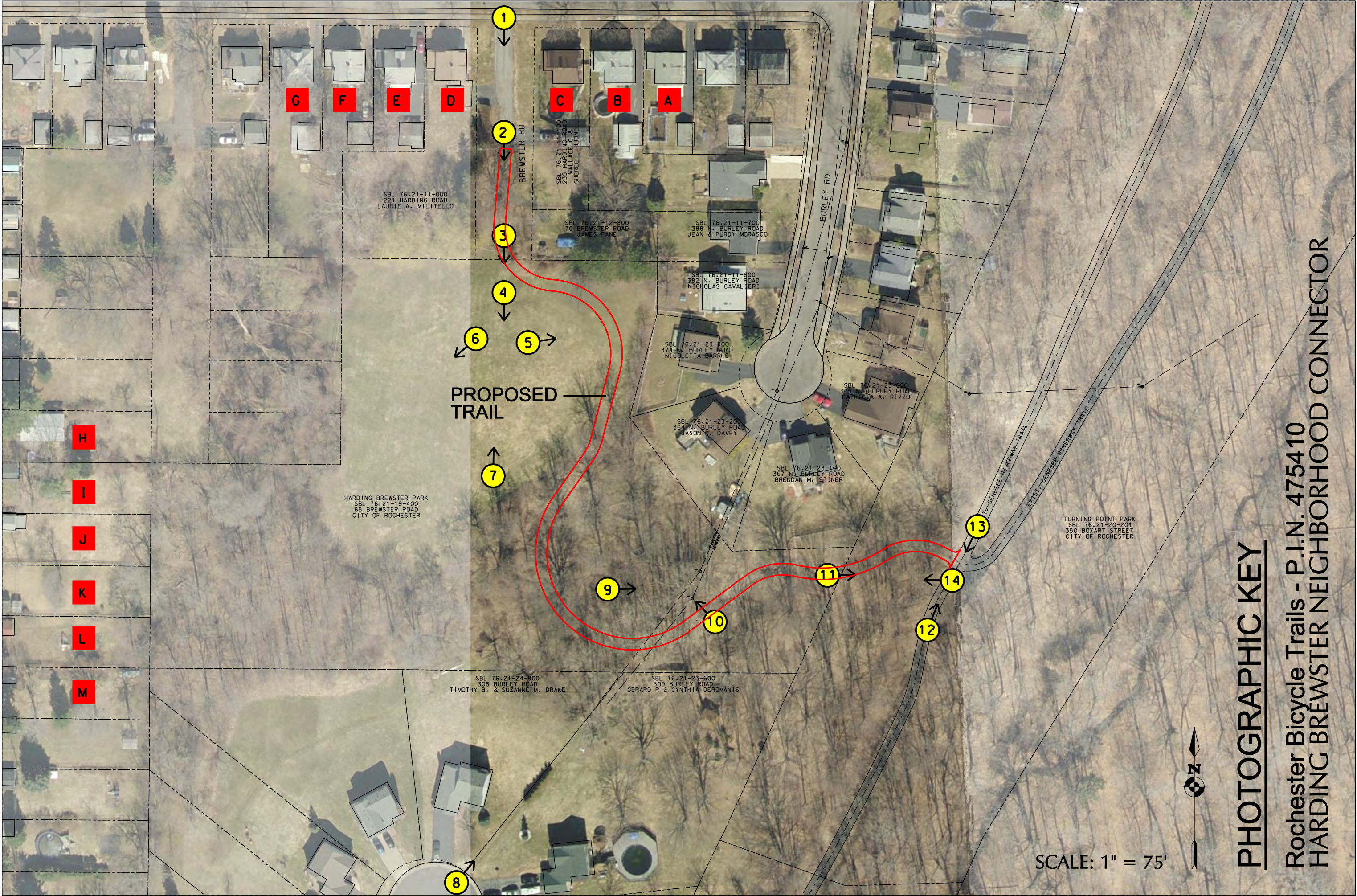
**392 State Street  
Part of Teoronto Block NRD  
NR #09NR06060**



**3 Brown Street  
Part of Teoronto Block NRD  
NR #09NR06060**

**VINCENT STREET CONNECTOR - Rochester Bicycle Trails - P.I.N. 475410**









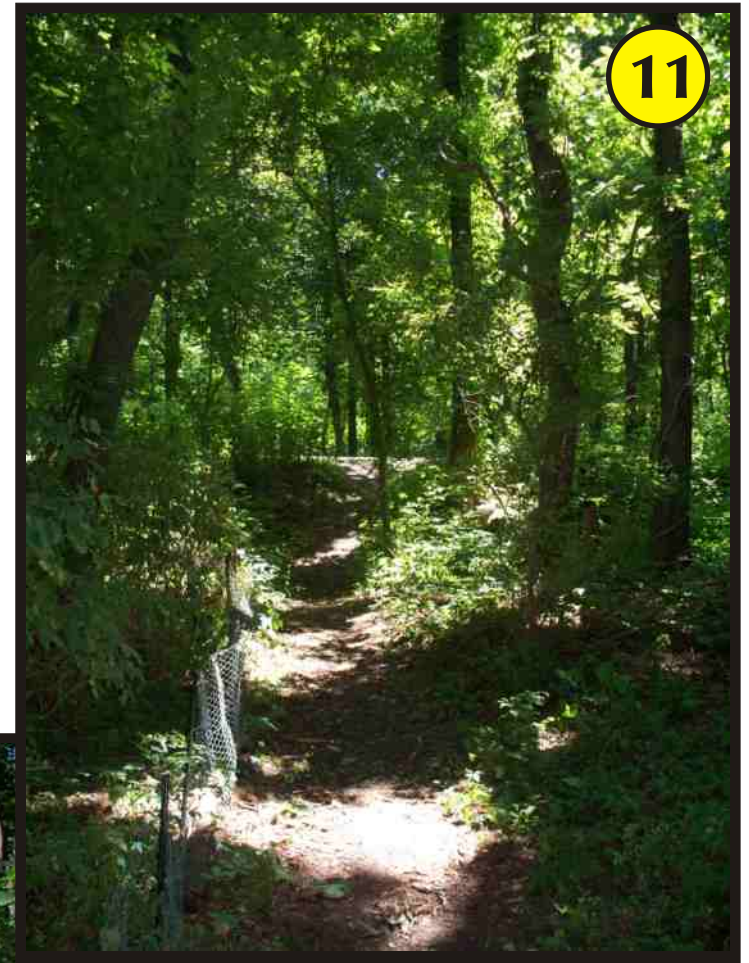
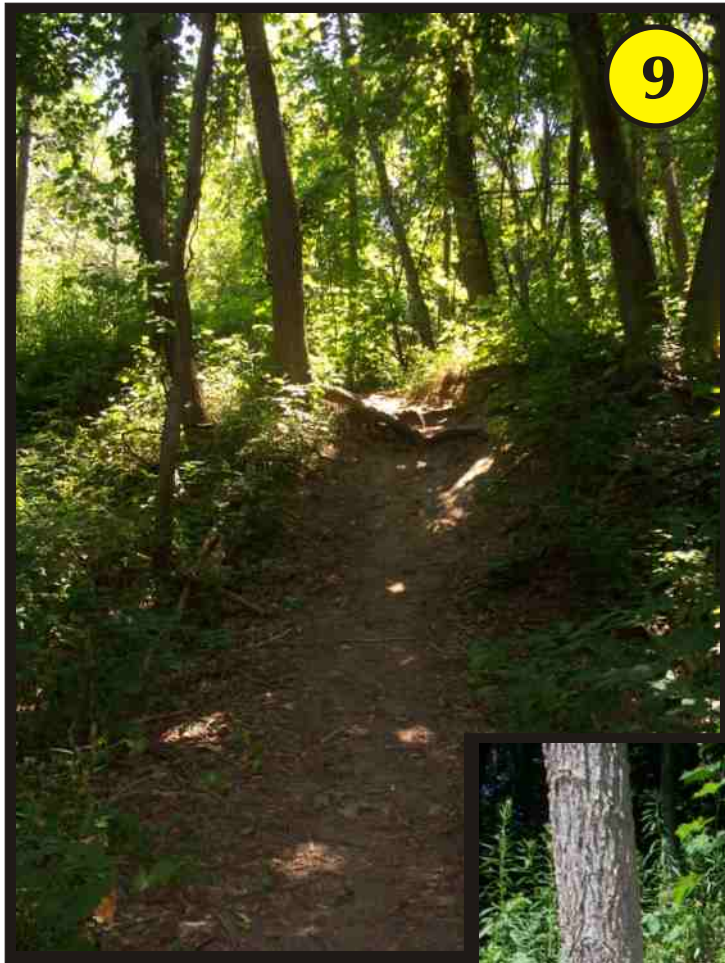
**HARDING BREWSTER NEIGHBORHOOD CONNECTOR - Rochester Bicycle Trails - P.I.N. 475410**





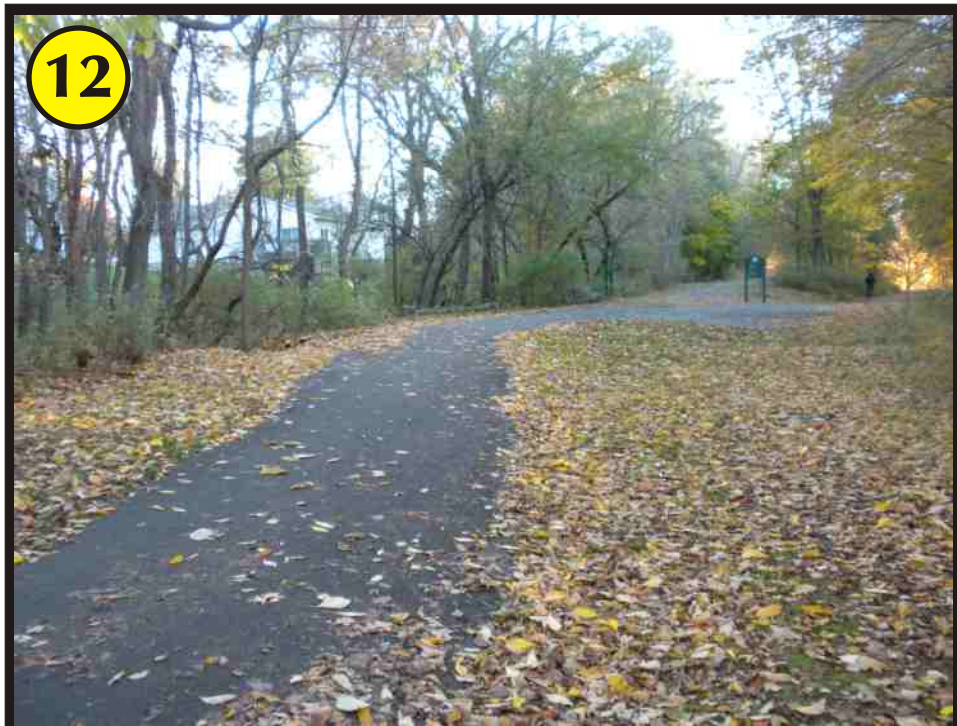
**HARDING BREWSTER NEIGHBORHOOD CONNECTOR - Rochester Bicycle Trails - P.I.N. 475410**





**HARDING BREWSTER NEIGHBORHOOD CONNECTOR - Rochester Bicycle Trails - P.I.N. 475410**





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**HARDING BREWSTER NEIGHBORHOOD CONNECTOR - Rochester Bicycle Trails - P.I.N. 475410**





**HARDING BREWSTER NEIGHBORHOOD CONNECTOR - Rochester Bicycle Trails - P.I.N. 475410**



**J**



**94 Fallenson Road**

**K**



**88 Fallenson Road**

**L**



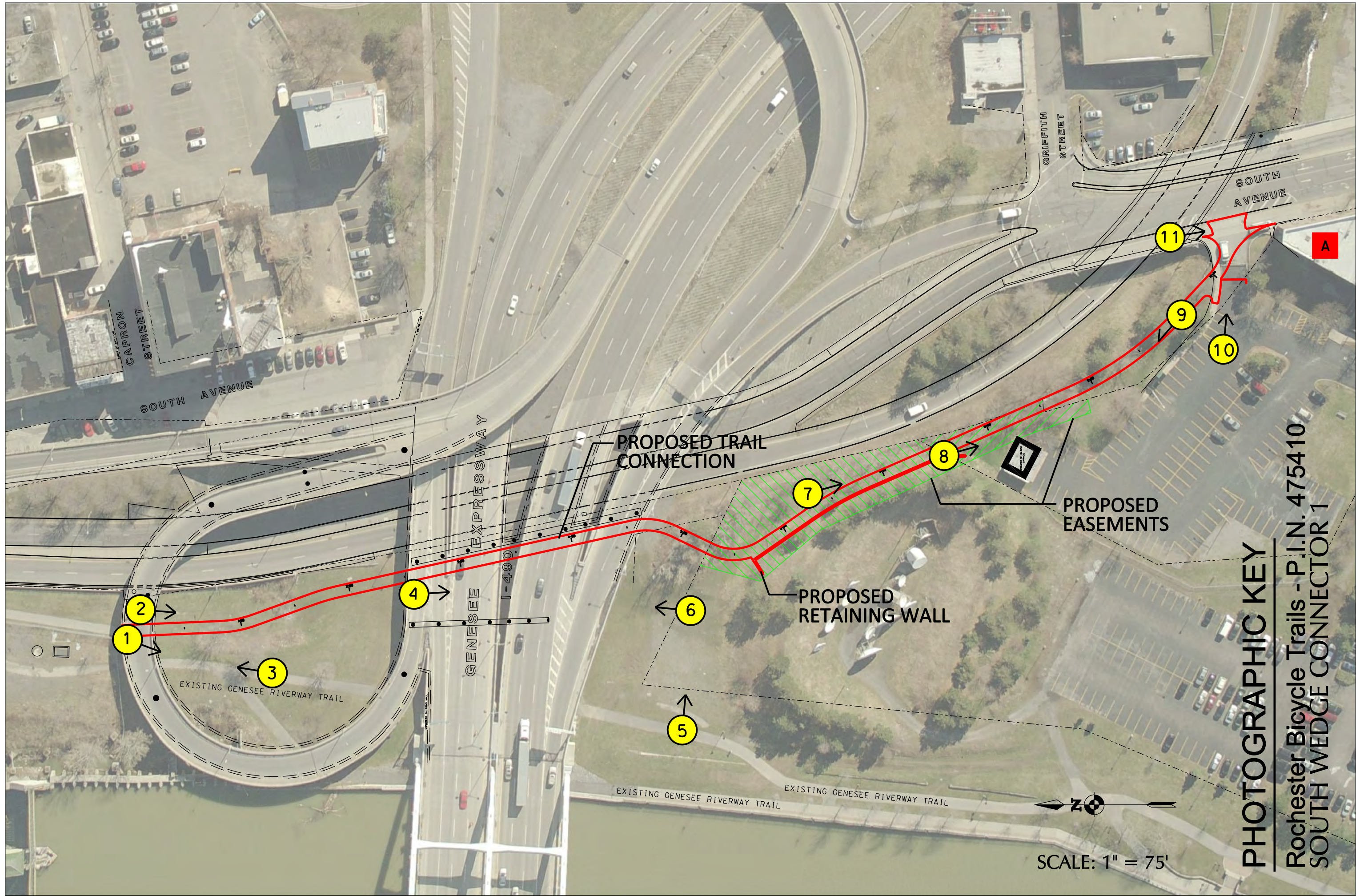
**84 Fallenson Road**

**M**



**78 Fallenson Road**



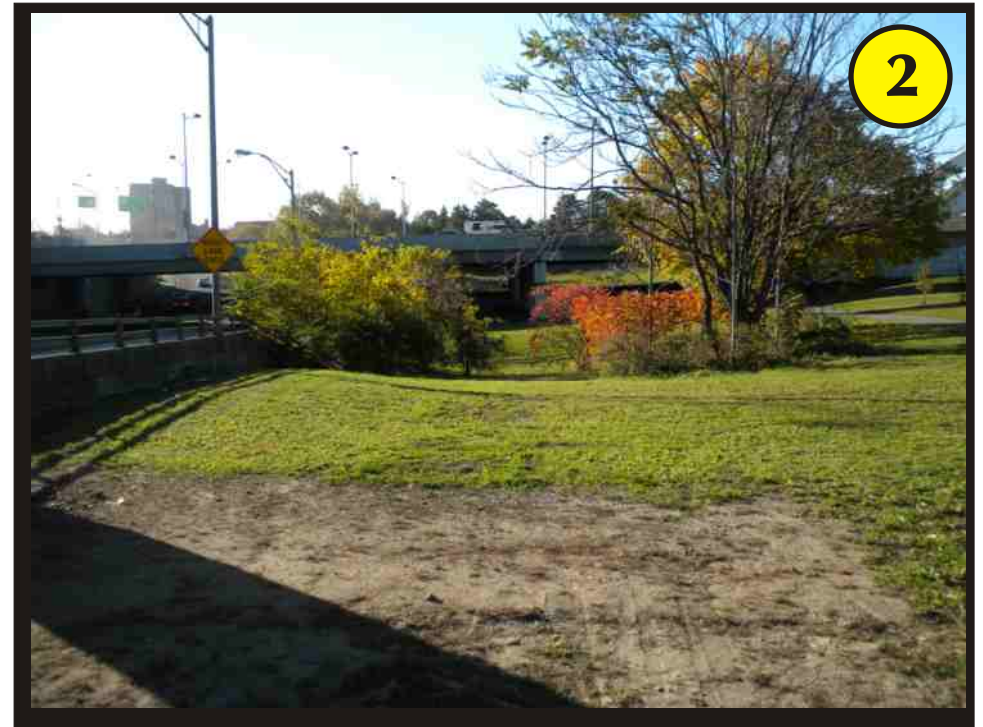
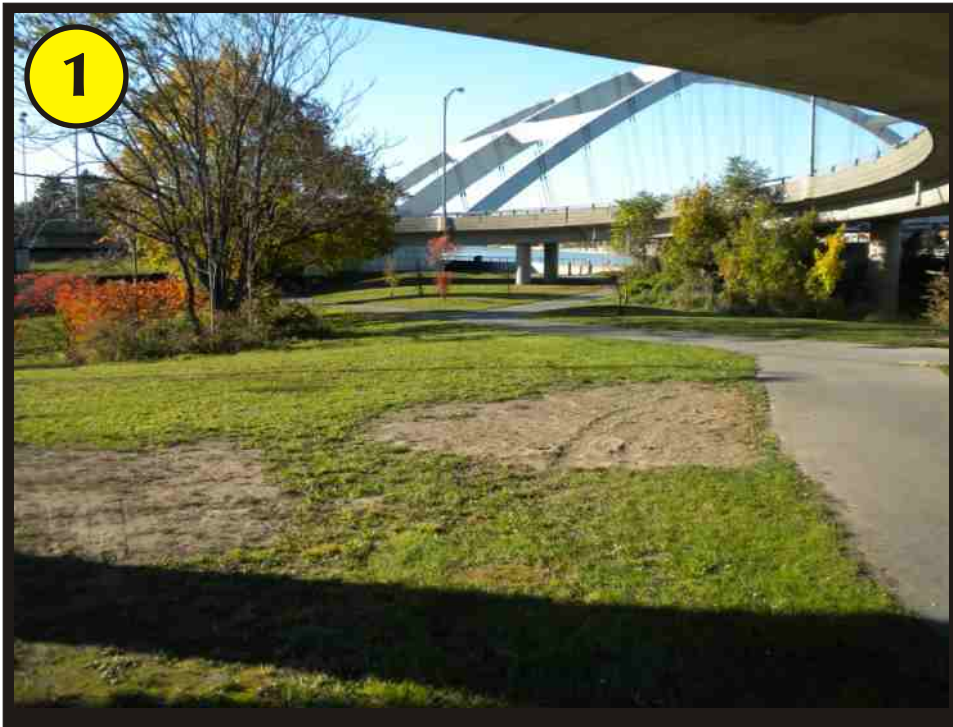


# PHOTOGRAPHIC KEY

Rochester Bicycle Trails - P.I.N. 475410  
SOUTH WEDGE CONNECTOR 1

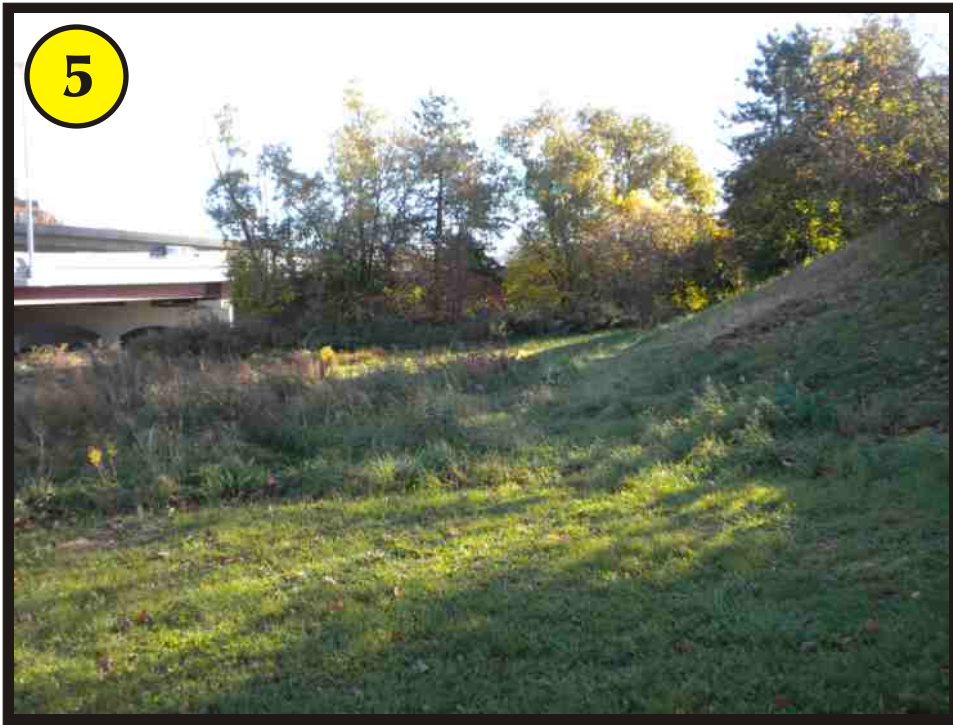
A





**SOUTH WEDGE CONNECTOR 1 - Rochester Bicycle Trails - P.I.N. 475410**



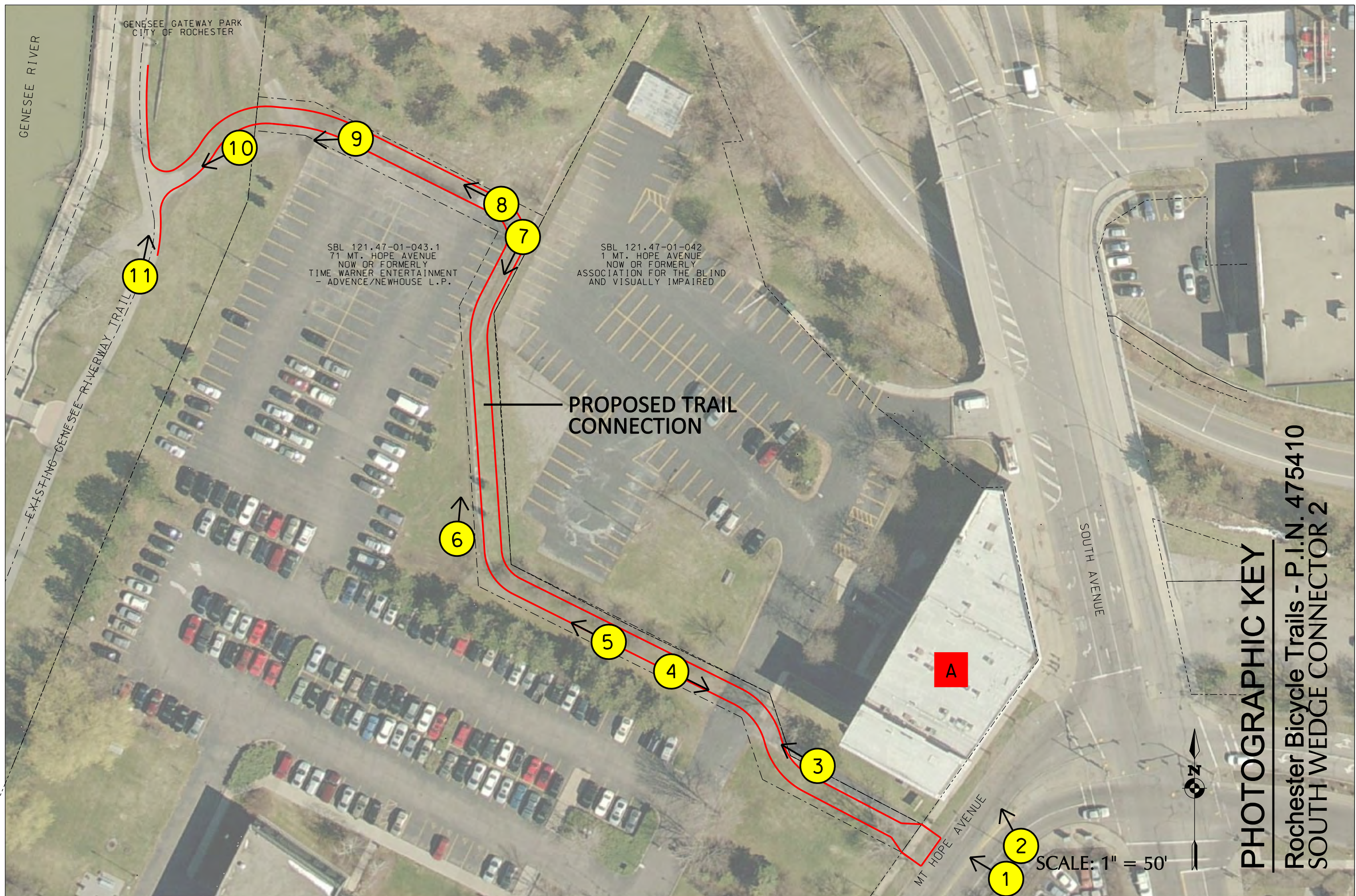


**SOUTH WEDGE CONNECTOR 1 - Rochester Bicycle Trails - P.I.N. 475410**



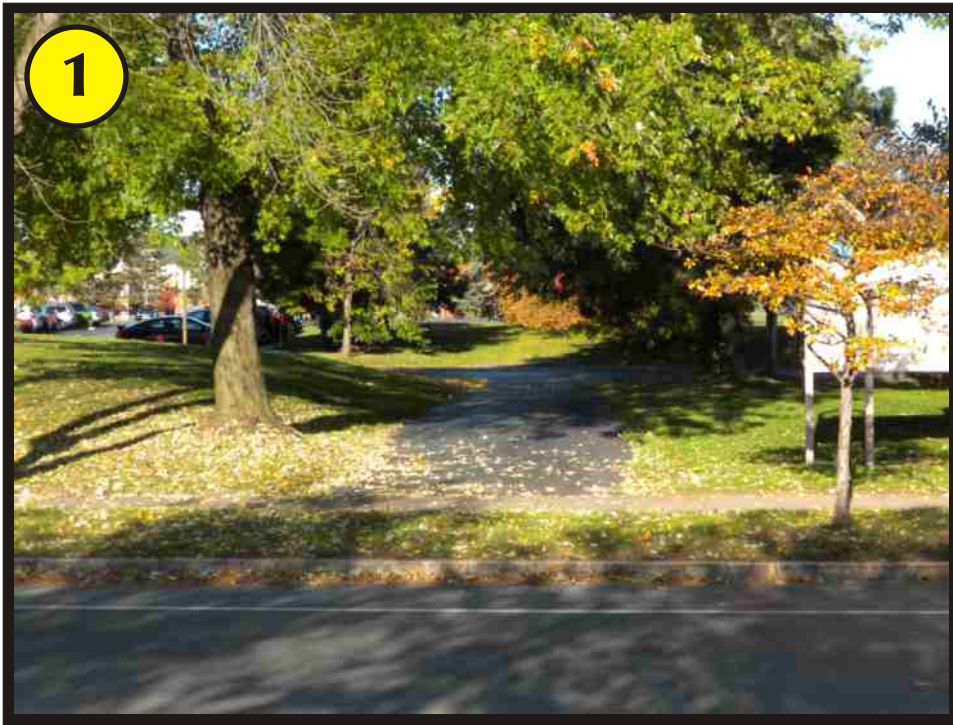






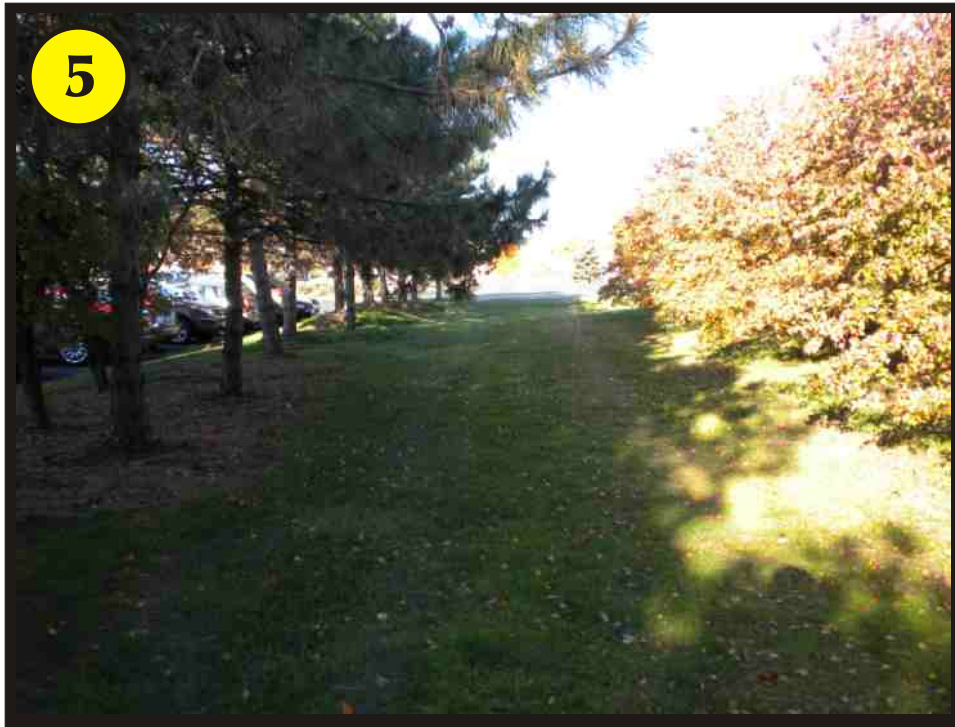
**PHOTOGRAPHIC KEY**  
Rochester Bicycle Trails - P.I.N. 475410  
SOUTH WEDGE CONNECTOR 2





**SOUTH WEDGE CONNECTOR 2 - Rochester Bicycle Trails - P.I.N. 475410**





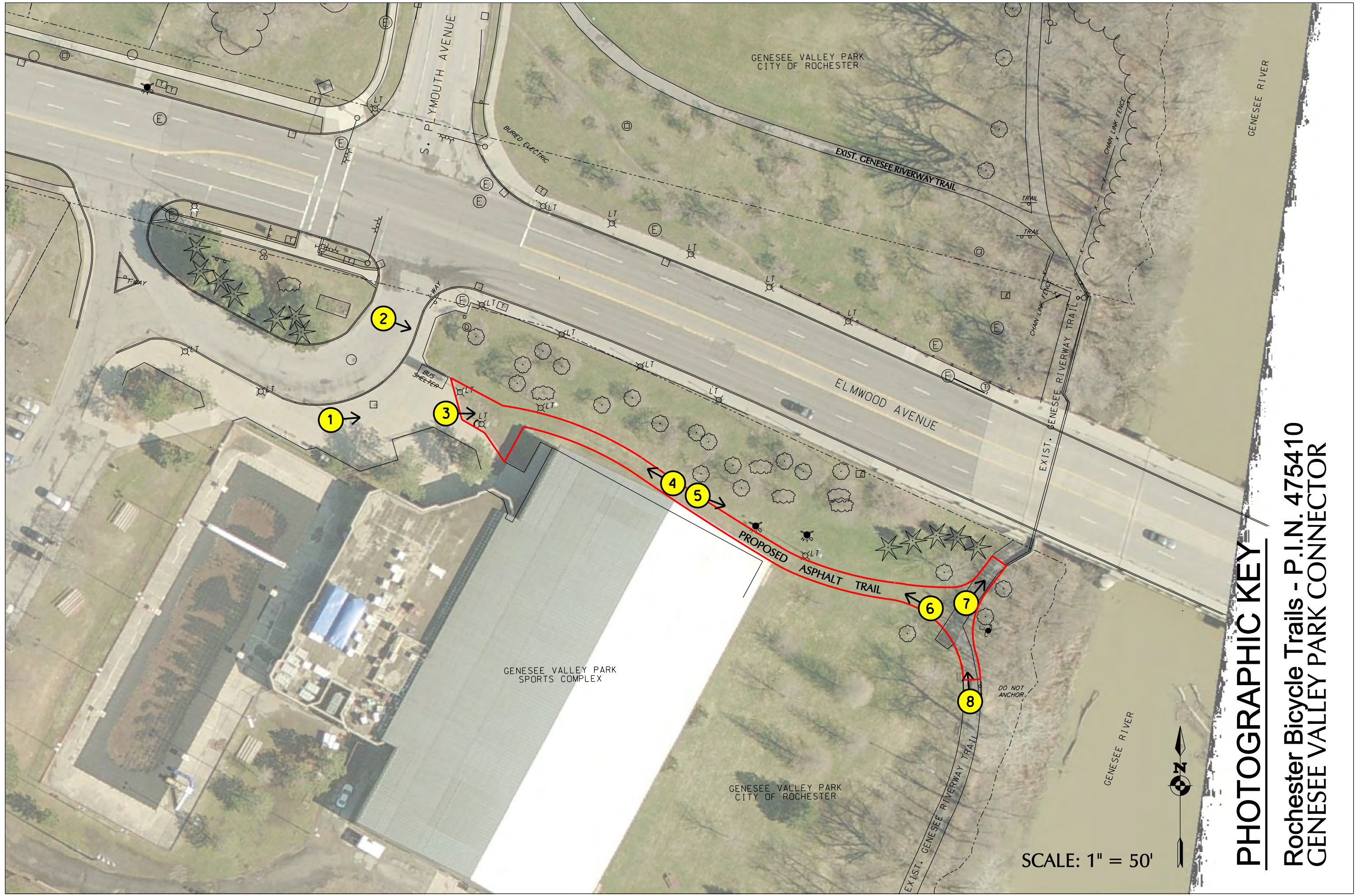
**SOUTH WEDGE CONNECTOR 2 - Rochester Bicycle Trails - P.I.N. 475410**





**SOUTH WEDGE CONNECTOR 2 - Rochester Bicycle Trails - P.I.N. 475410**

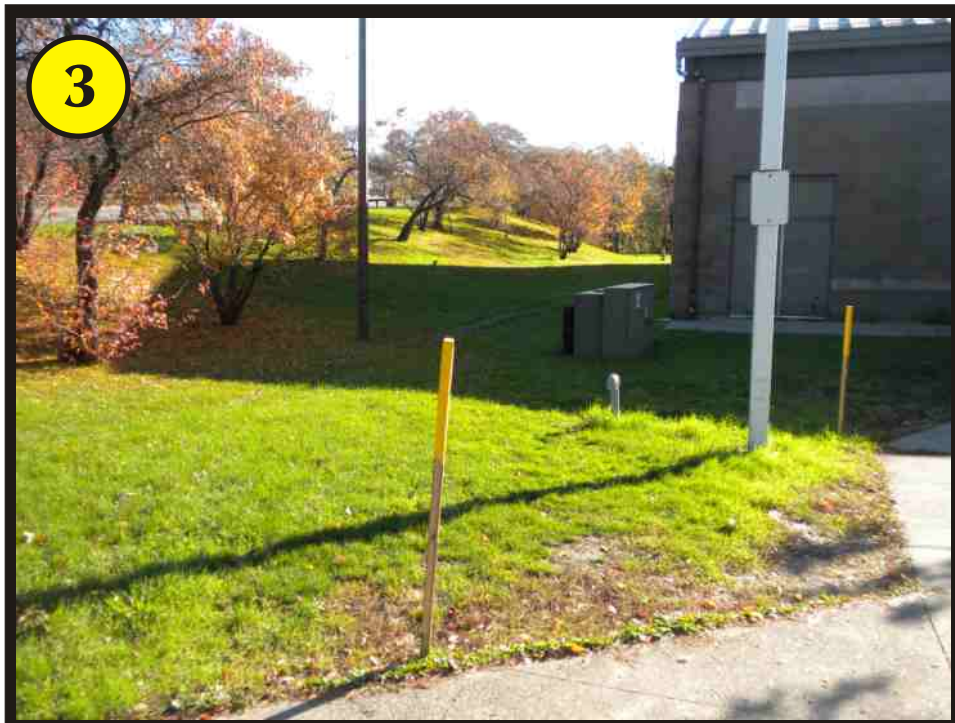
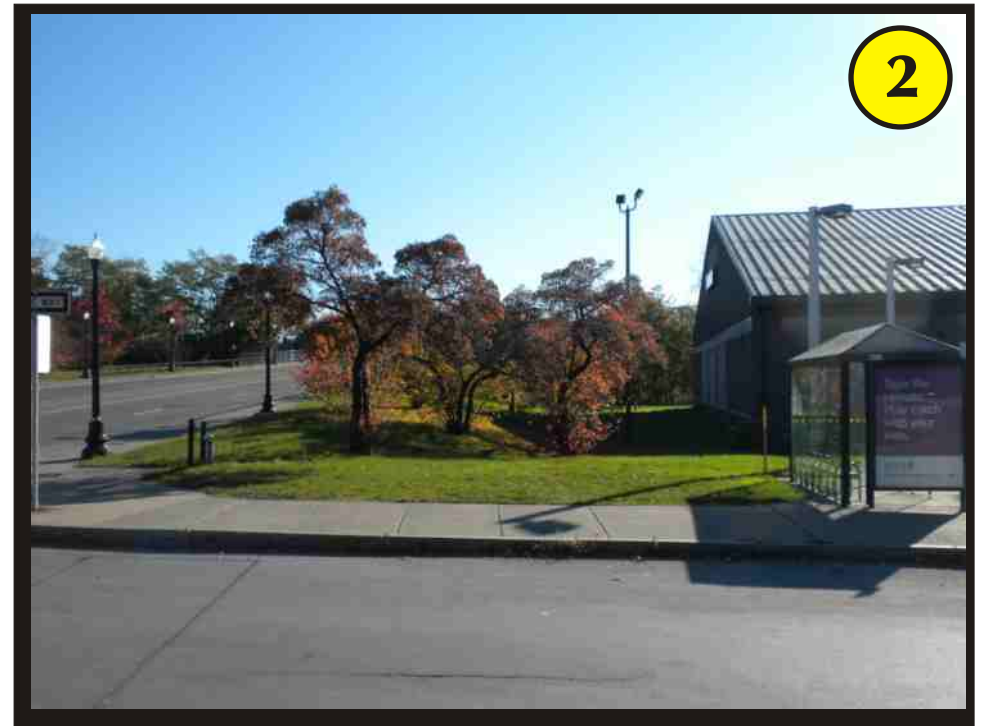




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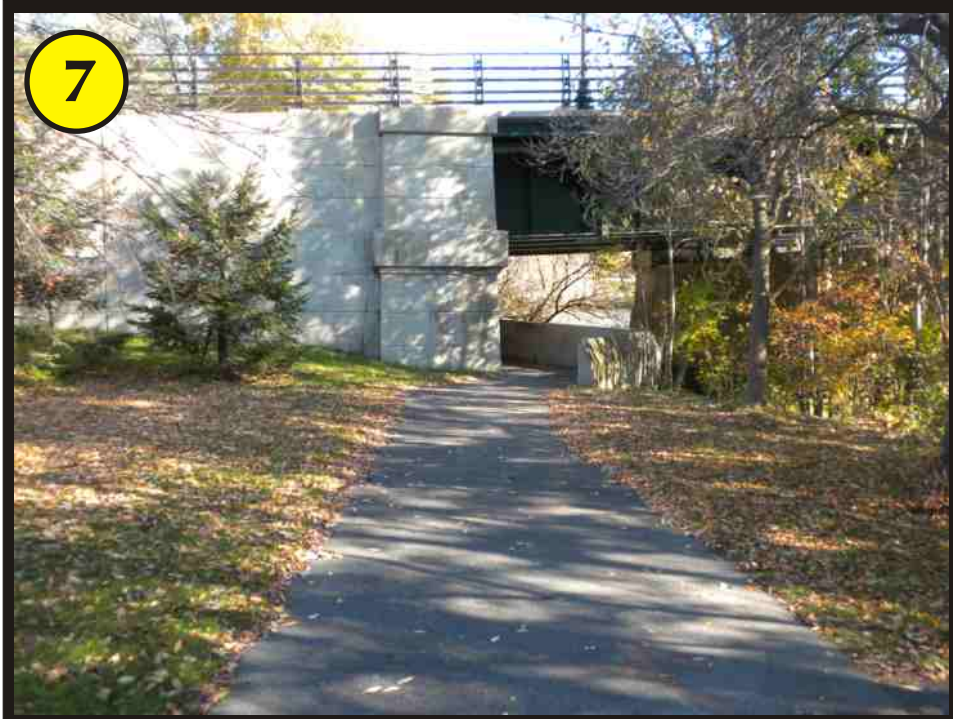
Rochester Bicycle Trails - P.I.N. 475410  
GENESEE VALLEY PARK CONNECTOR





**GENESEE VALLEY PARK CONNECTOR - Rochester Bicycle Trails - P.I.N. 475410**





**GENESEE VALLEY PARK CONNECTOR - Rochester Bicycle Trails - P.I.N. 475410**