

**Proposed Legislation for the  
February 20, 2024 City Council Meeting -**

**\* \* Please Note \* \***

**For questions, call the City Clerk's Office at 585-428-7421**



## City of Rochester

City Hall Room 308A, 30 Church Street  
Rochester, New York 14614-1290  
www.cityofrochester.gov

## Neighborhoods, Jobs & Housing Introductory No.

Malik D. Evans  
Mayor

37

January 30, 2024

NBD 01

TO THE COUNCIL

Ladies and Gentlemen:

Re: Sale of Real Estate

Council Priority: Rebuilding and Strengthening  
Neighborhood Housing

Comprehensive Plan 2034 Initiative Area:  
Strong Neighborhoods

Transmitted herewith for your approval is legislation approving the sale of one vacant lot and five unbuildable vacant lots being sold to the adjoining owners. City records have been checked to ensure that the purchasers (except those buying unbuildable vacant lots) do not own other properties with code violations or delinquent taxes, and have not been in contempt of court or fined as a result of an appearance ticket during the past five years.

The first property, listed on the attached spreadsheet under the heading, I. Negotiated Sale – Vacant Land is 16 High Street will be sold to Pamela T. Rivera, 22 High Street, Rochester, New York. The purchaser will combine the lot with its primary parcel to allow adequate frontage to install a driveway.

The remaining five properties are listed on the attached spreadsheet under the heading, II. Negotiated Sale - Unbuildable Vacant Land.

- 195 Barberry Terrace will be sold to Erin H. Coger, 187 Barberry Terrace, Rochester, New York;
- 506 Colvin Street will be sold to Carlos J. Dominguez, 510 Colvin Street, Rochester, New York;
- The west portion of 73 Dengler Street will be sold to Blondie A. Orange, 174 Planet Street, Rochester, New York;
- 209 Hebard Street will be sold to Gabriel Maisonet, 215 Hebard Street, Rochester, New York
- and 64 Pardee Street will be sold to Tyrone C. Kelly, Jr. 375 Stone Road, Rochester, New York.

These parcels are each being sold for \$1.00 (as per City policy) and will be combined with the primary parcels owned by the identified adjoining owners.

The first year projected tax revenue for these properties, assuming full taxation, current assessed valuations and current tax rates, is estimated to be \$2,139.

All City taxes and other charges, except water charges against properties being sold by the City, will be canceled on the first day of the month following adoption of the ordinance because either the City has agreed to convey the property free of City tax liens and other charges, or these charges have been included in the purchase price.

Respectfully submitted,

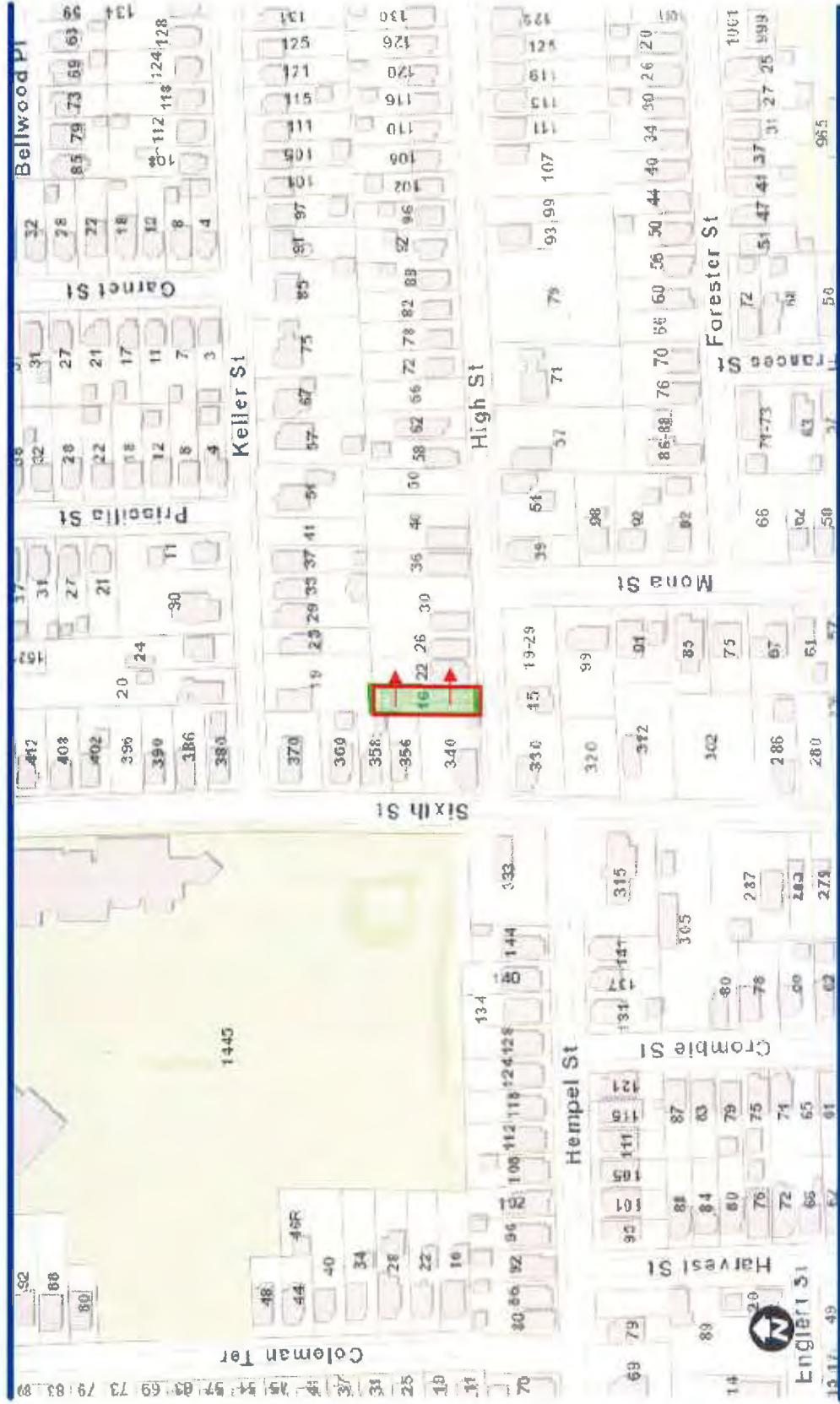
Malik D. Evans  
Mayor



February 20, 2024

<u>I. Negotiated Sale - Vacant Land</u>									
<u>Address</u>	<u>SBL#</u>	<u>Lot Size</u>	<u>Sq.Ft.</u>	<u>Price</u>	<u>Purchaser</u>	<u>Address</u>	<u>Tax Impact</u>	<u>Zoning/ Legal/ Planning/ CV</u>	
16 High St	106.44-2-4	35 x 133	4,655	\$425	Pamela T. Rivera	Rochester, NY 14609	\$ 431	R-1	
						<b>Subtotal</b>	<b>\$ 431</b>		
<u>II. Negotiated Sale - Unbuildable Vacant Land</u>									
<u>Address</u>	<u>SBL#</u>	<u>Lot Size</u>	<u>Sq.Ft.</u>	<u>Price</u>	<u>Purchaser</u>	<u>Address</u>	<u>Tax Impact</u>		
195 Barberry Ter	091.74-3-26	40 x 59.52	2,208	\$1	Erin H. Cogger	Rochester, NY 14621	\$ 395		
506 Colvin St	105.73-2-84	35 x 100	3,500	\$1	Carlos J. Dominguez	Rochester, NY 14613	\$ 356		
W. Pt 73 Dengler St	Portion of 120.35-2-90.002	20 x 70	2,120	\$1	Blondie A. Orange	Rochester, NY 14606	\$ 239		
209 Hebard St	106.50-2-21	35 x 93	3,255	\$1	Gabriel Maisonet	Rochester, NY 14605	\$ 367		
64 Pardee St	091.79-2-16	36.02 x 100	3,602	\$1	Tyrone C. Kelly, Jr.	Rochester, NY 14616	\$ 351		
						<b>Subtotal</b>	<b>\$ 1,708</b>		
						<b>Total Tax Impact</b>	<b>\$ 2,139</b>		

## 16 High St



December 27, 2023

This map is intended for general reference only.  
The City of Rochester makes no representation  
as to the accuracy or fitness of the data presented.

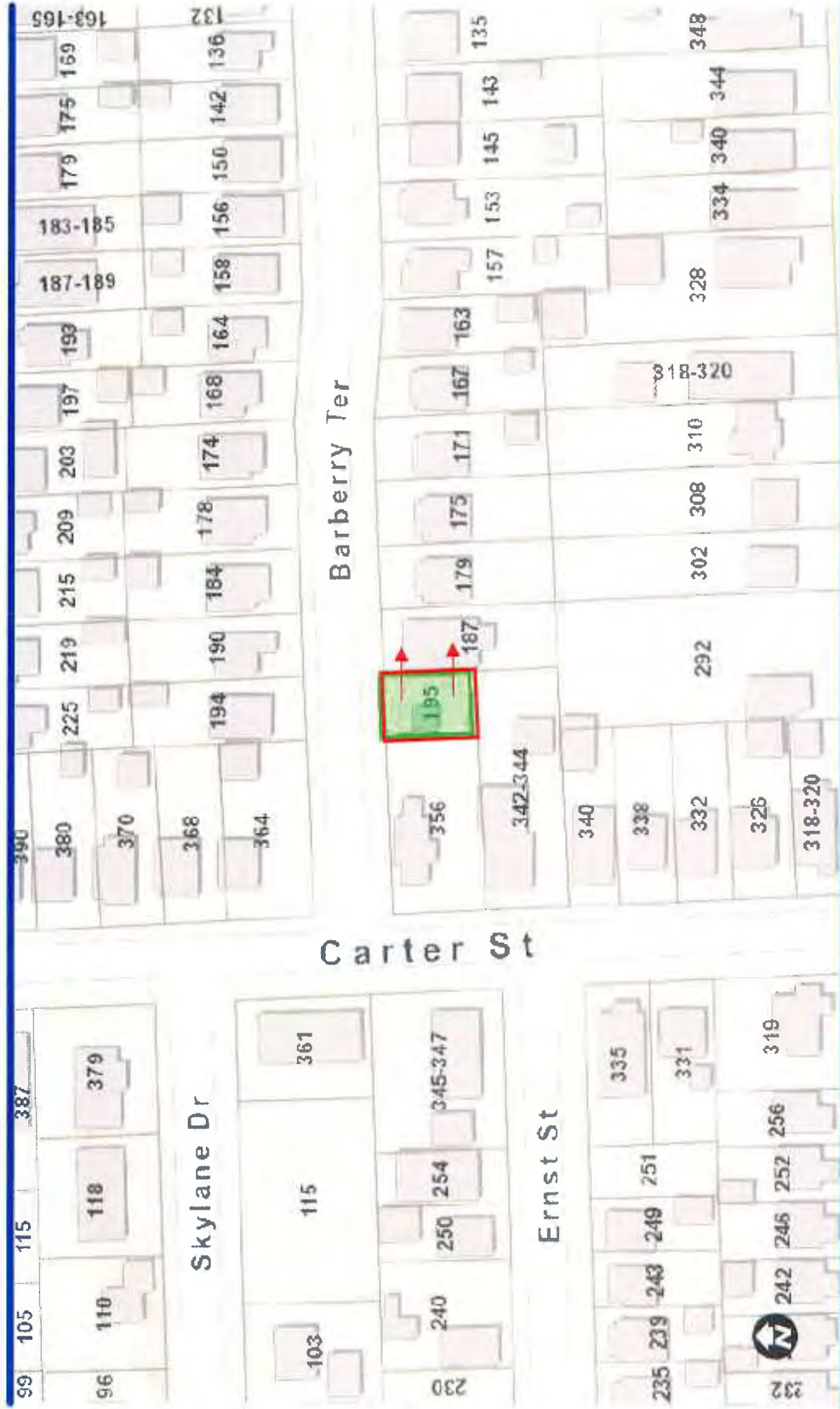
## City of Rochester, NY



City of Rochester, NY  
Malik D. Evans, Mayor



## 195 Barberry Ter



December 27, 2023

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as to the accuracy or fitness of the data presented.



City of Rochester, NY  
Malik D. Evans, Mayor

City of Rochester, NY

## RESIDENTIAL UNBUILDABLE LOT ANALYSIS

Address of Lot: 195 Barberry Terr  
 SBL#: 091.74-3-26

Date: 11/30/23 Initials: IV

Based on criteria below:

This is an Un-buildable Lot **X**

ITEM	YES	NO
Is the lot in an environmentally sensitive area where construction is prohibited?		<b>X</b>
Is the lot landlocked or less than 4,000 sq. ft.?	<b>X</b>	
Does the lot have severe topographical characteristics or irregular layout/shape that hinder development?		<b>X</b>
Are utilities inaccessible for future development?		<b>X</b>
Is the lot encumbered with major easements which prohibit development?		<b>X</b>
The property has been reviewed to ensure that it does not adjoin a City-owned parcel with which it could be combined to create a development site		<b>X</b>
Is residentially zoned and has a frontage of less than 40' or a depth of less than 100'	<b>X</b>	
<b>TOTAL</b>	<b>2</b>	

If the answer to any of the above questions is "Yes", the parcel is considered unbuildable.

## 506 Colvin St



December 27, 2023

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as to the accuracy or fitness of the data presented.



City of Rochester, NY  
Malik D. Evans, Mayor

City of Rochester, NY

**RESIDENTIAL UNBUILDABLE LOT ANALYSIS**

Address of Lot: 506 Colvin St \_\_\_\_\_

SBL#: 105.73-2-84 \_\_\_\_\_

Date: 12/15/23 \_\_\_\_\_ Initials: IV \_\_\_\_\_

Based on criteria below:

This is an Un-buildable Lot ☒

ITEM	YES	NO
Is the lot in an environmentally sensitive area where construction is prohibited?		X
Is the lot landlocked or less than 4,000 sq. ft.?	X	
Does the lot have severe topographical characteristics or irregular layout/shape that hinder development?		X
Are utilities inaccessible for future development?		X
Is the lot encumbered with major easements which prohibit development?		X
The property has been reviewed to ensure that it does not adjoin a City-owned parcel with which it could be combined to create a development site		X
Is residentially zoned and has a frontage of less than 40' or a depth of less than 100'	X	
TOTAL	2	

If the answer to any of the above questions is "Yes", the parcel is considered unbuildable.

12/23/2020



## West Portion of 73 Dengler St



December 27, 2023

This map is intended for general reference only.  
The City of Rochester makes no representation  
as to the accuracy or timeliness of the data presented.



City of Rochester, NY  
Malik D. Evans, Mayor

City of Rochester, NY



**RESIDENTIAL UNBUILDABLE LOT ANALYSIS**

Address of Lot: W PT of 73 Dengler St  
 SBL#: 120.35-2-90.2

Date: 10/11/23 Initials: IV

Based on criteria below:

This is an Un-buildable Lot X

ITEM	YES	NO
Is the lot in an environmentally sensitive area where construction is prohibited?		X
Is the lot landlocked or less than 4,000 sq. ft.?	X	
Does the lot have severe topographical characteristics or irregular layout/shape that hinder development?		X
Are utilities inaccessible for future development?		X
Is the lot encumbered with major easements which prohibit development?		X
The property has been reviewed to ensure that it does not adjoin a City-owned parcel with which it could be combined to create a development site		X
Is residentially zoned and has a frontage of less than 40' or a depth of less than 100'	X	
TOTAL	2	

If the answer to any of the above questions is "Yes", the parcel is considered unbuildable.

12/23/2020

**LEGAL DESCRIPTION OF  
PART OF #73 DENGLER STREET  
PART OF T.A. #120.350-02-090.002**

All that tract or parcel of land, situate in the City of Rochester, County of Monroe, State of New York, being part of Lot 98 of the Granger, Sibley & Field Tract, as filed in the Monroe County Clerk's Office in Liber 2 of Maps, Page 75 and being more particularly bounded and described as follows: Beginning at a point on the southerly ROW line of Dengler Street (33' ROW) at the northwest corner of lands conveyed to Blondie A Orange by a deed filed in Liber 10787 of Deeds, Page 644, said point being the Point or Place of Beginning; thence

- 1) Easterly, along said ROW line of Dengler Street, a distance of 20.0 feet to a point; thence
- 2) Southerly, parallel with the easterly line of said lands of Orange, a distance of 70.0 feet to a point; thence
- 3) Westerly, parallel with said Dengler Street, a distance of 20.0 feet to the northeast corner of said lands of Orange; thence
- 4) Northerly, along said easterly line of lands of Orange, a distance of 70.0 feet to the said ROW line of Dengler Street, being the Point or Place of Beginning.

Subject to covenants, easements or restrictions of record, if any.

Being one of the parcels conveyed to the City of Rochester by a deed dated March 10, 2005, filed in Liber 10099 of Deeds, Page 214.

October 16, 2023

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## 209 Hebard St



December 28, 2023

This map is intended for general reference only.  
The City of Rochester makes no representation  
as to the accuracy or fitness of the data presented.



City of Rochester, NY  
Malik D. Evans, Mayor

## City of Rochester, NY

**RESIDENTIAL UNBUILDABLE LOT ANALYSIS**Address of Lot: 209 Hebard StSBL#: 106.50-2-21Date: 12/14/23 Initials: IV

Based on criteria below:

This is an Un-buildable Lot X

ITEM	YES	NO
Is the lot in an environmentally sensitive area where construction is prohibited?		X
Is the lot landlocked or less than 4,000 sq. ft.?	X	
Does the lot have severe topographical characteristics that hinder development?		X
Are utilities inaccessible for future development?		X
Is the lot encumbered with major easements which prohibit development?		X
The property has been reviewed to ensure that it does not adjoin a City-owned parcel with which it could be combined to create a development site		X
Is residentially zoned and has a frontage of less than 40' or a depth of less than 100'	X	
TOTAL	2	

If the answer to any of the above questions is "Yes", the parcel is considered unbuildable.

12/23/2020

## 64 Pardee St



December 28, 2023

This map is intended for general reference only.  
The City of Rochester warrants no representation  
as to the accuracy or completeness of the data presented.



City of Rochester, NY  
Mark D. Evans, Mayor

City of Rochester, NY



**RESIDENTIAL UNBUILDABLE LOT ANALYSIS**

Address of Lot: 64 Pardee St  
 SBL#: 091.79-2-16

Date: 12/21/2023 Initials: IV

Based on criteria below:

This is an Un-buildable Lot X

ITEM	YES	NO
Is the lot in an environmentally sensitive area where construction is prohibited?		X
Is the lot landlocked or less than 4,000 sq. ft.?	X	
Does the lot have severe topographical characteristics or irregular layout/shape that hinder development?		X
Are utilities inaccessible for future development?		X
Is the lot encumbered with major easements which prohibit development?		X
The property has been reviewed to ensure that it does not adjoin a City-owned parcel with which it could be combined to create a development site		X
Is residentially zoned and has a frontage of less than 40' or a depth of less than 100'	X	
TOTAL	2	

If the answer to any of the above questions is "Yes", the parcel is considered unbuildable.

12/23/2020

37

**Authorizing the sale of real estate**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The Council hereby approves the negotiated sale of the following parcel of vacant land:

Address	SBL#	Lot Size (ft)	Area (sq ft)	Price	Purchaser
16 High Street	106.44-2-4	35 x 133	4,655	\$ 425	Pamela T. Rivera

Section 2. The Council hereby approves the negotiated sale of the following vacant unbuildable parcels of land for \$1 each:

Address	SBL#	Lot Size	Sq.Ft.	Purchaser
195 Barberry Ter	091.74-3-26	40 x 59.5	2,208	Erin H. Coger
506 Colvin Street	105.73-2-84	35 x 100	3,500	Carlos J. Dominguez
73 Dengler Street West Portion	120.35-2-90.002 W. Portion	20 x 70	2,120	Blondie A. Orange
209 Hebard Street	106.50-2-21	35 x 93	3,255	Gabriel Maisonet
64 Pardee Street	091.79-2-16	36 x 100	3,602	Tyrone C. Kelly, Jr.

The west portion of 73 Dengler St to be conveyed is described and bounded as follows:

All that tract or parcel of land, situate in the City of Rochester, County of Monroe, State of New York, being part of Lot 98 of the Granger, Sibley & Field Tract, as filed in the Monroe County Clerk's Office in Liber 2 of Maps, Page 75 and being more particularly bounded and described as follows: Beginning at a point on the southerly ROW line of Dengler Street (33' ROW) at the northwest corner of lands conveyed to Blondie A Orange by a deed filed in Liber 10787 of Deeds, Page 644, said point being the Point or Place of Beginning; thence

1. Easterly, along said ROW line of Dengler Street, a distance of 20.0 feet to a point; thence
2. Southerly, parallel with the easterly line of said lands of Orange, a distance of 70.0 feet to a point; thence
3. Westerly, parallel with said Dengler Street, a distance of 20.0 feet to the northeast corner of said lands of Orange; thence
4. Northerly, along said easterly line of lands of Orange, a distance of 70.0 feet to the said ROW line of Dengler Street, being the Point or Place of Beginning.

Subject to covenants, easements or restrictions of record, if any. Being one of the parcels conveyed to the City of Rochester by a deed dated March 10, 2005, filed in Liber 10099 of Deeds, Page 214.

Section 3. City taxes and other City charges, except water charges, against said properties are hereby canceled up to the first day of the month following the date of adoption of this ordinance for the reason that the City has agreed to convey said

properties free of City tax liens and other charges or because these charges have been included in the purchase price.

Section 4. This ordinance shall take effect immediately.



**Rochester Urban Renewal Agency**

City Hall Room 223B  
30 Church Street  
Rochester, New York  
14614-1290

**Dana K. Miller**  
Secretary

**Neighborhoods, Jobs & Housing  
Introductory No.**

**URA-1**

January 30, 2024

NBD 03

TO THE RURA

Ladies and Gentlemen:

Re: Rochester Urban Renewal Agency Annual Report

Transmitted herewith for your approval is legislation approving the 2022-23 Rochester Urban Renewal Agency (RURA) Annual Report.

According to the State's policy regarding public authorities, the RURA is to file an annual report on various aspects of operations.

A copy of the report is on file in the Office of the City Clerk and will be posted on the RURA webpage:  
<https://www.cityofrochester.gov/RURA/>

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Dana K. Miller", is written over a light blue horizontal line.

Dana K. Miller  
Secretary





**Rochester Urban Renewal Agency**

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City Hall Room 223B  
30 Church Street  
Rochester, New York  
14614-1290

**Dana K. Miller**  
Secretary

**NBD 03 ATTACHMENT**

# Rochester Urban Renewal Agency

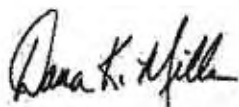
## Annual Report

7/01/22-6/30/23



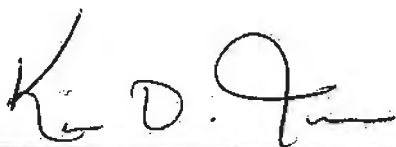


The financial reports submitted are certified that based on the officer's knowledge, the information provided herein is accurate, correct and does not contain any untrue statement of material fact; does not omit any material fact which, if omitted, would cause the financial statements to be misleading in light of the circumstances under which such statements are made; and fairly presents in all material respects the financial condition and results of operations of the authority as of, and for, the periods presented in the financial statements.



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Dana K. Miller, Secretary



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Kim D. Jones, Chief Financial Officer

## RURA

7/01/22-6/30/23

## Operations, Accomplishments &amp; Undertakings

1. Funds received from the sale of the Wegmans Driving Park store that was donated to the City in the amount of \$425,000 continue to be used to fund the Targeted Commercial Exterior Improvement Program in the Dewey-Driving Park Urban Renewal District. The program has been created solely to implement commercial exterior façade grants within Dewey-Driving Park Urban Renewal District. To date, \$238,113 of the fund has been expended towards the implementation of this program as follows:

<u>Expenditure / Use</u>	<u>Amount</u>	<u>Disbursement Dates</u>
Ingalls Planning / Consultant Services	\$18,600	November 2008-May 2009
321 Driving Park LLC / Business Assistance	\$28,403	August 2010-November 2010
Tricom Communications / Business Assistance	\$30,000	January 2011-October 2011
Sharp Edgez Barber Shop / Business Assistance	\$27,722	November 2011-December 2011
Micheal E. Toombs / Business Assistance	\$28,988	June 2011-October 2012
Clinton & Ralston Auto Repair / Business Assistance	\$29,400	February 2013
International Products & Services / Business Assistance	\$30,000	January 2016-May 2016
Ocean Fish Market / Business Assistance	\$45,000	April 2017-May 2017

2. An amendment to the Marketview Heights Urban Renewal District (URD) Plan was approved by City Council in May 2023. The amendment revised the goals to allow for increased single-family home ownership development, the elimination of a land swap with the nearby Ametek business and removal of a related large rental project development site. R.K. Hite & Co., Inc. hired for acquisition/relocation services, have begun negotiations for property acquisitions on the north side of Lewis Street. The City continues to engage with the Marketview Heights Collective Action Project (CAP).
3. The City's Bull's Head Neighborhood Revitalization initiative continued with land assembly activities for the first phase targeted redevelopment area identified in the approved urban renewal plan. Land assembly for the area north of W. Main St. is anticipated to be completed in 2023. Environmental due diligence/cleanup remains a key component to creating developable ready sites. The City applied for and was awarded an approximately \$7.5 million streets/infrastructure grant through the federal Transportation Improvement Program (TIP). Preliminary design for streets started in spring of 2023.

## RURA

Rochester Urban Renewal Proceedings

7/1/22-6/30/23

Date	Resolution No.	Action
2/2023	2023-URA-1	Resolution approving the Rochester Urban Renewal Agency 2021-22 Rochester Urban Renewal Agency Annual Report
3/2023	2023-URA-2	Resolution approving the Rochester Urban Renewal Agency 2023-24 Annual Budget, Performance Measures for 2023, and Performance Measures Report for 2022

**RURA**

## Summary Financial Information

## Summary Statement of Net Assets

Assets	6/30/2023	6/30/2022	6/30/2021	6/30/2020	6/30/2019	6/30/2018	6/30/2017	6/30/2016	6/30/2015	6/30/2014	6/30/2013	6/30/2012
<b>Current Assets</b>												
Cash and cash equivalents	1,155,430	1,119,731	1,119,731	1,396,441	1,396,441	640,666	390,666	435,666	465,666	465,666	465,666	498,447
Investments												
Receivables, net												
Other assets												
<b>Total Current Assets</b>	1,155,430	1,119,731	1,119,731	1,396,441	1,396,441	640,666	390,666	435,666	465,666	465,666	465,666	498,447
<b>Noncurrent Assets</b>												
Restricted cash and investments												
Long-term receivables, net	0	0	0									
Other assets												
<b>Capital Assets</b>												
Land and other nondepreciable property	0	0	0	0	0	0	0	0	0	0	0	0
Buildings and equipment												
Infrastructure												
Accumulated depreciation												
Net capital assets												
<b>Total Noncurrent Assets</b>	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Assets</b>	1,155,430	1,119,731	1,119,731	1,396,441	1,396,441	640,666	390,666	435,666	465,666	465,666	465,666	498,447
<b>Liabilities</b>												
<b>Current Liabilities</b>												
Accounts payable												3,130
Pension contribution payable												
Other post-employment benefits												
Accrued liabilities												
Deferred revenues	0	0	0	0	0	0	0	0	0	0	0	0
Bonds and notes payable												
Other long-term obligations due within one year												
<b>Total Current Liabilities</b>	0	0	0	0	0	0	0	0	0	0	0	3,130
<b>Noncurrent Liabilities</b>												
Pension contribution payable												
Other post-employment benefits												
Bonds and notes payable												
Other long-term obligations												
<b>Total Noncurrent Liabilities</b>	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Liabilities</b>	0	0	0	0	0	0	0	0	0	0	0	3,130
<b>Net Asset (Deficit)</b>												
<b>Net Assets</b>												
Invested in capital assets, net of related debt												
Restricted	1,155,430	1,119,731	1,119,731	1,396,441	1,396,441	640,666	390,666	435,666	465,666	465,666	465,666	495,317
Unrestricted												
<b>Total Liabilities and Net Assets</b>	1,155,430	1,119,731	1,119,731	1,396,441	1,396,441	640,666	390,666	435,666	465,666	465,666	465,666	498,447

## Summary Statement of Revenues, Expenses and Change in Net Assets

Operating Revenues

Charges for services

Rental &amp; financing income

Other operating revenues

**Total Operating Revenue**Operating Expenses

Salaries and wages

Other employee benefits

Professional services contracts

Supplies and materials

Depreciation &amp; amortization

Other operating expenses

**Total Operating Expenses****Operating Income (Loss)**Nonoperating Revenues

Investment earnings

State subsidies/grants

Federal subsidies/grants

Municipal subsidies/grants

Public authority subsidies

Other nonoperating revenues

**Total Nonoperating Revenue**Nonoperating Expenses

Interest and other financing charges

Subsidies to other public authorities

Grants and donations

Other nonoperating expenses

**Total Nonoperating Expenses****Income (Loss) Before Contributions**Capital Contributions**Change in net assets****Net assets (deficit) beginning of year****Other net assets changes****Net surplus (deficit) at end of year**

Charges for services													
Rental & financing income													
Other operating revenues													
<b>Total Operating Revenue</b>													
	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>Operating Expenses</u>													
Salaries and wages													
Other employee benefits													
Professional services contracts													
Supplies and materials													
Depreciation & amortization													
Other operating expenses													
<b>Total Operating Expenses</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Operating Income (Loss)</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>Nonoperating Revenues</u>													
Investment earnings	0	0	0	0	0	0	0	0	0	0	0	0	182
State subsidies/grants													
Federal subsidies/grants													
Municipal subsidies/grants													
Public authority subsidies													
Other nonoperating revenues	35,700			0	771,750	250,000							
<b>Total Nonoperating Revenue</b>	35,700	0	0	0	771,750	250,000	0	0	0	0	0	0	182
<u>Nonoperating Expenses</u>													
Interest and other financing charges													
Subsidies to other public authorities													
Grants and donations							45,000	30,000	0	0	29,651	32,572	
Other nonoperating expenses			276,710	0	15,975								
<b>Total Nonoperating Expenses</b>	0	0	276,710	0	15,975	0	45,000	30,000	0	0	29,651	32,572	
<b>Income (Loss) Before Contributions</b>	35,700	0	-276,710	0	755,775	250,000	-45,000	-30,000	0	0	-29,651	-32,390	
<u>Capital Contributions</u>													
<b>Change in net assets</b>	35,700	0	-276,710	0	755,775	250,000	-45,000	-30,000	0	0	-29,651	-32,390	
<b>Net assets (deficit) beginning of year</b>	\$1,119,731	\$1,119,731	\$1,396,441	\$1,396,441	\$640,666	\$390,666	\$435,666	\$465,666	\$465,666	\$465,666	\$495,317	\$527,707	
<b>Other net assets changes</b>													
<b>Net surplus (deficit) at end of year</b>	1,155,431	1,119,731	1,119,731	1,396,441	1,396,441	640,666	390,666	435,666	465,666	465,666	465,666	495,317	



# RURA

## Debt Report

7/01/22-6/30/23

1. The authority did not have any outstanding debt, including conduit debt, at any point during the reporting period.
2. There was no new debt issuance during the reporting period.

## G/L ACCOUNT - MASTER INQUIRY

NBD 03 ATTACHMENT

Org code: 33600000 URBAN RENEWAL FUND  
 Object code: 640010 GENERAL DISBURSEMENT  
 Project code:

Type: E  
 Status: A  
 Budgetary: Y

Fund 1336 URBAN RENEWAL FUND  
 Function 09 NEIGHBORHOOD BUSINESS DEVELOPM  
 Department 00 UNASSIGNED  
 Bureau 0000 UNASSIGNED  
 SubB/Year 000000 UNASSIGNED  
 Ord/Activity 00000 UNASSIGNED  
 Unassigned 00000 UNASSIGNED  
 Unassigned 000000 UNASSIGNED

Full description: URBAN RENE GENERAL DISBURSEMEN Short desc: GEN DISB  
 Reference Acct: Auto-encumber? (Y/N) N

CURRENT YEAR MONTHLY AMOUNTS				
PER	ACTUAL	ENCUMBRANCE	BUD TRANSFER	BUDGET
00	.00	.00	.00	.00
01	.00	.00	.00	306,435.30
02	.00	.00	.00	.00
03	.00	.00	.00	.00
04	.00	.00	.00	.00
05	.00	.00	.00	.00
06	.00	.00	.00	.00
07	.00	.00	.00	.00
08	.00	.00	.00	.00
09	.00	.00	.00	.00
10	.00	.00	.00	.00
11	.00	.00	.00	.00
12	.00	.00	.00	.00
13	.00	.00	.00	.00
Tot:	.00	.00	.00	306,435.30

CURRENT YEAR TOTAL AMOUNTS			
Actual (Memo)	.00	Original Budget	306,435.30
Encumbrances	.00	Budget Tranfr In	.00
Requisitions	.00	Budget Tranfr Out	.00
Total	.00	Carry Fwd Budget	.00
Available Budget	306,435.30	Carry Fwd Bud Tfr	.00
Percent Used	.00	Revised Budget	306,435.30
Inceptn to SOY	15,975.10	Inceptn Orig Bud	286,710.40
		Inceptn Revsd Bud	322,410.40
Encumb-Last Yr	.00	DEPT	.00
Actual-Last Yr	.00	RECOMD	.00
Estim-Actual	306,435.30	MAYORS	.00
	.00	COUNCIL	.00
		ADOPTED	.00

## G/L ACCOUNT - MASTER INQUIRY

NBD 03 ATTACHMENT

PER	LAST YEAR MONTHLY AMOUNTS		
	ACTUAL	ENCUMBRANCE	BUDGET
00	.00	.00	.00
01	.00	.00	270,735.30
02	.00	.00	.00
03	.00	.00	.00
04	.00	.00	.00
05	.00	.00	.00
06	.00	.00	.00
07	.00	.00	.00
08	.00	.00	.00
09	.00	.00	.00
10	.00	.00	35,700.00
11	.00	.00	.00
12	.00	.00	.00
13	.00	.00	.00
Tot:	.00	.00	306,435.30

PRIOR YEARS		TOTAL AMOUNTS	
2023 Actual	.00	2023 Orig Budget	270,735.30
2023 Closed @ YE	.00	2023 Bud Tfr In	35,700.00
2023 Encumbrance	.00	2023 Bud Tfr Out	.00
2023 Memo Bal	.00	2023 C Fwd Budget	.00
2022 Actual	.00	2023 Revsd Budget	306,435.30
2021 Actual	.00		
2020 Actual	.00	2022 Orig Budget	270,735.30
2019 Actual	15,975.10	2022 Revsd Budget	270,735.30
2018 Actual	.00	2021 Orig Budget	270,735.30
2017 Actual	.00	2021 Revsd Budget	270,735.30
2016 Actual	.00		
2015 Actual	.00	2023	0.00
2014 Actual	.00	2022	0.00
		2021	0.00

FUTURE YEAR AMOUNTS	
PER	2025 BUDGET
00	.00
01	.00
02	.00
03	.00
04	.00
05	.00
06	.00
07	.00
08	.00
09	.00
10	.00
11	.00
12	.00
13	.00
Tot:	.00

FUTURE YEAR AMOUNTS	
2025 DEPT	.00
2025 RECOMD	.00
2025 MAYORS	.00
2025 COUNCIL	.00
2025 ADOPTED	.00
2025 Revised	.00
2026 Estimate	.00
2027 Estimate	.00
2028 Estimate	.00
2029 Estimate	.00
2025 Memo Bal	.00
2025 Encumbrance	.00
2025 Requisition	.00

## ACCOUNT NOTES

☆☆ END OF REPORT - Generated by Pragle, Christopher L. ☆☆

# RURA

## Procurement Contracts Report

7/01/22-6/30/23

(Procurement contracts open during the reporting period with an actual or estimated value of \$5,000 or more.)

There were no procurement contracts for the reporting period.

# RURA

## Compensation Report

7/01/22-6/30/23

### Compensation Schedule

Position	Title & Name of Person holding Position	Salary, Compensation, Allowance and/or benefits provided to any officer, director or employee in a decision making or managerial position whose salary is in excess of \$100,000

There are no officers, directors or employees compensated by the Rochester Urban Renewal Agency.



## RURA

### Personal Property Transactions Statement

7/01/22-6/30/23

The authority did not have any personal property transactions at any point during the reporting period.

# RURA

## Urban Renewal Parcel Status & Recommendations

7/1/2022-6/30/2023

Street Address	Current Use	Proposed Action	2023-comment/status
36 South Avenue	Parking Garage	No Action Proposed	No Action Proposed
50 Broadway	Leased to Benderson	Parcel disposition being evaluated following the death of the purchaser	Parcel planned to be sold
<del>414 E. Broad</del> 70 Broadway*	Leased to Benderson	Parcel disposition being evaluated following the death of the purchaser	Parcel planned to be sold
40 Broadway	Leased to Benderson	Parcel disposition being evaluated following the death of the purchaser	Parcel planned to be sold
48 Broadway	Leased to Benderson	Parcel disposition being evaluated following the death of the purchaser	Parcel planned to be sold
52 Broadway	Leased to Benderson	Parcel disposition being evaluated following the death of the purchaser	Parcel planned to be sold
60 Broadway	Leased to Benderson	Parcel disposition being evaluated following the death of the purchaser	Parcel planned to be sold
66 Broadway	Leased to Benderson	Parcel disposition being evaluated following the death of the purchaser	Parcel planned to be sold
2 Reynolds Street	Vacant	No Action Proposed	No Action Proposed
151 Mt. Hope Avenue	Reserved for redevelopment	No Action Proposed	No Action Proposed
780 Exchange	Vacant	No Action Proposed	No Action Proposed

\*= 414 E. Broad Street is now known as 70 Broadway – the address was changed when the ROW dedication was finalized and re-mapped.

## RURA

Potential Disposition of Property

7/1/2022-6/30/2023

The attached list indicates properties held by RURA. The intent to dispose of these properties is dependent upon development opportunities. As appropriate opportunities arise, properties may be disposed of. These actions would be subject to RURA approval. RURA does not have an estimate of fair market value for all such property held at the end of the reporting period.

## RURA

Real Property Transactions  
7/1/2022-6/30/2023

There were no transactions of RURA owned real property during the reporting period.

# RURA

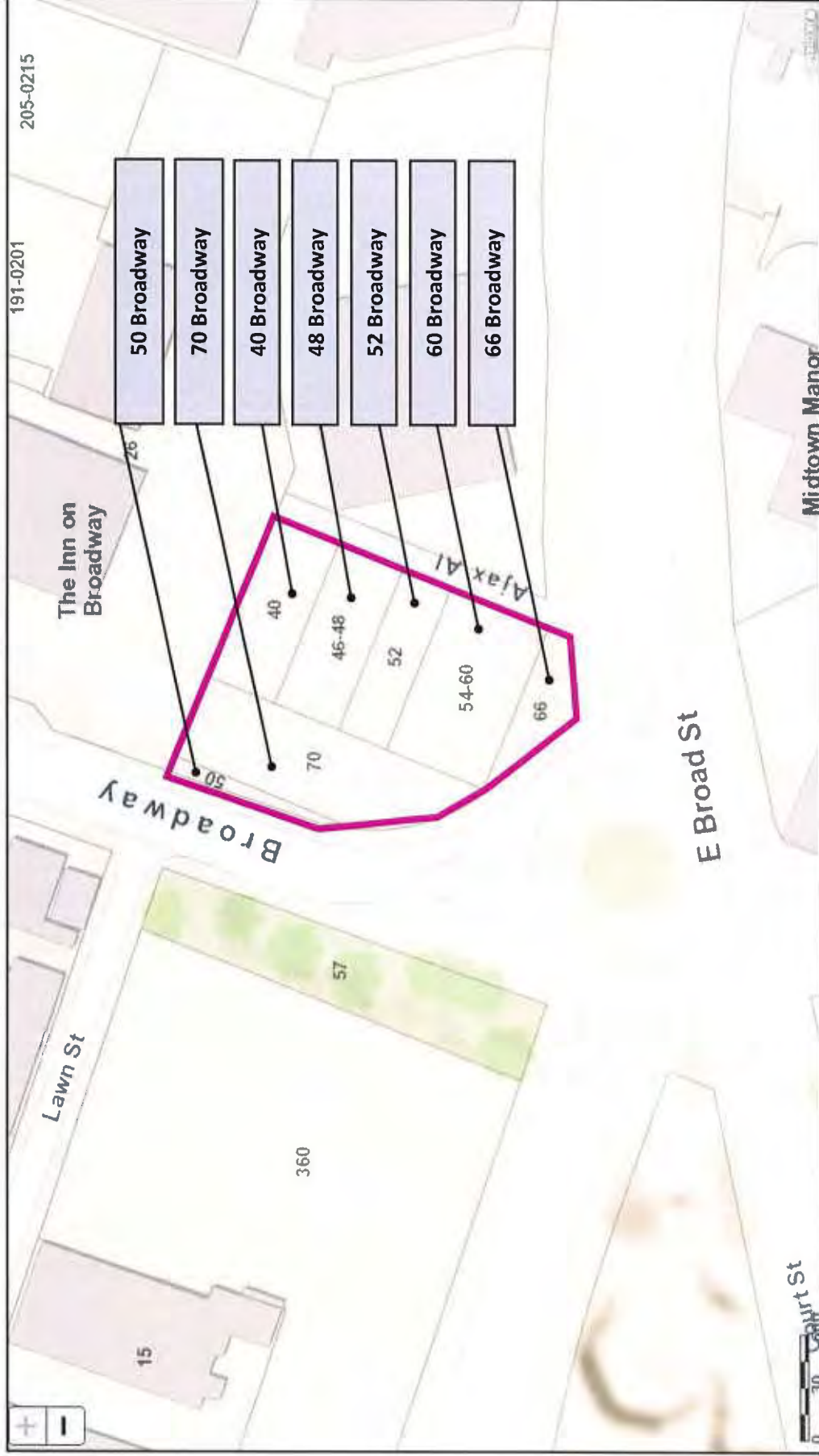
Rochester Urban Renewal Agency: Real Property Report  
7/1/2022-6/30/2023

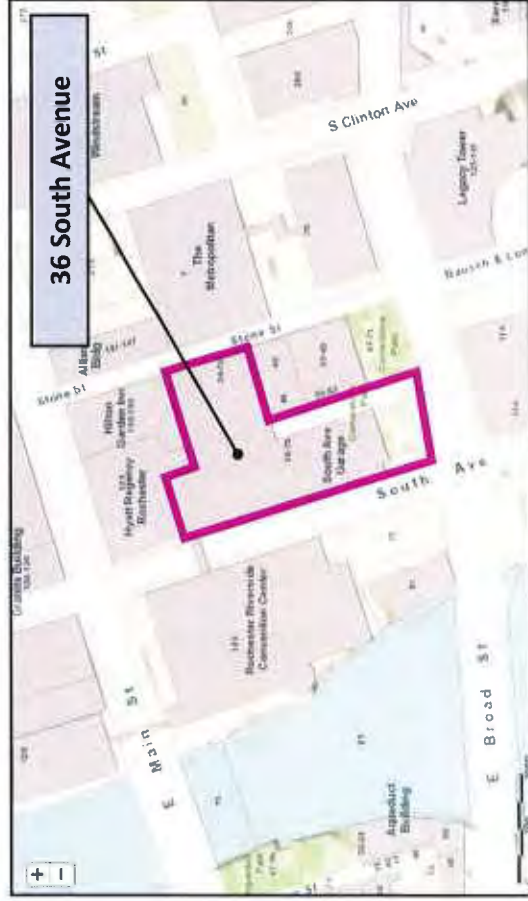
OWNER NAME	PROPERTY ADDRESS	
Rochester Urban Renewal Agency	2 Reynolds Street	No action proposed
Rochester Urban Renewal Agency	36 South Avenue	No Action Proposed
Rochester Urban Renewal Agency	40 Broadway	Parcel disposition being evaluated following the death of the purchaser
Rochester Urban Renewal Agency	46-48 Broadway	Parcel disposition being evaluated following the death of the purchaser
Rochester Urban Renewal Agency	52 Broadway	Parcel disposition being evaluated following the death of the purchaser
Rochester Urban Renewal Agency	54-60 Broadway	Parcel disposition being evaluated following the death of the purchaser
Rochester Urban Renewal Agency	66 Broadway	Parcel disposition being evaluated following the death of the purchaser
Rochester Urban Renewal Agency	<del>414 E. Broad Street</del> 70 Broadway*	Parcel disposition being evaluated following the death of the purchaser
Rochester Urban Renewal Agency	50 Broadway	Parcel disposition being evaluated following the death of the purchaser
Rochester Urban Renewal Agency	151 Mt. Hope Avenue	No action proposed
Rochester Urban Renewal Agency	780 Exchange Street	No action proposed
Rochester Urban Renewal Agency	120 Savannah Street	Property sold as part of the Southeast Tower redevelopment project

\*= 414 E. Broad Street is now known as 70 Broadway – the address was changed when the ROW dedication was finalized and re-mapped.



## RURA-owned Properties 2022-2023





## RURA

### Rochester Urban Renewal Report

7/01/22-6/30/23

Assessment of the effectiveness of the Authority's internal control structure and procedures.

#### Audit Report

The Rochester Urban Renewal Agency financial information is included in the City of Rochester & Rochester Urban Renewal Agency audited financial statements.

A copy of the City of Rochester & Rochester Urban Renewal Agency fiscal year ended 6/30/23 Annual Comprehensive Financial Report will be on file in the office of the Rochester Urban Renewal Agency.

INTRODUCTORY NO.

NBD # 3

URA - 1

Resolution No. URA-

**Rochester Urban Renewal Agency Resolution approving the 2022-23 Rochester Urban Renewal Agency Annual Report**

BE IT RESOLVED, by the Rochester Urban Renewal Agency as follows:

Section 1. The Agency hereby approves the 2022-23 Annual Report for July 1, 2022 to June 30, 2023 of the Rochester Urban Renewal Agency as submitted by the Secretary, and authorizes its submission to the State of New York.

Section 2. This resolution shall take effect immediately.



## City of Rochester

City Hall Room 308A, 30 Church Street  
Rochester, New York 14614-1290  
www.cityofrochester.gov

## Neighborhoods, Jobs & Housing Introductory No.

Malik D. Evans  
Mayor

# 38

January 30, 2024

NBD 04

TO THE COUNCIL

Ladies and Gentlemen:

Re: Sale of Real Estate and Grant Agreement with  
Flower City Habitat for Humanity

Council Priority: Rebuilding and Strengthening  
Neighborhood Housing

Comprehensive Plan 2034 Initiative Area:  
Reinforcing Strong Neighborhoods

Transmitted herewith for your approval is legislation related to Flower City Habitat for Humanity's single-family new-construction project, including the sale of City-owned real estate and authorization of a grant in the amount of \$388,200 for the construction of 12 new, affordable, single-family homes in the City of Rochester.

This legislation will:

- 1) Authorize the sale of 12 vacant parcels to Flower City Habitat for Humanity (Habitat) for the development of single-family homes for first time homebuyers.

Address	Tax ID/SBL	Price	Lot Size (SF)	Zoning
4 Beechwood Street	107.69-1-55	\$450	5,104	R-2
10 Beechwood Street	107.69-1-58	\$450	5,104	R-2
35-37 Quincy Street	107.70-1-58	\$425	4,988	R-1
42 Arch Street	107.70-3-35	\$425	4,640	R-1
51-53 Chamberlain Street	107.69-1-41	\$450	5,105	R-2
200 Cedarwood Terrace	107.62-3-52	\$425	4,800	R-1
207 Melville Street	107.54-3-8.002	\$425	4,073	R-1
70 Parsells Avenue	107.53-3-62	\$475	6,320	R-2
475 Garson Avenue	107.61-3-24	\$450	5,120	R-2
283 Garson Avenue	106.68-3-15	\$450	5,120	R-2
140 Grand Avenue	107.61-1-47	\$500	7,450	R-2
41 Sidney Street	107.70-1-15	\$425	4,756	R-1
TOTAL		\$5,350		

- 2) Authorize an agreement in the amount of \$388,200 for a grant to Flower City Habitat for Humanity (Matthew Flanigan, President & CEO, 755 Culver Road, Rochester).
- 3) Appropriate \$388,200 in HOME funds from the Affordable Housing Fund allocation of the 2023-24 Annual Action plan to fund the agreement.





- 4) The term of the agreement is for two years, with a maximum grant amount of \$32,350 per home. The funds will be used to support the construction of single-family homes on the 12 aforementioned lots.

The grant will be used as a subsidy to support construction of the 12 owner-occupied single-family houses in and adjacent to the Beechwood neighborhood – see attached map for location information. These twelve homes comprise the third phase of Habitat's planned Beechwood infill project. Habitat completed the first phase of the project in the summer, completing seven homes in the Beechwood neighborhood, and will complete construction on the 10 homes in phase two in CY2024. If Council approval is granted, the development team will start construction on phase three in the fall of 2024.

Habitat's new construction activity aligns with the residential goals identified in the *Comprehensive Plan for the EMMA and Beechwood Neighborhoods (2020)* (Beechwood Plan), and the City's *Comprehensive Plan: Rochester 2034*. This project and the parcels were specifically highlighted in the Beechwood Plan, and are part of a larger infill housing initiative being undertaken by Habitat, Home Leasing, Rochester Housing Authority, and other local partners. These units will provide low- and very-low income households much needed homeownership opportunities. Habitat has been building new, single-family housing in the City for Rochester for many years. They employ construction managers to oversee development, and utilize volunteers to help construct the homes.

The new houses will be sold to low-income families who currently reside in sub-standard, overcrowded, and/or cost-prohibitive housing situations. These families are selected by a Habitat committee using the following criteria:

- Annual household income between 35% and 70% of the area median income.
- Minimum two years' continuous history of employment or other income source.
- Demonstrated need as current housing is substandard, overcrowded, or a cost burden.
- No bankruptcy or discharge within last two years, and no open judgements or tax liens.
- Willingness to partner by contributing at least 300 hours of "sweat equity" (depending on household size), providing monthly proof of income and savings, providing a down payment and a portion of closing costs, attending at least seven required classes on financial literacy and home ownership, and agreeing to live in the house for at least 10 years.

The houses will be sold for appraised value (between \$70,000 and 100,000), but mortgages are sized to ensure affordability. Habitat typically provides a 30-year mortgage with a 0% interest rate. Habitat has completed the seven homes in Phase I of the project this calendar year (Phase I Beechwood), with five homes for households earning at or below 30-50% AMI and two homes for households earning at or below 50-70% AMI.

A SEQRA review has been completed and a negative declaration was issued. A NEPA review is underway and will be completed prior to entering into any agreements for the New Construction project.

Respectfully submitted,



Malik D. Evans  
Mayor

City Council of Rochester, New York  
Flower City Habitat for Humanity  
Sale of Vacant Land (12 parcels) and Grant Agreement  
Parcel Maps

Map 1 – 4 Beechwood St, 10 Beechwood St, 35-37 Quincy St, 42 Arch St, 51-53 Chamberlain St, 200 Cedarwood Ter



Map 2 - 207 Melville St, 70 Parsells Ave, 475 Garson Ave, 283 Garson Ave, 140 Grand Ave





Map 3 - 41 Sidney St



### Vendor / Consultant Selection Process Summary

**Department** NBD Housing

**Project / Service Title:** Request for Proposals (RFP) for Affordable and Mixed Income Housing Development

**Consultant Selected:** Flower City Habitat for Humanity – New Construction of Single Affordable Family Homes

**Method of selection:** X Request for Proposal [Complete 1-7]  
    Request for Qualifications [Complete 1-7]  
    From the NY State Department of Transportation list of pre-approved regional engineering firms [Complete 4-7]

**1. Date RFP / RFQ issued** (and posted on City web site): March 14, 2023

**2. The RFP / RFQ was also sent directly to:** Contact lists, City's Developer and Housing Service providers distribution lists.

**3. Proposals were received from**

A total of one proposal for affordable, for-sale projects was submitted to the City. Similar projects were scored against each other.

<u>FIRM</u>	<u>City/ST</u>
1) Flower City Habitat for Humanity	14609

**4. Evaluation criteria** Greater Rochester Habitat for Humanity was the highest ranked homeownership project, and fifth highest scoring project overall with 60 points.

Neighborhood Revitalization	
<u>Alignment with other development and investment:</u>	10
<u>Community Support:</u>	10
Design and Project Characteristics	
<u>Mixed-Income:</u>	10
<u>Project Readiness:</u>	10
<u>Sustained Homeownership:</u>	10
<u>Sources of Funds:</u>	5
<u>Project Design:</u>	10
<u>Sustainability and Energy Efficiency:</u>	10
<u>Financial Feasibility:</u>	5
<u>Market Study:</u>	5
Development Team Experience	
<u>Experience &amp; Capacity:</u>	10
M/WBE & Workforce Goals	
<u>M/WBE &amp; Workforce:</u> Quality of proposed M/WBE and Workforce plan.	5

**5. Review team included staff from:** Dept/Bureau (#) Dept/Bureau (#) Dept/Bureau (#)

The review team comprised staff representatives from: Real Estate (Paul Scuderi), Zoning (Roseanne Khaleel), Division of Environmental Quality (Harold Thurston), Architecture and Engineering (Donna Clements and David Riley), Credit Underwriting (Corinne Palermo), Housing (Linda Hedden), and Planning (Elizabeth Murphy).

**6. Additional considerations/explanations:** NSC Administrators from each quadrant also participated in review meetings and provided input. Each review team member received the proposals to independently review and rate based upon specific criteria. The committee then met to discuss and rank them based upon compilation of the members' ratings. The review committee interviewed development teams with projects and proposals that required further clarification or investigation.

**7. MWBE Officer has reviewed the recommended firm's proposal for MWBE and Workforce goals.**

MWBE Officer Initials: S.M.D. Date: 12/29/2023



**Authorizing the sale of real estate, grant agreement and appropriation for the third phase of the Beechwood infill project**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The Council hereby approves the negotiated sale of the following twelve vacant parcels to Flower City Habitat for Humanity, Inc. (FCHF) with proposal to construct affordable single-family dwellings thereon for first-time homebuyers as a third phase of the Beechwood neighborhood infill initiative (the Project):

Address	Tax ID/SBL	Price	Lot Size (SF)
4 Beechwood Street	107.69-1-55	\$450	5,104
10 Beechwood Street	107.69-1-58	\$450	5,104
35-37 Quincy Street	107.70-1-58	\$425	4,988
42 Arch Street	107.70-3-35	\$425	4,640
51-53 Chamberlain Street	107.69-1-41	\$450	5,105
200 Cedarwood Terrace	107.62-3-52	\$425	4,800
207 Melville Street	107.54-3-8.002	\$425	4,073
70 Parsells Avenue	107.53-3-62	\$475	6,320
475 Garson Avenue	107.61-3-24	\$450	5,120
283 Garson Avenue	106.68-3-15	\$450	5,120
140 Grand Avenue	107.61-1-47	\$500	7,450
41 Sidney Street	107.70-1-15	\$425	4,756
TOTAL PRICE		\$5,350	

Section 2. City taxes and other City charges, except water charges, against said properties are hereby canceled up to the first day of the month following the date of adoption of this ordinance for the reason that the City has agreed to convey said properties free of City tax liens and other charges or because these charges have been included in the purchase price.

Section 3. The Mayor is hereby authorized to enter into a grant agreement with FCHF to support the construction of twelve single-family dwellings on the vacant parcels conveyed pursuant to Section 1 herein. The maximum amount of the agreement shall be \$388,200, which shall be funded from the Project No. 26, Affordable Housing Development Fund allocation in the 2023-24 Annual Action Plan, which amount is hereby appropriated to the Project. The term of the grant agreement shall be two years.

Section 4. The agreement shall contain such additional terms and conditions as the Mayor deems appropriate.

Section 5. This ordinance shall take effect immediately.



## City of Rochester

City Hall Room 308A, 30 Church Street  
Rochester, New York 14614-1290  
[www.cityofrochester.gov](http://www.cityofrochester.gov)

## Neighborhoods, Jobs & Housing Introductory No.

Malik D. Evans  
Mayor

39

January 30, 2024

NBD 05

TO THE COUNCIL

Ladies and Gentlemen:

Re: Agreement – Environmental Review  
Lead Agency

Transmitted herewith for your approval is legislation authorizing an agreement between the City Council and the Mayor for the coordination of environmental review actions in which both parties are involved.

The requirement for environmental review of certain actions is specified by the New York State Environmental Quality Review Act, and Chapter 48 of the City Code. When more than one governmental body is involved in actions covered under these laws and associated regulations, a lead agency must be designated to conduct the review.

Since 1987 City Council has authorized agreements designating the Administration as the lead agency for such actions, with the provision that gives the Council President 10 days to assume the lead agency designation, if desired.

Under the agreement, the Mayor will continue to notify the Council when an environmental review is required and that the review will be conducted by the Administration as lead agency. Upon receipt of notification, the President will advise the Council in writing of the proposed action and request comments within 10 days. The President may, within the 10-day period, notify the Mayor that the provisions of the lead agency agreement will not apply and that formal consideration of the designation of a lead agency by the Council will instead be required.

The proposed agreement shall remain in effect until a new agreement is signed.

Respectfully submitted,

Malik D. Evans  
Mayor



INTRODUCTORY NO.

39

Ordinance No.

**Authorizing a lead agency agreement between the City Council and the Mayor regarding Environmental Review**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The President of the Council is hereby authorized to enter into an agreement with the Mayor to continue their coordinated environmental lead agency review procedure pursuant to Article 8 of the New York State Environmental Conservation Law and Chapter 48 of the Municipal Code, for actions which involve discretionary decisions by the City Council and the Mayor. The agreement shall continue until a new agreement is executed.

Section 2. The agreement shall contain such additional terms and conditions as the Mayor and the City Council deem appropriate.

Section 3. This ordinance shall take effect immediately.



## City of Rochester

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[www.cityofrochester.gov](http://www.cityofrochester.gov)

## Neighborhoods, Jobs & Housing Introductory No.

Malik D. Evans  
Mayor

40

January 30, 2022

NBD 22

TO THE COUNCIL

Ladies and Gentlemen:

Re: Amendment – 2024 Statewide  
Preservation Conference – FY2023 Certified  
Local Government (CLG) Grant – Landmark  
Society Management Agreement

Council Priority: Creating and Sustaining a  
Culture of Vibrancy

Transmitted herewith for your approval is legislation amending Ord. 2023-363 which authorized the receipt and use of \$30,000 in FY2023 Certified Local Government (CLG) Grant funds related to the 2024 Statewide Preservation Conference. The actual Grant amount will be \$30,450; therefore, this amendment reflects the receipt and use of the additional \$450, for a total of \$30,450.

The CLG grant support will allow Conference organizers to provide high quality educational sessions in professional settings, led by dynamic, diverse, and respected speakers. Of the \$30,450 awarded, approximately \$10,000 will fund speaker fees for the CLG Workshop; \$3,500 will fund the Keynote Speaker; \$7,500 will fund the aforementioned scholarships; approximately \$4,750 will fund honoraria and travel for speakers; and the approximate remaining amount of \$4,700 will help offset printing and mailing expenses, event photographer, venue rental, and audiovisual expenses.

Respectfully submitted,

Malik D. Evans  
Mayor



## INTRODUCTORY NO.

40

Ordinance No.

**Amending Ordinance No. 2023-363 relating to funding for the 2024 NY Statewide Preservation Conference**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. Sections 1 and 2 of Ordinance No. 2023-363, authorizing the receipt and use of funds and a management agreement for the 2024 NY Statewide Preservation Conference, are hereby amended to read as follows:

Section 1. The Council hereby authorizes the receipt and use of ~~\$30,000~~ \$30,450 in FY2023 Certified Local Government grant funds (Grant) from the State Historic Preservation Office of the New York State Office of Parks, Recreation and Historic Preservation, which is hereby appropriated for the City to host and sponsor the 2024 NY Statewide Preservation Conference (Conference).

Section 2. The Mayor is hereby authorized to enter into a professional services agreement with The Landmark Society of Western New York, Inc. to manage the Conference. The maximum compensation for the agreement shall be ~~\$30,000~~ \$30,450, which shall be funded from Grant appropriated in Section 1 herein. The term of the agreement shall be one year.

Section 2. This ordinance shall take effect immediately.

Strikeout indicates deleted text, new text is underlined





**Neighborhoods, Jobs & Housing  
Introductory No.**

58

January 30, 2024 MAYOR 20

TO THE COUNCIL

Ladies and Gentlemen:

Re: Budget Amendment and Professional Service  
Agreements - Healthy Food Accessibility - Innovative  
Food Models

Council Priority: Creating and Sustaining a Culture of  
Vibrancy, Rebuilding and Strengthening  
Neighborhood Housing, Jobs and Economic  
Development

Comprehensive Plan 2034 Initiative Area:  
Reinforcing Strong Neighborhoods, Sustaining Green  
and Active Systems, Fostering Prosperity and  
Opportunity

Transmitted herewith for your approval is legislation related to the Healthy Food Accessibility  
Program. This legislation will:

1. Transfer \$343,500 from the 2023-24 Budget of Neighborhood and Business Development (NBD) to the 2023-24 Budget of the Mayor's Office for the implementation of the Healthy Food Accessibility Program's innovative food models initiative. The transfer reflects a portion of the American Rescue Plan Act funding currently budgeted in NBD, and originally appropriated to the Healthy Food Loan and Grant Program via Ordinance 2022-299.
2. Amend the 2023-24 Budget of the Mayor's Office by \$3,000,000. This reflects a portion of the \$5,000,000 in American Rescue Plan Act (ARPA) dollars that were appropriated to the Healthy Food Loan and Grant Program via Ordinance 2022-299.
3. Authorize professional services agreements and maximum compensation as follows for the development of Innovative Food Models for the City of Rochester:

Cornell Cooperative Extension of Monroe County (Andrea Lista, Rochester, NY)	\$126,577.00
Taproot Collective, Inc. (Nathaniel Mich, Rochester, NY)	\$373,989.69
St Peter's Kitchen, Inc. (Robert Boyd, Rochester, NY)	\$390,000.00
Foodlink, Inc. (Julia Tedesco, Rochester, NY)	\$573,804.00
Field & Fork Network, Inc. (Lisa French, Rochester, NY)	\$879,243.42
Trillium Health, Inc. (Jason Barnecut-Kearns, Rochester, NY)	\$999,631.00
	<b>\$3,343,245.11</b>

The terms of the agreements will be for up to 30 months. The agreements will be funded by the 2023-24 Budget of the Mayor's Office, utilizing ARPA funding. The selected organizations will implement, create, alternative models that complement or work synergistically with the efforts to expand healthy food access to low-income city residents.





This initiative is an eligible use of ARPA funding per the following Treasury Interim Guidelines Expenditure Category: (6.1) Provision of Government Services.

The goal of the Healthy Food Accessibility Program is to invest in activities that increase healthy food access for city residents in areas of the city with limited healthy food resources.

The organizations were selected through a Request for Proposals process and a vendor selection form is attached along with a summary of the organization's innovative food model project summaries.

Respectfully submitted,



Malik D. Evans  
Mayor

## Vendor / Consultant Selection Process Summary

**Department: Mayor's Office**

**Project / Service Title: City of Rochester Innovative Healthy Food Model**

**Consultant(s) Selected:**

Cornell Cooperative Education	\$126,577.00
Taproot	\$373,989.69
St Peter's Kitchen	\$390,000.00
Foodlink	\$548,804.00
Field & Fork Network	\$879,243.42
Trillium	\$999,631.00

**Method of selection:** x Request for Proposal [Complete 1-7]  
Request for Qualifications [Complete 1-7]  
From the NY State Department of Transportation list of pre-approved regional engineering firms [Complete 4-7]

**1. Key Dates:**

RFP issued (and posted on City web site):	August 4, 2023
Pre-Proposal Virtual Conference	August 23, 2023
Proposals due	September 22, 2023
Interviews held with finalist firms	October 24 – Nov 21, 2023

**2. The RFP / RFQ was also sent directly to:**

- Rochester Food Policy Council members
- Foodlink
- Common Ground Health/Healthi Kids Coalition
- Friends of the Rochester Public Market
- Taproot Collective
- Monroe County Cooperative Extension
- Rochester's Urban Ag Working Group
- Westside Farmers Market Manager
- Brighton Farmers Market Manager
- Field and Fork Network (
- The Northeast Organic Farming Association of New NY (NOFA-NY)
- Headwater Food Hub

**3. Proposals were received from**

<u>FIRM</u>	<u>City/ST</u> [if Rochester, include ZIP instead of ST]
Trillium	14607
Root of the Matter	14608
Foodlink	14615
St. Peter's Kitchen	14611
Taproot Collective	14605
Community Resource Collective	14607

Black Flower Coop	14611
Field and Fork Network	Buffalo, NY
MK Ghandi Institute for Non-Violence	14608
Westside Farmers Market	14619
Cornell Cooperative Education	14617

#### 4. Evaluation criteria

<u>Criteria</u>	<u>Weighting Points possible</u>
Proposal Quality	60%
Value	10%
Experience	20%
References	10%
<b>SUBTOTAL</b>	<b>100%</b>

<b>Organization</b>	<b>Pts.</b>
Foodlink	55.38
Trillium	50
Field & Fork Network	49.6
Cornell Cooperative Education	48.3
Taproot	43.2
St Peter's Kitchen	40.6
Westside Farmers Market	40.35
MK Ghandi Institute	32.9
Black Flower Coop	26.8
CRC	26.6
Root of the Matter	15.4

#### 5. Review team included staff from:

NBD/Business Development (1), DRHS/Public Market (2), Mayor's Office/City Planning(1), Mayor's Office Administration(3)

#### 6. Additional considerations/explanations [if applicable; e.g. interviews; demonstrations]

#### 7. MWBE Officer has reviewed the recommended firm's proposal for MWBE and Workforce goals. MWBE Officer Initials: Date:

Form date 1/4/19

CMJ for SMD

1/26/24

## HEALTHY FOOD ACCESSIBILITY: Selected Organizations for Innovative Food Model

Organization	Project Summary	Outcomes
CCE Monroe <i>Requested amount:</i> \$126,577.00	Expanding a workforce development and food security program entitled "GROWS in the City." CCE Monroe will create an urban farm on Remington Street with approximately 1,980 sq. ft. of growing space. The urban farm will serve as an expansion site for CCE Monroe's transitional jobs program, Gaining Relevant and Outstanding Work Skills (GROWS), for unemployed young adults in the city. The program will also include monthly nutrition/cooking classes facilitated by CCE's Monroe Snap-Ed Nutrition Educators.	<ul style="list-style-type: none"> <li>Improved employment outcomes for participants.</li> <li>Fresh produce provided to neighborhood residents through The People's Pantry.</li> <li>Improved nutrition and cooking skills for clients of Lincoln Branch Library and People's Pantry.</li> </ul>
Taproot Collective <i>Requested amount:</i> \$373,989.69	This project will create a new full-time position dedicated to providing capacity-building material, technical, and logistical support to community gardens and urban farms in low-income and food-insecure Rochester neighborhoods. The main vehicle for these services is Taproot's free membership program for urban growers, known as the Collective. In collaboration with their Community Food Team youth workforce development program, the program will result in direct investment in at least 40 community gardens and urban farms, supporting as many as 1,800 low-income households.	<ul style="list-style-type: none"> <li>A portfolio of services and improvements delivered to urban gardens and farms, such as landscape design services and raised beds.</li> <li>Improved data collection and measurement on the impacts of community gardens on residents.</li> <li>Increased capacity to carry on this work beyond the grant period.</li> </ul>
St. Peter's Kitchen <i>Requested amount:</i> \$390,000.00	This project is multifaceted and builds on the core competencies of St. Peter's Kitchen and existing partnerships with Foodlink, Wegmans, Tops and Bimbo Bakery. It will increase access and effectiveness of current services and aims to increase the reach of the hot meal program by adding a Saturday lunch option and continuing to provide low-cost meals to Project Haven.	<ul style="list-style-type: none"> <li>Delivery of meals to seniors and individuals with disabilities.</li> <li>Additional meals served through expanded weekday hours and new Saturday hours.</li> </ul>
Foodlink <i>Requested amount:</i> \$573,804.00	Foodlink's Curbside Market is the largest alternative food retailer in Rochester. This project requests funding to expand the number of locations the Curbside Market can visit. It would also enable online ordering, including for SNAP and WIC customers. Foodlink would also use project funding to update a pre-pandemic study it conducted on the feasibility of a social purpose grocery store with 2025 data.	<ul style="list-style-type: none"> <li>Minimum of 5,000 additional Curbside Market transactions through expanded service.</li> <li>Online ordering, including acceptance of SNAP, WIC, and Double Up Food Bucks.</li> </ul>
Field & Fork Network <i>Requested amount:</i> \$879,243.42	This project seeks to expand Double Up Food Bucks NY (DUFBNY), a SNAP-match nutrition incentive program operating across Upstate NY and Long Island, by providing a dollar-for-dollar match on SNAP benefits used to purchase frozen fruits and vegetables. This includes Abundance Co-op and three Tops Markets locations.	<ul style="list-style-type: none"> <li>Estimated 10,500 SNAP households would receive Double Up match coupons.</li> <li>Up to \$5 match per day in year 1 and \$10 per day in year 2 at Tops, Up to \$20 match per day in both years at Abundance.</li> </ul>

Organization	Project Summary	Outcomes
Trillium Health  <i>Requested amount:</i> \$999,631.00	This proposal requests funding for a food pharmacy pilot program with the creation of two new Trillium Health positions—a Nutrition Health Educator and a Supervisor of Food Services. The food pharmacy medical providers and other essential TH staff will refer food insecure community members to the TH Food Pantry. Supplemental education will be accessible for TH patients with diet-related chronic diseases.	<ul style="list-style-type: none"> <li>• Projected \$600,000 of Double Up Food Bucks redeemed over 70,000 transactions.</li> <li>• Targeted 85% increase in fruit and vegetable intake for Nutritional Education program participants.</li> <li>• Targeted 15% decrease in A1c levels for program participants with diabetes and/pre-diabetes.</li> <li>• Targeted 10% decrease in blood pressure for program participants with hypertension.</li> </ul>
<b>Total</b> <b>\$3,343,245.11</b>		



**Amending the 2023-24 Budget and authorizing agreements for the Healthy Food Accessibility Program**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. Ordinance No. 2023-228, the 2023-24 Budget of the City of Rochester, as amended, is hereby further amended by:

- A. transferring \$343,300 from the Budget of Neighborhood and Business Development to the Budget of the Office of the Mayor to design and implement the Healthy Foods Accessibility Program (Program); and
- B. increasing the revenue estimates and appropriations to the Budget of the Office of the Mayor by \$3,000,000 to be allocated from a portion of American Rescue Plan Act of 2021 funds appropriated for the Healthy Food Loan and Grant program in Ordinance No. 2022-299, which funds are hereby appropriated for the Program.

Section 2. The Mayor is hereby authorized to enter into professional service agreement with each of the following organizations to implement the Program. The agreements shall obligate the City to pay an aggregate amount not to exceed \$3,343,245.11 with the maximum compensation for each agreement being as follows:

Cornell Cooperative Extension of Monroe County	\$126,577.00
Taproot Collective, Inc.	\$373,989.69
St Peter's Kitchen, Inc.	\$390,000.00
Foodlink, Inc.	\$573,804.00
Field & Fork Network, Inc.	\$879,243.42
Trillium Health, Inc.	\$999,631.00
<b>Total</b>	<b>\$3,343,245.11</b>

The term of each agreement shall continue up to thirty months. The compensation for the agreements shall be funded from the appropriations authorized in Section 1 herein.

Section 3. Each agreement shall have such additional terms and conditions as the Mayor deems appropriate.

Section 4. This ordinance shall take effect immediately.





41

January 30, 2024

DES 06

TO THE COUNCIL

Ladies and Gentlemen:

Re: Bond Authorization - Bausch and Lomb Library  
Roof Replacement

Council Priority: Jobs and Economic Development

Comprehensive Plan 2034 Initiative Area: Sustaining  
Green and Active Systems

Transmitted herewith for your approval is legislation authorizing the issuance of bonds totaling \$224,000 and the appropriation of the proceeds thereof to partially finance the cost of construction of the Bausch and Lomb Library Roof Replacement Project.

The Bausch & Lomb roof is original to the building (1997). The existing roof is over 25 years old and out of warranty. There have been numerous leaks from the membrane roofing and skylight in the past several years. The Project will include installation of a new single-ply insulated roof system. Existing smoke vents and vent pipes will be replaced, and roof drainage systems will be repaired and insulated against condensation.

The Project was designed by CPL Architects, Engineers and, Landscape Architect, D.P.C. dba CPL as authorized by Ordinance No. 2022-341.

Bids for construction were received on December 19, 2023. The apparent low bid of \$876,000 base bid was submitted by Titan Roofing, Inc. (Fred Pazmino, C.E.O., 200 Tapley Street, Springfield, Massachusetts).

The Project will be funded as follows:

	Design	Construction	Construction Contingency	Total
Library Debt authorized in Ordinance No. 2022-340	\$105,000	165,000		\$270,000
Library Grant authorized in Ordinance No. 2022-296		\$522,408		\$522,408
Bonds authorized herein		\$188,592	\$35,408	\$224,000
<b>Total</b>	<b>\$105,000</b>	<b>\$876,000</b>	<b>\$35,408</b>	<b>\$1,016,408</b>

This proposed legislation was developed by the Department of Environmental Services (DES) in collaboration with the Rochester Public Library (RPL).



Construction is anticipated to begin in spring 2024 and be substantially complete in late 2024.  
The bonds authorized herein will result in the creation and/or retention of the equivalent of 2.4 full-time jobs.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Malik D. Evans', with a long horizontal stroke extending to the right.

Malik D. Evans  
Mayor



## Bausch And Lomb Library Roof Replacement

### Project Location Map



Map Not To Scale

41

Ordinance No.

**Bond Ordinance of the City of Rochester, New York authorizing the issuance of \$224,000 Bonds of said City to finance the Bausch and Lomb Library Roof Replacement**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The City of Rochester, in the County of Monroe, New York (herein called "City"), is hereby authorized to finance the costs of replacing the roof of the Bausch and Lomb Library building located at 114 South Avenue (the "Project"). The estimated maximum cost of said class of objects or purposes, including preliminary costs and costs incidental thereto and the financing thereof, is \$1,016,408. The plan of financing includes the issuance of \$224,000 bonds which are hereby appropriated therefor, \$522,408 of a grant from the New York State Education Department, Division of Library Development authorized to be used for the Project in Ordinance No. 2022-296, \$270,000 from the proceeds of bonds authorized in Ordinance No. 2022-340 and the levy and collection of taxes on all the taxable real property in the City to pay the principal of said bonds and the interest thereon as the same shall become due and payable.

Section 2. Bonds of the City in the principal amount of \$224,000 are hereby authorized to be issued pursuant to the Constitution and laws of the State of New York, including the provisions of the Local Finance Law, constituting Chapter 33-a of the Consolidated Laws of the State of New York (herein called the "Law"), this Ordinance, and other proceedings and determinations related thereto.

Section 3. The City intends to finance, on an interim basis, the costs or a portion of the costs of said improvements for which bonds are herein authorized, which costs are reasonably expected to be reimbursed with the proceeds of debt to be incurred by the City, pursuant to this Ordinance, in the amount of \$224,000. This Ordinance is a declaration of official intent adopted pursuant to the requirements of Treasury Regulation Section 1.150-2.

Section 4. The period of probable usefulness of said class of objects or purposes described in Section 1 of this Ordinance, within the limitations of 11.00.a.12 of the Law, is twenty-five (25) years.

Section 5. Each of the bonds authorized by this Ordinance and any bond anticipation notes issued in anticipation of the sale of said bonds shall contain the recital of validity as prescribed by Section 52.00 of the Law and said bonds and any notes issued in anticipation of said bonds, shall be general obligations of the City, payable as to both principal and interest by an ad valorem tax upon all the taxable real property within the City without limitation as to rate or amount. The faith and credit of the City are hereby irrevocably pledged to the punctual payment of the principal of and interest on said bonds and any notes issued in anticipation of the sale of said bonds and provision shall be made annually in the budget of the City by appropriation for (a) the amortization and redemption



of the bonds and any notes in anticipation thereof to mature in such year and (b) the payment of interest to be due and payable in such year.

Section 6. Subject to the provisions of this Ordinance and of said Law, and pursuant to the provisions of Section 30.00 relative to the authorization of the issuance of bond anticipation notes or the renewals thereof, and of Sections 50.00, 56.00 to 60.00 and 168.00 of said Law, the powers and duties of the City Council relative to authorizing the issuance of any notes in anticipation of the sale of the bonds herein authorized, or the renewals thereof, and relative to providing for substantially level or declining debt service, prescribing the terms, form and contents and as to the sale and issuance of the bonds herein authorized, and of any notes issued in anticipation of the sale of said bonds or the renewals of said notes, as well as to executing agreements for credit enhancement, are hereby delegated to the Director of Finance, as the Chief Fiscal Officer of the City.

Section 7. The validity of the bonds authorized by this Ordinance and of any notes issued in anticipation of the sale of said bonds may be contested only if:

(a) such obligations are authorized for an object or purpose for which the City is not authorized to expend money, or

(b) the provisions of law which should be complied with at the date of the publication of such Ordinance are not substantially complied with, and an action, suit or proceeding contesting such validity, is commenced within twenty (20) days after the date of such publication, or

(c) such obligations are authorized in violation of the provisions of the Constitution.

Section 8. This Ordinance shall take effect immediately, and the City Clerk is hereby authorized and directed to publish a summary of the foregoing Ordinance, together with a Notice attached in substantially the form prescribed by Section 81.00 of the Law in "The Daily Record," a newspaper published in Rochester, New York, having a general circulation in the City and hereby designated the official newspaper of said City for such publication.



January 30, 2024

DES 07

TO THE COUNCIL

Ladies and Gentlemen:

Re: Bond Authorization - Lake Riley Lodge Structural Remediation

Council Priority: Jobs and Economic Development

Comprehensive Plan 2034 Initiative Area: Sustaining Green and Active Systems

Transmitted herewith for your approval is legislation authorizing the issuance of bonds totaling \$288,000 and the appropriation of the proceeds thereof to partially finance the cost of construction of the Lake Riley Lodge Structural Remediation Project.

Lake Riley Lodge was built in 1910, and is used by Department of Recreation and Human Services (DRHS) as a recreation center and rental venue for public use. The building was constructed on unstable soils from the former Erie Canal and has experienced substantial settlement. The Project will include structural remediation of the floor support system including, but not limited to, installation of helical piles to support existing floor foundations, repair/replacement of floor framing and associated relevening and refinishing of the wood flooring.

The Project was designed by Stantec Consulting Services Inc. under an existing professional services term agreement.

Bids for construction were received on December 20, 2023. The apparent low bid of \$625,777 was submitted by UDN, Inc. (Nicholas D Charvella, C.E.O., 252 Alexander Street, Rochester, New York).

The Project will be funded as follows:

	Design	Construction	Construction Contingency	Total
2019-20 Cash Capital	\$38,740			\$38,740
2023-24 Cash Capital	\$19,700	\$337,777	\$62,600	\$420,077
Bonds authorized herein		\$288,000		\$288,000
<b>Total</b>	<b>\$58,440</b>	<b>\$625,777</b>	<b>\$62,600</b>	<b>\$746,817</b>





Construction is anticipated to begin in spring 2024 and be substantially complete in fall 2024. The construction of the Project will result in the creation and/or retention of the equivalent of 7.5 full-time jobs.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Malik D. Evans', with a long horizontal stroke extending to the right.

Malik D. Evans  
Mayor



# Lake Riley Lodge Structural Remediation

Project Location Map



Map Not To Scale

42

Ordinance No.

**Bond Ordinance of the City of Rochester, New York authorizing the issuance of \$288,000 Bonds of said City to finance the Lake Riley Lodge Structural Remediation**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The City of Rochester, in the County of Monroe, New York (herein called "City"), is hereby authorized to finance the costs of the Lake Riley Lodge Structural Remediation, comprised of the structural remediation of the floor support system, including the installation of helical piles, repair and replacement of floor framing and the releveling and refinishing of the wood flooring of the Lake Riley Lodge located in Cobbs Hill Park (the "Project"). The estimated maximum cost of said class of objects or purposes, including preliminary costs and costs incidental thereto and the financing thereof, is \$746,817. The plan of financing includes the issuance of \$288,000 bonds which are hereby appropriated therefor, \$38,740 from 2019-20 Cash Capital, \$420,077 from 2023-24 Cash Capital and the levy and collection of taxes on all the taxable real property in the City to pay the principal of said bonds and the interest thereon as the same shall become due and payable.

Section 2. Bonds of the City in the principal amount of \$288,000 are hereby authorized to be issued pursuant to the Constitution and laws of the State of New York, including the provisions of the Local Finance Law, constituting Chapter 33-a of the Consolidated Laws of the State of New York (herein called the "Law"), this Ordinance, and other proceedings and determinations related thereto.

Section 3. The City intends to finance, on an interim basis, the costs or a portion of the costs of said improvements for which bonds are herein authorized, which costs are reasonably expected to be reimbursed with the proceeds of debt to be incurred by the City, pursuant to this Ordinance, in the amount of \$288,000. This Ordinance is a declaration of official intent adopted pursuant to the requirements of Treasury Regulation Section 1.150-2.

Section 4. The period of probable usefulness of said class of objects or purposes described in Section 1 of this Ordinance, within the limitations of 11.00.a.12(a)(3) of the Law, is ten (10) years.

Section 5. Each of the bonds authorized by this Ordinance and any bond anticipation notes issued in anticipation of the sale of said bonds shall contain the recital of validity as prescribed by Section 52.00 of the Law and said bonds and any notes issued in anticipation of said bonds, shall be general obligations of the City, payable as to both principal and interest by an ad valorem tax upon all the taxable real property within the City without limitation as to rate or amount. The faith and credit of the City are hereby irrevocably pledged to the punctual payment of the principal of and interest on said bonds and any notes issued in anticipation of the sale of said bonds and provision shall be made annually in the budget of the City by appropriation for (a) the amortization and redemption

of the bonds and any notes in anticipation thereof to mature in such year and (b) the payment of interest to be due and payable in such year.

Section 6. Subject to the provisions of this Ordinance and of said Law, and pursuant to the provisions of Section 30.00 relative to the authorization of the issuance of bond anticipation notes or the renewals thereof, and of Sections 50.00, 56.00 to 60.00 and 168.00 of said Law, the powers and duties of the City Council relative to authorizing the issuance of any notes in anticipation of the sale of the bonds herein authorized, or the renewals thereof, and relative to providing for substantially level or declining debt service, prescribing the terms, form and contents and as to the sale and issuance of the bonds herein authorized, and of any notes issued in anticipation of the sale of said bonds or the renewals of said notes, as well as to executing agreements for credit enhancement, are hereby delegated to the Director of Finance, as the Chief Fiscal Officer of the City.

Section 7. The validity of the bonds authorized by this Ordinance and of any notes issued in anticipation of the sale of said bonds may be contested only if:

(a) such obligations are authorized for an object or purpose for which the City is not authorized to expend money, or

(b) the provisions of law which should be complied with at the date of the publication of such Ordinance are not substantially complied with, and an action, suit or proceeding contesting such validity, is commenced within twenty (20) days after the date of such publication, or

(c) such obligations are authorized in violation of the provisions of the Constitution.

Section 8. This Ordinance shall take effect immediately, and the City Clerk is hereby authorized and directed to publish a summary of the foregoing Ordinance, together with a Notice attached in substantially the form prescribed by Section 81.00 of the Law in "The Daily Record," a newspaper published in Rochester, New York, having a general circulation in the City and hereby designated the official newspaper of said City for such publication.





## City of Rochester

City Hall Room 308A, 30 Church Street  
Rochester, New York 14614-1290  
www.cityofrochester.gov

## People, Parks & Public Works Introductory No.

Malik D. Evans  
Mayor

43

January 30, 2024

DES 08

TO THE COUNCIL

Ladies and Gentlemen:

Re: 2024 Milling & Resurfacing Project  
Park Avenue (Alexander Street to East Avenue), St. Paul  
Street (Lowell Street to Riverbank Place), St. Paul Street  
(Norton Street to Tyler Street)

Council Priority: Jobs and Economic Development

Comprehensive Plan 2034 Initiative Area: Sustaining  
Green and Active Systems

Transmitted herewith for your approval is legislation related to the 2024 Milling & Resurfacing Project. This legislation will authorize changes in pavement width on Park Avenue, East Boulevard, St. Paul Street and Monroe Avenue as follows:

### Park Avenue

- A. A decrease in pavement width of 7 feet, from 30 feet to 23 feet, beginning at Arnold Park and continuing approximately 46 feet eastward.
- B. A decrease in pavement width of 6 feet, from 38 feet to 32 feet, beginning approximately 53 feet west of Barrington Street and continuing eastward to Barrington Street.
- C. A decrease in pavement width of 12 feet, from 38 feet to 26 feet, beginning at Barrington Street and continuing approximately 51 feet eastward.
- D. A decrease in pavement width of 13 feet, from 38 feet to 25 feet, beginning approximately 58 feet west of Vassar Street and continuing to Vassar Street.
- E. A decrease in pavement width of 12.5 feet, from 37.5 feet to 25 feet, beginning at Vassar Street and continuing approximately 59 feet eastward.
- F. A decrease in pavement width of 14.5 feet, from 37.5 feet to 23 feet, beginning approximately 52 feet west of Berkeley Street and continuing eastward to Berkeley Street.
- G. A decrease in pavement width of 14 feet, from 38 feet to 24 feet, beginning at Berkeley Street and continuing approximately 57 feet eastward.
- H. A decrease in pavement width of 4 feet, from 38 feet to 34 feet, beginning approximately 53 feet west of Buckingham Street and continuing to Buckingham Street.
- I. A decrease in pavement width of 14 feet, from 38 feet to 24 feet, beginning approximately 50 feet west of Brunswick Street and continuing approximately 132 feet eastward.





East Boulevard

- A. A decrease in pavement width of 20 feet, from 45 feet to 25 feet, beginning at Park Avenue and continuing approximately 53 feet northward.

St. Paul Street

- A. A decrease in pavement width of 8 feet, from 42 feet to 34 feet, beginning approximately 361 feet south of the Hartel Alley and continuing approximately 65 feet northward.

Monroe Avenue

- A. A decrease in pavement width of 6 feet, from 50 feet to 44 feet, beginning approximately 42 feet west of Sumner Park and continuing eastward to Sumner Park.

The Project includes, but is not limited to, milling and resurfacing of the pavement, spot curb and hazardous sidewalk replacements, installation or upgrade of sidewalk curb ramps, adjustment and repair of manholes, catch basins, and water valve castings, replacement of traffic pavement markings and the addition of bicycle facilities on St. Paul Street. These improvements will enhance the surface drainage and riding quality of the roadway, improve accessibility for all users and expand the useful life of the pavement structure.

Public meetings were held on August 30, 2023, September 12, 2023 and November 15, 2023. A copy of the meeting minutes are attached. The pavement width changes were endorsed by the Traffic Control Board via email poll on January 8, 2024.

Construction is anticipated to begin in spring 2024 and be substantially complete in fall 2025.

A public hearing on the pavement width changes is required.

Respectfully submitted,



Malik D. Evans  
Mayor

# 2024 Milling and Resurfacing Park Avenue and St Paul Street

DES 08

Park Avenue - Alexander St to East Ave

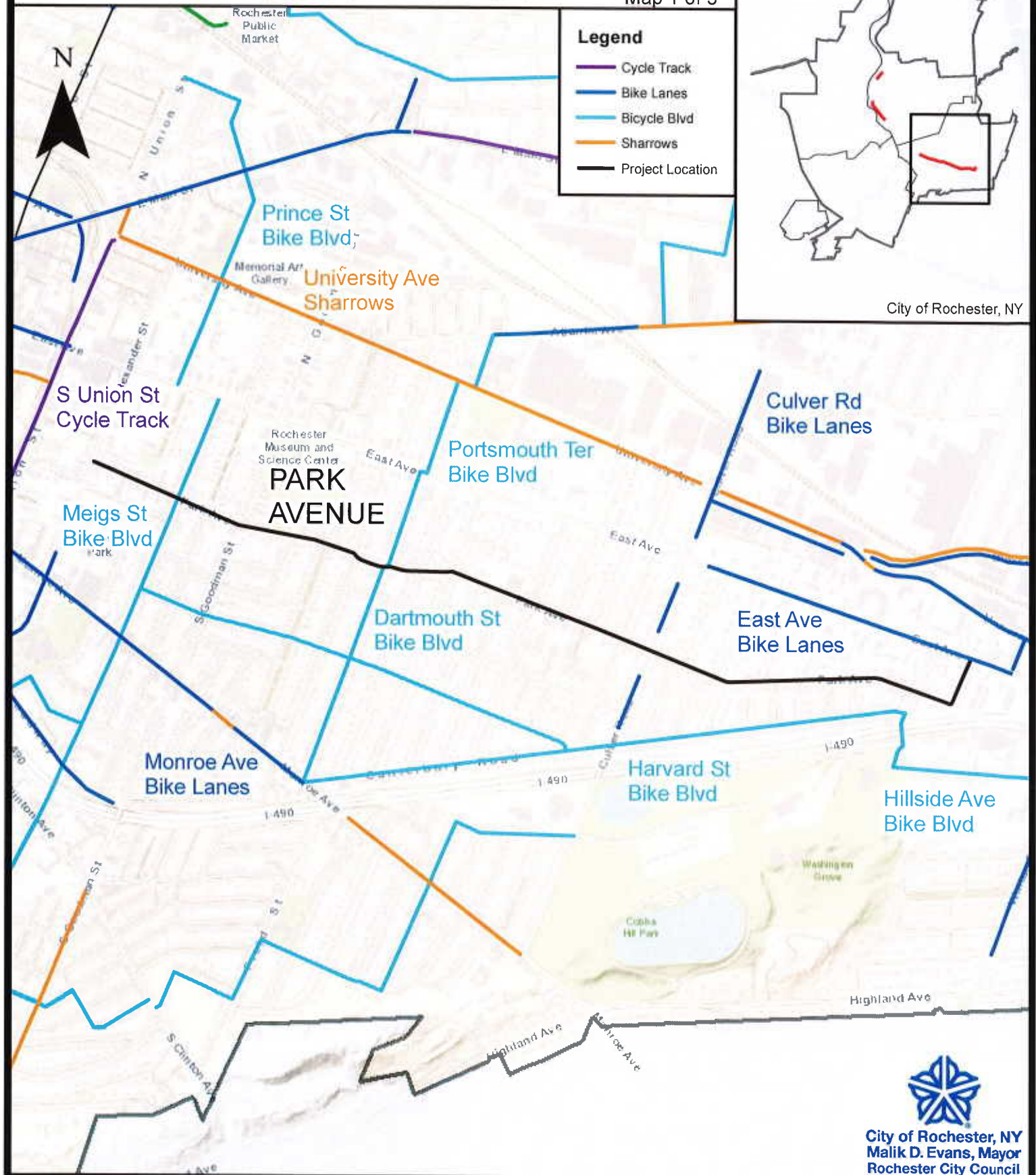
Map 1 of 3

## Legend

- Cycle Track
- Bike Lanes
- Bicycle Blvd
- Sharrows
- Project Location



City of Rochester, NY



City of Rochester, NY  
Malik D. Evans, Mayor  
Rochester City Council

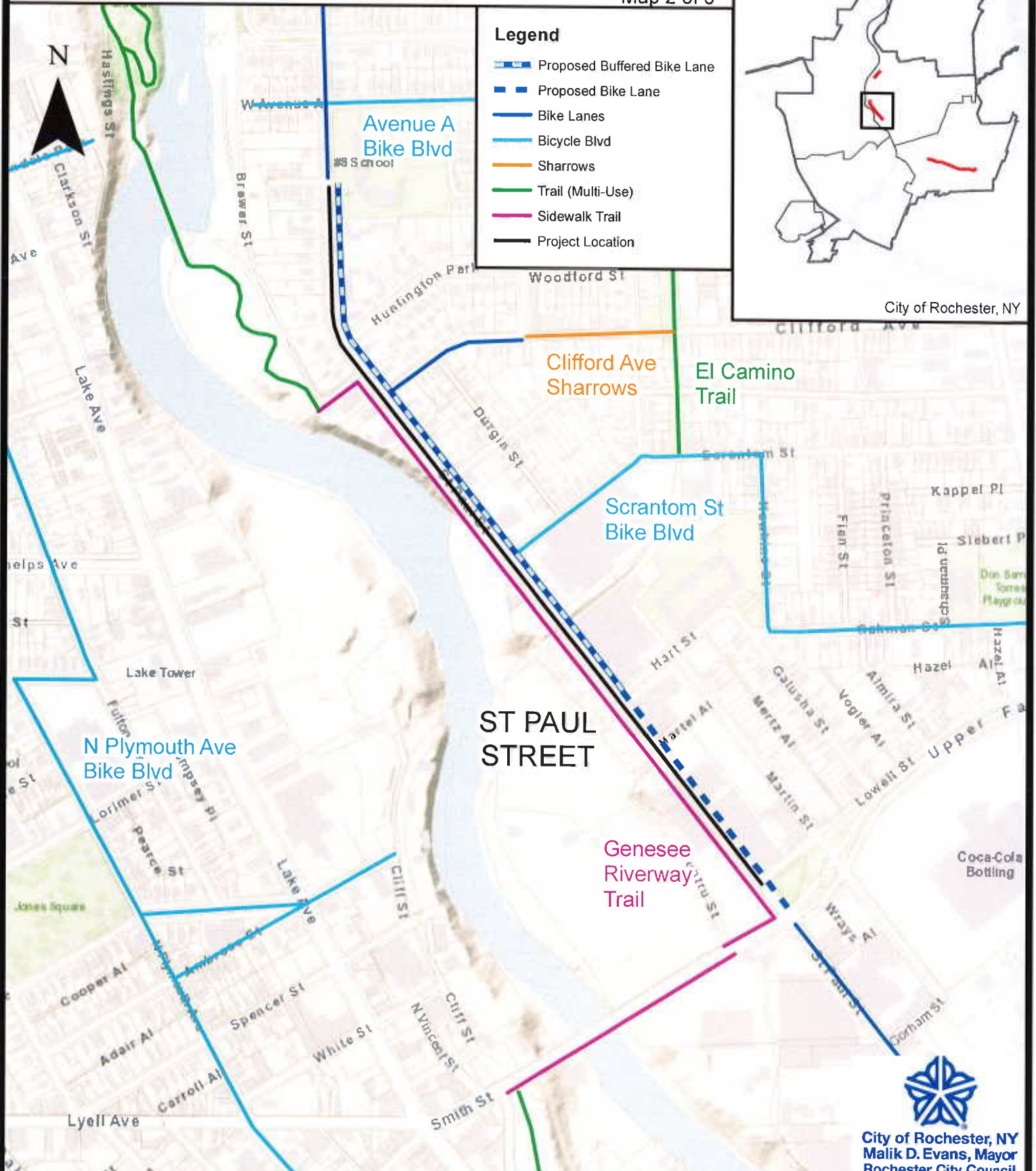


# 2024 Milling and Resurfacing Park Avenue and St Paul Street

St Paul Street - Lowell St to Riverbank Pl

Map 2 of 3

DES 08

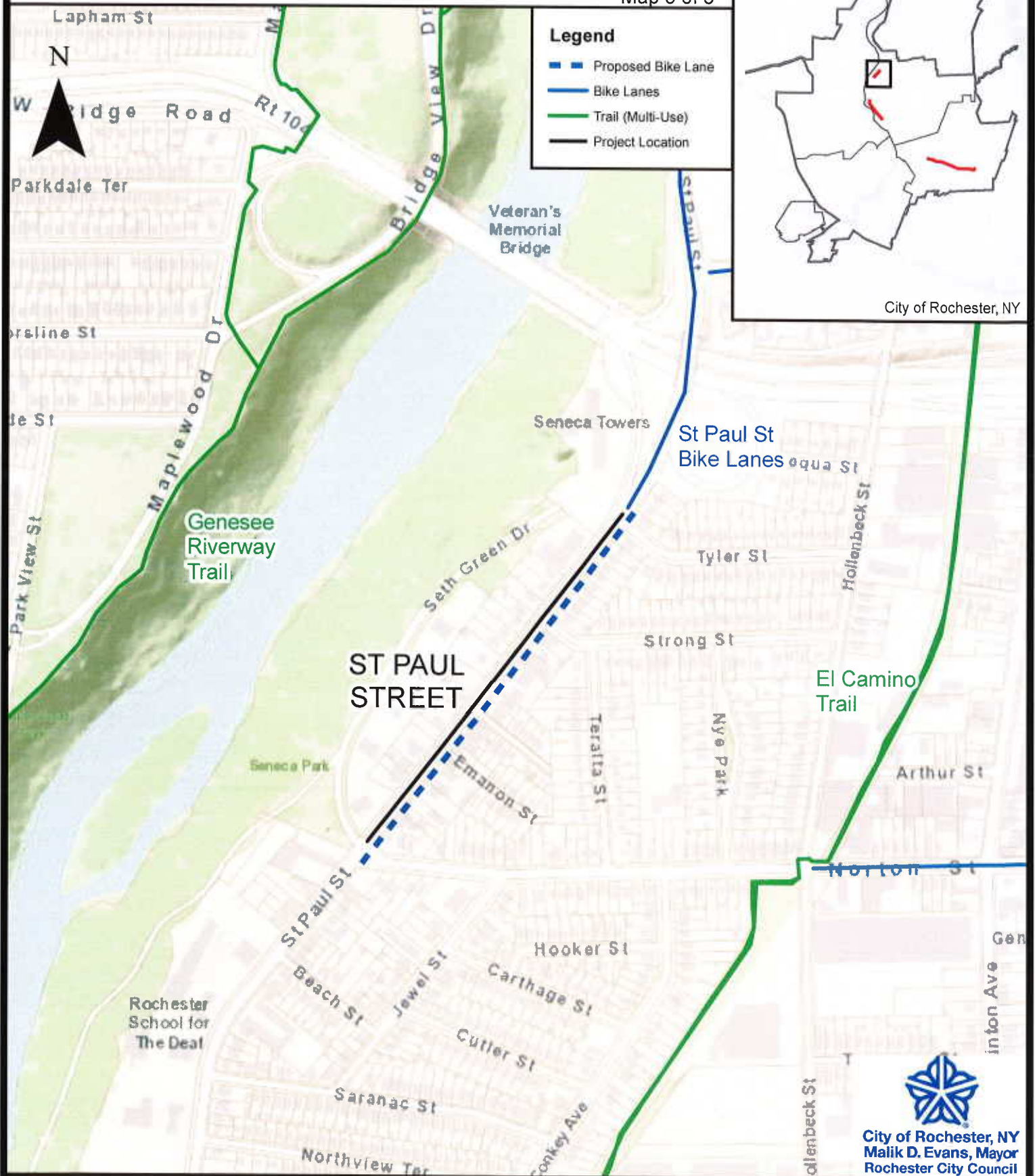


# 2024 Milling and Resurfacing Park Avenue and St Paul Street

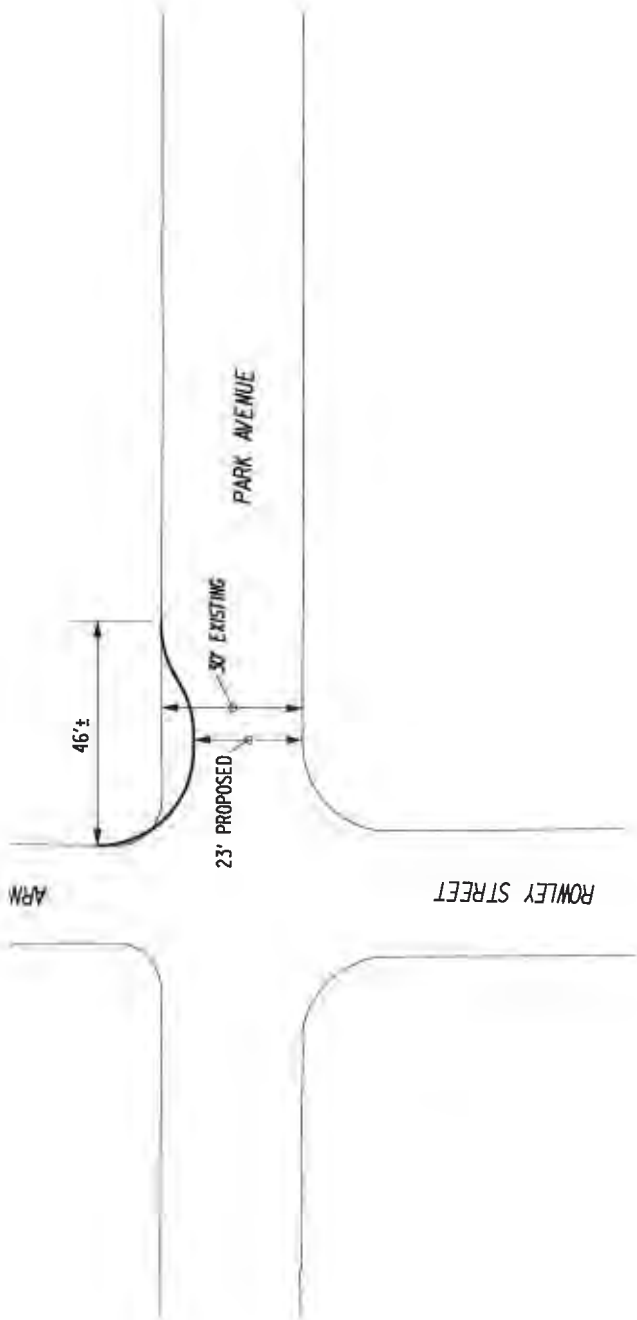
DES 08

St Paul Street - Norton St to Tyler St

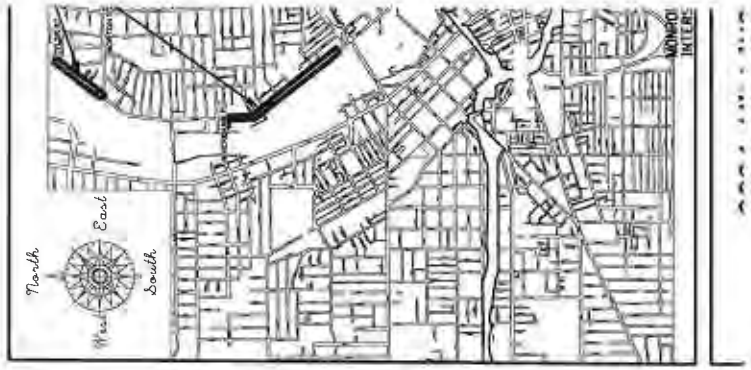
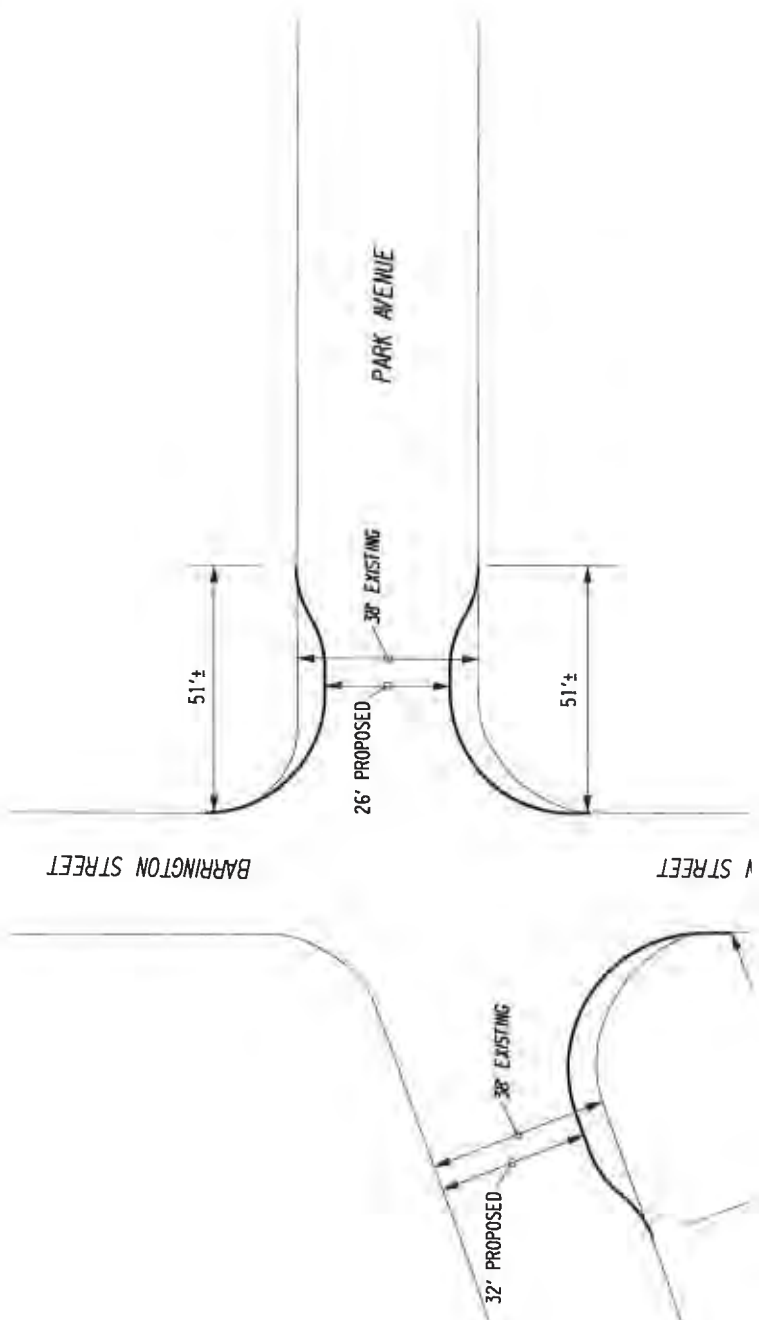
Map 3 of 3



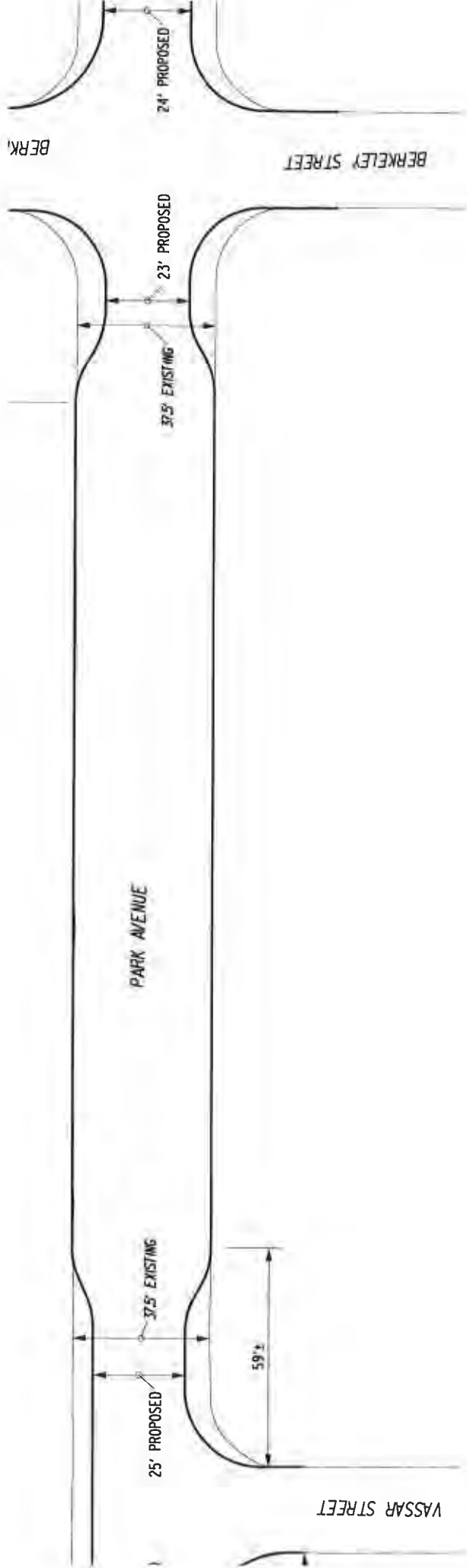




LOCATION 1

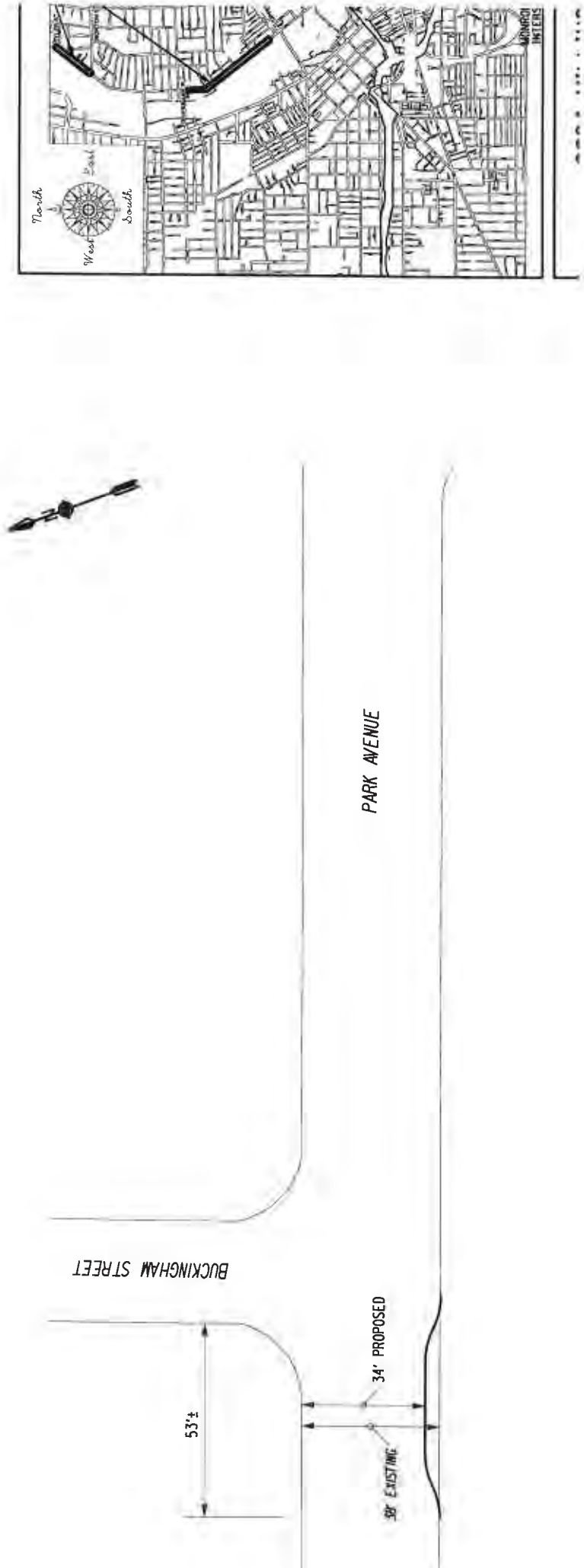


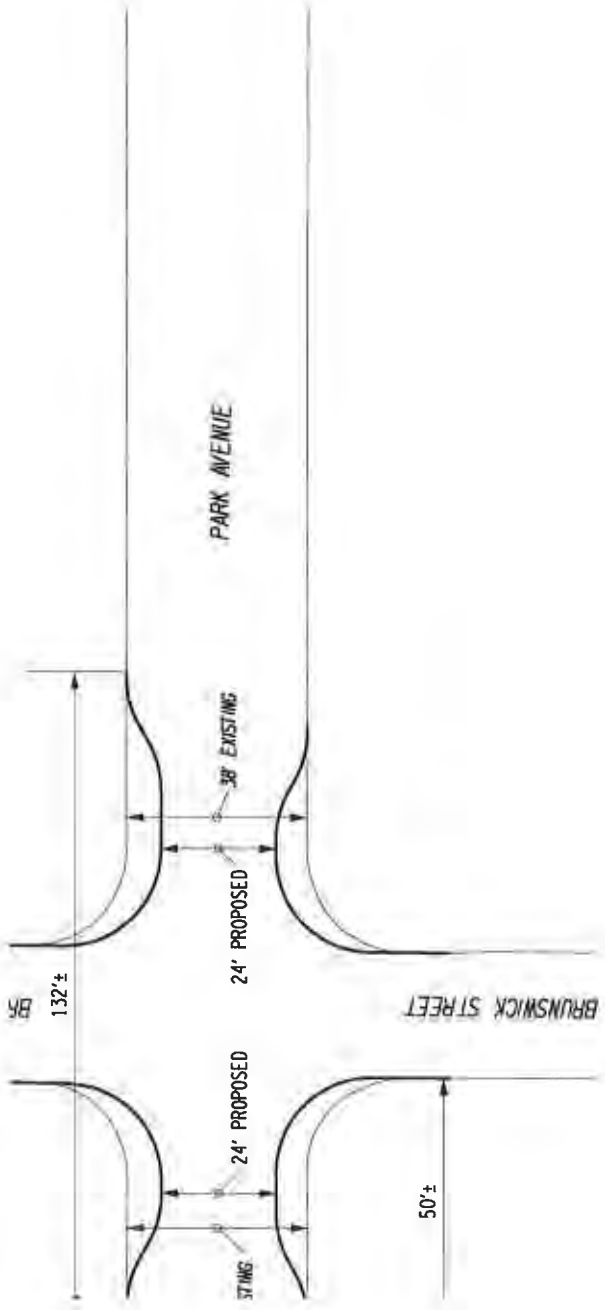




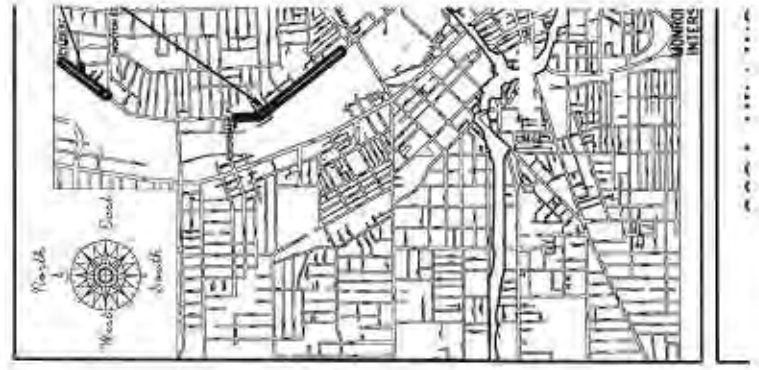
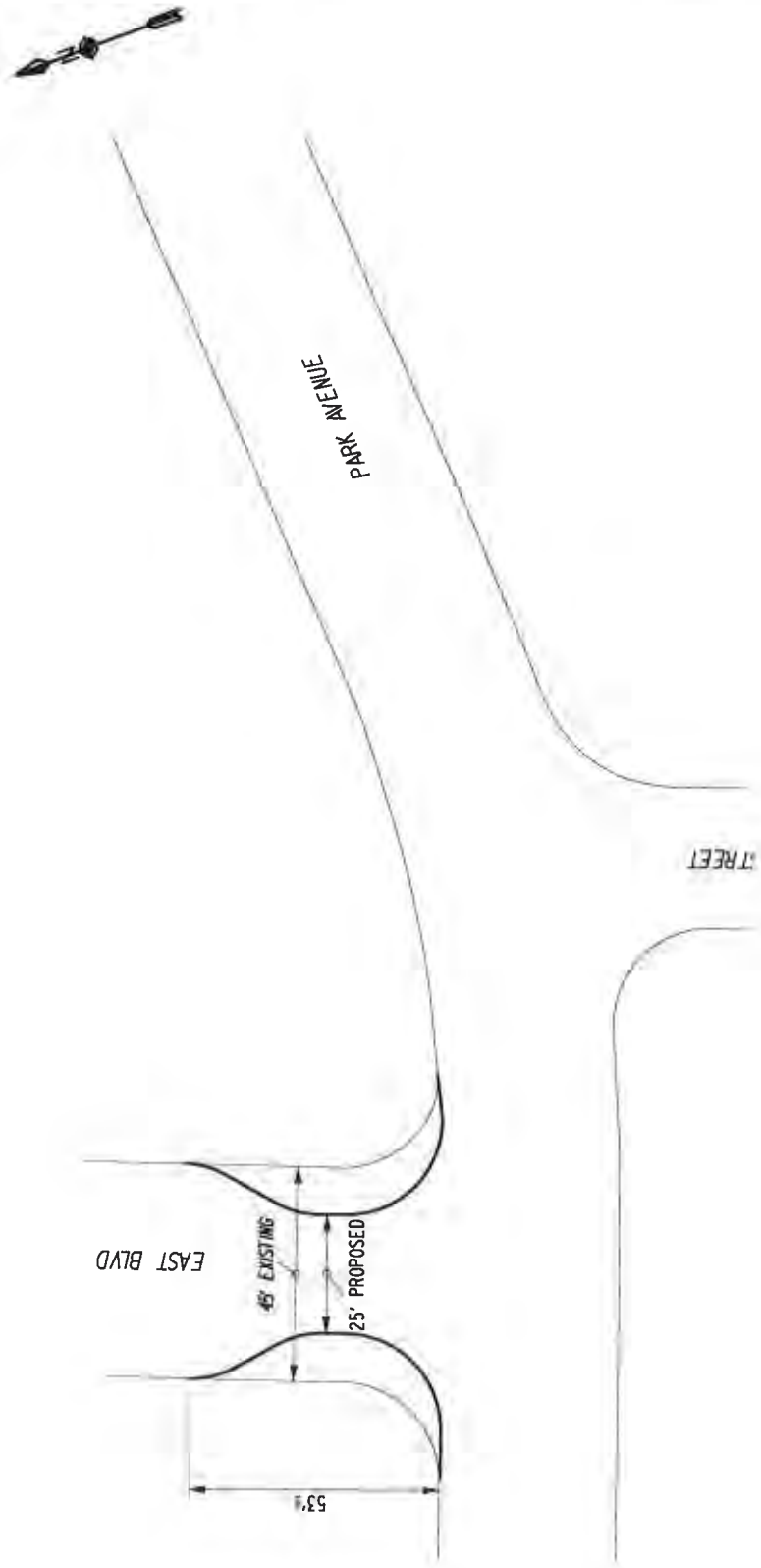
LOCATION 3

LOCATION 4



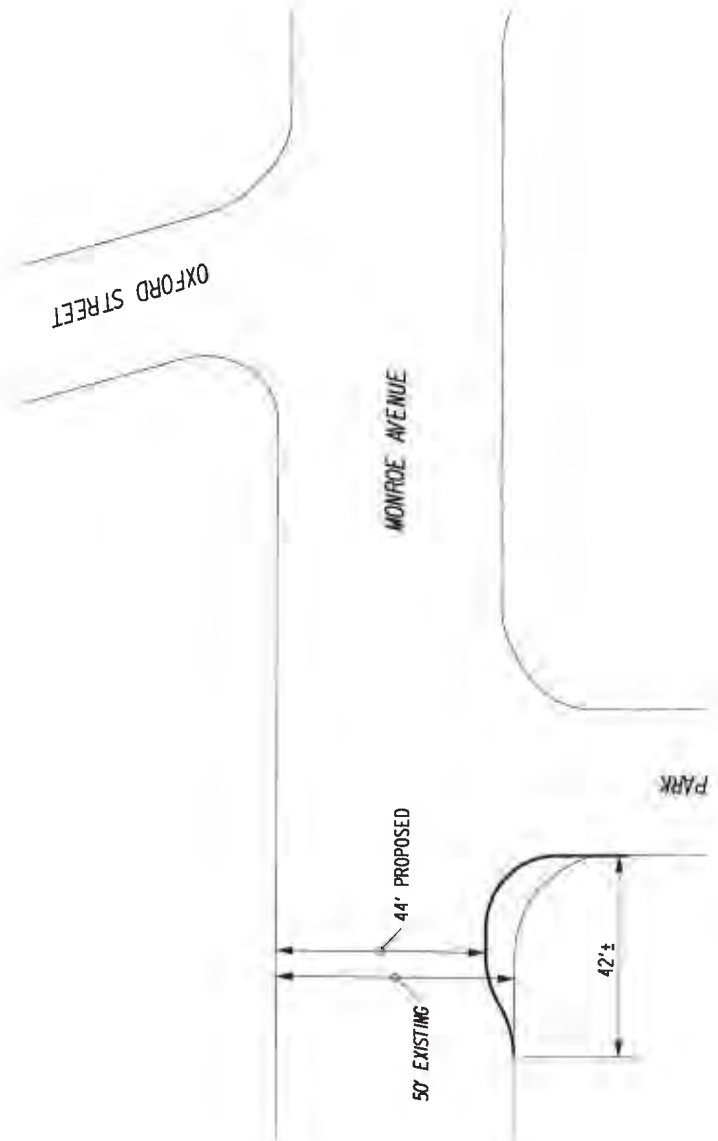
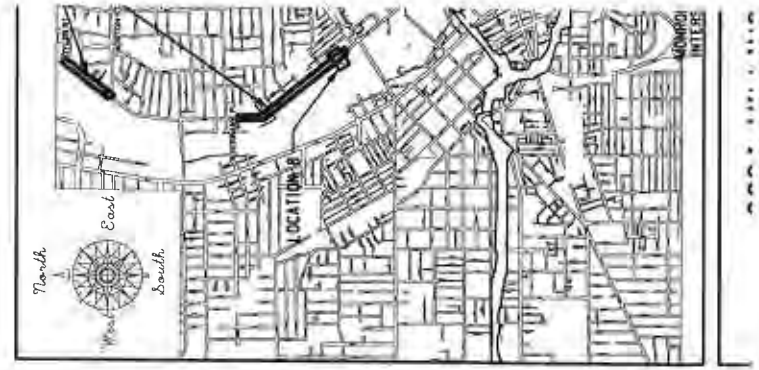


LOCATION 6





# LOCATION 8





## 2024 Milling and Resurfacing Project St. Paul Street Public Meeting # 1 Summary

### Project Overview

The City of Rochester is planning improvements to St. Paul Street, from Lowell Street to Riverbank Place and Norton Street to Tyler Street. The project will include milling and resurfacing of the pavement, spot replacement of damaged sidewalks and curbs, new pavement markings and signs, adjustments to utilities such as drainage, curb bump-outs as warranted, and enhancements to pedestrian and bicycle facilities.

### Meeting Information

Wednesday, August 30, 2023

5:30-6:30 PM

Northeast Neighborhood Service Center (NSC), 500 Norton St., Rochester, NY 14621

The objective of this meeting was to inform the community about the preliminary design of street improvements and timing of construction, and to gather feedback, solicit known issues, and identify potential opportunities for improvement. The meeting was held in person and virtually.

### Meeting Attendance

#### Participants

- Aaron Weiner, student from the University of Rochester
- Henry Litsky, student from the University of Rochester
- Gerry Goodwill, resident of Seth Green off St. Paul at Seneca Towers
- Michael Coyen, resident of the neighborhood
- Jeff Means, superintendent at Seneca Towers (Rochester Management)
- Henry Herdzik, Monroe County Department of Transportation (Online)
- Suzanna Marchl (ZM – Online)
- James Dietz (Online)
- Bri (Online)

#### Project Team in Attendance:

First Name	Last Name	Organization	Role	Contact information
David	Riley	City of Rochester	Project manager	david.riley@cityofrochester.gov
Jonathan	Walczak	Barton & Loguidice	Design consultant	jwalczak@bartonandloguidice.com
Zach	Vacek	Barton & Loguidice	Engineer II	zvacek@bartonandloguidice.com

Julia	Hayden	Highland Planning	Public Engagement	julia@highland-planning.com
Phoenix	Howell	City of Rochester	Asst. project manager	phoenix.howell@cityofrochester.gov
Megan	Morsch	Highland Planning	Public engagement	megan@highland-planning.com

## Meeting Summary

David Riley, project manager for the City of Rochester Department of Environmental Services (DES), Bureau of Architecture and Engineering, welcomed participants and thanked them for attending. The meeting began with a presentation from Jonathan Walczak, Managing Engineer at Barton & Loguidice, the project's design consultant. Mr. Walczak discussed the project objectives, the analyses that were performed, and the proposed improvements.

The following are some of the key takeaways from the presentation:

- The pavement on St. Paul Street is structurally sound, but it needs a new surface.
- The project will include spot repairs for damaged sidewalks and curbs, as well as replacement of grates and collars around drainage inlets.
- Pedestrian curb ramps within the project limits will be brought up to ADA compliance as feasible.
- The project will include the installation of new pavement markings, including high-visibility crosswalks.
- The project will also include traffic signage and signal upgrades as needed.
- The project will include the installation of pedestrian curb bump-outs at select locations.

The project team is also considering making some changes to the roadway configuration, such as reducing underutilized parking and adding or improving bicycle facilities. The team conducted a parking study to assess parking utilization and identify potential opportunities for reconfiguration.

The project team will use a variety of methods to inform the public about the construction project and to minimize traffic disruptions. These methods include:

- Public information: Direct mailings to adjacent properties, media alerts via radio broadcast to the general public, and variable message signs prior to construction.
- Traffic control: Temporary motorist signs, works on traffic control signage, and flaggers to maintain two-way traffic with daily lane closures. Some temporary disruptions will occur during curb and sidewalk replacement at driveways. Emergency access will be maintained always during construction.
- Coordination with other organizations: The project team will coordinate with RTS to maintain uninterrupted access to transit services during construction. They will also coordinate with Monroe



County Department of Human Services and the Rochester City School District Roberto Clemente School #8 for maintaining access during construction.

The construction is scheduled to begin in spring of 2024 and will last approximately six to eight months. The project team intends to maintain two-way traffic as much as feasible.

The full presentation is provided in appendix A.

## Questions & Answer Summary

After the presentation, Megan Morsch, Public Engagement Lead at Highland Planning opened the meeting for questions and comments from the participants online and in-person.

The community members provided feedback on the preliminary design and raised some concerns. Some of the key feedback and concerns include:

Some participants requested that the project team consider adding a bi-directional bike track on one side of the street. The project team responded by explaining that they are considering a variety of options for bike facilities; however, the design team has concerns about installing a bi-directional track on two separate segments of the street, which would force cyclist to transition to bicycle lanes on opposite sides of the street or shared lanes on other segments of St. Paul Street.

Some participants requested that the project team consider making changes to the intersections at St. Paul Street and Upper Falls Boulevard, and St. Paul Street and Scrantom Street. The project team responded by explaining that they are considering a variety of options for improving the intersections and that they will continue to evaluate the feasibility of these changes.

The meeting concluded with the project team reiterating their commitment to keeping the community informed and involved in the project. They encouraged community members to contact them with any questions or concerns and to provide comments by Sept. 13, 2023, if feasible.

Specific Questions & Answers:

**Question 1 (Online):** Why not put a bi-directional bike track on one side that is separated with a physical barrier, especially between Bausch and Brewer? *The participant recommended the project team look Brattle Street in Cambridge, MA. They installed low jersey barriers between the bike track and the car lanes without having to widen the road and that they used Flex Posts and Precast Concrete Curbing elements to separate the bi-directional bike lane and shared this website address:*

<https://www.cambridgema.gov/streetsandtransportation/projectsandprograms/brattlestreetsafetyimprovementproject>

**Answer:** A bi-directional bike track with a physical barrier would require more significant geometric changes to the street. The current project is scoped as a preventive maintenance project and significant geometric changes are not being considered at this time. The design team also has concerns about installing a bi-directional track on two separate segments of the street, which would force cyclists to transition to bicycle lanes on opposite sides of the street or shared lanes on other segments of St. Paul Street.

**Question 2:** Can you do a better job of connecting the bike lanes at intersections, especially at Upper Falls? Can you also swap the parking and bike lane on the northern segment of St. Paul Street so that the bike lane is located between parked vehicles and the curb?

**Answer 2:** The design team will consider options to improve the connection of bike lanes at intersections as well as the feasibility of a parking-protected bike lane on the northern segment of St. Paul Street.

**Question 3:** Can you use physical barriers, such as flexi posts or curbs, to keep people from parking in the bike lane?

**Answer 3:** We can look at the feasibility of using physical barriers to keep people from parking in the bike lane. We do not anticipate a curb-protected cycle track. We are currently trying out different types of delineators and can consider options such as flexi-posts.

**Question 4:** Have you considered using traffic cones to test out different bike lane configurations before making permanent changes?

**Answer 4:** The City is actively seeking grant funding for a study of rapid implementation of a bicycle spine network. Such a grant might support limited demonstration activities for different types of bike facilities.

**Question 5:** Can you ensure that the curb ramps on this project are perpendicular to the intersections?

**Answer 5:** The project will use directional curb ramps wherever feasible; however, there may be some cases where this is not possible due to geometric constraints.

**Question 6:** Can you consider using a two-foot buffer with a jersey barrier to protect the bike lanes?

**Answer 6:** We are open to considering different types of delineators and buffers to protect the bike lanes. We are not currently considering using jersey barriers, but are looking at creative options used in other cities, such as low-profile concrete barriers.

**Question 7:** Can the traffic signal at the Bertina Forde pedestrian crossing at the Monroe County Department of Human Services building be modified so that it does not take so long to wait for the light to change?

**Answer 7:** The project team will discuss this with Monroe County, which maintains the traffic signals in the City.

**Question 8:** Can the traffic sensors at the intersections of St. Paul Street and other streets be changed so that they detect bicycles?

**Answer 8:** Monroe County Department of Transportation is shifting to video traffic detection at traffic signals, which provides the ability for bicycle detection.

**Question 9:** Can the tree lawn between the curb and sidewalk be converted to concrete where it intersects with a pedestrian path connecting to Seneca Towers?

**Answer 9:** The project team will review with the stakeholder to better understand the issue and consider options for extending the paved area.

Overall, the project team is committed to improving the safety and convenience of St. Paul Street for all users, including cyclists, pedestrians, and motorists. They are open to feedback and suggestions from the community, and they will try to incorporate as many of these suggestions as possible into the final design.

\*\* This is the writer's interpretation of the above meeting. If there are any issues that need to be revised or discussed, please inform Project Manager David Riley at [david.riley@cityofrochester.gov](mailto:david.riley@cityofrochester.gov).

Appendix A: Presentation



**2024 MILLING AND RESURFACING PROJECT**

**Saint Paul Street Stakeholder Meeting**  
3:30 pm , July 12, 2023  
Northeast NSC Office (500 Norton Street)

**Project Limits**  
Saint Paul Street South (Lowell Street to Riverbank Place)  
Saint Paul Street North (Norton Street to Tyler Street)

*To be addressed in separate meeting:*  
Park Avenue (Alexander Street to East Avenue)  
Monroe Avenue / Sumner Park / Oxford Street Intersection



## PROJECT TEAM



Mayor Malik  
Evans



**Commissioner**  
Richard Perrin, AICP



**City Engineer**  
Holly Barrett, P.E.



**Director, Water Bureau**  
Geoff Gugel



**Managing Engineer, Street Design**  
Dominic Fekete, P.E.

**City Project Manager, Street Design**  
David Riley

**Barton and Loguidice (Design Consultant)**  
Jonathan Walczak, P.E.

**Monroe County Department of Transportation**  
Henry Herdzik, P.E.



**Barton&Loguidice**



## MEETING AGENDA



- 01 Project Limits
- 02 Streetscape Improvements
- 03 Pedestrian and Traffic Safety Improvements
- 04 Bicycle Facilities Improvements
- 05 Work Zone Traffic Control During Construction
- 06 Anticipated Project Timeline
- 07 Public Engagement Overview
- 08 Discussion / Q&A



**Barton & Loguidice**

## 01 PROJECT LIMITS



**Barton & Loguidice**



01

## PROJECT LIMITS

St Paul Street North Corridor (Norton Street to Tyler Street)



**Barton&Loguidice**

02

## STREET IMPROVEMENTS

Roadway Pavement Structure

### Why Milling and Resurfacing?

- The right treatment at the right time.
- Avoid pavement failures.
- Extend the service life of the roadways.
- Improve drainage.
- Improve ride quality.
- Restore Pavement Riding Surface.
- Deep pavement repairs where necessary.



**Barton&Loguidice**

## 02 STREET IMPROVEMENTS

### Granite Stone Curbs

- Repairs and/or replacement of broken, sunken or missing curbing as needed.



**Barton&Loguidice**

## 02 STREET IMPROVEMENTS

### Drainage Inlets

- Adjusted drainage inlets to grade-level with concrete collars.

Note: Collars are only installed when an adjustment is necessary due to structural condition, frame & grate condition, elevation issues or for a new catch basin.



**Barton&Loguidice**

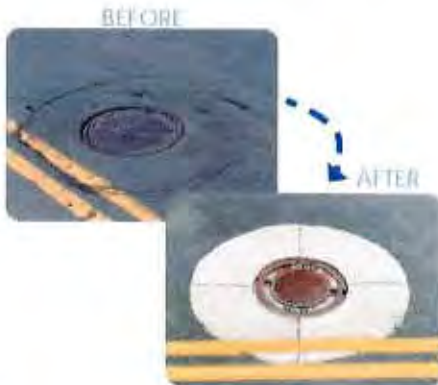
## 02 STREET IMPROVEMENTS

### Utilities

- Utility appurtenances will be adjusted to grade-level with concrete collars.

Note: Collars are only installed when an adjustment is necessary due to structural condition, frame & grate condition, elevation issues or for a new manhole or water valve.

MANHOLES



WATER VALVES



**Barton&Loguidice**

## 03 PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

### Sidewalk Curb Ramps

- Sidewalk curb ramps will be retrofitted, modified, or replaced where needed. Detectable warning units will be installed as needed to address accessibility requirements.

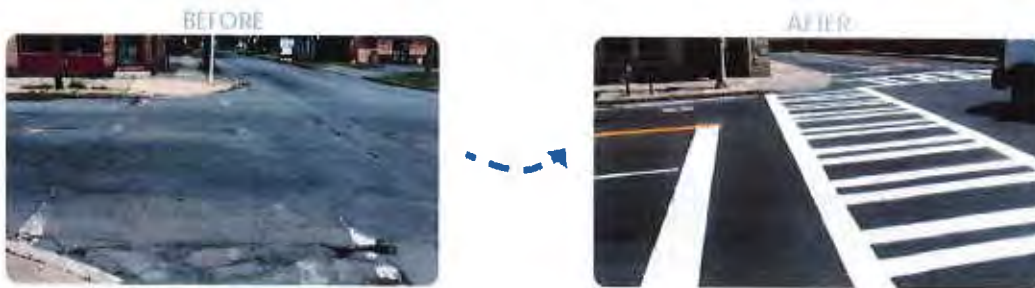


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### 03 PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

#### Upgrade Crosswalks, Pavement Markings, and Traffic Signage

- Install high visibility crosswalks and replace pavement markings and traffic signage throughout the project limits to meet current MUTCD standards, as needed.



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### 03 PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

#### Upgrade Sidewalks

- Replace public sidewalk, where needed, to remove trip hazards and address drainage issues.



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## 03 PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

### Installation of Curb Bump-Outs

- A Safety Screening was conducted to support installation of the curb bump-outs.
- Safety benefits of curb bump-outs:
  - Traffic calming, reduce vehicle speed by narrowing pavement width.
  - Reduced vehicle turning speeds.
  - Improved visibility of pedestrians for motorists.
  - Shorter crossing distance for pedestrians.
  - Restrict vehicles from parking close to intersections.
  - Improves intersection sight distance.



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## 04 BICYCLE FACILITIES IMPROVEMENTS

### Installation of Bike Lanes and Sharrows Parking Study

- A Parking Study was conducted in January 2023 to document current parking utilization and assess opportunities for implementing complete streets designs.
- The Parking Study supports the elimination of some under-utilized on-street parking on Saint Paul Street, therefore, bike lane pavement markings and signage will be installed where appropriate.

#### Possible Parking Reductions

- East side from Hart Street to Clifford Avenue
- West side from Norton Street to Tyler Street
- Additional and/or improved bike facilities throughout the corridor are being considered.

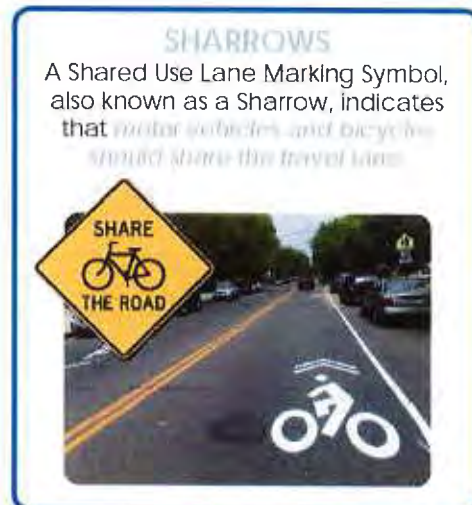


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## 04 BICYCLE FACILITIES IMPROVEMENTS

### Difference Between Bike Lanes and Sharrows



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## 05 WORK ZONE TRAFFIC CONTROL DURING CONSTRUCTION

### Communication

- Public information will be provided:
  - Direct mailings to adjacent properties.
  - Media alerts via radio broadcasts to general public.
  - Variable message signs.
  - Temporary motorist information signs.
- Coordination with RTS will be maintained to provide uninterrupted access to transit services.
- Coordination with Monroe County Department of Human Services and RCSD Roberto Clemente School No. 8.



**Barton&Loguidice**

## 05 WORK ZONE TRAFFIC CONTROL DURING CONSTRUCTION

### Timeframe and Access

- Construction is anticipated to last approximately 6-8 months.
- Two-way traffic will be maintained with flaggers and daily lane closures when needed.
- Some temporary disruptions will occur during curb and sidewalk replacement at driveways.
- Emergency access will be maintained during construction.



If there are known medical emergency access needs at any of the properties within the project limits, please inform the City's Construction Project Manager so that the appropriate measures are taken to maintain access during construction at all times.



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## 06 ANTICIPATED PROJECT TIMELINE



\*The project is anticipated to be substantially completed by the end of 2024, however some items of work may carry over into Spring 2025.



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## 07 PUBLIC ENGAGEMENT OVERVIEW

- To Bring Awareness of the Project and Encourage people to learn more and provide their feedback at a meeting or online:
  - Door to Door Outreach with Brochures.
- First Public Meeting in August to Inform the community of:
  - Timing of construction.
  - Gather feedback and solicit issues.
  - Review potential opportunities for improvement -- especially for areas that involve initial bumps outs and bike lanes.
- Second Public Meeting/Informational Session - September
  - Share the plan/design and ask for feedback to identify any last-minute red flags.



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## 08 DISCUSSION / Q&A

\*Please provide your name and address when asking a question!\*

- 01 What do you like about this section of St. Paul?
- 02 What are some current challenges and opportunities you see with St. Paul?
- 03 Are we going in the right direction or is there anything you think we are missing from this plan?
- 04 What's the best way to engage the St. Paul community? How can we work with you on engagement?
- 05 Are there any "hot button" issues the consultant team should be aware of before conducting outreach with the public?

### THANK YOU!

For additional information, please contact:

**David A. Riley**  
City of Rochester Department of  
Environmental Services  
585-428-6978  
David.riley@cityofrochester.gov

**Project Webpage:**  
[www.cityofrochester.gov/ParkStPaul](http://www.cityofrochester.gov/ParkStPaul)



**Barton&Loguidice**



## 2024 Milling and Resurfacing Project Park Avenue Public Information Meeting # 1 Summary

TUESDAY, SEPTEMBER 12, 2023, 6-7:30 PM  
THE LUTHERAN CHURCH OF THE INCARNATE WORD 597 EAST AVE, 14607  
AND VIA ZOOM VIDEO CONFERENCE

### Project Overview

The City of Rochester plans to improve Park Avenue from Alexander Street to East Avenue by milling and resurfacing the street. This is a preventive maintenance project that also will include spot replacement of damaged sidewalks and curbs, new pavement markings and signs, improvements to utilities such as drainage, curb bump-outs as warranted, and enhancements to pedestrian facilities.

The objective of this meeting was to inform the community about the preliminary design of street improvements and construction timing, gather feedback, solicit known issues, and identify potential opportunities for improvement.

### Meeting Attendance

#### Participants

There was a total of 36 participants in the meeting. Participants included representatives from Reconnect Rochester, Park Meigs Neighborhood Association, Park Avenue Neighborhood Association, Berkeley Neighbors, and Stever's Candies. There were also a number of residents in attendance from the neighborhood and outside the neighborhood but within the City.

1. Aaron Weiner, Resident
2. Adrian Martin, Resident
3. Anthony Villanian, Resident
4. Bob Berch, Resident
5. David Austa, Resident
6. Dylan Welch, Resident
7. Erik Olsson, Park Avenue Neighborhood Association
8. Esther Brill, Resident from ABC Streets
9. George Lord, Barrington Street Neighborhood Association (BSNA)
10. Gudmund Olsson, Park Avenue Neighborhood Association
11. Henry Herdzik, Monroe County Department of Transportation
12. Henry Litsky, Resident
13. Jessica Irwin, Parkleigh
14. Jim McIntosh, Resident of Barrington Park
15. Joanne Lembach, Park Meigs Neighborhood Association
16. John Repel, Resident of Darwin St.
17. John Vangellow, Steven's Candies
18. Jon Schull, Reconnect Rochester



19. Jon Sparling, Reconnect Rochester
20. Marianne Pastecki, Park Avenue Neighborhood Association
21. Marilyn Rosche, Resident
22. Michael Coriddi, Property Owner
23. Michael Coyne, Reconnect Rochester
24. Michael Mattiuli, Resident of 114 Westminster Dr
25. Michael Tiss, Resident
26. Nora Oldenburg, Parkleigh
27. Peter Gines, Jines Restaurant
28. Pia Cseri-Briones, Berkeley Neighbors
29. Rene Reixach, Resident
30. Roy Tompkins, Resident of Barrington Street
31. Sarah Mandanas, Reconnect Rochester
32. Sharon Karl, Park Avenue Neighborhood Association
33. Stephen Roll, Reconnect Rochester
34. Tom Pastecki, ABC Streets Neighborhood Association
35. Victoria Folsom, Resident
36. Zsuzsanna Marchl, Reconnect Rochester

## Project Team

First Name	Last Name	Organization	Role	Contact information
David	Riley	City of Rochester	Project manager	david.riley@cityofrochester.gov
Jonathan	Walczak	Barton & Loguidice	Design consultant	jwalczak@bartonandloguidice.com
Terry	Rice	Barton & Loguidice	Senior Managing Engineer	trice@bartonandloguidice.com
Zach	Vacek	Barton & Loguidice	Engineer II	zvacek@bartonandloguidice.com
Phoenix	Howell	City of Rochester	Asst. Project Manager	phoenix.howell@cityofrochester.gov
Megan	Morsch	Highland Planning	Public Engagement	megan@highland-planning.com
Henry	Herdzik	Monroe County DOT	Traffic Engineer	hherdzik@monroecounty.gov

## Meeting Summary

David Riley, project manager for the City of Rochester Department of Environmental Services (DES), Bureau of Architecture and Engineering, welcomed participants and thanked them for attending. The meeting began with a presentation from Jonathan Walczak, Managing Engineer at Barton & Loguidice, the project's design consultant. Mr. Walczak discussed the project objectives, the analyses performed, and the proposed improvements.



This project will mill and resurface Park Avenue from Alexander Street to East Avenue. The project will also include a number of street improvements, such as:

- Repairs and/or replacement of broken, sunken, or missing curbing
- Adjusted drainage inlets to grade level with concrete collars
- Retrofitted, modified, or replaced sidewalk curb ramps to meet ADA requirements where feasible
- Installation of high visibility crosswalks and replacement of pavement markings and traffic signage
- Upgrades to traffic signals within the project limits, including accessible pedestrian signal (APS) push buttons, new video vehicle detection, and reflective back plates
- New marked crosswalks proposed on Park Ave at Vassar Street and at Buckingham Street
- New Rapid Rectangular Flashing Beacons are being considered for crossings at Barrington Street, Vassar Street, and Buckingham Street
- Installation of curb bump-outs at Arnold Park, Barrington Street, Vassar Street, Berkeley Street, Buckingham Street, Brunswick Street, and East Boulevard

**Project-wide:**

- A parking study found that on-street parking throughout Park Avenue is heavily utilized.
- A traffic crash analysis found 232 crashes on Park Avenue during a three-year period, including seven involving pedestrians and two involving bicycles.
- Due to the narrow width of the street and plans to retain the vast majority of on-street parking, no new bicycle facilities are proposed on Park Avenue. The City's Active Transportation Plan recommends improvements to bicycle facilities on parallel routes, such as East Avenue.
- Proposed improvements focus on pedestrian safety and traffic calming, which will benefit all users.

**Specific to the section of Park Avenue from Vassar Street to Berkeley Street:**

- Existing conditions: Roots from street trees have shifted curbing and heaved sidewalk, requiring the replacement of much of the sidewalk and curb on the north and south sides of this block. Heaved sidewalk and curbs are currently tripping hazards.
- Considerations: Fourteen (14) existing trees may require removal to fully address sidewalk and curb considerations. Any trees removed will be replaced with newly planted trees. Trade-offs to consider: Fully replace sidewalk and curbs or retain as many trees as possible. This project may be the only opportunity to completely replace the sidewalk and curb for 20 to 30 years.

**Public Information and Construction:**

- Public information will be provided through direct mailings to adjacent properties, media alerts, variable message signs, temporary motorist information signs, and coordination with RTS to provide uninterrupted access to transit services.
- Construction is anticipated to last approximately 6-8 months. Two-way traffic will be maintained with flaggers and daily lane closures when needed. Some temporary disruptions will occur during curb and sidewalk replacement at driveways. Emergency access will be maintained during construction.
- The project team will work with businesses to try to minimize impacts during their busy summer season.
- Construction is anticipated to begin in 2024, with the potential for some work to continue into 2025.

**The presentation slides are located in Appendix A.**





## Meeting Feedback and Suggestions

The City of Rochester is committed to creating a Park Avenue that is safe, vibrant, and accessible for all. To get feedback on the preliminary design, meeting participants were invited to share their thoughts and suggestions in both a Q&A session and while reviewing maps of the proposed improvements.

During the workshop portion of the meeting, attendees placed numbered stickers on maps to indicate where they liked or would like to see improvements. They could also place non-numbered stickers next to someone else's suggestion or comment if they agreed. City and Barton & Loguidice representatives were on hand to speak with participants, gather feedback, and answer any questions.


The City values the feedback of its businesses and residents, and will consider all suggestions, as feasible, as we finalize the design for this preventive maintenance project. We are grateful for the participation of everyone who attended the meeting, and we look forward to working together to create a Park Avenue that everyone can enjoy. A second public meeting to present final design is anticipated in Fall 2023.

**After Presentation Q&A Summary - Appendix B.**

**All workshop sheet responses by Segment - Appendix C.**

**Discussion Notes from the City and Barton & Loguidice - Appendix D.**

## Appendix A: Presentation



**2024 MILLING AND RESURFACING PROJECT**


**Park Avenue**  
(Alexander Street to East Avenue)



**Park Avenue**  
**Public Information Meeting**

Tuesday, September 12, 2023 - 6:00 pm  
Lutheran Church of the Incarnate Word  
597 East Avenue, Rochester, New York

**Project Limits**  
Park Avenue (Alexander Street to East Avenue)

To be addressed in separate meeting:  
St Paul Street South (Lowell Street to Riverbank Place)  
St Paul Street North (Norton Street to Tyler Street)  
Monroe Avenue/Sumner Park/Oxford Street Intersection

## PROJECT TEAM

### Department of Environmental Services Project Team



**Mayor Malik  
Evans**



**Commissioner**  
Richard Perrin, AICP



**City Engineer**  
Holly Barrett, P.E.



**Director, Water Bureau**  
Geoff Gugel



**Managing Engineer, Street Design**  
Dominic Fekete, P.E.

**City Project Manager, Street Design**  
David Riley

**Barton and Loguidice (Design  
Consultant)**  
Jonathan Walczak, P.E.

**Monroe County Department of  
Transportation**  
Henry Herdzik, P.E.

## MEETING AGENDA



- 01 Project Limits
- 02 Streetscape Improvements
- 03 Pedestrian and Traffic Safety Improvements
- 04 Parking Study
- 05 Crash History & Safety Study
- 06 Park Avenue Proposed Improvements
- 07 Work Zone Traffic Control During Construction
- 08 Anticipated Project Timeline
- 09 Discussion / Q&A



**Barton&Loguidice**

## 01 PROJECT LIMITS

Park Avenue Corridor (Alexander Street to East Avenue)



**Barton&Loguidice**



## 02 STREET IMPROVEMENTS

### Roadway Pavement Structure

#### Why Milling and Resurfacing?

- The right treatment at the right time.
- Avoid pavement failures.
- Extend the service life of the roadways.
- Improve drainage.
- Improve ride quality.
- Restore Pavement Riding Surface.
- Deep pavement repairs where necessary.



**Barton&Loguidice**



City of Rochester, NY  
Mark D. Evans, Mayor  
Rochester City Council

## 02 STREET IMPROVEMENTS

### Granite Stone Curbs

- Repairs and/or replacement of broken, sunken or missing curbing as needed.



**Barton&Loguidice**



City of Rochester, NY  
Mark D. Evans, Mayor  
Rochester City Council

## 02 STREET IMPROVEMENTS

### Drainage Inlets

- Adjusted drainage inlets to grade-level with concrete collars.

Note: Collars are only installed when an adjustment is necessary due to structural condition, frame & grate condition, elevation issues or for a new catch basin.



**Barton&Loguidice**



City of Rochester, NY  
Mark D. Evans, Mayor  
Rochester City Council

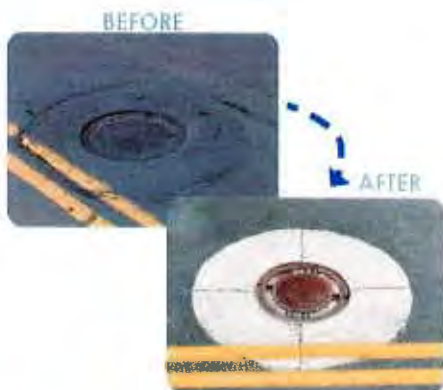
## 02 STREET IMPROVEMENTS

### Utilities

- Utility appurtenances will be adjusted to grade-level with concrete collars.

Note: Collars are only installed when an adjustment is necessary due to structural condition, frame & grate condition, elevation issues or for a new manhole or water valve.

#### MANHOLES



#### WATER VALVES



**Barton&Loguidice**



City of Rochester, NY  
Mark D. Evans, Mayor  
Rochester City Council

03

## PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

### Sidewalk Curb Ramps

- Sidewalk curb ramps will be retrofitted, modified, or replaced where needed. Detectable warning units will be installed as needed to address accessibility requirements.



**Barton&Loguidice**

03

## PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

### Upgrade Crosswalks, Pavement Markings, and Traffic Signage

- Install high visibility crosswalks and replace pavement markings and traffic signage throughout the project limits to meet current MUTCD standards, as needed.



**Barton&Loguidice**



## 03 PEDESTRIAN AND TRAFFIC SAFETY ENHANCEMENTS

### Traffic Signal Improvements

The following upgrades are proposed for all traffic signals within the project limits:

- Accessible Pedestrian Signal (APS) push buttons added
- New video vehicle detection to replace or supplement traffic loops
- Reflective back plates added to traffic signal heads

Signalized Intersections:

- Alexander Street
- Meigs Street
- Goodman Street
- Oxford Street
- Berkeley Street
- Culver Road



**Barton&Loguidice**



City of Rochester, NY  
Mark D. Serrano, Mayor  
Rochester City Council

## 03 PEDESTRIAN AND TRAFFIC SAFETY ENHANCEMENTS

### Pedestrian Crossings \*\*DRAFT\*\* - Under Review

New marked crosswalks proposed at:

- Vassar Street
- Buckingham Street

New Rapid Rectangular Flashing Beacons being considered for crossings at:

- Barrington Street
- Vassar Street
- Buckingham Street



**Barton&Loguidice**



City of Rochester, NY  
Mark D. Serrano, Mayor  
Rochester City Council



03

## PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

### Upgrade Sidewalks

- Replace public sidewalk, where needed, to remove trip hazards and address drainage issues.



**Barton&Loguidice**

03

## PEDESTRIAN AND TRAFFIC SAFETY ENHANCEMENTS

### Installation of Curb Bump Outs **\*\*DRAFT\*\*** - Under Review

Safety benefits of curb bump-outs:

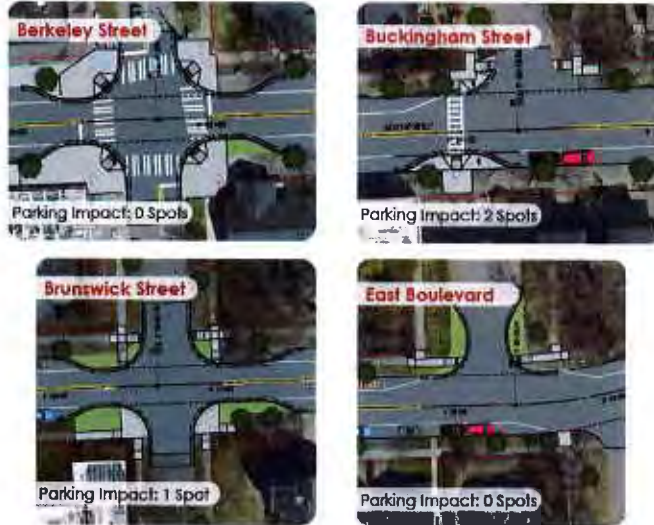
- Traffic calming, reduce vehicle speed by narrowing pavement width
- Reduced vehicle turning speeds
- Improved visibility for pedestrians
- Shorter crossing distances for pedestrians
- Restrict vehicles from parking close to intersections
- Improves intersection sight distance



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### 03 PEDESTRIAN AND TRAFFIC SAFETY ENHANCEMENTS

Installation of Curb Bump Outs **\*\*DRAFT\*\*** - Under Review



**Barton&Loguidice**

### 04 PARKING STUDY

A parking study was conducted to document existing parking utilization on Park Avenue and to assess impacts to parking for any proposed geometric changes.

#### Study dates and times:

Date	Time
Wednesday November 9, 2022	6:30 AM
	10:00 AM
	12:30 PM
	3:00 PM
	7:00 PM
Thursday November 10, 2022	6:30 AM
	10:00 AM
	12:30 PM
	3:00 PM
	7:00 PM
Saturday November 19, 2022	2:00 PM

Location		Max Utilization North Side	Max Utilization South Side
From Alexander	To Goodman	100%	No parking
From Goodman	To Barrington	100%	100%
From Barrington	To Berkeley	88%	100%
From Berkeley	To Argyle/Somerton	100%	100%
From Argyle/Somerton	To Culver	67% to 86%	71% to 92%
From Culver	To East Boulevard	63% to 100%	50% to 100%
From East Boulevard	To Colby	76% to 100%	86% to 100%
From Colby	To East Avenue	80%	89%



**Barton&Loguidice**

## 05 CRASH HISTORY & SAFETY STUDY

- Crash information from December 2019 through January 2023
- 232 crashes on Park Avenue during the three-year study period
- 7 pedestrian crashes reported, including 5 injuries and 1 fatal
- 2 bicycle crashes reported

Rear End	33	14.2%
Sideswipe	8	3.4%
Left Turn (with other car)	2	0.9%
Left Turn (against other car)	13	5.6%
Right Angle	38	16.4%
Right Turn (with other car)	3	1.3%
Right Turn (against other car)	3	1.3%
Head On	6	2.6%
Overtaking	66	28.4%
Unknown	9	3.9%
Other	50	21.6%
Not Entered	1	0.4%

[illegible]

**Barton & Loguidice**

## 06 PARK AVENUE PROPOSED IMPROVEMENTS

## Typical Sections



New bike infrastructure is not proposed due to limited width, on-street parking demands, and limited opportunity to make any continuous improvements.

City's Active Transportation Plan recommends bike improvements to parallel routes such as East Avenue.



**Barton & Loguidice**



06

## PARK AVENUE PROPOSED IMPROVEMENTS

### Vassar Street to Berkeley Street

#### Existing Conditions

- Roots from street trees have shifted curbing and caused heaved sidewalk
- As a result, much of the sidewalk and curb on both the north and south side of this block need replacement
- Heaved sidewalk currently a tripping hazard

#### Considerations

- Replacing sidewalk and curb to fully address condition issues will require tree removal (14 trees impacted)
- Trade-off: Replace sidewalk and curbs or keep trees
- May be the only opportunity to replace sidewalk and curb for next 20 to 30 years



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07

## WORK ZONE TRAFFIC CONTROL DURING CONSTRUCTION

### Communication

- Public information will be provided:
  - Direct mailings to adjacent properties.
  - Media alerts via radio broadcasts to general public.
  - Variable message signs.
  - Temporary motorist information signs.
- Coordination with RTS will be maintained to provide uninterrupted access to transit services.



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## 07 WORK ZONE TRAFFIC CONTROL DURING CONSTRUCTION

### Timeframe and Access

- Construction is anticipated to last approximately 6-8 months.
- Two-way traffic will be maintained with flaggers and daily lane closures when needed.
- Some temporary disruptions will occur during curb and sidewalk replacement at driveways.
- Emergency access will be maintained during construction.



If there are known medical emergency access needs at any of the properties within the project limits, please inform the City's Construction Project Manager so that the appropriate measures are taken to maintain access during construction at all times.



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## 08 ANTICIPATED PROJECT TIMELINE



\*The project is anticipated to be substantially completed by the end of 2024, however some items of work may carry over into Spring 2025.



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## 09 WORKSHOP SESSION / Q&A

- Place a numbered circled sticker on the map and write on the worksheet what you like or would like to see improved on the preliminary design.
- If you agree with someone else's suggestion or comment, place a non-numbered circled sticker next to their comment on the worksheet.

### THANK YOU!

For additional information, please contact:

**David A. Riley**

City of Rochester Department of  
Environmental Services  
585-428-6978

David.riley@cityofrochester.gov

**Please submit questions by  
September 26, 2023**

**Project Webpage:**  
cityofrochester.gov/ParkMR



**Barton&Loguidice**

## Appendix B: After-Presentation Question and Answer Summary

**Q: What is the City's position on traffic calming?** A: The City believes that the proposed curb bump-outs will help to calm traffic by narrowing the roadway. Based on feedback at this meeting, the design team is considering additional traffic calming elements on Park Avenue.

**Q: How will the City ensure pedestrian safety?** A: The City believes that the bump-outs will improve visibility for drivers and pedestrians crossing the street by preventing drivers from illegally parking too close to intersections, while also creating a traffic calming effect by narrowing the roadway and shortening the crossing distance for pedestrians. The design team is proposing new marked crosswalks and is considering equipping at least some crosswalks with rapid rectangular flashing beacons (RRFBs). Based on feedback at this meeting, the City will consider an additional marked crosswalk between Culver Road and East Avenue, as well as additional traffic calming measures. Street lighting improvements are not planned on Park Avenue; however, the City will revisit whether street lighting improvements are warranted and may be feasible within the project's limited budget.

**Q: How will the City address the concerns about parking?** A: The City acknowledges that the curb bump-outs will have limited impacts on parking availability while enhancing safety at these intersections. Parking enforcement and regulations are outside the scope of this project.

**Q: How will the City ensure the safety of bikes and scooters?** A: The proposed curb bump-outs and new pedestrian crossings should have a traffic-calming effect that benefits all users of the street. The City's Active Transportation Plan does not identify Park Avenue as part of a proposed bicycle "spine" network and instead proposes improved bike facilities on parallel streets

such as East Avenue. Bikes and scooters are permitted to share the road with motor vehicles, and all users are expected to follow traffic laws.

**Q: Is the City considering speed humps?** A: The City's current policy does not allow for speed humps to be installed on a street classified as a major collector, such as Park Avenue.

**Q: What is the City doing to make Park Avenue more climate resilient?** A: The City is committed to sustainability and resiliency initiatives City-wide. Making the street more pedestrian-friendly can help to reduce reliance on private automobiles. Porous tree pit installations is another climate resilient initiative the City employs. Pavement resurfacing will be done with warm-mix asphalt, which has a lower carbon footprint compared with traditional hot-mix asphalts.

**Q: What is the City doing to reduce traffic and make the street more attractive to pedestrians and cyclists?** A: The City is proposing traffic calming elements on this project and will consider additional calming based on feedback at this meeting. The proposed signage and bump-outs are expected to make it less convenient for cars to speed through the street.

## Appendix C: Comments on Worksheets by Segments

### Segment 1 – Alexander to Barrington

Segment 1 Location Alexander to Barrington	What Do You Like About This Area?	What could be improved?	# of Participants Who Supported the Feedback	City Response
Park & Meigs St.		Consider median island to facilitate bike boulevard crossing. Also, prioritize bicycle cross traffic with signal detection.	7	The right-of-way at this intersection is too narrow to accommodate a median island. New video signal detection is planned as part of this project. The design team will review options to improve crossings at bike boulevards.

<p>Park &amp; S. Goodman</p>		<p>Please consider this to be a raised (tabled) intersection. This is where a man and his dog was struck and killed by a driver this past year. Would seem enough reason to really slow down traffic this year.</p>	<p>7</p>	<p>The Monroe County Department of Transportation (MCDOT) has recommended that existing crosswalks at this intersection be replaced with high-visibility staggered Type L crosswalk markings during this project. Upgrades to pedestrian crossing buttons also are planned. Raised intersections are not typically recommended at major signalized intersections. MCDOT has recommended backplates be added to traffic signal heads to improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background. Signal heads with backplates are more visible and conspicuous in both daytime and nighttime conditions and for both older and color vision deficient drivers. This countermeasure is also advantageous during periods of power outages when the signals would otherwise be dark, providing a visible cue for motorists to stop at the intersection ahead.</p>
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Between Dartmouth and Vick Park A	Not much - need more lighting, something to slow motor traffic and discourage motorcycles / bikers who are loud and huge groups	Consider median island and short jog center bike lane to provide connection between Barrington & Vick Park B. Something to slow traffic curve.	7	Street lighting upgrades are not currently planned on this project, but the City can re-evaluate the need for improvements. The design team will review options to improve crossings at bike boulevards. Large groups of loud motorists are a matter for traffic enforcement.
Park between Meigs and Alexander	Great park and walkway.	Mid-Block Crosswalk	5	A mid-block crosswalk is not currently proposed on this section of Park Avenue.
Park & Barrington	I am in support of proposed curb bump-outs at this intersection. This is a pedestrian heavy corner and it is impossible to get cars to yield.	City should install flashing beacon! Please consider raised intersection/crosswalk	5	In addition to proposing curb bump-outs, the City is evaluating improvements to the referenced crosswalk. Options include a flashing beacon or a raised crosswalk.

Park & Oxford		Delivery trucks frequently block Oxford on Park. Need a loading zone somewhere at this intersection. Also, Northwest corner is too smoothed out, letting drivers take a fast right turns. I've had close calls here.	4	The design team will review the concern about the northwest corner of the intersection. No new loading zone for delivery trucks is proposed in this location; however, trucks should stop without obstructing cross streets.
Park & Alexander		Crosswalk from south side of Park across from Alexander, please.	4	The section of Park Avenue west of South Goodman Street is primarily being resurfaced due to upcoming utility work. No significant changes to this intersection are currently proposed.
Park & Alexander	Pedestrian Crosswalk	Bump-outs to slow traffic, improve visibility. Raised crosswalk or tabled intersection. Flashing lights for crosswalk. Elevated crosswalk to slow traffic.	3	Significant changes to this intersection are not within the scope of this project. The intersection is being resurfaced mainly due to upcoming utility work in this location. Raised intersections are not typically recommended at major signalized intersections.

Park & Westminster		Hard to cross Park as pedestrians, cyclist or driver due to parked cars blocking visibility. Bump outs will help here. Poor visibility at this corner for cars crossing or turning onto. Park from Westminster.	2	The design team will review this concern about visibility at Westminster Road.
Park & S. Goodman		Tabled intersection to slow speeding through intersection, improve pedestrian safety, leading pedestrian signal	0	Raised intersections are not typically recommended at major signalized intersections like this one. Upgrades to pedestrian signals are planned during this project, along with installation of high-visibility staggered Type L crosswalk markings and signal head backplates.

## Segment 2 – Barrington to Homer

Segment 2 Location Barrington to Homer	What Do You Like About This Area?	What could be improved?	# of Participants Who Supported the Feedback	City Response
Park & Berkeley	This is a special part of the neighborhood. Full of Pedestrians and dining, outdoors for 6 months, keep it unique and its historical charm.	Elevated Crosswalks and More Lighting	10	The design team is proposing curb bump-outs at all four corners of this intersection to shorten crossing distance for pedestrians and to encourage traffic calming.

Park & Buckingham	I like the plan for a new bump-out and a cross walk	Not enough lighting, Even more traffic-calming bump outs (bump outs at all four corners), More "Flexi-Pave" in areas where people walk on grass.	9	The design team is considering additional improvements to this intersection. Street lighting improvements are not proposed in this project, but the City will reevaluate whether such improvements are necessary and feasible.
Park & Berkeley	Good Pedestrian Experience	Eliminate Through Traffic by 1) Diverting and forcing a right turn, preventing going straight through the intersection (which may impact RTS) 2) or movable bollards for RTS and emergency vehicles who can move them when others can't). In the long-term, consider one-way conversion via shifting the direction of RTS to East Ave, in the short-term you could implement transit gates.	4	The City is not proposing to divert vehicle traffic off Park Avenue at Berkeley Street, nor a one-way conversion as part of this preventive maintenance project. The City can consider such changes as part of longer-term planning process for the neighborhood. Movable bollards and transit gates would require further study to consider feasibility, cost and maintenance needs.
Park and East Blvd.	Love the idea of curb bump outs to improve safety and for both turning cars and pedestrians		4	Thank you for your feedback.
Park & Brunswick	Yes to Curb Bump outs!	Please correct the flooding that happens during heavy rainstorms at the crosswalks when walking down Park Ave at Brunswick	4	Drainage improvements are planned during this project. The design team will review the concern about this specific location.



Park & Ericsson	Love the idea of a curb cutout here (Ericsson and Park)	Poor visibility due to parked cars on Park - consider moving parking spot back and add a curb cutout, it would help if you also moved the park bench from the intersection.	4	The design team is not proposing curb bump-outs at this intersection. The design team will consider concerns about visibility at this intersection.
Park between Berkeley and Argyle	Cafes, Restaurants and great for people (not cars)	Pedestrianize Berkeley to Argyle which reduces through-traffic, is safer and more outdoor dining and places for people.	3	This preventive maintenance project will not permanently pedestrianize Park Avenue. The City can work with the neighborhood on both temporary street closures for events and longer-term planning to consider pedestrian-only zones.
Park and Culver		Tabled intersection to slow traffic and allow for safe pedestrian crossing, Early and leading pedestrian signal.	3	Tabled intersections are not typically recommended at major signalized intersections. Pedestrian signals will be upgraded during this project, as well as installation of signal head backplates.
Park between Ericsson and Faraday		The Rochester ATP recommends marked crosswalks at every intersection or a minimum of every 300-500 feet and at every bus stop. This segment fails horrendously to meet that.	2	The City currently follows MCDOT's policy for marked crosswalks. Recommended changes to the City's approach require further analysis. The design team is considering an additional marked crosswalk in this segment based on feedback at the PIM.
All		Unmarked crosswalks to entire stretch	1	The design team is proposing new crosswalks along this segment of Park Avenue.
Park & Hawthorne		Bring bump out to lane in order to provide in lane RTS stop	1	No curb bump-out is proposed at this location, but the design team will consider this suggestion.

Park and Buckingham		There is a problem with the space between the sidewalks and street from the restaurants to Buckingham, turning into muck after the rain! - Could we please get a ground cover for this stretch?	1	The design team will consider options to address this concern. Options may include installation of porous pavement.
All		Bus stop bricks are heaved - need replacing	0	New concrete landing pads will be installed at all bus stops throughout the corridor.
All		ABC Streets Neighbor is highly residential and has an active N.A. signage "Welcome to ABC Streets" Estherbrill@gmail.com	0	Thank you for your feedback.
Park & Ericsson		1021 Park Avenue @ Ericsson - why tree removal? Can you replace the trees with smaller trees?	0	This removal was recommended by the City's Forestry Department due to the tree's health or condition. All trees removed will be replaced with new plantings.
Park & Colby		1225 Park Ave @ Colby - why tree removal? Can you replace the trees with smaller trees?	0	This removal was recommended by the City's Forestry Department due to the tree's health or condition. All trees removed will be replaced with new plantings.
All		Cleaning Break - Maybe Monthly to allow for Street Cleaning and Full Snow Plowing?	0	The design team is not certain what this comment refers to.
Park & Ericsson	Quiet area, narrow street (entire stretch)	Slow traffic down, cars of around the corner too fast. Numerous car accidents at the bend. Make the section between Colby and East Ave one way. Install speed bumps.	0	The City will consider options to address concerns about speeding at the curve between Colby Street and East Avenue. A conversion to one-way traffic is not

				anticipated as part of this project.
Park at Argyle, Barrington and Vassar		More crosswalks. Especially at Argyle, Barrington, Vassar	0	A new crosswalk is proposed at Vassar and enhancements are proposed to the existing crosswalk at Barrington. A new crosswalk also is proposed at Buckingham.
Park between Vassar and Berkeley	Great trees giving shade in the summer	To save trees and sidewalks, widen the sidewalk around the streets to what is now parking spots.	0	This is not feasible due to the limited width of the street and plans to retain the majority of on-street parking. Any trees removed will be replaced with new plantings.
Park & Berkeley	The Sidewalk Cafes	The sidewalk is too narrow for pedestrians and people with strollers, please widen the sidewalks in front of the cafes.	0	The City is proposing curb bump-outs at all four corners of the intersection of Park Avenue and Berkeley Street.
Park between Culver and Colby	Great place to cross Park are halfway between Culver and Colby	Would like to see a marked, raised pedestrian crossing and curb bump outs.	0	Based on feedback at this meeting, the design team is evaluating an additional marked crosswalk between Culver Road and Colby Street.
Park and East Blvd.	Have you considered ease of access for fire engines and rescue trucks at entrances to bump out and have you thought of snow plows' damage to bump outs - what about traffic cameras to control speeding?	A general slow limit to reduce speed of traffic with speed signs	0	The design team will coordinate with the Rochester Fire Department and with the Department of Environmental Services Bureau of Operations to address any concerns. The City will ask MCDOT to evaluate whether speed limit signs are warranted on Park Avenue.

## Segment 3 – Homer to East Ave

Segment 3 Location Homer to East Ave	What Do You Like About This Area?	What could be improved?	# of Participants Who Supported the Feedback	City Response
General	Lots of unique small business	Tabled intersections/raised crosswalk	2	No additional crosswalks or tabled intersections are currently proposed in this segment of Park Avenue. The design team will consider this suggestion.

## Monroe and Sumner Intersection

Monroe and Sumner Intersection	What Do You Like About This Area?	What could be improved?	# of Participants Who Supported the Feedback	City Response
Monroe and Sumner	Glad to see a bump-out here to improve visibility. Right now, it's a blind turn.		0	Thank you for your comment.
Monroe and Sumner	The convenience store on the corner uses the corner as a parking lot!		0	The curb bump-out should reduce illegal parking at this corner.

## Comments &amp; Questions on all of Park Ave

1. On the crossings of the side streets, why are there no crosswalks?

**Response:** Crosswalks are evaluated on a location-by-location basis. The City follows the Monroe County Department of Transportation's policy for marked crosswalks. In general, side streets at unsignalized intersections do not meet the criteria for marked crosswalks.)



2. Help students safely cross to get to School #23!

**Response:** The design team is proposing curb bump-outs and enhancements to the existing crosswalk at Barrington Street to improve the environment for pedestrians, including students.)

3. On entire project, why not reduce travel lanes to 10 feet opposed to 11? St. Paul and other ROC Streets use and are planned to keep 10 feet. Narrow Streets and Slow Traffic.

**Response:** Existing Lane widths are proposed to remain on Park Avenue. In general, there are no plans to widen existing travel lanes.)

## Appendix D: Workshop Session - Discussion General Questions & Comments

1. There's a lot of through-traffic and speeding on Park Ave. The City's speed data is flawed. The reason vehicles drive through Park Ave is to be seen on their motorcycles popping wheelies, blasting music, etc.

**Response:** Speed data does not show a significant problem with speeding in this area; however, that does not mean that speeding does not occur. The design team will continue to look at options to calm traffic.

2. Has the City consider having paid parking (with meters) on Park Avenue?

**Response:** This can be considered but is outside the scope of this project. The City team will report this idea to the Parking Bureau.

3. The Park Avenue neighborhood is a unique dining district and the pedestrians should be the priority.

**Response:** The proposed improvements are intended in part to enhance the pedestrian experience on Park Avenue.

4. Why not install raised crosswalks?

**Response:** The City will reconsider raised crosswalks as an option in targeted locations on Park Avenue.

5. The City needs to consider the character of the neighborhood when making improvements.

**Response:** The City strives to make improvements appropriate to the context of the neighborhood.

6. Can a marked crosswalk be placed on Park Avenue east of Culver Road? There are currently no marked crosswalks in this section.

**Response:** Based on this comment, the City is evaluating options for a crosswalk east of Culver Road.

7. The newly constructed East Avenue and East Boulevard bump-out were well received by the attendees and suggested that bump-outs be placed more often.

**Response:** We agree that curb bump-outs help to improve visibility and reduce speeds at key intersections.

8. There is a serious speeding issue on Park Avenue. What's the City's speed limit? There are no speed limit signs posted on Park Avenue.

**Response:** The City-wide speed limit is 30 mph. The City can ask the Monroe County Department of Transportation to evaluate whether there is a need for speed limit signs on Park Avenue.

9. What will happen to the on-street apartment parking during construction?

**Response:** The City will notify adjacent property owners of plans for construction and will work to minimize disruption as much as feasible.)

10. Has the City considered making Park Avenue (or a portion of it) one-way?

**Response:** The City can consider this, but it would require more long-term planning outside the scope of this project. This project will not preclude consideration of this option in the future.

11. One-way configuration would allow the inclusion of bike lanes.

**Response:** The City can consider this option as part of a longer-term planning process outside the scope of this project.

12. Are there any street lighting improvements planned? There are limited light poles on portions of Park Ave. Should investigate whether mature trees or limited light poles are effecting light levels.

**Response:** The City is not currently planning street lighting improvements on Park Avenue as part of this project, but will reconsider whether such improvements are necessary and feasible within the project's limited budget.

13. Has the City consider installing Law Enforcement Cameras?

**Response:** This would be outside the scope of this project. The City can relay this question to the Rochester Police Department.

14. The snow plowing equipment is too large and breaks curbing.

**Response:** The City will review this concern with the Department of Environmental Services' Bureau of Operations.

15. The parking lot across from Vassar St should be taken over by the City. The new owner is charging for parking at the lot that was free for many years. There are limited parking options on Park Ave.

**Response:** The City has no plans to acquire this parking lot from its private owner.

16. Has anyone considered stopping all traffic through the dining and shopping area of Park Ave like some other larger cities have adopted?

**Response:** The City can consider this as part of a longer-term planning process, or work with the neighborhood to plan temporary closures for special events. Both would be outside the scope of this project.

## 2024 Milling and Resurfacing Project Park Avenue Public Information Meeting # 2 Summary



WEDNESDAY, NOVEMBER 15, 2023, 5:30-7:30 PM  
THE LUTHERAN CHURCH OF THE INCARNATE WORD 597 EAST AVE, 14607  
AND VIA ZOOM VIDEO CONFERENCE

### Project Overview

The City of Rochester plans to improve Park Avenue from Alexander Street to East Avenue by milling and resurfacing the street. This is a preventive maintenance project that also will include spot replacement of damaged sidewalks and curbs, new pavement markings and signs, improvements to utilities such as drainage, curb bump-outs as warranted, and enhancements to pedestrian facilities.

The objective of this meeting was to inform the community about the FINAL design of street improvements and construction timing, gather feedback, solicit known issues, and identify potential opportunities for improvement.

### Meeting Attendance

#### Participants

There were a total of 18 participants at the meeting and 3 participants on Zoom.

1. Brett Baron, 505 University Ave, Apt 114
2. Marilyn Rosche, 500 Park Ave
3. Jim McIntosh, 14 Barrington Park
4. Dennis Bassett, 335 Park Ave
5. Marianne Pastecki, Park Avenue Neighborhood Association, 51 Calumet St
6. Lisa Campbell, 131 Douglas Rd
7. Shawn Baranyi, 50 Mulberry St
8. Sam Tiston, 25 Berkeley St
9. Peter Scribner, 1110 Park Ave
10. Maureen Duggan, 14 Barrington Park
11. Gary Goodwin, 11 Hawthorne St
12. Kara Rosenthal, 267 Oxford St
13. Joanne Lembach, Park Meigs Neighborhood Association, 105 Meigs St
14. John Lembach, 105 Meigs St
15. Stephanie Frontz, 451 Park Ave
16. Tom Pastecki, ABC Streets Neighborhood Association, 51 Calumet St
17. Emma Falkenstein, 12 Rundel Park, Apt. 3
18. Howard Nielsen, 705-707 Park Ave



## Project Team

First Name	Last Name	Organization	Role	Contact information
David	Riley	City of Rochester	Project Manager	david.riley@cityofrochester.gov
Alicia	Benhumea	Barton & Loguidice		
Jaymes	Tanski	Barton & Loguidice	Project Engineer	
Phoenix	Howell	City of Rochester	Asst. Project Manager	phoenix.howell@cityofrochester.gov
Henry	Herdzik	Monroe County DOT	Traffic Engineer	hherdzik@monroecounty.gov

## Meeting Summary

David Riley, project manager for the City of Rochester Department of Environmental Services (DES), Bureau of Architecture and Engineering, welcomed participants and thanked them for attending. The meeting began with a presentation and Mr. Riley discussed the project objectives, the analyses performed, and the proposed improvements.

The project will mill and resurface Park Avenue from Alexander Street to East Avenue. The project will also include a number of street improvements, such as:

- Repairs and/or replacement of broken, sunken, or missing curbing
- Adjusted drainage inlets to grade level with concrete collars
- Retrofitted, modified, or replaced sidewalk curb ramps to meet ADA requirements where feasible
- Installation of high visibility crosswalks and replacement of pavement markings and traffic signage
- Upgrades to traffic signals within the project limits, including accessible pedestrian signal (APS) push buttons, new video vehicle detection, and reflective back plates
- New marked crosswalks proposed on Park Ave at Vassar Street and at Buckingham Street
- New Rapid Rectangular Flashing Beacons are being considered for crossings at Vassar Street and Buckingham Street
- Installation of curb bump-outs at Arnold Park, Barrington Street, Vassar Street, Berkeley Street, Buckingham Street, Brunswick Street, and East Boulevard

### Project-wide:

- A parking study found that on-street parking throughout Park Avenue is heavily utilized.
- A traffic crash analysis found 232 crashes on Park Avenue during a three-year period, including seven involving pedestrians and two involving bicycles.
- Due to the narrow width of the street and plans to retain the vast majority of on-street parking, no new bicycle facilities are proposed on Park Avenue. The City's Active Transportation Plan recommends improvements to bicycle facilities on parallel routes, such as East Avenue.
- Proposed improvements focus on pedestrian safety and traffic calming, which will benefit all users.

Specific to the section of Park Avenue from Vassar Street to Berkeley Street:

- Existing conditions: Roots from street trees have shifted curbing and heaved sidewalk, requiring the replacement of much of the sidewalk and curb on the north and south sides of this block. Heaved sidewalk and curbs are currently tripping hazards.
- Considerations: Fourteen (14) existing trees may require removal to fully address sidewalk and curb considerations. Any trees removed will be replaced with newly planted trees.

**Public Information and Construction:**

- Public information will be provided through direct mailings to adjacent properties, media alerts, variable message signs, temporary motorist information signs, and coordination with RTS to provide uninterrupted access to transit services.
- Construction is anticipated to last approximately 6-8 months. Two-way traffic will be maintained with flaggers and daily lane closures when needed. Some temporary disruptions will occur during curb and sidewalk replacement at driveways. Emergency access will be maintained during construction.
- The project team will work with businesses to try to minimize impacts during their busy summer season.
- Construction is anticipated to begin in 2024, with the potential for some work to continue into 2025.

**The presentation slides are located in Appendix A.**

### **Meeting Feedback and Suggestions**

The City of Rochester is committed to creating a Park Avenue that is safe, vibrant, and accessible for all. To get feedback on the preliminary design, meeting participants were invited to share their thoughts and suggestions in both a Q&A session and while reviewing maps of the proposed improvements. The City and Barton & Loguidice representatives were on hand to speak with participants, gather feedback, and answer any questions.

The City values the feedback of its businesses and residents, and will consider all suggestions, as feasible, as we finalize the design for this preventive maintenance project. We are grateful for the participation of everyone who attended the meeting, and we look forward to working together to create a Park Avenue that everyone can enjoy.

**After Presentation Q&A Summary - Appendix B.**

**Discussion Notes from the City and Barton & Loguidice - Appendix C.**

## Appendix A: Presentation

### 2024 MILLING AND RESURFACING PROJECT



#### 2nd Park Avenue Public Information Meeting

Wednesday, November 15, 2023 - 5:30 p.m. to 7:00 p.m.  
Lutheran Church of the Incarnate Word  
597 East Avenue, Rochester, New York 14607

#### Project Limits

Park Avenue (Alexander Street to East Avenue)  
Monroe Ave / Sumner Park (Safety improvements only)

Previously addressed in separate meetings:  
St Paul Street South (Lowell Street to Riverbank Place)  
St Paul Street North (Norton Street to Tyler Street)  
Monroe Avenue/Sumner Park/Oxford Street Intersection



## PROJECT TEAM

### Department of Environmental Services Project Team



**Mayor Malik  
Evans**



**Commissioner**  
Richard Perrin, AICP



**City Engineer**  
Holly Barrett, P.E.



**Director, Water Bureau**  
Geoff Gugel



**Managing Engineer, Street Design**  
Dominic Fekete, P.E.

**City Project Manager, Street Design**  
David Riley

**Barton and Loguidice (Design  
Consultant)**  
Jonathan Walczak, P.E.

**Monroe County Department of  
Transportation**  
Henry Herdzik, P.E.

## MEETING AGENDA



- 01 Project Limits
- 02 Streetscape Improvements
- 03 Pedestrian and Traffic Safety Improvements
- 04 Parking Study
- 05 Crash History & Safety Study
- 06 Park Avenue Proposed Improvements
- 07 Work Zone Traffic Control During Construction
- 08 Anticipated Project Timeline
- 09 Discussion / Q&A



**Barton&Loguidice**

## 01 PROJECT LIMITS

Park Avenue Corridor (Alexander Street to East Avenue)



**Barton&Loguidice**



## 02 STREET IMPROVEMENTS

### Roadway Pavement Structure

#### Why Milling and Resurfacing?

- The right treatment at the right time.
- Avoid pavement failures.
- Extend the service life of the roadways.
- Improve drainage.
- Improve ride quality.
- Restore Pavement Riding Surface.
- Deep pavement repairs where necessary.



**Barton&Loguidice**



City of Huntington, NY  
Make It Better. Stay  
Huntington City Council

## 02 STREET IMPROVEMENTS

### Granite Stone Curbs

- Repairs and/or replacement of broken, sunken or missing curbing as needed.



**Barton&Loguidice**



City of Huntington, NY  
Make It Better. Stay  
Huntington City Council

## 02 STREET IMPROVEMENTS

### Drainage Inlets

- Adjusted drainage inlets to grade-level with concrete collars.

Note: Collars are only installed when an adjustment is necessary due to structural condition, frame & grate condition, elevation issues or for a new catch basin.



**Barton&Loguidice**

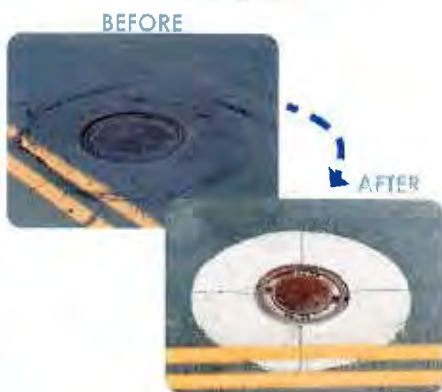
## 02 STREET IMPROVEMENTS

### Utilities

- Utility appurtenances will be adjusted to grade-level with concrete collars.

Note: Collars are only installed when an adjustment is necessary due to structural condition, frame & grate condition, elevation issues or for a new manhole or water valve.

#### MANHOLES



#### WATER VALVES



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### 03 PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

#### Sidewalk Curb Ramps

- Sidewalk curb ramps will be retrofitted, modified, or replaced where needed. Detectable warning units will be installed as needed to address accessibility requirements.



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### 03 PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

#### Upgrade Crosswalks, Pavement Markings, and Traffic Signage

- Install high visibility crosswalks and replace pavement markings and traffic signage throughout the project limits to meet current MUTCD standards, as needed.



**Barton&Loguidice**



**03**

## PEDESTRIAN AND TRAFFIC SAFETY ENHANCEMENTS

### Traffic Signal Improvements

The following upgrades are proposed for all traffic signals within the project limits:

- Accessible Pedestrian Signal (APS) push buttons added
- New video vehicle detection to replace or supplement traffic loops
- Reflective back plates added to traffic signal heads

Signalized Intersections:

- Alexander Street
- Meigs Street
- Goodman Street
- Oxford Street
- Berkeley Street
- Culver Road



**Barton&Loguidice**



**03**

## PEDESTRIAN AND TRAFFIC SAFETY ENHANCEMENTS

### Pedestrian Crossings

New raised crosswalks proposed at:

- Barrington Street
- Buckingham Street

New Rapid Rectangular Flashing Beacons being considered for crossings at:

- Vassar Street
- Buckingham Street



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## 03 PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

### Upgrade Sidewalks

- Replace public sidewalk, where needed, to remove trip hazards and address drainage issues.



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## 03 PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

### Installation of Curb Bump-Outs

- A Safety Screening was conducted to support installation of the curb bump-outs.
- Safety benefits of curb bump-outs:
  - Traffic calming, reduce vehicle speed by narrowing pavement width.
  - Reduced vehicle turning speeds.
  - Improved visibility of pedestrians for motorists.
  - Shorter crossing distance for pedestrians.
  - Restrict vehicles from parking close to intersections.
  - Improves intersection sight distance.



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**03**

## PEDESTRIAN AND TRAFFIC SAFETY ENHANCEMENTS

### Installation of Curb Bump Outs

Safety benefits of curb bump-outs:

- Traffic calming, reduce vehicle speed by narrowing pavement width
- Reduced vehicle turning speeds
- Improved visibility for pedestrians
- Shorter crossing distances for pedestrians
- Restrict vehicles from parking close to intersections
- Improves intersection sight distance



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**03**

## PEDESTRIAN AND TRAFFIC SAFETY ENHANCEMENTS

### Installation of Curb Bump Outs



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## 04 PARKING STUDY

A parking study was conducted to document existing parking utilization on Park Avenue and to assess impacts to parking for any proposed geometric changes.

### Study dates and times

Date	Time
<b>Wednesday</b> November 9, 2022	6:30 AM
	10:00 AM
	12:30 PM
	3:00 PM
	7:00 PM
<b>Thursday</b> November 10, 2022	6:30 AM
	10:00 AM
	12:30 PM
	3:00 PM
<b>Saturday</b> November 19, 2022	7:00 PM
	2:00 PM



Location		Max Utilization North Side	Max Utilization South Side
From Alexander	To Goodman	100%	No parking
From Goodman	To Barrington	100%	100%
From Barrington	To Berkeley	88%	100%
From Berkeley	To Argyle/Somerton	100%	100%
From Argyle/Somerton	To Culver	67% to 86%	71% to 97%
From Culver	To East Boulevard	63% to 100%	50% to 100%
From East Boulevard	To Colby	76% to 100%	86% to 100%
From Colby	To East Avenue	80%	89%



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## 05 CRASH HISTORY & SAFETY STUDY

- Crash information from December 2019 through January 2023
- 232 crashes on Park Avenue during the three-year study period
- 7 pedestrian crashes reported, including 5 injuries and 1 fatal
- 2 bicycle crashes reported

Rear End	33	14.2%
Sideswipe	8	3.4%
Left Turn (with other car)	2	0.9%
Left Turn (against other car)	13	5.8%
Right Angle	38	16.4%
Right Turn (with other car)	3	1.3%
Right Turn (against other car)	3	1.3%
Head On	6	2.6%
Overtaking	66	28.4%
Unknown	9	3.9%
Other	50	21.6%
Not Entered	1	0.4%

Total Crashes by Location		
1st Avenue Intersect	26	11.3%
1st Avenue at Alexander St	9	3.9%
1st Avenue at Wells St	8	3.4%
1st Avenue at Highland St	7	3.0%
1st Avenue at Madison St	6	2.6%
1st Avenue at Cambridge St	3	1.3%
1st Avenue at Gordon St	2	0.9%
1st Avenue at Oxford St	18	7.6%
1st Avenue at Rogers St	1	0.4%
1st Avenue at York Park	3	1.3%
1st Avenue at York Park S	2	0.9%
2nd Avenue at Theodore St	2	0.9%
2nd Avenue at Wood Station St	3	1.3%
2nd Avenue at Kensington St	2	0.9%
2nd Avenue at Enterprise St	2	0.9%
2nd Avenue at Maple St	13	5.6%
2nd Avenue at Denbigh St	10	4.2%
2nd Avenue at Buchanan St	10	4.3%
2nd Avenue at Hampton St	18	7.6%
2nd Avenue at Kappa St	1	0.4%
2nd Avenue at Lawrence St	2	0.9%
2nd Avenue at School St	24	10.0%
2nd Avenue at Hubbard St	2	0.9%
2nd Avenue at Highland St	1	0.4%
2nd Avenue at Alexander St	1	0.4%
2nd Avenue at York Park S	1	0.4%
2nd Avenue at Madison St	1	0.4%
2nd Avenue at Cambridge St	1	0.4%
2nd Avenue at Gordon St	1	0.4%
2nd Avenue at Oxford St	3	1.3%
2nd Avenue at Rogers St	1	0.4%
2nd Avenue at York Park	2	0.9%
2nd Avenue at York Park S	2	0.9%
2nd Avenue at Theodore St	1	0.4%
2nd Avenue at Wood Station St	1	0.4%
2nd Avenue at Kensington St	1	0.4%
2nd Avenue at Enterprise St	1	0.4%
2nd Avenue at Maple St	3	1.3%
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2nd Avenue at Buchanan St	3	1.3%
2nd Avenue at Hampton St	3	1.3%
2nd Avenue at Kappa St	1	0.4%
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2nd Avenue at Highland St	1	0.4%
2nd Avenue at Alexander St	1	0.4%
2nd Avenue at York Park S	1	0.4%
2nd Avenue at Madison St	1	0.4%



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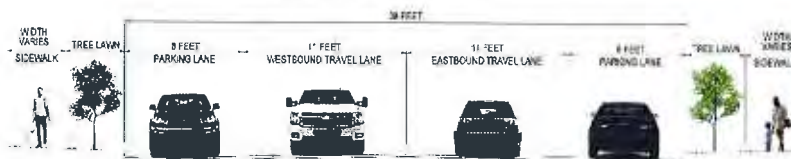


## 06 PARK AVENUE PROPOSED IMPROVEMENTS

### Typical Sections



TYPICAL SECTION  
PARK AVENUE  
FROM ALEXANDER STREET TO GOODMAN STREET



TYPICAL SECTION  
PARK AVENUE  
FROM GOODMAN STREET TO VICK PARK A  
FROM VIC PARK B TO COLBY STREET

New bike infrastructure is not proposed due to limited width, on-street parking demands, and limited opportunity to make any continuous improvements.

City's Active Transportation Plan recommends bike improvements to parallel routes such as East Avenue.



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## 06 PARK AVENUE PROPOSED IMPROVEMENTS

### Vassar Street to Berkley Street

#### Existing Conditions:

- Roots from street trees have shifted curbing and heaved sidewalks
- As a result, much of the sidewalk and curb on both the north and south side of this block need replacement
- Heaved sidewalk currently a tripping hazard

#### Considerations:

- Replacing sidewalk and curb to fully address condition issues will require the removal of 14 trees.
- Street trees impacted by sidewalk reconstruction will be replaced with new trees; larger plantings anticipated.
- 1st public meeting showed support for replacement of curb and sidewalk



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## 07 WORK ZONE TRAFFIC CONTROL DURING CONSTRUCTION

### Communication

- Public information will be provided:
  - Direct mailings to adjacent properties.
  - Media alerts via radio broadcasts to general public.
  - Variable message signs.
  - Temporary motorist information signs.
- Coordination with RTS will be maintained to provide uninterrupted access to transit services.



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## 07 WORK ZONE TRAFFIC CONTROL DURING CONSTRUCTION

### Timeframe and Access

- Construction is anticipated to last approximately 6-8 months.
- Two-way traffic will be maintained with flaggers and daily lane closures when needed.
- Some temporary disruptions will occur during curb and sidewalk replacement at driveways.
- Emergency access will be maintained during construction.

MILLING



RESURFACING

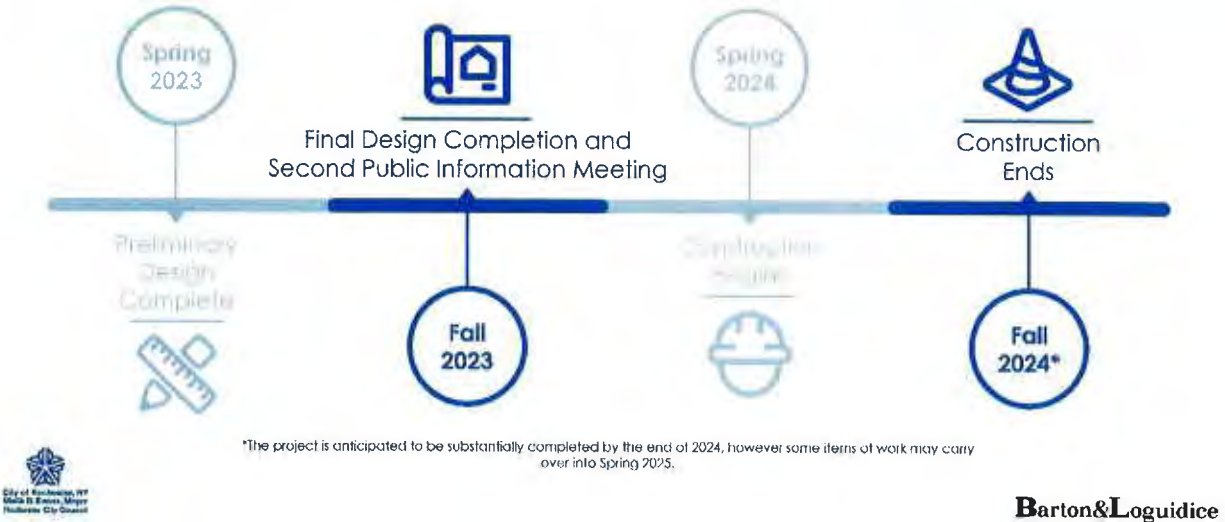


If there are known medical emergency access needs at any of the properties within the project limits, please inform the City's Construction Project Manager so that the appropriate measures are taken to maintain access during construction at all times.



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## 08 ANTICIPATED PROJECT TIMELINE



## 09 WORKSHOP SESSION / Q&A

### THANK YOU!

For additional information, please contact:

**David A. Riley**

City of Rochester Department of

Environmental Services

585-428-6978

David.riley@cityofrochester.gov

**Please submit questions by November 29, 2023**

**Project Webpage:**

cityofrochester.gov/ParkMR

## Appendix B: After-Presentation Question and Answer Summary

**Q1:** The bump-outs make it difficult for large vehicles to turn. The sign got knocked over once a month and I think that's going to be gone. Can the large vehicles make the turns?

**A1:** We modeled turning movements for larger vehicles at all intersections with proposed bump-outs. The model vehicle was a larger fire engine. We do want to make sure buses and trucks can navigate intersections. We are coordinating with RTS. We're meeting with the Rochester Fire Department and the City Operations division, who manage snow plowing, street cleaning, and trash pickup to ensure that we're not causing issues for them. Additionally, a standard box truck making deliveries to businesses on Park Avenue should still be able to navigate these tighter corners.

**Q2:** Another concern is parking enforcement is non-existent on weekends. It's been an issue for three or four years and there's limited staff on weekends. I said you could make enough money with the tickets you hand out that you could pay a person. You're relying on parking enforcement, but it's not there.

**A2:** Regarding parking enforcement being non-existent on the weekends, we can relay this information to the Parking Bureau. This issue also came up at the last meeting. Staffing constraints may be the issue.

**Q4:** Will there be painted crosswalks at Brunswick Street and East Boulevard?

**A4:** We don't have them in the plans at this time but it's certainly something we can look at. Are those intersections that you feel would benefit from marked crosswalks? Participant answered yes. We are evaluating opportunities for a crosswalk east of Culver Road. We heard from folks who live in that more residential stretch that having at least a marked crosswalk in that area would be helpful, so we are looking at these areas as well as other options.

**Q5:** Another participant commented in support of a crosswalk across Buckingham Street for people crossing on that side.

**A5:** That's something we can take a closer look at.

**Q6:** Why are no flashing beacons proposed at the school crossing at Barrington Street? Currently, we have a temporary sign. I call it temporary because it gets knocked down every month so that would be a great place to have a flashing beacon.

**A6:** We're proposing a raised crosswalk, but not flashing beacons. It was determined the raised crosswalk and the crossing guard would provide a good improvement. We try to not overuse the beacons. The county advises that if they are installed everywhere, they lose their effectiveness, so we're trying to be judicious about where we put them. We can keep looking at whether something more is needed at that intersection. *Follow-up note: the existing flashing school zone signals will remain on Park Avenue on the approach to Barrington Street in both directions.*

**Q7:** In areas where there is decorative brick mostly near RTS bus stops, will it be removed or replaced?

**A7:** It depends on where it is. The brick at bus stops will be removed and replaced with concrete. This will make the bus stop ADA accessible. In commercial areas, a lot of the brick is in somewhat poor condition, so we're looking to take it out and replace it with a raised aggregate, which is a textured, decorative paving treatment. In residential areas the tree lawn will be restored. Also, looking for opportunities to plant more trees if that's feasible.

**Q8:** Any opportunities to add additional trash receptacles, benches, or bike storage kind of thing?

**A8:** We're planning to replace some of the deteriorated benches with new ones. We can look at opportunities to add new ones, especially at bus stops. The city also has a grant to install more amenities at bus stop, which may help. We're not sure we've looked at trash receptacles, but we can, along with bike parking.

**Q9:** Unfortunately, that's a problem, especially in the commercial areas to encourage people to throw things out.

**A9:** Makes perfect sense to me.

**Q10:** Have you talked with RTS about the placement of their bus stops? In other cities the stops are beyond the intersection rather than before it which is what you typically see here and also on Park Avenue.

**A10:** We do throughout this process send our plans as they are developed to RTS. We've met with them and talked more about bump outs and raised crosswalks and how to make sure we're not creating raised crosswalks that make the buses bottom out or run into other kinds of issues. RTS certainly looks at the placement of bus stops all the time. I don't know that they've looked at them holistically as part of this project. I can certainly ask when we have a follow-up meeting related to some of the improvements.

**Q11:** What is the budget on this project?

**A11:** The construction budget is about \$5 million. Doesn't go as far as you think it would.

**Q12:** Sounds like a big project. So again, I'm going to hammer home the parking issue. This is the time that the parking needs to be addressed. We're trying to bring people down to Park Avenue. It's in all our City publicity. Park Avenue is the place to be! So why are we trying to build it up while taking parking spaces away when we've known for years parking is a problem. This is a \$5 million project, parking needs to be addressed, this is the time to do it. Business owners, how do you feel when your customers get a \$50 ticket when they come out to support your restaurant? A lot of these restaurants live on that about four or five months of the year during the summer. We're making it hard on them, making it hard on their customers and the neighbors are frustrated, too. So parking needs to be a big part of this project.

**A12:** On-street parking is largely being retained as is on Park Avenue. Loss of parking spots at individual intersections where curbs are being extended will be minimal. At the previous meeting and other conversations we've had with merchants, that hasn't necessarily been the top concern. We've heard a lot more from merchants concerned about pedestrian safety concerned about making sure that vehicles are moving slower



and that there is less speeding. I'm not trying to dismiss your concern, or to say that merchants are not concerned about parking; I'm just saying we've heard different things from different merchants.

**Q13:** That's why I think your crosswalk ideas are great and I would add another one at Argyle St because when they start building their speed so by the time they hit the first one on Buckingham they've already gone into a pretty heavily traffic area at a high speed. I see it all the time. I live on Park Avenue. I know.

**A13:** I'm sure you do. I appreciate your point, and we can certainly take a closer look.

**Q14:** When will folks find out what the final design of the project is? How soon after the deadline where we're requesting people to submit questions by November 29<sup>th</sup>?

**A14:** We would expect to finalize the plans and put them out to bid probably in January so we probably have final designs out there around that time.

**Q15:** Has your data or studies looked at speeding? I'm a Park Avenue resident; Oxford to Goodman is really not in any of the conversations and that is a very big speeding area. I mean it is dangerous with fast cars going between Oxford and Goodman. Is there any reason why there's nothing designed to slow those cars down?

**A15:** The recommendations you're seeing here are driven by the crash rates that we saw at some of the other intersections, as well as the pedestrian traffic. Certainly that's a busy area as well. Other areas rose higher to the surface when we when we looked at the data. It's not to say we can't still look at some things there. We are at Goodman Street at the very least installing highly reflective crosswalks. Basically install more robust, more reflective crosswalks. We'll replace the traffic signal there and install pedestrian push buttons, so those are things we're certainly looking at there, but the point's well taken. We can certainly take another look at that area to see if more is merited there. *Follow-up note: Utilities, available street width, and other existing conditions also may limit opportunities to bump out curbs or calm traffic.*

**Q16:** Hi, my name is Cody from Reconnect Rochester. We're really encouraged by the active efforts to improve pedestrian safety, and I know the City's working on a criteria or policy for evaluating crosswalks and when they're painted and at what distance that they should be. If we can continue some of these great practices that are happening here in other parts of the City, that'll be useful, but we shouldn't have to rely on every neighborhood group coming to the City and asking for it and then being part of these projects. I think having something more standardized is going to be helpful. We've been following a couple of projects where new crosswalks have been put in, notably on Thurston Road. There was a big article in the D&C today. Some of the comments we got back, and I think it's relevant here because you're doing some new painting – can we get some more information about the material you use for the painting? What is the lifespan of that paint? How long is it going to be visible before you have to repaint it again? Is there a better alternative, because a lot of crosswalks have been repainted late in the season. There's still a ton of crosswalks that aren't going to be repainted for a while, unless we get a policy.

**A16:** We've adopted the crosswalk policy established by county DOT, our traffic engineer, that remains our crosswalk policy right now. The City's Active Transportation Plan does have some recommendations for changing that, but we're still reviewing that. The crosswalk policy we currently have is the one that will apply

to this project. I appreciate the input that some changes to that policy might be welcome particularly for folks interested in pedestrian safety.

**Q17:** What is the longevity and expected lifespan of pavement markings.

**A17:** The Thurston Road crosswalk is a new installation and is temporary paint at this point. The contractor that installs the thermoplastic pavement markings are running behind. The thermoplastic pavement markings are much more durable. The material is embedded into the pavement.

**Q18:** Due to the narrowness of Park Avenue, has anything been discussed with RTS to utilize smaller or narrower buses on Park Avenue? This is especially true during wintertime, when the Avenue becomes more narrow.

**A18:** It is not something we've discussed with RTS. It's something I think we'd have to defer to RTS on.

**Q19:** Thanks for the focus on curve bump outs and raised crosswalks. I know it will be a big help at making the area safer for people. Does the parking study account for the readily available parking lot at Vassar? Also, I echo the comment on the lack of parking enforcement – it is more of an issue than losing a couple spots to make it safer for pedestrians.

**A19:** The parking study really focused on utilization of on-street parking. That's what we can control as the city. The parking lot is not a City-operated parking lot. I understand it makes sense to think about parking more holistically. The point about parking enforcement is well taken. Again, it's a consistent theme we've heard since the last meeting, and I will relay that to our Parking Bureau.

**Q20:** Dealing specifically with Park Avenue east of Culver Road, but I think this applies to the avenue in general, I'm interested knowing the period in which you have accumulated data on speeds and accidents. The pandemic may have had some impact on that, but more recently east of Culver Road the surface on Park Avenue is absolutely disastrous. That's why you're rebuilding it, but that disastrous surface acts as an ersatz speed bump. So once you replace that pavement with a nice slick new pavement, that will have a tendency, I would think, to increase the speeds east of Culver Road. Of course you don't have that much in the way of cross-avenue pedestrians, you don't have any businesses except at Colby Atreet, so cars may very well just use that more as a nice speeding straightway, especially with Harvard Street having speed bumps. Today, I often take Harvard and speed bumps over Park Avenue as it's a very deteriorated surface, but a new surface may change and increase speeds on the avenue.

**A21.** We did look at speed data from New York State. It was 2019-2020, most likely. It tends to predate the pandemic to capture what conditions were pre-pandemic. We looked at three years of crashes. The data didn't suggest a significant issue with speeding, which got a laugh out of the room at the previous meeting, because clearly your experiences are telling you something different. The data is telling us one thing and your lived experience is telling us something else. I will say the traffic volume up east of Culver Road is significantly lower than the rest of Park Avenue. The rest of Park Avenue is around 6,000 vehicles a day on average and east of Culver, it's below 2,500. The traffic wasn't as much of an issue that jumped out of us in the data but I hear what you're saying, especially as we're restoring that surface. I understand why it's a concern and it's something we

can keep looking at. Again, we're still looking at a crosswalk, so we haven't foreclosed the possibility of doing some other things east of Culver Road.

**Q22:** I think what you've done at Vassar Street with the bump-out and which pushes the apron to that parking lot further out so you can actually see when you come out because there are a lot of accidents there, so I think that's a very great solution for that situation.

**A22:** Thank you.

**Q23:** Can you tell us where construction equipment will be stored?

**A23:** The selected contractor would probably look for a vacant city owned lot to store their equipment on and materials.

**Q24:** Where might that be?

**A24:** It may not be right on Park Avenue. It could be on an adjacent or nearby street.

**Q25:** How long did the East Avenue project take for construction?

**A25:** That project took 10 months to construct.

**Q26:** How long did the surfacing of the road take? The curb installation took a lot longer because you went back and did that work. Are you able to ascertain how long the actual surfacing of the road took? The merchants are concerned that their businesses are going to be devastated. Small businesses cannot afford to close down for a year. If the construction is not carefully orchestrated you could very well lose businesses. You could lose some businesses just because of us trying to improve the City, and that's why I want there to be a real concentrated effort to work as much as you can around not closing that stretch where those restaurants are. Six to eight months seems like a very long time but I like you said it's going to be staged.

**A26:** Construction will take 6 to 8 months for the full length of Park Avenue. No section of Park Avenue will be closed for months at a time. Resurfacing typically takes weeks, not months.

**Q27:** Will there ever be a time when a section of Park Ave will be completely close to traffic?

**A27:** There should not be a time when a segment of Park Avenue is completely closed to vehicular traffic for resurfacing work. There may be points where there are flaggers managing traffic while work is going on, but for the most part, we're going to try to retain two-way vehicle access as much as possible. There will be no point at which Park Avenue is completely closed to traffic.

**Q28:** The parking lot next to the 7-Eleven is now paid parking after five minutes or 10 minutes. During construction, could it be feasible for the city to just pick up that parking? People could park in that parking lot for free during the period of construction. You could go in that parking lot and park for free, and it'd be highly advertised. That would really help the merchants so that the people coming to Park Avenue to go to the restaurants don't have to worry about paying for parking and it's there and it's free.

**A28:** I appreciate the suggestion; it's not something I can tell you we can do at this time.

**Q29:** Where do the cars that are displaced in construction go? Park Avenue is 100% parked now. Side streets are already close to 100% at least a good part of the way down the block.

**A29:** We will be approaching resurfacing in segments to try to minimize disruption and requiring people to park farther away. Parking may be inconvenient for a short time, but we will work to make the duration as short as possible.

**Q30:** Have you looked at ways to accommodate delivery vehicles, pickup vehicles that are taking up parking usually after 6 pm. Also, deliveries like Door Dash and UBER.

**A30:** Don't know that it's something we've really looked at specifically. It's something we can think about. I think probably goes back to that parking enforcement conversation of making sure that the parking turns over as often as it's supposed to, but it's certainly something we can talk about more.

**Q31:** Have you talked to the Parking Bureau about the loss of parking spaces and how that may impact the overall parking?

**A31:** I would say again the potential loss of parking spaces is very minimal on the full length of Park Avenue. It is certainly something we will talk to the Parking Bureau about. I think we were trying to nail down where the bump-outs are and what the dimensions are before we have that conversation.

**Q32:** I've noticed in your recent project on East Ave. and elsewhere that you're now putting concrete around the edges of manholes and catch basins. Is that a new construction technique and why are you doing that?

**A32:** It helps preserve the life of those structures and helps provide some stability. It helps ensure that they remain flush with the surface of the street.

**Q33:** But it's something new. You haven't been doing it up recently.

**A33:** It's about four years or so that the City's been installing the concrete collars, and it does protect the integrity of the road. Very often, you'll see where potholes are those manholes have kind of depressed the pavement so the concrete collar helps with that structure and keeping that integrity.

**Q34:** Are you aware of conflicts between pedestrians and vehicles turning right from Park Avenue onto Goodman?

**A34:** That it's not a specific concern that I've heard. It's something we can take another look at.

**Q35:** Will the presentation be posted online?

**A35:** It'll be posted tomorrow on the project website. You can also see notes from the previous meeting, the presentation that we gave, the original maps that we displayed at that meeting. There's a lot more information about the project. Go to [cityofrochester.gov/ParkMR](http://cityofrochester.gov/ParkMR).

**Q36:** During the active construction phases what will be the displacement of cars parked on Park Avenue, will it just be daytime while work is actively going on and they can park overnight or what will the restrictions be?



**A37:** We're still working through that. We will have more information to share in the near future.

In general, residents will receive notifications from the contractor that vehicles need to be moved. There are times when the contractor will accommodate parking during the evening hours. It's really going to depend on what's happening at certain locations. Where there's a bump out being proposed, there's going to be more impacts, and it'll take longer to do that construction, but we're working that out. The work on traffic control is something that's still very much being developed, and I hope it's clear this isn't the final effort to communicate with the community about this. We will be doing outreach around construction and continued conversations with the Merchants Association, certainly with others, and sending out notifications to people about potential disruption. We'll have a lot more to share on that.

**Q38:** Have you had other projects that have as high parking rates in the zone like 100% for huge stretches of it? I didn't see any data on the parking on side streets which on many side streets at least halfway up the block is probably also 100%. Where are those cars to go? I just can't picture where people will park.

**A38:** A legitimate question. We did not look at parking on side streets. We're going to try to minimize the length of any disruption. We're going to make sure to tell people about it in advance. It may indeed be inconvenient for a little bit, and you may have to park a little farther away, but we're going to try to make that as brief of a period as possible.

## Appendix C: Discussion General Questions & Comments

**Q1:** Is there decreased visibility due to the proposed curb bump-out?

**A1:** That has not been observed. Bump-outs are

**Q2:** Is there a loss of parking on Park Avenue, and you are not adding more parking?

**A2:** There will be minimal loss of spaces at specific intersections. Overall, parking is being maintained as is.

**Q3:** Could Buckingham be converted to one-way to allow for more parking?

**A3:** Can look at this, but not as part of this project.

**Q4:** Restaurants are on the sidewalk and limit space. Also wouldn't encourage bicycling on Park Ave.

**A4:** The sidewalk cafes are allowed through permits issued by the City. Bicycling is allowed on any City street, but there are parallel bicycling routes that are recommended. The proposed traffic calming should still have a positive impact on bicycling.

**Q5:** Please look at Colby Street for crosswalks. There are a lot of pedestrians.

**A5:** This can be investigated.

**Q6:** Has the City considered the installation of public restrooms, such as, the Portland Loo? Public urination is a problem.

**A6:** Not aware of this initiative.

This is the writer's interpretation of the above meeting. If there are any issues that need to be revised or discussed, please contact the City Project Manager, David Riley as soon as possible.

<G:\PROJ\STD\Milling and Resurfacing\2024\2024 City Funded\Park St Paul\MTGS\PUBLIC\PIM 3\3 - 2024 M&R Park 2nd Public Meeting Minutes.docx>

## INTRODUCTORY NO.

43

Ordinance No.

**Authorizing the alteration of pavement widths for the 2024 Milling & Resurfacing Project**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The Council hereby approves the following pavement width changes to be implemented as part of the 2024 Milling & Resurfacing Project for Park Avenue (Alexander Street to East Avenue), St. Paul Street (Lowell Street to Riverbank Place), St. Paul Street (Norton Street to Tyler Street) (Project):

A. On Park Avenue:

1. A decrease in pavement width of 7 feet, from 30 feet to 23 feet, beginning at Arnold Park and continuing approximately 46 feet eastward.
2. A decrease in pavement width of 6 feet, from 38 feet to 32 feet, beginning approximately 53 feet west of Barrington Street and continuing eastward to Barrington Street.
3. A decrease in pavement width of 12 feet, from 38 feet to 26 feet, beginning at Barrington Street and continuing approximately 51 feet eastward.
4. A decrease in pavement width of 13 feet, from 38 feet to 25 feet, beginning approximately 58 feet west of Vassar Street and continuing eastward to Vassar Street.
5. A decrease in pavement width of 12.5 feet, from 37.5 feet to 25 feet, beginning at Vassar Street and continuing approximately 59 feet eastward.
6. A decrease in pavement width of 14.5 feet, from 37.5 feet to 23 feet, beginning approximately 52 feet west of Berkeley Street and continuing eastward to Berkeley Street.
7. ~~A decrease in pavement width of 14 feet, from 38 feet to 24 feet, beginning at Berkeley Street and continuing approximately 57 feet eastward.~~
8. A decrease in pavement width of 4 feet, from 38 feet to 34 feet, beginning approximately 53 feet west of Buckingham Street and continuing eastward to Buckingham Street.

9. A decrease in pavement width of 14 feet, from 38 feet to 24 feet, beginning approximately 50 feet west of Brunswick Street and continuing approximately 132 feet eastward.

B. On East Boulevard:

A decrease in pavement width of 20 feet, from 45 feet to 25 feet, beginning at Park Avenue and continuing approximately 53 feet northward.

C. On St. Paul Street:

A decrease in pavement width of 8 feet, from 42 feet to 34 feet, beginning approximately 361 feet south of the Hartel Alley and continuing approximately 65 feet northward.

D. On Monroe Avenue:

A decrease in pavement width of 6 feet, from 50 feet to 44 feet, beginning approximately 42 feet west of Sumner Park and continuing eastward to Sumner Park.

The pavement width changes authorized herein shall be made in accordance with plans and specifications approved by the City Engineer, who may make reasonable modifications.

Section 2. This ordinance shall take effect immediately.





## City of Rochester

City Hall Room 308A, 30 Church Street  
Rochester, New York 14614-1290  
www.cityofrochester.gov

## People, Parks & Public Works Introductory No.

44, 45, 46, 47

January 30, 2024

Malik D. Evans  
Mayor

DES 09

TO THE COUNCIL

Ladies and Gentlemen:

Re: 2024 Preventive Maintenance Project  
State Street (Inner Loop to Lyell Avenue), Exchange  
Boulevard (Ford Street to Basin Street), Ford Street  
(South Plymouth Avenue to Ford Street Bridge)

Council Priority: Jobs and Economic Development

Comprehensive Plan 2034 Initiative Area: Sustaining  
Green and Active Systems

Transmitted herewith for your approval is legislation related to the 2024 Preventive Maintenance Project. This legislation will:

1. Appropriate \$4,043,920 in anticipated reimbursements from the Federal Highway Administration (FHWA) to finance a portion of the construction and resident project representation (RPR) services for the Project; and,
2. Appropriate \$758,235 in anticipated reimbursements from the New York State Marchiselli Aid Program to finance a portion of the construction and RPR services for the Project; and,
3. Appropriate \$800,000 in anticipated reimbursements from the New York State Department of Transportation (NYSDOT) to finance a portion of the construction for the Project; and,
4. Authorize the issuance of street bonds totaling \$982,000 and the appropriation of the proceeds thereof to partially finance the street portion of the construction and RPR services for the Project; and,
5. Establish \$725,000 as maximum compensation for a professional services agreement with Stantec Consulting Services Inc. (James R. Hofmann, Jr., Senior Principal, 61 Commercial Street, Suite 100, Rochester, New York) for RPR services for the Project. The cost of the agreement will be funded from the sources outlined in the chart on the following page; and,
6. Approve a resolution, in a form that is required by the NYSDOT committing the City to pay for the State-funded portion of the project in the first instance before seeking reimbursement from the State and, if applicable, commit the City Council to meet promptly to consider appropriating money to make up any cost overruns.

This is a Federal Aid Project that is administered by the City under an agreement with NYSDOT.

The Project includes, but is not limited to, milling and resurfacing of the pavement, spot curb and hazardous sidewalk replacements, installation or upgrade of sidewalk curb ramps, adjustment and repair of manholes, receiving basins, and water valve castings, replacement of traffic pavement



markings, and the addition of bicycle facilities. These improvements will enhance the surface drainage and riding quality of the roadway, improve accessibility for all users, and expand the useful life of the pavement structure.

The Project was designed by C&S Engineers, Inc. as authorized by Ordinance No. 2022-209 and amended by Ordinance No. 2022-304 and Ordinance No. 2023-367.

Stantec Consulting Services Inc. was selected for RPR services through a request for proposal process, which is described in the attached summary.

Bids for construction were received on December 27, 2023. The apparent low bid of \$6,080,000.47 was submitted by Sealand Contractors Corp. (Daniel Bree, C.E.O., 85 High Tech Drive, Rush, New York).

The Project will be funded as follows:

Source of Funds	Design	Construction	Traffic Cameras & Street Lighting	RPR	Contingency	Total
Federal Aid appropriated Ordinance No. 2022-105	447,920	0	0	0	0	\$447,920
Federal Aid appropriated herein	0	3,514,649.40	109,998.21	419,272.39	0	\$4,043,920
Marchiselli Aid appropriated Ordinance No. 2022-304	83,985	0	0	0	0	\$83,985
Marchiselli Aid appropriated herein	0	658,996.77	20,624.66	78,613.57	0	\$758,235
New York State appropriated herein	0	800,000	0	0	0	\$800,000
Bonds authorized herein	0	733,789.14	0	201,630.17	46,580.69	\$982,000
Pure Waters reimbursement authorized Ordinance No. 2021-85	0	57,510.34	0	0	0	\$57,510.34
Pure Waters reimbursement authorized Ordinance No. 2022-21	0	99,958.18	0	0	0	\$99,958.18
Pure Waters reimbursement authorized Ordinance No. 2023-44	0	1,472.09	0	0	0	\$1,472.09
2016-17 Cash Capital	0	0	16,810.02	0	0	\$16,810.02
2017-18 Cash Capital	0	0	4,996.26	0	0	\$4,996.26
2019-20 Cash Capital	0	0	816.77	0	0	\$816.77
2020-21 Cash Capital	15,000	0	5,706.19	0	0	\$20,706.19
2021-22 Cash Capital	47,995	0	20,684.51	0	0	\$68,679.51
2022-23 Cash Capital	65,000	112,363.13	0	0	0	\$177,363.13
2023-24 Cash Capital	0	101,261.42	30,353.38	25,483.87	0	\$157,098.67

Total	\$659,900	\$6,080,000.47	\$209,990	\$725,000	\$46,580.69	\$7,721,471.16
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Construction is anticipated to begin in spring 2024 and be substantially complete in fall 2024. The construction of the Project will result in the creation and/or retention of the equivalent of 76.8 full-time jobs.

The term of the agreement shall be six months after final completion of the Project.

Respectfully submitted,



Malik D. Evans  
Mayor

**Vendor / Consultant Selection Process Summary**

**Department** ENVIRONMENTAL SERVICES

**Project / Service Title:** 2024 PREVENTIVE MAINTENANCE (STATE / EXCHANGE)  
RESIDENT PROJECT REPRESENTATIVE (RPR) SERVICES

**Consultant Selected:** STANTEC CONSULTING SERVICES

**Method of selection:** ☐ Request for Proposal [*Complete 1-7*]  
☐ Request for Qualifications [*Complete 1-7*]  
☒ From the NY State Department of Transportation list of pre-approved Regional Engineering firms [*Complete 4-7*]

**1. Date RFP / RFQ issued:** November 30, 2023

**2. The RFP / RFQ was sent directly to:** (NYS Region-4 LDSA Firms)

Barton & Loguidice, D.P.C.	Rochester, NY 14614
Bergmann Associates	Rochester, NY 14604
C&S Companies	Rochester, NY 14614
CHA Consulting, Inc.	Rochester, NY 14614
Clark Patterson Lee (CPL)	Rochester, NY 14604
DiDonato Associates	Buffalo, NY 14203
Erdman-Anthony	Rochester, NY 14620
Fisher Associates	Rochester, NY 14607
Greenman-Pedersen, Inc. (GPI)	Rochester, NY 14604
Labella Associates	Rochester, NY 14614
Joseph C. Lu Engineers	Rochester, NY 14604
Popli Design Group (PDG)	Penfield, NY 14526
Ravi Engineering & L.S.	Rochester, NY 14618
Stantec Consulting Services	Rochester, NY 14614
T.Y. Lin International	Rochester, NY 14604

**3. Proposals were received from:**

Clark Patterson Lee (CPL)	Rochester, NY 14604
Erdman Anthony	Rochester, NY 14620
Labella Associates	Rochester, NY 14614
Joseph C. Lu Engineers	Rochester, NY 14604
Stantec Consulting Services	Rochester, NY 14614



**4. Evaluation criteria**

<u>Criteria</u>	<u>Weighting Points possible</u>	<u>Points received by FIRM</u>
<i>Understanding of work to be done</i>	20	14.40
<i>Experience w/ similar work/projects</i>	20	14.80
<i>Quality of proposed staff</i>	30	18.00
<i>Familiarity w/ Fed &amp; State Requirements</i>	15	10.50
<i>Logistics &amp; familiarity w/ project area</i>	15	11.40
<b>SUBTOTAL</b>	<b>100</b>	<b>69.10</b>

**Bonus Points**

Not allowed per Federal / State Aid (Local Design Service Agreement) requirements

<b>TOTAL POINTS RECEIVED by the Firm Selected: = 69.10</b>
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**5. Review team included staff from:** DES / Construction (4); DES / Street Design (1)

**6. Additional considerations/explanations:**

Evaluation process / criteria was based off the 2023 NYSDOT, Region 4 Local Design Service Agreement (LDSA) criteria. All firms on the list certify that they met the Federal DBE goal (>20%) as established for the project. Consultant's proposed staffing plan shows compliance with workforce goals. Progress toward these goals will be tracked during the course of the project.

**7. MWBE Officer has reviewed the recommended firm's proposal for M/W/DBE and Workforce goals.**

MWBE Officer Initials: *S.M.D. for S.J.S.*

Date: *12/28/2023*

Form date 1/4/19

G:\PROJ\CONST\Preventive Maintenance 2024 PC 22125\RPR\SELECTION

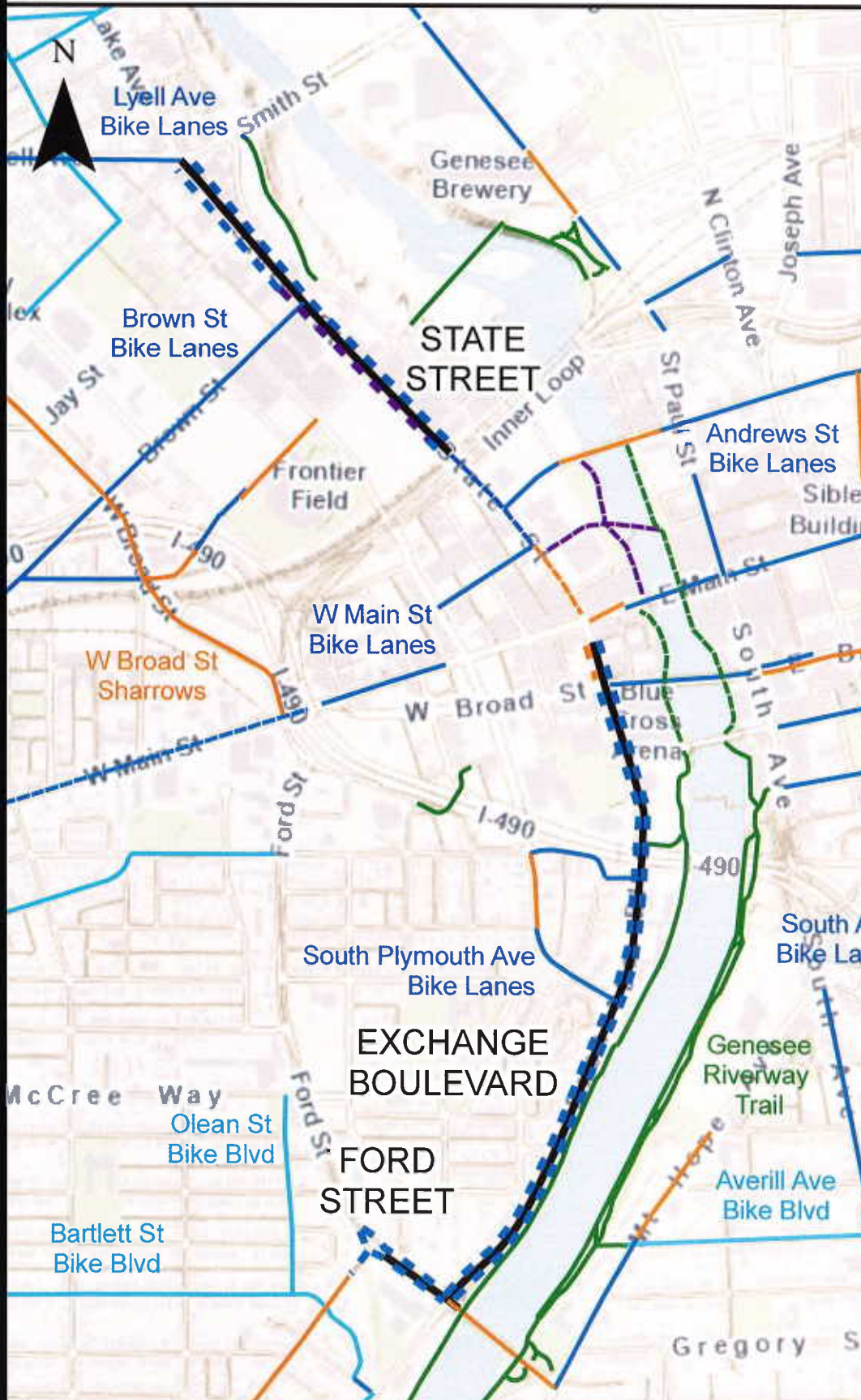
# 2024 PREVENTIVE MAINTENANCE PROJECT

State Street - Inner Loop to Lyell Ave  
Exchange Boulevard - Ford St to Basin St  
Ford Street - S Plymouth Ave to Exchange Blvd

DES 09



City of Rochester, NY



## Legend

- Proposed Cycle Track (One-Way)
- Proposed Bike Lanes
- Proposed Shared Use Lanes
- Existing Trail (Multi-Use)
- Existing Cycle Track
- Existing Bike Lanes
- Existing Shared Use Lanes
- Existing Bicycle Boulevard
- Charles Carrol Project Multi-Use Trail
- Future Trail Connection
- Future Bike Lanes
- Future Shared Use Lanes
- Project Location



City of Rochester, NY  
Malik D. Evans, Mayor  
Rochester City Council

## INTRODUCTORY NO.

44

Ordinance No.

**Appropriating funds for the 2024 Preventive Maintenance Project**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The Council hereby appropriates the sum of \$4,043,920 in anticipated reimbursements from the Federal Highway Administration to fund a portion of the construction and Resident Project Representation (RPR) costs for the 2024 Preventive Maintenance Project for State Street (Inner Loop to Lyell Avenue), Exchange Boulevard (Ford Street to Basin Street), and Ford Street (South Plymouth Avenue to Ford Street Bridge) (Project).

Section 2. The Council hereby appropriates the sum of \$758,235 in anticipated reimbursements from the New York State Marchiselli Aid Program to fund a portion of the construction and RPR costs for the Project.

Section 3. The Council hereby appropriates the sum of \$800,000 in anticipated reimbursements from the New York State Department of Transportation to fund a portion of the construction costs for the Project.

Section 4. This ordinance shall take effect immediately.



## INTRODUCTORY NO.

45

Ordinance No.

**Bond Ordinance of the City of Rochester, New York authorizing the issuance of \$982,000 Bonds of said City to finance the 2024 Preventive Maintenance Project for State Street (Inner Loop to Lyell Avenue), Exchange Boulevard (Ford Street to Basin Street), and Ford Street (South Plymouth Avenue to Ford Street Bridge)**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The City of Rochester, in the County of Monroe, New York (herein called "City"), is hereby authorized to finance a portion of the costs for the 2024 Preventive Maintenance Project for State Street (Inner Loop to Lyell Avenue), Exchange Boulevard (Ford Street to Basin Street), and Ford Street (South Plymouth Avenue to Ford Street Bridge), including pavement milling and resurfacing, spot curb and hazardous sidewalk replacements, installation or upgrade of sidewalk curb ramps, adjustment and repair of manholes, receiving basins, and water valve castings, replacement of traffic pavement markings and addition of bicycle facilities in and along the above listed street segments (the "Project"). The estimated maximum cost of said class of objects or purposes, including preliminary costs and costs incidental thereto and the financing thereof, is \$7,721,471.16. The plan of financing includes the issuance of \$982,000 bonds of the City, the proceeds of which are hereby appropriated to the Project, \$4,043,920 in anticipated reimbursements from the Federal Highway Administration (FHWA) appropriated in a concurrent ordinance, \$447,920 in anticipated reimbursements from FHWA appropriated in Ordinance No. 2022-105, \$758,235 in anticipated NYS Marchiselli Aid Program reimbursements appropriated in a concurrent ordinance, \$83,985 in anticipated NYS Marchiselli Aid Program reimbursements appropriated in Ordinance No. 2022-304, \$800,000 in anticipated reimbursements from the New York State Department of Transportation appropriated in a concurrent ordinance, \$57,510.34 in anticipated reimbursements from the Rochester Pure Waters District (RPWD) authorized in Ordinance No. 2021-85, \$99,958.18 in anticipated reimbursements from RPWD authorized in Ordinance No. 2022-21, \$1,472.09 in anticipated reimbursements from RPWD authorized in Ordinance No. 2023-44, \$16,810.02 from 2016-17 Cash Capital, \$4,996.26 from 2017-18 Cash Capital, \$816.77 from 2019-20 Cash Capital, \$20,706.19 from 2020-21 Cash Capital, \$68,679.51 from 2021-22 Cash Capital, \$177,363.13 from 2022-23 Cash Capital, \$157,098.67 from 2023-24 Cash Capital and the levy and collection of taxes on all the taxable real property in the City to pay the principal of said bonds and the interest thereon as the same shall become due and payable.

Section 2. Bonds of the City in the principal amount of \$982,000 are hereby authorized to be issued pursuant to the Constitution and laws of the State of New York, including the provisions of the Local Finance Law, constituting Chapter 33-a of the Consolidated Laws of the State of New York (herein called the "Law"), this Ordinance, and other proceedings and determinations related thereto.



Section 3. The City intends to finance, on an interim basis, the costs or a portion of the costs of said improvements for which bonds are herein authorized, which costs are reasonably expected to be reimbursed with the proceeds of debt to be incurred by the City, pursuant to this Ordinance, in the amount of \$982,000. This Ordinance is a declaration of official intent adopted pursuant to the requirements of Treasury Regulation Section 1.150-2.

Section 4. The period of probable usefulness of said class of objects or purposes described in Section 1 of this Ordinance, within the limitations of 11.00 a. 20(c) of the Law, is fifteen (15) years.

Section 5. Each of the bonds authorized by this Ordinance and any bond anticipation notes issued in anticipation of the sale of said bonds shall contain the recital of validity as prescribed by Section 52.00 of the Law and said bonds and any notes issued in anticipation of said bonds, shall be general obligations of the City, payable as to both principal and interest by an ad valorem tax upon all the taxable real property within the City without limitation as to rate or amount. The faith and credit of the City are hereby irrevocably pledged to the punctual payment of the principal of and interest on said bonds and any notes issued in anticipation of the sale of said bonds and provision shall be made annually in the budget of the City by appropriation for (a) the amortization and redemption of the bonds and any notes in anticipation thereof to mature in such year and (b) the payment of interest to be due and payable in such year.

Section 6. Subject to the provisions of this Ordinance and of said Law, and pursuant to the provisions of Section 30.00 relative to the authorization of the issuance of bond anticipation notes or the renewals thereof, and of Sections 50.00, 56.00 to 60.00 and 168.00 of said Law, the powers and duties of the City Council relative to authorizing the issuance of any notes in anticipation of the sale of the bonds herein authorized, or the renewals thereof, and relative to providing for substantially level or declining debt service, prescribing the terms, form and contents and as to the sale and issuance of the bonds herein authorized, and of any notes issued in anticipation of the sale of said bonds or the renewals of said notes, as well as to executing agreements for credit enhancement, are hereby delegated to the Director of Finance, as the Chief Fiscal Officer of the City.

Section 7. The validity of the bonds authorized by this Ordinance and of any notes issued in anticipation of the sale of said bonds may be contested only if:

(a) such obligations are authorized for an object or purpose for which the City is not authorized to expend money, or

(b) the provisions of law which should be complied with at the date of the publication of such Ordinance are not substantially complied with, and an action, suit or proceeding contesting such validity, is commenced within twenty (20) days after the date of such publication, or

(c) such obligations are authorized in violation of the provisions of the Constitution.

Section 8. This Ordinance shall take effect immediately, and the City Clerk is hereby authorized and directed to publish a summary of the foregoing Ordinance, together with a Notice attached in substantially the form prescribed by Section 81.00 of the Law in "The Daily Record," a newspaper published in Rochester, New York, having a general circulation in the City and hereby designated the official newspaper of said City for such publication.

46

Ordinance No.

**Authorizing an agreement for the 2024 Preventive Maintenance Project**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The Mayor is hereby authorized to enter into a professional services agreement with Stantec Consulting Services Inc. to provide Resident Project Representation services for the 2024 Preventive Maintenance Project for State Street (Inner Loop to Lyell Avenue), Exchange Boulevard (Ford Street to Basin Street), and Ford Street (South Plymouth Avenue to Ford Street Bridge) (Project). The term of the agreement shall continue to six months after final completion of the Project. The maximum compensation for the agreement shall be \$725,000, which shall be funded in the amounts of \$419,272.39 in anticipated reimbursements from the Federal Highway Administration appropriated in a concurrent ordinance, \$78,613.57 in anticipated NYS Marchiselli Aid reimbursements appropriated in a concurrent ordinance, \$201,630.17 from the proceeds of bonds appropriated in a concurrent ordinance, and \$25,483.87 in 2023-24 Cash Capital.

Section 2. The agreement shall contain such additional terms and conditions as the Mayor deems appropriate.

Section 3. This ordinance shall take effect immediately.

47

Resolution No.

**Resolution authorizing the implementation, and funding in the first instance 100% of the federal-aid and State "Marchiselli" Program-aid eligible costs, of the State/Exchange/Ford Preventive Maintenance transportation federal-aid project, and appropriating funds therefor**

WHEREAS, a project for the State/Exchange/Ford Preventive Maintenance, City of Rochester, P.I.N. 4CR0.16 (the "Project") is eligible for funding under Title 23 U.S. Code, as amended, that calls for the apportionment of the costs of such program to be borne at the ratio of 80% Federal funds and 20% non-federal funds; and

WHEREAS, the City of Rochester desires to advance the Project by making a commitment of 100% of the non-federal share of the costs of design, construction, resident project representation and construction administration services.

NOW, THEREFORE, BE IT RESOLVED, by the Council of the City of Rochester as follows:

THAT the Council hereby approves the above-subject Project;

THAT the Council hereby authorizes the City of Rochester to pay in the first instance 100% of the federal and non-federal share of the costs of design, construction, resident project representation and construction administration services work for the Project or portions thereof;

THAT the sum of \$7,721,471.16 is hereby appropriated pursuant to Ordinance No. 2022-209 as amended by Ordinance No. 2022-304 and Ordinance No. 2023-367 (\$659,900), and Ordinance No. 2024-xxx [Clerk's Office to fill in bond Ordinance No. to be assigned to February item DES #9b] (\$7,061,571.16) and made available to cover the cost of participation in the above-described phase of the Project;

THAT in the event the full federal and non-federal share costs of the Project exceed the amount appropriated above, this Council shall convene as soon as possible to appropriate said excess amount immediately upon notification by the City Engineer thereof;

THAT the Mayor of the City of Rochester be and is hereby authorized to execute all necessary Agreements, certifications or reimbursement requests for Federal Aid and/or Marchiselli Aid on behalf of the City of Rochester with the New York State Department of Transportation in connection with the advancement or approval of the Project and providing for the administration of the Project and the municipality's first instance funding of Project costs and permanent funding of the local share of federal-aid and state-aid eligible Project costs and all Project costs within appropriations therefor that are not so eligible;



THAT a certified copy of this resolution be filed with the New York State Commissioner of Transportation by attaching it to any necessary Agreement in connection with the Project; and

THAT this Resolution shall take effect immediately.



## City of Rochester

City Hall Room 308A, 30 Church Street  
Rochester, New York 14614-1290  
[www.cityofrochester.gov](http://www.cityofrochester.gov)

## People, Parks & Public Works Introductory No.

Malik D. Evans  
Mayor

48

January 30, 2024

DES 10

TO THE COUNCIL

Ladies and Gentlemen:

Re: Appropriation – Rochester Pure Waters District –  
Street Improvement Program

Council Priority: Jobs and Economic Development

Comprehensive Plan 2034 Initiative Area: Sustaining  
Green and Active Systems

Transmitted herewith for your approval is legislation authorizing the receipt and use of up to \$750,000 in anticipated reimbursements from the Rochester Pure Waters District (RPWD) to fund eligible portions of sewer costs on street improvement projects in accordance with the agreement between the City and RPWD authorized by Ordinance No. 2010-438.

Street improvements can require ancillary repairs to the sewer system including adjustments, repairs, replacements, and improvements to the sewer system manholes and catch basins. In the agreement referenced above, RPWD assumed responsibility for these maintenance costs and agreed to reimburse the City annually for the work.

The sewer improvements will result in the creation and/or retention of the equivalent of 8.2 full-time jobs.

Respectfully submitted,

Malik D. Evans  
Mayor



48

Ordinance No.

**Authorizing receipt and use of reimbursement funds from the Rochester Pure Waters District for street improvement projects**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The Mayor is hereby authorized to accept and use reimbursement funds of up to \$750,000 from the Rochester Pure Waters District for sewer improvements associated with the City's street improvement projects in accordance with the agreement authorized by Ordinance No. 2010-438.

Section 2. The agreement shall contain such additional terms and conditions as the Mayor deems appropriate.

Section 3. This ordinance shall take effect immediately.



49

January 30, 2024

DES 11

TO THE COUNCIL

Ladies and Gentlemen:

Re: Agreements - Home Electrification and  
Revitalization Opportunity Program - USEPA  
Environmental Justice Government-to-Government  
Grant

Council Priority: Rebuilding and Strengthening  
Neighborhood Housing

Comprehensive Plan 2034 Initiative Areas:  
Reinforcing Strong Neighborhoods

Transmitted herewith for your approval is legislation related to the Home Electrification and Revitalization Opportunity (HERO) program. This legislation will:

- 1) Authorize the Mayor to enter into a grant agreement with the United States Environmental Protection Agency (USEPA); and,
- 2) Authorize the receipt and use of \$1,000,000 in anticipated grant funds from USEPA to finance the project; and,
- 3) Authorize the Mayor to enter into Partnership/Sub-Award agreements with the following organizations to implement the HERO program, the cost of which agreements will be financed from the USEPA funds appropriated herein:
  - a. \$507,000 as maximum compensation for an agreement with the Rochester Housing Development Fund Corporation (RHDFC; Theodora Finn, President, 16 East Main Street, Suite 601, Rochester, New York); and,
  - b. \$254,000 as maximum compensation for an agreement with Flower City Habitat for Humanity (Matthew J. Flanigan, President and CEO, 755 Culver Rd., Rochester, NY); and,
  - c. \$169,000 as maximum compensation for an agreement with the Rochester Land Bank Corporation (Paul J. Scuderi, Executive Director, 30 Church St., Room 125B, Rochester, NY).

The HERO program addresses persistent environmental and public health challenges by funding the creation of sustainable, all-electric homes which incorporate air-source heat pumps, high levels of insulation and air sealing, heat pump water heaters, electric appliances, rooftop solar where feasible, and electric vehicle (EV) charging into houses rehabilitated through the City's existing whole-house rehabilitation programs managed by the sub-awardees. The existing programs are designed to benefit low-moderate income households, particularly Black and Brown participants, and adding HERO will increase the impact to these residents.

Through HERO, beneficial electrification and clean energy improvements will be completed in an estimated 22 homes for disadvantaged city residents disproportionately burdened by the impacts





of climate change and least able to adapt to these impacts. This pilot program will create a replicable model to achieve meaningful and measurable environmental and public health results, including reduction of greenhouse gas emissions, reduced rates of childhood asthma, improved economic security specifically for lower- income disadvantaged households, and increased awareness of the benefits of and available incentives for home electrification.

HERO will also provide outreach to educate the community on the benefits of home electrification as well as program monitoring and assessment services procured through a separate competitive RFP process.

This proposed legislation was developed by the Department of Environmental Services (DES) in collaboration with Neighborhood and Business Development (NBD). In March 2023, the City's Division of Environmental Quality in DES and Bureau of Housing in NBD collaborated on a grant application under the USEPA's Environmental Justice Government-to-Government (EJG2G) grant program, proposing the implementation of the HERO program. In October 2023, the City was notified by the USEPA of its intent to award EJG2G funds.

Justification statements for not issuing requests for proposals (RFP) are attached. The additional grant funding authorized under this agreement totaling \$70,000 will be utilized for a consultant selected under a separate RFP process to perform program evaluation and reporting services.

The HERO program is anticipated to begin in spring 2024.

Respectfully submitted,



Malik D. Evans  
Mayor

**JUSTIFICATION STATEMENT**  
**Awarding a Professional Services Agreement without a Request for Proposals**

**Department:** DES  
**Services:** HERO Program

**Vendor/Consultant selected:** Rochester Housing Development Fund Corporation (RHDFC)

**How was the vendor selected?**

The City has an existing agreement in place with the vendor for the HOME Rochester program; these services will be in addition to the work currently performed under this program. This agreement has been in place for multiple years, and the new contract adds value to this highly successful program.

**Why was no RFP issued for this service?**

The RHDFC is a Community Housing Development Organization (CHDO) subsidiary of the Greater Rochester Housing Partnership, specifically developed to rehabilitate vacant houses and reduce blight. The organization is the only one of its kind currently at work in the area, and has several existing contracts to complete and continue the work. The services under the new HERO program will add to the existing home rehabilitation work performed by RHDFC.

**Is there previous experience with the vendor?**

The City has worked with this vendor for several decades, with very successful outcomes.

**Are there unique circumstances?**

This work will be funded under a grant agreement with the US Environmental Protection Agency (USEPA) Environmental Justice Government-to-Government (EJG2G) grant program. As part of the grant application, USEPA required the EJG2G respondents to identify in the grant application the entities to which the awardees would be partnering with and sub-awarding grant funds. The City chose to utilize sub-awardees, including RHDFC, with which we have existing programs.

**Is the service specialized and unique? Is the number of qualified providers limited?**

These services have a significant impact on the state of neighborhoods within the City. All projects are completed by small local non-profit organizations with the oversight of the RHDFC staff.

**Does the project include multi-year State or Federal funding?** Yes – the program includes funding from the United States Environmental Protection Agency (USEPA) under the Environmental Justice Government-to-Government grant program

**Compensation Amount:** \$507,000

**How was this determined?**

The number of homes to be rehabilitated under the program and the cost of the sustainable upgrades was matched to the proportionate number of homes generally rehabilitated by the RHDFC under the existing HOME Rochester program and could potentially be suitable for the HERO program.

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**The MWBE Officer has reviewed the proposed Agreement for MWBE and Workforce goals.**

MWBE Officer Initials: *S.M.D*

Date: *1/5/2024*



January 8, 2024

Signature: Department Head

Date

Form date 1/7/1

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**JUSTIFICATION STATEMENT**  
**Awarding a Professional Services Agreement without a Request for Proposals**

**Department:** DES  
**Services:** HERO Program

**Vendor/Consultant selected:** Greater Rochester Habitat for Humanity (Habitat)

**How was the vendor selected?**

Habitat engages potential homebuyers in the actual rehabilitation of their new homes ("sweat equity"), facilitates monthly homeowner coaching sessions and refers potential buyers to homeowner education classes; the services provided under the HERO program will be in addition to the work currently performed by Habitat.

**Why was no RFP issued for this service?**

Habitat is a not-for-profit housing organization which works in partnership with people and families in need of decent and affordable homes. Habitat currently coordinates with the City for the rehabilitation of existing homes for affordable home ownership. The services under the new HERO program will add to the existing work performed by Habitat.

**Is there previous experience with the vendor?**

The City has previously worked with this vendor, with very successful outcomes.

**Are there unique circumstances?**

This work will be funded under a grant agreement with the US Environmental Protection Agency (USEPA) Environmental Justice Government-to-Government (EJG2G) grant program. As part of the grant application, USEPA required the EJG2G respondents to identify in the grant application the entities to which the awardees would be partnering with and sub-awarding grant funds. The City chose to utilize sub-awardees, including Habitat, with which we have existing programs.

**Is the service specialized and unique? Is the number of qualified providers limited?**

These services have a significant impact on the state of neighborhoods within the City. Habitat currently works in coordination with the City to revitalize neighborhoods and strengthen communities within the municipality.

**Does the project include multi-year State or Federal funding?** Yes – the program includes funding from the United States Environmental Protection Agency (USEPA) under the Environmental Justice Government-to-Government grant program

**Compensation Amount:** \$254,000

**How was this determined?**

The number of homes to be rehabilitated under the program and the cost of the sustainable upgrades was matched to the proportionate number of homes available through Habitat and could potentially be suitable for the HERO program.

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**The MWBE Officer has reviewed the proposed Agreement for MWBE and Workforce goals.**

MWBE Officer Initials: *S.M.D*

Date: *1/5/2024*



January 8, 2024

Signature: Department Head

Date

**JUSTIFICATION STATEMENT**  
**Awarding a Professional Services Agreement without a Request for Proposals**

**Department:** DES  
**Services:** HERO Program

**Vendor/Consultant selected:** Rochester Land Bank Corporation (RLBC)

**How was the vendor selected?**

The City works in partnership with the RLBC on acquisition and rehabilitation of homes; these services will be in addition to the work currently performed under this program.

**Why was no RFP issued for this service?**

The RLBC is a not-for-profit corporation granted certain powers necessary to confront the problems caused by vacant, abandoned, and tax-delinquent properties in our communities. The RLBC currently partners with organizations at work in the area to rehabilitate homes and restore them to productive use as affordable rentals or owner occupied properties. The services under the City's new HERO program will add to the existing home rehabilitation work performed by the RLBC.

**Is there previous experience with the vendor?**

The City has worked with this vendor for many years, with very successful outcomes.

**Are there unique circumstances?**

This work will be funded under a grant agreement with the US Environmental Protection Agency (USEPA) Environmental Justice Government-to-Government (EJG2G) grant program. As part of the grant application, USEPA required the EJG2G respondents to identify in the grant application the entities to which the awardees would be partnering with and sub-awarding grant funds. The City chose to utilize sub-awardees, including the RLBC, with which we have existing programs.

**Is the service specialized and unique? Is the number of qualified providers limited?**

These services have a significant impact on the state of neighborhoods within the City. The RLBC works in partnership with the City to revitalize neighborhoods and strengthen communities within the municipality.

**Does the project include multi-year State or Federal funding?** Yes – the program includes funding from the United States Environmental Protection Agency (USEPA) under the Environmental Justice Government-to-Government grant program

**Compensation Amount:** \$169,000

**How was this determined?**

The number of homes to be rehabilitated under the program and the cost of the sustainable upgrades was matched to the proportionate number of homes generally rehabilitated by the RLBC and could potentially be suitable for the HERO program.

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**The MWBE Officer has reviewed the proposed Agreement for MWBE and Workforce goals.**

MWBE Officer Initials: *S.M.D*

Date: *1/5/2024*



January 8, 2024

Signature: Department Head

Date

Form date 1/7/1

---



49

Ordinance No.

**Authorizing funding and agreements for the Home Electrification and Revitalization Opportunity Program**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The Mayor is hereby authorized to enter into an agreement with the United States Environmental Protection Agency (USEPA) for the receipt and use of a \$1,000,000 grant to fund a Home Electrification and Revitalization Opportunity Program in the city (HERO Program).

Section 2. The Mayor is hereby authorized to enter into a professional services agreement with the Rochester Housing Development Fund Corporation to participate in the implementation of the HERO Program. The maximum compensation for the agreement shall be \$507,000, which shall be funded from the USEPA HERO grant appropriated in Section 1 herein.

Section 3. The Mayor is hereby authorized to enter into a professional services agreement with Flower City Habitat for Humanity, Inc. to participate in the implementation of the HERO Program. The maximum compensation for the agreement shall be \$254,000, which shall be funded from the USEPA HERO grant appropriated in Section 1 herein.

Section 4. The Mayor is hereby authorized to enter into an agreement with the Rochester Land Bank Corporation to participate in the implementation of the HERO Program. The maximum compensation for the agreement shall be \$169,000, which shall be funded from the USEPA HERO grant appropriated by Section 1 herein.

Section 5. The agreements shall contain such additional terms and conditions as the Mayor deems appropriate.

Section 6. This ordinance shall take effect immediately.



## City of Rochester

City Hall Room 308A, 30 Church Street  
Rochester, New York 14614-1290  
[www.cityofrochester.gov](http://www.cityofrochester.gov)

## People, Parks & Public Works Introductory No.

Malik D. Evans  
Mayor

50

January 30, 2024

DES 12

TO THE COUNCIL

Ladies and Gentlemen:

Re: Agreement – United States Army Corps of  
Engineers – Port of Rochester Dredging

Council Priority: Creating and Sustaining a Culture of  
Vibrancy

Comprehensive Plan 2034 Initiative Area: Sustaining  
Green and Active Systems

Transmitted herewith for your approval is legislation establishing \$90,000 as maximum compensation for an agreement with the United States Army Corps of Engineers (USACE) for maintenance dredging of the Genesee River related to the Port of Rochester. The agreement will be funded from 2015-16 Cash Capital.

The City of Rochester owns the Port of Rochester riverfront facilities that periodically require near-shore dredging to provide adequate access from the Genesee River. The facilities include the port terminal dock wall, marina entrance and public boat launch, which are all dependent on water depths that provide adequate draft for docking boats and ships.

In the past, the City has entered into funding agreements with the USACE to have its contractors dredge the Genesee River at the Port of Rochester riverfront facilities in order to take advantage of the competitive volume-related pricing in the USACE dredge contracts. It has been five years since the last dredging and a new maintenance dredging is required. The previous dredging agreement between the City and the USACE was authorized by Ordinance No. 2019-101.

Under the proposed agreement, the USACE would dredge permitted areas outside the federal navigation channel at the Port of Rochester riverfront facilities. The cost of the dredging is based on the estimated sediment volume to be removed to achieve permitted depths, the USACE's recent experience with bid pricing for its dredging contracts, and contingency. The proposed agreement obligates the City to secure and provide required New York State and federal permits, and to pay the estimated dredging cost in advance. Upon completion, the USACE is obligated to return to the City any funds not expended for the dredging.

The USACE has scheduled dredging of the Genesee River federal navigation channel for the spring of 2024 and is anticipated to be complete in summer 2024.

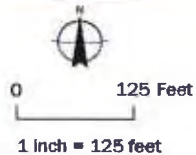
The term of the agreement will be for one year.

Respectfully submitted,

Malik D. Evans  
Mayor







**LaBella**  
Engineering & Architecture

**CITY OF ROCHESTER**

**GENESEE RIVER  
DREDGING**

LaBella Project No. 2233715  
Date: 11/16/2023  
11" x 17"

**Port Terminal Facility,  
Including Marina and  
Boat Launch  
FIGURE 1**

INTRODUCTORY NO.

50

Ordinance No.

**Authorizing an agreement for dredging services in the Genesee River**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The Mayor is hereby authorized to enter into an agreement with the United States Army Corps of Engineers to provide maintenance dredging of the Genesee River related to the Port of Rochester for a maximum compensation of \$90,000, which shall be funded from 2015-16 Cash Capital. The term of the agreement shall be one year.

Section 2. The agreement shall contain such additional terms and conditions as the Mayor deems appropriate.

Section 3. This ordinance shall take effect immediately.





**People, Parks & Public Works  
Introductory No.**

**Malik D. Evans**  
Mayor

51

January 30, 2024

DES 13

TO THE COUNCIL

Ladies and Gentlemen:

Re: Agreement – Colliers Engineering & Design,  
Architecture, Landscape Architecture, Surveying, CT  
P.C. - 2024 Highland Reservoir LT2 Compliance

Council Priorities: Public Safety

Comprehensive Plan 2034 Initiative Area:  
Sustaining Green and Active Systems

Transmitted herewith for your approval is legislation establishing \$650,000 as maximum compensation for a professional services agreement with Colliers Engineering & Design, Architecture, Landscape Architecture, Surveying, CT P.C. (Joseph Dopico, C.E.O., 280 East Broad Street, Rochester, New York) for engineering services for the 2024 Highland Reservoir LT2 Compliance Project. The cost of the agreement will be funded from 2023-24 Cash Capital.

The City is obligated, through a bilateral compliance agreement with the state and local health departments, to meet the requirements of the Environmental Protection Agency's Long Term 2 Enhanced Surface Water Treatment Rule at the Highland Reservoir by November 30, 2029. The first milestone of this agreement is retaining a design consultant by April 30, 2024.

Colliers Engineering & Design, Architecture, Landscape Architecture, Surveying, CT P.C. (Colliers) was selected for preliminary design services through a request for proposal process, which is described in the attached summary. Colliers will review water quality conditions, identify compliance alternatives, evaluate costs and water quality impacts for each alternative, prepare conceptual renderings and presentation materials, develop a public outreach and engagement program, investigate opportunities for funding assistance, and conduct the environmental impact review. Final design shall not commence until such time as the environmental impact review of the Project, under the State Environmental Quality Review Act, is completed.

Preliminary design is anticipated to begin in spring 2024. The professional services agreement will result in the creation and/or retention of the equivalent of 7.1 full-time jobs.

The term of the agreement shall extend until one year after the City's acceptance of the final report.

Respectfully submitted,

Malik D. Evans  
Mayor



## Vendor / Consultant Selection Process Summary

**Department DES/Water Bureau**

**Project / Service Title: 2024 Highland Reservoir LT2 Compliance Project**

**Consultant Selected:** Colliers Engineering & Design (Formerly Bergmann)

**Method of selection:**   X       Request for Proposal [*Complete 1-7*]  
                                   —       Request for Qualifications [*Complete 1-7*]  
                                   —       From the NY State Department of Transportation list of pre-approved regional engineering firms [*Complete 4-7*]

**1. Date RFP / RFQ issued** (and posted on City web site) 07/12/2023

**2. The RFP / RFQ was also sent directly to:**

Fisher Associates  
 ARCADIS  
 Ramboll  
 Colliers Engineering & Design (Formerly Bergmann)  
 Stantec  
 Labella Associates  
 TY Lin International  
 Clark Patternson Lee  
 Erdman Anthony  
 MRB  
 Passero Associates  
 Larsen Engineers  
 Pinewoods Engineering, P.C.  
 Popli, Architecture + Engineering & LS, DPC  
 Razak Associates Architecture, Engineering & Land Surveying PLLC  
 Costich Engineering, Land Surveying and Landscape Architecture, D.P.C.  
 Joseph C. Lu Engineering, P.C.  
 Marques & Associates Land Surveyors P C  
 Meagher Engineering, PLLC  
 Pathfinder Engineers & Architects LLP  
 Ravi Engineering & Land Surveying, PC  
 Vanguard Engineering PC  
 Prudent Engineering LLP  
 Hazen and Sawyer  
 Jacobs  
 EDR

**3. Proposals were received from**

FIRM

Colliers Engineering & Design

City/Zip

Rochester 14604

Ramboll

Rochester 14604

**4. Evaluation criteria**

<u>Criteria</u>	<u>Weighting Points possible</u>	<u>Points received by FIRM</u>
<i>Firm Qualifications</i>	<i>10</i>	<i>9.4</i>
<i>Technical Proposal – Quality of Proposal</i>	<i>40</i>	<i>33.2</i>
<i>Project Team Qualifications &amp; Experience</i>	<i>50</i>	<i>42.3</i>
SUBTOTAL (TT):	100	84.9
<u>Bonus Points</u>		
City business: 10% of total	.10 x TT	10.0
Prime is an MWBE: 10% of total	.10 x TT	0.0
Prime uses 10% - 20% MWBE subs	.05 x TT	5.0
Prime uses 20%+ MWBE subs	.10 x TT	0.0
Workforce goals for M & W met	.10 x TT	0.0
BONUS POINTS SUBTOTAL:	BP	15.0

TOTAL POINTS RECEIVED by the Firm: TT + BP = 99.9

**5. Review team included staff from:** DES/Water Bureau (5)**6. Additional considerations/explanations** *[if applicable; e.g. interviews; demonstrations]*

Colliers Engineering & Design was selected through a Request for Proposal (RFP) process, which is described below.

The City RFP process was followed during the creation and evaluation of this RFP. The RFP and evaluation criteria worksheet were developed with contribution opportunities for all the evaluators. The M/WBE directory was queried for "Engineering" services. Vendors with this description of service were mailed the RFP and the draft Professional Services Agreement (PSA) contract. The RFP was mailed and posted on the City's website on July 12, 2023. All proposals must have been received by Wednesday, August 30, 2023 by 4:00 pm. Selection committee gathered for discussion of vendors and evaluations on October 18, 2023. Results were compiled and vendor chosen on October 25, 2023.

**7. MWBE Officer has reviewed the recommended firm's proposal for MWBE and Workforce goals.** MWBE Officer Initials: *S.M.D* Date: *12/12/23*

## INTRODUCTORY NO.

51

Ordinance No.

**Authorizing an agreement relating to the 2024 Highland Reservoir LT2 Compliance Project**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The Mayor is hereby authorized to enter into a professional services agreement with Colliers Engineering & Design, Architecture, Landscape Architecture, Surveying, CT P.C. (Colliers) to provide engineering and preliminary design services for the Highland Reservoir to remain on track to comply with the United States Environmental Protection Agency (EPA) Long Term 2 Enhanced Surface Water Treatment Rule by the deadline of November 30, 2029 (LT2 Compliance Project). The services authorized herein shall not proceed beyond preliminary surveys and studies, conceptual planning and design, environmental impact review and cost estimates until such time as an environmental impact review of the LT2 Compliance Project is completed in accordance with the State Environmental Quality Review Act (SEQRA) and City Code Chapter 48. The term of the agreement shall extend to one year following the City's acceptance of Colliers' final report. The maximum compensation for the agreement shall be \$650,000, which shall be funded from 2023-24 Cash Capital.

Section 2. The agreement shall contain such additional terms and conditions as the Mayor deems appropriate.

Section 3. This ordinance shall take effect immediately.





## City of Rochester

City Hall Room 308A, 30 Church Street  
Rochester, New York 14614-1290  
[www.cityofrochester.gov](http://www.cityofrochester.gov)

## People, Parks & Public Works Introductory No.

Malik D. Evans  
Mayor

52

January 30, 2024

DES 14

TO THE COUNCIL

Ladies and Gentlemen:

Re: Authorization - New York State Department of  
Transportation Utility Work Agreement Resolution

Council Priority: Jobs and Economic Development

Comprehensive Plan 2034 Initiative Area:  
Sustaining Green and Active Systems

Transmitted herewith for your approval is legislation authorizing the New York State Department of Transportation (NYSDOT) to include lowering three water transmission mains, adjusting approximately ten water valve elevations and adjusting one water manhole elevation, as part of the NYSDOT project for Route 15A from the NYS Thruway to I-390, Town of Henrietta, Monroe County. This legislation will:

1. Authorize the Mayor to sign all documentation that may be necessary as a result of this project as it relates to the water system improvements.
2. Approve a resolution, in a form that is required by NYSDOT that will grant NYSDOT the authority to do work that includes lowering three water transmission mains, adjusting approximately ten water valve elevations and adjusting one water manhole elevation that are located within the NYSDOT project area. In addition, the City agrees to maintain the water facilities that are adjusted or replaced as part of this NYSDOT project.

There is no cost to the City for this work.

Respectfully submitted,

Malik D. Evans  
Mayor



52

Resolution No.

**Resolution granting the State of New York authority to perform the adjustment for the Owner and agreeing to maintain facilities adjusted via State-let contract for the Route 15A (NYS Thruway to I-390) project**

WHEREAS, the New York State Department of Transportation proposes the construction, reconstruction, or improvement of Route 15A from NYS Thruway to I-390, Town of Henrietta, Monroe County, P.I.N. 4015.45;

WHEREAS, the State will include as part of the construction, reconstruction, or improvement of the above mentioned project the lowering of approximately three (3) water transmission mains and adjust approximately ten (10) water valve box elevations and one (1) water manhole elevation, per attached Utilities Special Note Ref 11A, pursuant to Section 10, Subdivision 24, of the State Highway Law, as shown on the contract plans and Utility Special Note relating to the project and meeting the requirements of the owner;

WHEREAS, the service life of the relocated and/or replaced utilities has not been extended; and

WHEREAS, the State will provide for the reconstruction of the above mentioned work, as shown on the contract plans and Utility Special Notes, relating to the above mentioned project.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Rochester as follows:

That the City of Rochester approves of the above mentioned work performed on the project and shown on the contract plans relating to the project and that the City of Rochester will maintain or cause to be maintained the adjusted facilities performed as above stated and as shown on the contract plans;

That the Mayor has the authority to sign, with the concurrence of the Rochester City Council, any and all documentation that may become necessary as a result of this project as it relates to the City of Rochester; and

That the City of Rochester is hereby directed to transmit five (5) certified copies of the foregoing resolution to the New York State Department of Transportation.



## City of Rochester

City Hall Room 308A, 30 Church Street  
Rochester, New York 14614-1290  
[www.cityofrochester.gov](http://www.cityofrochester.gov)

## People, Parks & Public Works Introductory No.

Malik D. Evans  
Mayor

53

January 30, 2024 DRHS 15

TO THE COUNCIL

Ladies and Gentlemen:

Re: Agreement - Tour of Historically Black Colleges  
and Universities

Council Priority: Support the Creation of Effective  
Educational Systems

Comprehensive Plan 2034 Initiative Area: Fostering  
Prosperity and Opportunity

Transmitted herewith for your approval is legislation establishing \$40,000 as maximum compensation for an agreement with Gocampus, Inc. (Judith A. Marrazzo, President and Owner, P.O. Box 264, East Norwich, NY) to conduct a tour of Historically Black Colleges and Universities for city youth. The cost of this agreement, which includes all transportation, hotel, food and fees, will be funded from the 2023-24 Budget of the Department of Recreation and Human Services (DRHS). The term of the agreement will not exceed one year.

The tour will expose Rochester youth to the college experience and reinforce the importance of school attendance, good grades and planning for the future. It will also reinforce the connection between education and careers. Approximately 30 youth ages 14-18 who participate in DRHS programs and 5-6 chaperones will go on the tour, planned for April 1 – April 4, 2024. The tour will visit Morgan State University; Delaware State University; Lincoln University and Bowie State University.

Investing in this initiative not only empowers individual lives but contributes to breaking the cycle of limited opportunities for urban youth. The April 1 - April 4, 2024 timeframe ensures alignment with academic calendars, optimizing the impact of this transformative experience. The consultant was identified through a Request for Proposals process described in the attached Vendor Selection form.

Respectfully submitted,

Malik D. Evans  
Mayor



## Vendor / Consultant Selection Process Summary

**Department:** Department of Recreation and Human Services

**Project / Service Title:** 2024 HBCU COLLEGE TOUR COORDINATION SERVICES

**Consultant Selected:** GoCampusing, LLC

**Method of selection:** ☒ Request for Proposal [Complete 1-7]

☐ Request for Qualifications [Complete 1-7]

☐ From the NY State Department of Transportation list of pre-approved regional engineering firms [Complete 4-7]

**1. Date RFP / RFQ issued (and posted on City web site)**

January 3, 2024

**2. The RFP / RFQ was also sent directly to:**

Town and Country, GoCampusing.com and Gerber Tours

**3. Proposals were received from**

FIRM	City/ST [if Rochester, include ZIP instead of ST]
GoCampusing, Inc	East Norwich, NEW YORK

**4. Evaluation criteria**

Criteria	Weighting Points Possible	<sup>AVERAGE</sup> Points received by FIRM
1. Respondent(s) experience	25	25
2. Scope of work	25	24
3. Budget / cost	25	22.6
4. Itinerary	25	18.6
<b>SUBTOTAL</b>	<b>100</b>	<b>90.2</b>

**Bonus Points**

Criteria	Weighting Points Possible	Points received by FIRM
City business: 10% of total	.10 x TT	N/A
Prime is an MWBE: 10% of total	.10 x TT	
Prime uses 10% - 20% MWBE subs	.05 x TT	
Prime uses 20%+ MWBE subs	.10 x TT	
Workforce goals for M & W met	.10 x TT	
<b>BONUS POINTS (BP) SUBTOTAL</b>		0

**TOTAL POINTS RECEIVED by the Firm:** TT + BP = 90.2



5. Review team included staff from: Dept/Bureau (#) Dept/Bureau (#) Dept/Bureau (#)

Department	Bureau	#
DRHS	YOUTH SERVICES	5

6. Additional considerations/explanations [if applicable; e.g. interviews; demonstrations]

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7. MWBE Officer has reviewed the recommended firm's proposal for MWBE and Workforce goals. MWBE Officer Initials: SMO. Date: 11/29/2024



DRHS 15

## PROPOSAL FOR CITY OF ROCHESTER COLLEGE CAMPUS TOURS

### Scope of Work

#### Our Proposal

goCAMPUSing has developed a HBCU college tour to the Mid Atlantic area. The tour includes all transportation in a deluxe coach bus, 3-4 star hotels double occupancy rooms for students and single rooms for chaperones as noted, all meals – lunches on college campuses (if open) and dinners in a restaurant, college school tours as indicated below and as available.

goCAMPUSing will contact the specified college admission offices (Morgan State University, Lincoln University, Bowie State University and Delaware State University) to schedule the tours at a time that is available from the respective colleges and allows for a non-rushed schedule. If a tour is not available at a date/time requested or needed, we will work with the appropriate people at the city or Rochester for an acceptable substitution. Please note that at this time Bowie State is not offering any tours of groups Spring 2024. Please also note that sightseeing or a visit to the museum will be limited if we visit 4 campuses in 3 days given the distance from Rochester to Washington DC.

Depending on the time of the campus tour and assuming lunch is available at that particular college we will arrange lunch either through the admission office or dining services for that college. With regards to the other meals throughout the tour, we stay at hotels that offer breakfast in the morning and lunches on campus as available. If lunch is not available on a campus or we are not visiting a campus around lunch time we will provide lunch at a comparable location. For example if we are in DC we can eat at the Ronald Reagan Building and International Trade Center for The White House where the students and chaperones will receive vouchers for lunch. Dinner the first night will be a fajita buffet at Chey's and Dave and Busters the second night. Dave and Busters will be a student buffet dinner and include a \$20 game card with unlimited video play. Depending on the schedule dinner the last day will most likely be at a stop on the way back to Rochester.

goCAMPUSing works with many bus companies throughout the United State and specifically in the case bus companies in Rochester. We visit colleges in and around the Washington DC area on a regular basis with our clients. We work with several hotels in the area that offer goCAMPUSing discounted/favorable group rates that we pass along to our clients. We will work with these hotels on the City of Rochester's behalf to secure the best rates possible at a hotel that has the appropriate number of rooms available.



Sightseeing and night activities will include as time permits following the college tours, visits to select Washington DC monuments such as the Lincoln Memorial and Martin Luther King Memorial, White House Photo Opportunity, tickets to visit the National Museum of African American History and Culture. All of these activities are free of charge and do not have any admission costs.

Depending on staff availability, a college knowledgeable goCAMPUSing college counselor/guide accompanies your group from the time you leave your school until you return. We work with you and your students to discuss the entire application process and differences/nuances between all the schools they are seeing as well those they are not seeing.

All our tours also include college and admission information about the selected schools and general college admission information and evening activity as time permits, and nightly outside professional security that stays on the hotel floor from 10PM-4AM to ensure student safety and chaperone piece of mind.

goCAMPUSing's Pre-Req College Awareness Program will also be used for college preparation during the bus trip at no charge. Developed in conjunction with college counselors and designed to engage high school students, there are **over two dozen current college student and recent college graduate presenters, providing their personal insight and advice** Pre-Req covers everything from College Basics, College Selection, College Life, **AND** the College Financial Aid Process. It is dynamic. It is engaging. It is comprehensive.

***It is our mission to help your students find their "right fit" academically, financially, and socially!***

### **College Campus Tours – 3 Days/2 Night April 1<sup>st</sup>-3<sup>rd</sup>, 2024**

- Coach bus travel in an air-conditioned bus
- Comfortable Double Occupancy rooms for students
- All Meals (not including breakfast on the first day or dinner the last day)
- Up to 3-4 College Campus Tours
- Up to 6 Complimentary school chaperones in single occupancy rooms
- Backpack and College Specific profiles and worksheets
- Privately hired and professionally vetted Nighttime outside security
- Activities such at select Washington DC monuments, White House photo opportunity and the National Museum of African American History and Culture (depending on route, number of colleges and time permitting)
- Evening activity such as Dave and Busters and time permitting
- PRE-REQ College Awareness Program during bus rides



- On-board goCAMPUSing college counselor as available

**Mid-Atlantic College Tour 3 day/2-night tour.** *Schools may include up to 4 of the following suggested colleges depending on availability:* Lincoln University, Cheney University, Bowie State University, Delaware State University, Morgan State University, Howard University, Coppin State University



INTRODUCTORY NO.

53

Ordinance No.

**Authorizing an agreement for a tour of Historically Black Colleges and Universities for City youth**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The Mayor is hereby authorized to enter into an agreement with Gocampusing Inc. to conduct a tour of Historically Black Colleges and Universities for City youth who participate in Department of Recreation and Youth Services (DRHS) programs. The maximum compensation for the agreement shall be \$40,000, which shall be funded from the 2023-24 Budget of DRHS.

Section 2. The term of the agreement shall not exceed 1 year.

Section 3. The agreement shall contain such additional terms and conditions as the Mayor deems appropriate.

Section 4. This ordinance shall take effect immediately.



54

January 30, 2024

DHRM 16

TO THE COUNCIL

Ladies and Gentlemen:

Re: Agreement – Employee Network, Inc.,  
Employee Assistance Program

Council Priority: Jobs and Economic  
Development

Comprehensive Plan 2034 Initiative Area:  
Fostering Prosperity & Opportunity

Transmitted herewith for your approval is legislation establishing \$120,060 as maximum total compensation for an agreement with the Employee Network, Inc. (Gene Raymondi, Chief Executive Officer), of Vestal, New York, to provide services for the City's Employee Assistance Program (EAP). The agreement will have a term of three years, with the option for two one-year renewals, and will be funded from the 2023-24, 2024-25, 2025-26, and 2026-27 Budgets for Undistributed Expenses in the annual amounts of \$10,005, \$40,020, \$40,020, and \$30,015, respectively, contingent upon approval of future budgets. The optional renewals will be funded from the 2026-27, 2027-28, and 2028-29 Budgets for Undistributed Expenses in the annual amounts of \$10,005, \$40,020, and \$30,015, respectively, contingent upon approval of future budgets

The employee assistance program provides professional support services to employees whose job performance is affected by factors such as legal, financial and marital difficulties, emotional instability, alcoholism, and drug addiction. Non-uniformed City employees (1,487 people) and their families are eligible for participation. Uniformed Police and Fire employees are covered through their own programs.

Employee Network, Inc. was selected through a request for proposals process, as described in the attached summary. Critical to selection was the ability to meet the following criteria:

- The EAP line is staffed 24 hours a day, 365 days a year by mental health professionals with a Master's level degree or higher, which affords our employees direct access to trained counselors;
- The firm has a national provider network of over 40,000 credentialed counselors; and
- The firm offers state-of-the-art technological resources including web-based services, such as a mobile app and a personal assistant service for our employees to use to achieve and maintain a healthy work/life balance.

Employee Network, Inc. has provided EAP services for City employees since 2015 and will continue to provide counseling and referral services to eligible employees and their family members as appropriate.



The firm will also conduct training programs for City personnel and supervisors through in-person and online training as required or as requested.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Malik D. Evans', with a long horizontal flourish extending to the right.

Malik D. Evans  
Mayor

### Vendor / Consultant Selection Process Summary

**Department** Department of Human Resources Management

**Project / Service Title:** Employee Assistance Program RFP

**Consultant Selected:** Employee Network, Inc. (eni)

**Method of selection:**   x   Request for Proposal [Complete 1-7]  
       Request for Qualifications [Complete 1-7]  
       From the NY State Department of Transportation list of pre-approved regional engineering firms [Complete 4-7]

**1. Date RFP / RFQ issued** October 27, 2023

**2. The RFP / RFQ was also sent directly to:**

<u>FIRM</u>	<u>City/ST</u>
ComPsych Corporation	Chicago, IL
Deer Oaks EAP Services, LLC	San Antonio, TX
UR Medicine EAP	Rochester, 14534
Motivated 4 Change	Rochester, 14605
ARIA Strategies	Rochester, 14620

**3. Proposals were received from**

<u>FIRM</u>	<u>City/ST</u>
Employee Network, Inc. (eni)	Vestal, NY
CuraLinc	Chicago, IL
Spring Health	New York, NY

#### 4. Evaluation criteria

<u>Criteria</u>	<u>Weighting</u>	<u>Points possible</u>	<u>Points received by winning proposal</u>
Flexibility	25%	25	19.4
Location and Hours	10%	10	8.9
Education/Training/ Assistance	15%	15	13.3
Administration	10%	10	8.9
Referral Services	15%	15	13.3
Cost and Billing Services	25%	25	25.0
<b>TOTAL</b>	<b>100</b>	<b>100</b>	<b>88.9</b>

<u>Bonus Points</u>	<u>Weighting</u>	<u>Points possible</u>	<u>Points received by winning</u>
City business	10% of total	.10 x TT	0
Prime is an MWBE:	10% of total	.10 x TT	0
Prime uses MWBE subs	5% of total	.05 x TT	0
Prime uses 20%+ MWBE subs, 10% of total		.10 x TT	0
Workforce goals for M & W met, 10% of total		.10 x TT	0
<b>BONUS POINTS SUBTOTAL:</b>		<b>BP</b>	<b>0</b>

**TOTAL POINTS RECEIVED by the Firm: TT + BP = 88.9**



5. **Review team included staff from:** Administration/DHRM (1), ECD/911 (1), DES (1)
6. **Additional considerations/explanations** *[if applicable; e.g. interviews; demonstrations]*
7. **MWBE Officer has reviewed the recommended firm's proposal for MWBE and Workforce goals.** MWBE Officer Initials: S.M.D. Date: 12/14/2023

54

Ordinance No.

**Authorizing a professional services agreement for the Employee Assistance Program**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The Mayor is hereby authorized to enter into a professional services agreement with Employee Network, Inc., to provide services for the City's Employee Assistance Program. The term of the agreement shall be three years with the option to extend for two one-year periods. The maximum compensation for the initial term of the agreement shall be \$120,060, which shall be funded from the Budgets for Undistributed Expenses as follows: \$10,005 from 2023-24, \$40,020 from 2024-25, \$40,020 from 2025-26, and \$ 30,015 from 2026-27, contingent upon the approval of future years' budgets. The maximum compensation for the two-year extension, if so opted for, shall be \$80,040, which shall be funded from the Budgets for Undistributed Expenses as follows: \$10,005 from 2026-27, \$40,020 from 2027-28, and \$30,015 from 2028-29, contingent upon the approval of those future years' budget.

Section 2. This agreement shall contain such additional terms and conditions as the Mayor deems appropriate.

Section 3. This ordinance shall take effect immediately.



## City of Rochester

City Hall Room 308A, 30 Church Street  
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[www.cityofrochester.gov](http://www.cityofrochester.gov)

## Budget, Finance & Governance Introductory No.

Malik D. Evans  
Mayor

55

January 30, 2024

DHRM 17

TO THE COUNCIL

Ladies and Gentlemen:

Re: Appointment Civil Service Commission  
for the City of Rochester

Council Priority: Jobs and Economic  
Development

Comprehensive Plan 2034 Initiative Area:  
Fostering Prosperity & Opportunity

Transmitted herewith for your approval is legislation confirming the appointment of Zahira Jimenez, Rochester, New York 14621, to the Civil Service Commission for the City of Rochester.

Ms. Jimenez will replace Andrew Dimock who resigned from the Commission on December 15, 2023. Ms. Jimenez is a Democrat and will serve the remainder of Mr. Dimock's term, which will extend to May 31, 2028.

A resume for Ms. Jimenez is available for review in the City Clerk's Office.

A summary description of the Commission and its current membership is attached.

Respectfully submitted,

Malik D. Evans  
Mayor



## CURRENT CIVIL SERVICE COMMISSION

Name	First Appointed	Current Appointment	Current Term Ends	Ethnicity	Political Party
Kramer, Carol*	1/19/2021	1/19/2021	5/31/2024	Caucasian	Democrat
Thomas, Tashanda	1/18/2022	5/10/2022	5/31/2028	African American	Democrat
Rivera, Orlando	8/22/2022	8/22/2022	5/31/2027	Hispanic	Republican
Stulginsky, Edward	9/19/2023	9/19/2023	5/31/2026	Caucasian	Independent
Jimenez, Zahira**			5/31/2028	Hispanic	Democrat

\*Chair until 5/31/2024

\*\*Contingent upon City Council Approval

### **Responsible Department**

Department of Human Resource Management

### **Description and Duties**

The Civil Service Commission administers Civil Service Law for City government and the Rochester Housing Authority and prescribes rules governing various personnel transactions. In addition, the Civil Service function classifies all positions, develops and administers civil service examinations, establishes lists of eligible job applicants, and hears appeals. The Commission shall perform all the duties which may be conferred or imposed upon it by or pursuant to law.

### **Membership Requirement and Length of Term**

- Five (5) members, must be City residents per Public Officers Law
- One (1) of the five (5) Members shall serve as Chairperson each year.
- Not more than three (3) shall at any time be adherents of the same political party.
- Six (6) year terms

### **Executive Secretary to the Civil Service Commission**

- There shall be a position of Executive Secretary to the Civil Service Commission, who shall be appointed by the Mayor.
- The Executive Secretary shall, on behalf of and under the supervision of the Commission, have the responsibility for the administration of the Civil Service Law and the establishment of a merit system, including competitive examination for positions in the classified service under the jurisdiction of the Civil Service Commission of the City of Rochester.
- The Executive Secretary may appoint, with the approval of the Mayor, and to the extent provided within the operating budget such subordinates and assistants as may be required to perform the responsibilities of the office, and with the approval of the Commission, such examinations proctors as may be necessary for the conducting of examinations. The Executive Secretary shall perform such additional functions as determined by the Mayor.

### **Appointment Process**

- **Members are appointed by the Mayor and subject to confirmation by City Council.**
- The Chair of the Commission shall be elected annually by majority vote of the Members
- The Members shall not be removed from office, except for cause determined after public hearing as required by law.

Additional information: City Charter Article 12-11 (Municipal Civil Service Commission)



55

Resolution No.

**Resolution approving appointment to the Rochester Civil Service Commission**

BE IT RESOLVED, by the Council of the City of Rochester as follows:

Section 1. The Council hereby approves the appointment of Zahira Jimenez to the Rochester Civil Service Commission to fill out the remainder of a term which shall expire on May 31, 2028, which is the remainder of the term of the former Commission member Andrew Dimock, who has resigned.

Section 2. This resolution shall take effect immediately.



56

January 31, 2023 FINANCE 18

TO THE COUNCIL

Ladies and Gentlemen:

Re: Firefighters' Insurance Fund

Transmitted herewith for your approval is legislation authorizing expenditures from the Firefighters' Insurance Fund ("Two Percent Fund") as per the Settlement Agreement between the Rochester Firefighters, Inc., Local 1071, IAFF, AFL-CIO and the City of Rochester dated August 7, 2012. The legislation will:

1. Appropriate a total of \$471,450 from the Firefighters Insurance Fund at the request of the Rochester Firefighters Two Percent Committee ("TPC") to benefit City firefighters.
2. Appropriate a total of \$213,421.57 from the Firefighters' Insurance Fund for uses nominated by the City to benefit City firefighters.

The Firefighters' Insurance Fund is the City Fund established to collect and distribute monies received from the State pursuant to Sections 9104 and 9105 of the Insurance Law, and is under the custody of the City Treasurer.

Ordinance No. 2012-313 authorized the settlement agreement resulting from litigation brought by Rochester Firefighters Local 1071. These funds must be used in a manner that is consistent with the Court Order and with the provisions of Insurance Law Sections 9104 and 9105. Fund expenditures must be for the benefit of firefighters as provided in statutory law, case law, administrative rules and regulations, and the New York State Comptroller's Opinions.

In accordance with the Settlement Agreement the firefighters have formed a not-for-profit corporation named the Rochester Firefighters Two Percent Committee ("TPC") to be the firefighters' representative for purposes of the Fund. Items to be paid from the Fund may be nominated by the firefighters or by the City.

The following are firefighter nominated items submitted by the TPC to be appropriated from the Firefighters' Insurance Fund.

- 1) Fire house items set forth in Section 1G of the original agreement (\$120,000).
- 2) Legal and Accounting expenses (\$47,000).
- 3) Fire house cable and internet expenses (\$55,000).
- 4) RFBA Firefighters Ball (\$20,000).
- 5) Building Expenses (\$150,000).
- 6) Demand Account expenses (\$77,000)
- 7) Audit of the Two Percent Fund held by the City of Rochester and the Two Percent Committee (\$2,450).



The following are City nominated items submitted by the TPC to be appropriated from the Firefighters' Insurance fund:

- 1) Snow plow services for apparatus bay driveways at firehouses (\$50,310).
- 2) Linen and laundry expense (\$80,000).
- 3) Small equipment and minor firehouse renovations (\$77,000).
- 4) Turn out gear storage bags (\$5,061.57)
- 5) Audit of the Two Percent Fund held by the City of Rochester and the Two Percent Committee (\$1,050).

The City of Rochester has engaged Freed Maxick to conduct an audit of the Two Percent Fund held by the City of Rochester and the Two Percent Committee ("TPC"). The cost of the audit is estimated at \$3,500, of which the City will pay 30% and the Two Percent Committee ("TPC") will pay 70% of the auditing fee, as per Section 1J of the agreement. The cost of the audit will be funded from the respective Two Percent Fund accounts controlled by the City of Rochester.

Respectfully submitted,



Malik D. Evans  
Mayor

## INTRODUCTORY NO.

56

Ordinance No.

**Appropriating Firefighters' Insurance Funds**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The following funds are hereby appropriated from the Firefighters' Insurance Fund ("Two Percent Fund") for the following purposes to benefit the firefighters of the City in accordance with the terms of the settlement agreement with Rochester Firefighters Local 1071 dated August 7, 2012 ("Agreement") that was authorized in Ordinance No. 2012-313:

A. Firefighter Nominated Items. A total of \$502,500 at the request of the Rochester Firefighters Two Percent Committee ("TPC") as follows:

- 1) Firehouse items set forth in Section 1G of the Agreement (\$120,000);
- 2) Legal and accounting expenses (\$47,000);
- 3) Firehouse cable and internet expenses (\$55,000), provided that if this appropriation exceeds expenses for this year, the excess shall be credited to reimburse cable and internet expenses to be incurred in a subsequent year;
- 4) Rochester Firefighters' Benevolent Association Firefighters Ball (\$20,000);
- 5) Building Expenses (\$150,000);
- 6) Demand Account expenses (\$77,000);
- 7) Critical Illness Plan (\$60,000); and
- 8) Audit of the Two Percent Fund held by the City of Rochester and the TPC (\$3,500).

B. City Nominated Items. A total of \$215,889.49 for uses nominated by the City of Rochester as follows:

- 1) Snow plow services for apparatus bay driveways at firehouses (\$50,310);
- 2) Linen and laundry expense (\$80,000);
- 3) Small equipment and minor firehouse renovations (\$84,079.49); and
- 4) Audit of the Two Percent Fund held by the City of Rochester and the TPC (\$1,500).



Section 2. This ordinance shall take effect immediately.



## City of Rochester

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## Budget, Finance & Governance Introductory No.

Malik D. Evans  
Mayor

57

January 30, 2024

MAYOR 19

TO THE COUNCIL

Ladies and Gentlemen:

Re: Agreement – Excelsior Performance  
Group

Council Priority: Jobs and Economic Development

Comprehensive Plan 2034 Initiative Area:  
Fostering Prosperity & Opportunity

Transmitted herewith for your approval is legislation related to the community engagement for the Office of Financial Empowerment's Children Savings Account program. This will include the design and deployment of a survey as well as design, implementation and evaluation of 10 focus groups. This legislation will establish \$50,000 maximum compensation for an agreement with Takiyah Butler, dba Excelsior Performance Group (Takiyah Butler, 620 Park Avenue Unit 169, Rochester, NY). The agreement will have a term of six months and will be funded from the 2023-24 Budget of the Office of the Mayor utilizing a portion of the \$244,000 Children Savings Account Planning grant from ESL Foundation, authorized under Ord. 2023-271.

Ms. Butler will assist the community engagement portion of the Children Savings Account Planning Phase. The Office of Financial Empowerment will convene community leaders, residents, financial institutions, and community based organizations to design a city-wide Children Savings Account initiative with automatic enrollment as children enter Kindergarten.

Respectfully submitted,

Malik D. Evans  
Mayor



**JUSTIFICATION STATEMENT****Awarding a Professional Services Agreement Without a Request for Proposals**

The Procurement of Professional Services Policy (Ord. No. 2012-318) requires an RFP to be issued under most circumstances. If it is determined that an RFP process will not benefit the City, this form must be completed, signed by the Department Head, and kept on file (electronically or hard copy). It must also be submitted:

1. To City Council as an attachment to the transmittal letter for any PSA that exceeds \$20,000, and
  2. To the contract record when entered in Munis.
- 

**Department:** Mayor's Office

**Service(s):** Community engagement and facilitation for the design phase of developing the Children's Savings Account program, administered by the Office of Financial Empowerment

**Vendor/Consultant selected:** Excelsior Performance Group

**How was the vendor selected?**

The vendor is very experienced in the nuances of developing a Children's Savings Account (CSA) program, given their experience doing so at the United Way of Southern Nevada. Their professional experience in Economic Mobility programming and financial education, coupled with their demonstrated skillset in focus group facilitation, surveying, strategic planning and performance evaluation, would serve as a major asset to developing and executing a comprehensive engagement strategy. The CSA will ultimately include every Rochester City School District student entering kindergarten, so it's imperative that the design of the program is informed by a diverse set of viewpoints by parents, youth, educators and social service providers. This vendor has the institutional knowledge of CSAs, with the expert knowledge of effectively soliciting feedback from large, diverse groups.

In the area of City experience, the vendor has a high performance record with the Office of Financial Empowerment as a previous vendor with the Office, formally serving as its strategic planning advisor. Additionally, the vendor has long standing relationships with Rochester-based organizations, such as the Rochester Monroe Anti-Poverty Initiative, which will be integral to effectively engage with during the community solicitation process.

**Why was no RFP issued for this service?**

(Your rationale should include the following information when applicable)

There was no RFP issued for this service because it's a highly specific service which requires a clear understanding of CSA programs in order to be effective. This vendor has the unique professional background in CSA formation, with extensive experience facilitating feedback from financial institutions and community organizations. Given that there is no existing CSA program in Rochester or even the greater Western New York region, it is unlikely that an RFP would identify a more qualified candidate. In addition, this project is time sensitive, given that the "Design Phase" is being funded entirely by a grant from ESL that expires in 2024. The RFP process of 3-6 months would jeopardize the Office's intent to design, execute and measure an effective community engagement process, which will begin in March and must end in August to inform larger reporting outcomes by our second consultant, Prosperity Now, who will finalize their strategic plan for the pilot by September 2024.

- Is there **previous experience** with the vendor? Describe why it is in the City's best interest to continue with them and not solicit others.

This vendor was previously contracted by the Mayor's Office for the strategic planning process of the development of the Office of Financial Empowerment. Given the very public nature and reach of the CSA, it's important that the vendor selected is highly skilled in this niche area of program design, to set the CSA up for success – particularly as it relates to garnering as much community buy-in as possible. For this reason it's in the City's best interest to work with Excelsior Performance Group for the CSA.

- Are there **unique or emergency circumstances**? Describe how an RFP process would jeopardize the success of the project.

Due to the time restrictions of the ESL grant, the community engagement process must be completed by June 2024 to effectively synthesize the findings into a larger work plan. For this reason, it's important to secure the consultant for the engagement process as soon as possible. Their work will consist of facilitating Advisory Group meetings, as well as at least 10 focus groups and a public survey – a time consuming process. They will then submit a thorough report outlining their findings, which will directly inform the CSA program work plan. The traditional 1-3 month RFP process will stand in the way of developing and executing this community engagement process on time, and will make it impossible to meet the timeline for both funding and piloting the CSA.

- Is the service **specialized and unique**? Is the number of **qualified providers limited**? Describe the Department's experience with and knowledge of the market and why an RFP would not produce additional qualified consultants.

This vendor's expertise in designing and administering a CSA program is very unique and not replicable anywhere in the region. Their deep understanding of CSA program design, coupled with their expertise in group facilitation and strategic planning, is very specialized and would serve as an asset to the Mayor's Office. Additionally, their presence in the Rochester community means they have the contextual knowledge to effectively speak to a wide variety of community partners, local financial institutions and City residents during the engagement period.

- Does the project include **multi-year State or Federal funding**? Explain why it is in the best interest of the project and the City to continue with the same consultant (e.g. where the design consultant on a project is retained for resident project representation services).

No.

### Compensation

Amount: \$50,000

How was this determined? Explain how it is a reasonable and best value for the City.

The value was determined by measuring the extent of services provided. The compensation amount is significantly lower than other engagement consultants for nearly 5 months of work, with exhaustive responsibilities as outlined in this contract, such as meeting facilitation, surveying, strategic planning and reporting.

MWBE Officer Initials: S.M.D.

Date: 1/3/2024

Tamara Mayberry

Signature: Department Head

1/17/2024

Date



INTRODUCTORY NO.

57

Ordinance No.

**Authorizing an agreement for the Child Savings Account program**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The Mayor is authorized to enter into a professional services agreement Takiyah Butler dba Excelsior Performance Group to provide surveying services, engage community focus groups and other services to support the planning and design for the Child Savings Account program (Program). The term of the agreement shall be six months. The maximum compensation for the agreement shall be \$50,000, which shall be funded from the 2023-24 Budget of the Office of the Mayor.

Section 2. The agreement shall contain such additional terms and conditions as the Mayor deems appropriate.

Section 3. This ordinance shall take effect immediately.



## City of Rochester

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## Budget, Finance & Governance Introductory No.

Malik D. Evans  
Mayor

59

January 30, 2023

LAW 21

TO THE COUNCIL

Ladies and Gentlemen:

Re: Amendatory Agreement – Labor and  
Employment Legal Services

Transmitted herewith for your approval is legislation for an amendatory professional services agreement with the law firm of Hancock Estabrook, LLP (John F. Corcoran, Esq., Lead Partner, Syracuse, New York) to provide additional labor and employment law services with regard to the Police Accountability Board (PAB). The law firm has been providing the City with advice and representation for responding to a petition filed with the New York State Public Employment Relations Board (PERB) by the Workers United union to represent certain employees of the PAB. The original agreement, authorized by Ordinance No. 2023-1, authorized a professional services agreement with Hancock Estabrook in the maximum amount of \$50,000, with a term to extend to the conclusion of the PERB proceeding. This legislation will authorize the City to amend that agreement to increase the maximum compensation by \$30,000 up to a new maximum total of \$80,000. All other terms will remain the same. The additional compensation will be funded from the 2023-24 Budget of Undistributed Expenses.

Hancock Estabrook's lead partner on this engagement and his labor and employment practice group have extensive experience representing public employers before the PERB, as well as in collective bargaining, grievance and arbitration procedures. A justification for not issuing a Request for Proposals for this amendatory agreement is attached.

Respectfully submitted,

Malik D. Evans  
Mayor



## NO RFP JUSTIFICATION STATEMENT

### Awarding a Professional Services Agreement Without a Request for Proposals

The Procurement of Professional Services Policy (Ord. No. 2012-318) requires an RFP to be issued under most circumstances. If it is determined that an RFP will not be issued, this form must be completed, signed by the Department Head, and kept on file (electronically or hard copy). It must also be submitted:

1. To City Council as an attachment to the transmittal letter for any PSA that exceeds \$10,000, and
2. To the contract record when entered in Munis.

-----

**Department:** Law                      **Services(s):** Legal counsel for labor relations matter

**Vendor/Consultant selected:** Hancock Estabrook, LLP

**How was the vendor selected?** By Corporation Counsel

**Why was no RFP issued for this service?**

(Your rationale should include the following information when applicable)

- Is there **previous experience** with the vendor? Describe why it is in the City's best interest to continue with them and not solicit others.

*Yes. We have been engaged with this firm to handle this same matter for over a year and are pleased with the services provided. This firm is one of the few upstate firms with significant public sector labor experience.*

- Are there unique or **emergency circumstances**? Describe how an RFP process would jeopardize the success of the project.

*Yes. The City has been engaged with this vendor since the City was served with a Notice of Petition with an initial conference set for February 2<sup>nd</sup>. We have been engaged with this firm since before that time, when Council authorized the original agreement.*

- Is the service **specialized and unique**? Is the number of **qualified providers limited**? Describe the Department's experience with and knowledge of the market and why an RFP would not produce additional qualified consultants.

*Yes. As noted above, very few firms have significant public sector experience. The Corporation Counsel, at the time of the original agreement, spoke with a number of firms, some of which had conflicts of interest and some of which had insufficient experience. This firm is also most qualified due to its representation of the City in this matter to date.*

- Does the project include **multi-year State or Federal funding**? Explain why it is in the best interest of the project and the City to continue with the same consultant (e.g. where the design consultant on a project is retained for resident project representation services).

*No. The term of this agreement will continue to extend to the conclusion of this matter. Changing law firms during a proceeding would add substantial additional cost and may delay the conclusion of the proceeding.*

Compensation Amount: An additional \$30,000 to a new maximum total of \$80,000

How was this determined? Explain how it is a reasonable and best value for the City.

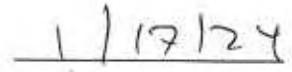
*Based on hourly rates much lower than those in the major metropolitan markets (and in fact, lower than most Rochester area firms), the Corporation Counsel has concluded that an additional \$30,000 will be sufficient for Hancock Estabrook to complete all steps in this matter.*

**The MWBE Officer has reviewed the proposed Agreement for MWBE and Workforce goals.**

MWBE Officer Initials: *S.M.D.*

Date: *1/17/24*

  
Signature: Department Head

  
Date



INTRODUCTORY NO.

59

Ordinance No.

**Authorizing an amendatory agreement for labor and employment law services**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The Mayor is hereby authorized to enter into an amendatory professional services agreement with Hancock Estabrook, LLP to provide additional legal services with regard to the Workers United union's petition to the New York State Public Employment Relations Board (PERB) seeking to represent certain employees of the Police Accountability Board. The amendatory agreement shall amend the agreement authorized in Ordinance No. 2023-1 by increasing the maximum compensation by \$30,000 to a new total of \$80,000. The amendatory shall be funded from the 2023-24 Budget of Undistributed Expenses.

Section 2. The amendatory agreement shall contain such other terms and conditions as the Mayor deems appropriate.

Section 3. This ordinance shall take effect immediately.



## City of Rochester

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www.cityofrochester.gov

## Budget, Finance & Governance Introductory No.

Malik D. Evans  
Mayor

60

January 30, 2024      Mayor 23

TO THE COUNCIL

Ladies and Gentlemen:

Re: Neighborhood Ambassador Programs

Council Priority: Creating and Sustaining a Culture of  
Vibrancy, Jobs and Economic Development

Comprehensive Plan 2034 Initiative Area:  
Reinforcing Strong Neighborhoods, Fostering  
Prosperity and Opportunity

Transmitted herewith for your approval is legislation authorizing professional service agreements for pilot Neighborhood Ambassador Programs in the Northeast and Southwest quadrants to be funded by the appropriation of Restricted Opioid settlement funds authorized by Council in Ordinance 2023-362. The agreements to be authorized are with the following Community Based Organizations:

- a. The Father Laurence ("Larry") Tracy Advocacy Center Inc. (Beatriz LeBron, Executive Director, Rochester, NY 14605) to implement the North Clinton Avenue Ambassador Program for a term of one year and for a maximum compensation of \$125,000.
- b. The Barakah Muslim Charity Inc. (Zaviour Johnson, Executive Director, Rochester, NY 14611) to support the Jefferson Avenue Ambassador Program for a term of one year and for a maximum compensation of \$125,000.

Ambassadors will be hired and trained by the partner agencies and must be city residents, preferably from each specific neighborhood. Responsibilities will include: engaging with residents, workers and visitors; providing referrals to local resources; supporting beautification and anti-litter efforts; connecting to critical mental health and addiction prevention services; and offering wayfinding and information.

This legislation clarifies the use of funds by the organizations as appropriated in Ordinance No. 223-362.

Respectfully submitted,

Malik D. Evans  
Mayor



**NO RFP JUSTIFICATION STATEMENT****Awarding a Professional Services Agreement Without a Request for Proposals**

The Procurement of Professional Services Policy (Ord. No. 2012-318) requires an RFP to be issued under most circumstances. If it is determined that an RFP will not be issued, this form must be completed, signed by the Department Head, and kept on file (electronically or hard copy). It must also be submitted:

1. To City Council as an attachment to the transmittal letter for any PSA that exceeds \$20,000, and
2. To the contract record when entered in Munis.

-----  
**Department: Mayor's Office**

**Services(s): pilot Neighborhood Ambassador Program**

**Vendor/Consultant selected:**

North Clinton Ave Neighborhood Ambassador program: Father Tracy Advocacy Center

Jefferson Ave Neighborhood Ambassador program: Barakah Muslim Charity

**Why was no RFP issued for this service?**

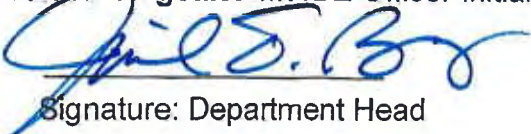
The two selected consultants have unique qualifications and experiences not possessed by other organizations.

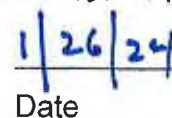
1. FTAC is a non-profit community-based organization that engages with the community as a system to support prevention. FTAC is the neighborhood hub on North Clinton Ave for an array of services. FTAC is an advocate for the community, and it is a trusted source for the residents. The center serves a diverse population by providing food, maintains a clothing bank, has access to treatment, aids with finding emergency, temporary and permanent housing, assist with employment. In addition, FTAC provides job skills training, drug prevention training, etc. The FTAC is the ideal organization for the City of Rochester to partner with to create a comprehensive approach to address the street violence and opioid crisis on North Clinton Ave.
2. Barakah Muslim Charity was founded in 2013 to provide food, clothing assistance, inmate support, counseling, and medical screenings to people in need. The team provides support to all, irrespective of race, ethnicity, gender or creed, and embraces the values of compassion, justice, equality, trust, excellence, sincerity, faith, brotherhood and sisterhood.

Compensation Amount: \$125,000 each

**The MWBE Officer has reviewed the proposed Agreement for MWBE and Workforce goals.** MWBE Officer Initials: SMO

Date: 11/22/2024

  
 Signature: Department Head

  
 Date

Form date 1/7/1

**Authorizing agreements for Neighborhood Ambassador Programs**

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The Mayor is hereby authorized to enter into a professional services agreement with The Father Laurence ("Larry") Tracy Advocacy Center Inc. to implement a Neighborhood Ambassador Program in the North Clinton Avenue area. The agreement shall have a term of one year. The maximum compensation for the agreement shall be \$125,000, to be funded by the Restricted Opioid settlement funds appropriated in Ordinance 2023-362.

Section 2. The Mayor is hereby authorized to enter into a professional services agreement with Barakah Muslim Charity Inc. to implement a Neighborhood Ambassador Program in the Jefferson Avenue area. The agreement shall have a term of one year. The maximum compensation for the agreement shall be \$125,000, to be funded by the Restricted Opioid settlement funds appropriated in Ordinance 2023-362.

Section 3. Each agreement shall have such additional terms and conditions as the Mayor deems appropriate.

Section 4. This ordinance shall take effect immediately.





**City of Rochester, NY**  
**Rochester City Council**

City Hall Room 301A • 30 Church Street • Rochester, New York 14614-1290

Miguel A. Meléndez, Jr. Council President, Councilmember At-Large

**PUBLIC SAFETY  
COMMITTEE  
INTRODUCTORY NO.**

61

January 30, 2024

TO THE COUNCIL

Ladies and Gentlemen:

Re: Police Accountability Board  
Reappointment

Transmitted herewith for your approval is a resolution reappointing Arlene Brown (PABA Seat 2); Drorah Setel (Northwest District); and Larry Knox (Northeast District) to the Police Accountability Board in their respective Seats. These individuals are all sitting members of the PAB who are serving in expired terms.

Upon reappointment Arlene Brown's term will expire on June 30, 2025; Drorah Setel's term will expire on June 30, 2025; and Larry Knox's term will expire on June 30, 2026.

City residency was previously verified and resumes remain on file with the City Clerk.

Respectfully submitted,



Miguel A. Meléndez, Jr.  
President

INTRODUCTORY NO.

61

Resolution No.

**Resolution reappointing members of the Police Accountability Board**

BE IT RESOLVED, by the Council of the City of Rochester as follows:

Section 1. The Council hereby approves the reappointment of the following current members to the Police Accountability Board for terms expiring on the dates specified:

Arlene Brown	June 30, 2025
Drorah Setel	June 30, 2025
Larry Knox	June 30, 2026

Section 2. This resolution shall take effect immediately.