



MEMORANDUM OF MEETING

DATE: September 10, 2013

MEETING DATE: Tuesday, August 20, 2013

PLACE: 500 Norton Street
Northeast Neighborhood Services Center
Rochester, NY 14621

TIME: 6:30 pm to 8:00 pm

SUBJECT: Portland Avenue Revitalization Project
(Lux Street to Norton Street)
Steering Committee Meeting
KCI Job No. 22134062

ATTENDEES: Bob Fien, Steering Committee, Chair
John Greve, Steering Committee
Karen Nowlan, Steering Committee
Trish Blake-Jones, Steering Committee
Eugene Oberst, Steering Committee
Aurora Lopez, Steering Committee
Hutch Hutchison, Steering Committee
Anita Jones, Steering Committee
Tim Morral, Steering Committee
Karen Riordan, Steering Committee
Dick Riordan, Steering Committee
Al Giglio, City of Rochester
Lisa Reyes, City of Rochester
Thomas Frys, MCDOT
David Miller, the LA Group
Tim Larson, the LA Group
Patrick Waterman, KCI Engineering
Ann Weis, KCI Engineering

The purpose of this first meeting with the Portland Avenue Revitalization Steering Committee was to introduce the project design team, summarize the design investigation phase of the project, and receive input and feedback from the Steering Committee members. (Refer to the attached sign-in sheet, agenda, and presentation handout.) Below is a brief summary of the presentation and discussion during the meeting.

Part 1 – Project Presentation

A. General Introduction

The project presentation began with an introduction by Lisa Reyes, the City Project Manager with the Street Design Division of the City of Rochester Department of Environmental Services. KCI Engineering of NY is the design consultant, assisted by the LA Group for landscape architecture design and Fisher Associates for survey and mapping. Ms. Reyes also introduced Al Giglio, Managing Engineer of the City Street Design Division and Tom Frys with the Monroe County Department of Transportation, the City's traffic engineering advisor.

The streetscape revitalization improvement project on Portland Avenue from Lux Street to Norton Street will be funded by the City through an accelerated program which requires the project to be designed and built before February 2015. Design will be finished in spring 2014, with construction starting late spring/early summer 2014. The paving work however will be part of a future federally funded Milling and Resurfacing project including Portland Avenue from Draper Street to the City Line in 2016.

B. Design Team Introduction

Patrick Waterman with KCI Engineering introduced Ann Weis, project manager for KCI, David Miller, project manager for the LA Group, and Tim Larson, Landscape Architect for the LA Group. The design team is well underway in the Preliminary Investigation Phase of the Portland Avenue Revitalization project. The focus of this project is only within the street right-of-way. KCI and the LA Group have been gathering existing data/records, inventorying existing site conditions, and beginning to identify the project needs and design concepts. A utility/agency coordination walk thru meeting was held on the project site on August 6, 2013. Fisher Associates has begun the field survey work and will have existing mapping put together in a few weeks.

C. Steering Committee Members Introduction

The members of the Portland Avenue Steering Committee went around the table and introduced themselves. Bob Fien, who serves as the committee chair, gave a quick synopsis of the evolution of the committee and some of the specific initiatives the committee members have been involved with. The committee was formed initially as part of the City's 4-step planning process for the development of a revitalization plan for this piece of Portland Avenue. The summary report from this process was issued in May 2010. Since then the committee has continued to meet on a regular basis.

D. Sharing of Steering Committee's Activity

Several projects have been progressed as a result of the 4-Step Plan. Trish Blake-Jones has been heading up the urban garden project. The Peace Garden has been started near the intersection of Roycroft and Portland. The area business association is represented on the committee by Aurora Lopez. John Greve leads the committee's involvement with the streetscape project. A housing incentive program has begun for employees of Rochester General Hospital. The hospital provides a \$3,000 monetary incentive, matched by the City, to employees who find housing in the Portland Avenue area. Hutch Hutchison heads up this initiative for the committee. Tim Morral is leading the committee's bus shelter initiative. He is currently working with RGRTA to request bus shelters at the existing bus stops at Durnan, Furlong, and Norton, as a minimum, with the hope that additional

locations will be considered as well. Another project facilitated by the committee is a façade improvement program for businesses along Portland.

E. Technical Studies

Ann Weis, the Project Manager for KCI, gave an overview of the existing data and record information collected as part of the Preliminary Investigation Phase. KCI and the LA Group have conducted site visits to observe and inventory the existing conditions along Portland Avenue. During these site visits, high speed traffic, bus activity, pedestrians and bicyclists, parking habits, existing street trees, landscaping, and the overall character and uses of the street were noted. Also during these visits, the need for implementing traffic calming measures was quite evident. Existing data such as reconstruction record drawings, accident records, traffic counts, bus ridership, and utility records and mapping have been requested and analyzed. An initial utility/agency coordination walk thru meeting was held on the project site on August 6, 2013 to review the general project scope for improvements and to better understand the disposition of the existing utilities.

With the review of the collected data, the 4-Step Planning Report, and preliminary analysis, the design team has started to identify a list of needs for the Portland Avenue streetscape project. This list includes:

- Traffic calming measures, such as curb bump-outs
- Safety concern at the curve on Portland at the Chapin/Mohawk intersections
- Increase safety and accessibility for all users: pedestrians, motorists, transit users, bicyclists, residents, business owners
- High-visibility crosswalks
- Improve the street lighting and traffic signals
- Enhance the corridor overall streetscape

David Miller, with the LA Group, discussed the vision and identity/theme, in its early form, for the streetscape design concept. The basis for this vision starts with the preferred streetscape photo from the 4-Part Plan, which depicts pedestrian friendly-oriented infrastructure with street trees, highly visible crosswalks, curb bump-outs, and pedestrian activity on the street. The preferred complete street photo, also an outcome of the 4-Part Plan, depicts sidewalk enclosures of awning and trees, building fronts connected to the street activity, and well maintained hardscape and plantings. Although this revitalization project will not address façade or building improvements, it is important the streetscape vision is a well-defined, comprehensive plan that won't preclude other separate project initiatives planned for the street corridor.

The identity, theme, and gateway features of the streetscape are the creative aspects of the design concept. Gateway elements don't necessarily need to be vertical architectural features. When space limitation challenges are an issue, such as at the southern and northern project limits of Portland Avenue near Lux Street and Norton Street where buildings are fronting right up to the sidewalk, a "linear gateway" of enhanced treatments may be more suitable. Establishing a theme and identity of the streetscape elements is an opportunity to represent historical periods specific to this street and/or create a sense of civic and community interaction with the street.

The streetscape design concept slides show ideas for traffic calming, including curb bump-outs and high visibility crosswalks; decorative pavement treatments; street furniture and amenities, including bicycle racks, benches, kiosks, and interpretive signs; street lighting and lighting accessories such as banners and hanging baskets; street trees; and green infrastructure ideas. (Refer to the attached presentation slides.)

Curb bump-outs provide opportunities for visual and physical traffic calming, easier access and higher visibility for pedestrians, as well as additional space within the street corridor for landscaping amenities. Raised medians also provide space for landscaping treatments and pedestrian refuge while crossing the street. The design team will continue to study the appropriate application of these components of the streetscape design.

The decorative pavement treatments shown in the photos are regularly used in the City. With several streetscape projects having been recently completed throughout the City, continuity of design elements such as crosswalk and sidewalk treatments can have a unifying effect.

Street furniture and amenities provide a means to provide function in a creative way and portray a theme and character to the streetscape. The project design could include benches, bicycle racks, kiosks or interpretive signing. All these elements will coordinate with color and style to provide a cohesive design.

Many of the street lighting photos on the design concept slides were taken from the recent streetscape project on Jefferson Avenue from S. Plymouth Avenue to W. Main Street. These decorative tear drop fixtures have also been used in other parts of the City as well. Using regular lighting equipment is a benefit for department maintenance; the City will own and maintain the lighting system. The light pole spacing and lighting levels will be carefully designed to avoid areas of too dark or too bright, and could include a combination of street and pedestrian level lighting. The streetscape design could also include street lighting accessories such as banners and flower baskets.

Street tree plantings will be part of the overall landscaping plan to infill the tree lined character of the street. The design team will work with the City Forester to select City approved tree species.

Green infrastructure ideas could be incorporated into the project design, depending on the budget limitations and if they fit well with the overall design. Structural soil pits for urban street trees, use a cell filled with standard planting soil and allow roots to still penetrate through, but also can provide some storm water storage. Curbside rain gardens also provide some storm water storage, capturing and filtering street runoff during a rain event. However, the rain gardens require regular maintenance and the look of the plantings are different from the well-manicured look of a tree lawn. Curbside rain gardens are part of the new street improvements being constructed this year on Union Street near the Public Market.

The design team will continue to explore and progress the streetscape design concepts as the project progresses through the 35% preliminary design and into final design, to provide a cohesive and appropriate design incorporating the general elements depicted on the presentation slides.

Part 2 – Open Discussion

A. Questions/Ideas/Suggestion/Concerns

Throughout the course of the meeting several questions and suggestions were raised by the committee. At the conclusion of the technical presentation, the remaining time was filled by general questions and discussion. The following is a summary of the committee's concerns:

- Bus shelter locations are desired by the committee near the intersections of Durnan, Furlong, Norton, Randolph and others. Continued coordination between RGRTA and the design team will take place during preliminary design to recommend appropriate bus shelter locations.
- Raised median vs. curb bump-out discussion: the committee is very concerned about traffic calming; they are not partial to a median, just want best treatment for traffic calming at the high speed curve through Chapin/Mohawk. The design team will continue to evaluate appropriate applications and make recommendations as part of the 35% design plans.
- Yes, the project will include general curb, sidewalk and ramp improvements where hazardous, non-standard, or needing repair.
- Bike lane space? Yes, as part of the complete street design a designated bicycle space within the street will be marked.
- A suggestion was offered to add additional lighting incorporated into the high-visibility crosswalk treatments, as seen in Florida.
- Concern that low lighting levels contribute to crime.
- Concern special crosswalk treatments elsewhere in the City have become peeled and worn.
- Empty hanging baskets at Lux Street with no way to reach them; annuals in sidewalk planters have been planted by property owners.
- Tree on west side of Portland near Roycroft/Portland intersection obstructs the security camera view of the Peace Garden. The tree should be trimmed.
- Youth residents along Portland have expressed interest in a recreational/playground use for the City owned vacant lot at Randolph/Portland.
- Dave Miller asked the committee to brainstorm possible ideas for a streetscape theme, such as any historical connections. Some ideas from the committee:
 - ✓ Brown brick theme – revitalize the existing buildings.
 - ✓ Dates at corner stones of buildings imply the long history of the presence of these buildings on the Avenue.
 - ✓ Passion for the architecture on the street, some buildings unfortunately had to be razed due to neglect and are now City owned vacant lots.
 - ✓ Polish immigrant neighborhood in the past; 'Mom and Pop' type stores, lived on second story above their businesses. People friendly, restaurants, a movie theater, shops.
 - ✓ Currently, still corner store type markets.
 - ✓ Food cupboard near Randolph Street.
 - ✓ Former St. Andrews Catholic church near Durnan and Barberry Place, beautiful ornate building.
 - ✓ Historical designation being explored for old stone farmhouse near Sylvester Street.
 - ✓ Several former factories, working class history in the area.
 - ✓ Working farmland at one time.

MEMORANDUM OF MEETING

Page 6 of 6

KCI Job No. 22134062

September 10, 2013

- Concern cars are parking illegally behind the sidewalk in front of the strip of stores and food cupboard location at the corner of Randolph Street.
- Bus traffic has difficulty maneuvering through the Portland/Randolph/Durnan intersection due to the complex nature and busy activity of the offset intersections.
- Sight distance issue; difficulty entering Portland from Oneida Street.
- Overall concern for the high speed traffic and safety issues throughout the project length, especially at Chapin/Mohawk, Durnan, Randolph, and Oneida Streets.
- Strong sense of urgency for the revitalization of the Avenue.
- Need to continue the conversation regarding maintenance responsibility for any new landscaping enhancements provided by the project.

B. Conclusion/Follow-up

The next steering committee meeting with the project design team will be held prior to the neighborhood/public meeting planned at the 35% design stage. This series of meetings is expected for December 2014.

C. Project Contact

Any further questions or comments should be directed to:

Lisa Reyes, City of Rochester DES

Project Manager

585-428-6354

ReyesL@cityofrochester.gov

The above represents the author's understanding of what transpired at this meeting. If there are any differing opinions, errors, or omissions, please notify us in writing within ten (10) days after receipt of these minutes. Otherwise we will assume that all in attendance concur in the accuracy of these minutes.

Respectfully submitted,

Ann Margaret Weis, PE

Project Manager

AMW/

Attachments: sign-in sheet; agenda; presentation handout

Cc: All Present

Daisy Rivera-Algarin, City of Rochester NBD

Marisol Lopez, City of Rochester NE NSC

Amy Terrance-Rivera, City of Rochester NE NSC

Linda Greve, Steering Committee

Don DeFrees, Rochester General Hospital

Carol Garrett, Neighborhood Association

Okey Ipeze, Steering Committee

Rev. Marlowe Washington, Steering Committee

Portland Avenue Steering Committee Meeting

Portland Avenue Revitalization Project (Lux Street to Norton Street)

City of Rochester

Date: Tuesday, August 20, 2013

Time: 6:30 pm

Location: 500 Norton Street

Northeast Neighborhood Service Center (NSC)

Sign-in Sheet

Name (print)	Organization	E-mail/ Phone
Patrick Maternan	KCI	Patrick.Maternan@KCI.org
Eugene Oberst	PostCare Stearns Cmte	eoberst@gmail.com
Tom Frys	MC DOT	Hfrys@monroe-county.gov 753-7741
John Greve	Revitalization Steering Comte	jgreve@crmc.com 750-7820
Hutch Hutchinsall	"	hthutch@rochester.n.com
Ann Weis	KCI	ann@kci.com ann.weis@kci.com
LISA T Rays	city of Rochester	Reyes LE city of rochester.gov 428-6354
Al Gaglio	"	Agaglio city of rochester.gov 428-7164
TRISH BLAKE-JONES	Portland Ave Revital	trishblakejones@icloud.com
BOB FIED	Portland Ave Revital	fied2@frontier.net
KATHAN Karen Howlan	Portland Ave. Rev	khowlan@rochester.n.com
Tim Morral	Portland Ave. Rev.	mmorral@roch. morral@mc.com
Quintia Jones	Portland	585 285 5780

David Miller

Tim Larson

Aurora Lopez

Karen and Dick Riordan

The LA Group

The LA Group

Business Association

Portland Steering Committee

Portland Avenue Steering Committee Meeting

Portland Avenue Revitalization Project (Lux Street to Norton Street)
City of Rochester

Date: Tuesday, August 20, 2013
Time: 6:30 pm
Location: 500 Norton Street
Northeast Neighborhood Service Center (NSC)

Agenda**Part 1 – Project Presentation**

- A. General Introduction (5 min)
 - Purpose of today's meeting
 - Project Background
 - Project Schedule
- B. Design Team Introduction (5 min)
 - Roles of Design Team Members
 - Project Design - Preliminary Investigation Phase
- C. Steering Committee Members Introduction (2 min)
- D. Brief Sharing of Steering Committee's Activity (5 min)
- E. Technical Studies (15 min)
 - Information Gathering
 - Begin Identifying Project Needs
 - Beginnings of Design Concepts

Part 2 – Open Discussion

- A. Ideas/ Suggestions/ Concerns (25 min)
- B. Conclusion/ Follow Up (5 min)
- C. Project Contact: Lisa Reyes, City of Rochester DES
Project Manager
585-428-6354
ReyesL@cityofrochester.gov



ENGINEERS | PLANNERS | SCIENTISTS | CONSTRUCTION MANAGERS

Portland Avenue Revitalization Project (Lux Street to Norton Street)

*Steering Committee Meeting
August 20, 2013*



the LA group
Landscape Architecture
and Engineering, P.C.

Portland Avenue Revitalization Project

PART 1 – PROJECT PRESENTATION

General Introduction

- ▶ Meeting Purpose
- ▶ Project Background
- ▶ Project Schedule



Design Team Introduction



► Roles of Design Team Members

- ❖ KCI Engineering of NY
- ❖ the LA Group
- ❖ Fisher Associates

► Project Design - Preliminary Investigation Phase

Steering Committee Introduction



- ▶ **Introduce members of the Portland Avenue Steering Committee**
- ▶ **Brief sharing of Steering Committee's activity**

As part of the technical studies during the “Preliminary Investigation Phase” KCI and LA Group have been:

- ▶ **gathering information**
- ▶ **identifying elements of the street needing improvement**
- ▶ **exploring conceptual design solutions**

► Site Visits

- ❖ **Observation: high speed traffic, bus activity, intersection operation, bicyclists using sidewalks, parking habits, character of existing street**
- ❖ **Photo documentation**
- ❖ **Visualizing opportunities for traffic calming/pedestrian-oriented streetscape**
- ❖ **Inventory of existing landscaping, street lighting, traffic signal equipment**

► Initial Utility/ Agency Coordination

- ❖ Request existing utility mapping and planned improvements
- ❖ Utility/ Agency Coordination Walk Thru on 8/6/13

► Collect Existing Data

- ❖ Accident and traffic count data
- ❖ Existing parking regulations
- ❖ Travel lane usage
- ❖ Bus stop locations and ridership

► Begin Identifying Project Needs

- ❖ Traffic calming
- ❖ Curve on Portland at Chapin/Mohawk – safety issues, high accident rate
- ❖ “Complete Street” – increase safety and accessibility for all users: pedestrians, motorists, transit users, bicyclists
- ❖ Improve street lighting and traffic signal equipment
- ❖ Enhance streetscape character

Beginnings of Streetscape Design Concepts

- ▶ **Design Concept: Vision**
- ▶ **Design Concept: Identity/Theme/Gateway**
- ▶ **Design Concept: Streetscape**

Design Concept: Vision



Preferred Streetscape and Pedestrian Image from
Portland Avenue Revitalization Plan

Design Concept: Vision

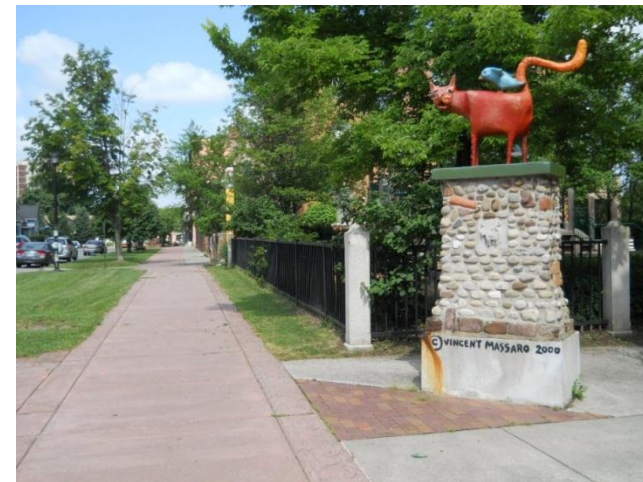


Preferred Building Components & Relationships Image from Portland
Avenue Revitalization Plan

Design Concept: Identity/Theme/Gateway



Design Concept: Identity/Theme/Gateway



Design Concept: Streetscape

► Curb Bump-Outs/ Medians



Design Concept: Streetscape

► High Visibility Crosswalks



Design Concept: Streetscape

► Decorative Pavement Treatments



Design Concept: Streetscape

► Street Furniture and Amenities



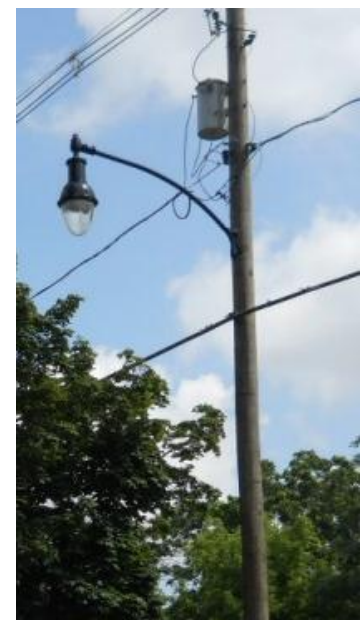
Design Concept: Streetscape

► Street Furniture and Amenities



Design Concept: Streetscape

► Lighting/ Banners



Design Concept: Streetscape

► Lighting/ Banners



Design Concept: Streetscape

► Infill Street Trees



Design Concept: Streetscape

► Green Infrastructure



Portland Avenue Revitalization Project

PART 2 – OPEN DISCUSSION

Open Discussion



► **Ideas/ Suggestions/ Concerns**

Open Discussion



► Conclusion/ Follow Up

Open Discussion



► Project Contact:

Lisa Reyes, City of Rochester DES

Project Manager

585-428-6354

ReyesL@cityofrochester.gov