

**BROOKS LANDING - PHASE II PUBLIC IMPROVEMENTS**  
**CITIZEN ADVISORY COMMITTEE MEETING MINUTES - MEETING #4**  
**SEPTEMBER 13, 2010 - GENESEE WATERWAYS CENTER**

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**ATTENDANCE**

Members of the CAC met on Monday, September 13<sup>th</sup>. The following project team and CAC members were in attendance:

- Kathy Tanchick
- John Curran
- Sheila Bazil
- Bill Nighthauser
- Mary Larkin
- John DeMott
- John Borek
- Paul Holahan - City of Rochester
- Jim McIntosh - City of Rochester
- Jeff Mroczek - City of Rochester
- Dennis Kennelly - TYLI
- Tara Boggio - TYLI
- Anthony Bellomo – TYLI

**I. CONSULTANT SELECTION PROCESS DISCUSSION**

As initially raised by John Borek, there is a concern with regard to a lack of a paid community member on the design team. In response to concerns raised by John, and letters received by others in the community with similar concerns, City of Rochester Commissioner of Environmental Services, Paul Holahan and City Engineer Jim McIntosh, were in attendance to give an overview of the consultant selection process and acknowledge that the City is sensitive to the concerns raised by members of the community. Paul summarized by saying that the City believes putting a list together of community members that may be an asset to consultants when assembling their teams in the future has a lot of merit and the City will pursue this. However, given where Brooks Landing Phase II Public Improvements are, it seems disruptive to modify the team at this point.

John Borek felt that a reasonable solution was that Dennis Kennelly, as T.Y. Lin’s project manager for this project, could attend the Southwest Commons Council board meetings every 3<sup>rd</sup> Thursday of the month to become more engaged with the neighborhood’s people, ideas and issues. Dennis accepted the invitation.

Jeff Mroczek once again reminded the group that from the onset it has been the intent to establish an Art Advisory Committee (AAC) to assist in the development and implementation of the art process, the review of artist submittals and the selection of final artwork(s). The team will be comprised of neighborhood residents/representatives, select City staff and possibly members of the greater Rochester arts community. Those participating in the AAC through artist submittal review and selection will not be eligible to submit proposals for consideration.

John Borek also expressed concern with avoiding the various issues that have plagued the ArtWalk II art process. Jeff Mroczek agreed to sit down with John to hear his concern so that they can be avoided if at all possible.

John DeMott added his concern that the art consultant is from the University of Rochester to which Dennis Kennelly once again reiterated that Alan Topolski, the team’s art consultant, is only there to assist the City and the AAC in shaping and administering the process. The consultant team will have no hand in selecting the art.

## II. PROJECT APPROVAL STATUS

Jeff informed the group that the Scoping Phased of the project is officially complete and we have advanced to the Preliminary Design Phase. It is the team’s hope that with all of the CAC and public input gathered to date, along with the resolution of a few additional issues, the project can advance at quicker pace through this phase.

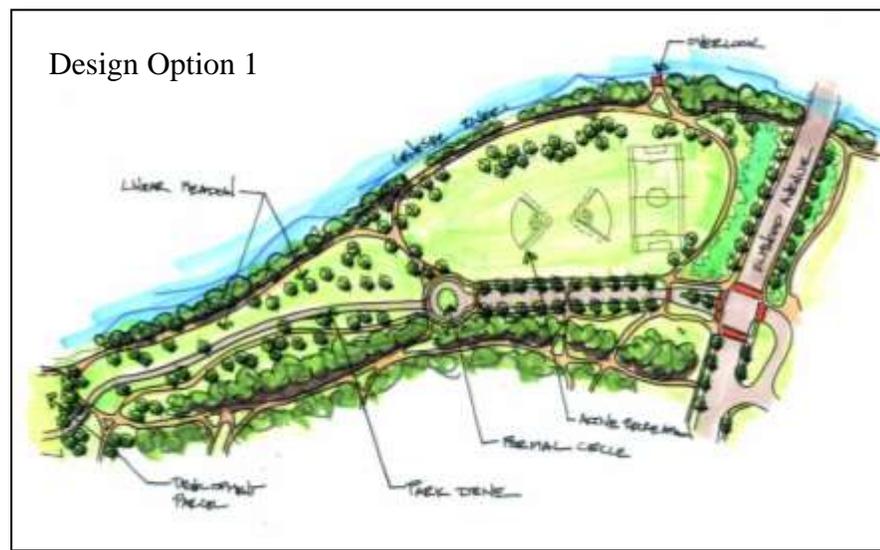
## III. REVIEW OF VISUAL PREFERENCE SURVEY FINDINGS

The results of the visual preference surveys were reviewed in order to inform the CAC of the consensus reached by the community with regard to the various park elements. Over 30 completed surveys were received and summarized. Many consensus points were evident that helped to inform the concept designs and will continue to guide the project as it advances.

## IV. PROJECT DESIGN ALTERNATIVES

Two design alternatives have been developed, and both were presented to the CAC for the purpose of obtaining feedback and consensus on which alternative best meets the needs of park users and the greater community.

Design option 1 is very similar to the conceptual design plan presented at the public meeting. The design incorporates several traffic calming measures along the abandoned segment of Plymouth Avenue including a planted island at the Elmwood Avenue entrance to the park, three raised crosswalks where new trails connections cross



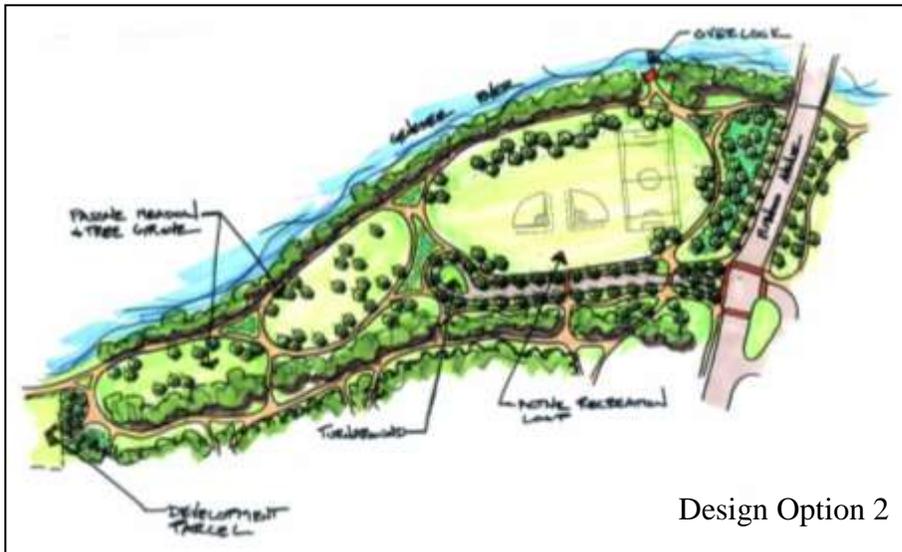
the roadway, and a small roundabout just south of the existing grove of trees. North of the roundabout a two-way park drive would be created by reducing the width of the existing roadway from 36 feet wide to 20 feet wide. The narrower roadway and traffic calming measures previously described will help to reduce speeding and cut-through traffic which is currently a major issue within the park. The narrowed park drive will allow for a vehicular connection between the park and hotel parking lot to remain; however, it was pointed out that the existing roadway connection was meant to be temporary, and if a connection is to remain it must be designed to conform to proper roadway design regulations.



The current roadway connection does not align with the approved access easement placed over the drive aisle of the hotel parking lot. In order to design a roadway connection that conforms to roadway design guidelines and aligns properly with the access easement, a number of trees will need to be removed from the area south of the hotel parking lot (see image left). This is necessary because the slope will need to be re-graded in order to accommodate a roadway that is less steep than the current connection, and connects to the hotel parcel on axis with the drive aisle of the parking lot to align with the public access easement. The graphic at left was presented

to the CAC in order to illustrate the area where tree removal and grading will occur in order to realign the roadway. The impact area was also shown in the field during the site walk.

Design option 2 incorporates many of the same traffic calming measures as the previous design option; however, rather than constructing a formal roundabout, an asymmetrical loop



Design Option 2

turnaround would be used as a way to slow traffic and allow cars to turn around. The most substantial difference between this option and design option 1 is the absence of a drive connection north of the turnaround loop. Eliminating a vehicular connection between the park and

the hotel parking lot will prevent cut-through traffic that is currently commonplace within the park. This option will also allow for a large area of land north of the grove of trees to be claimed as open space, as the abandoned segment of Plymouth Avenue would be removed from this area.

## V. SITE WALK

In order to better assess potential impacts of both design options, the CAC as well as the project consultants and representative from the City walked the portions of the park where the most significant changes are proposed. The “area of impact” highlighted as part of design option 1 was indicated in the field with bright pink flagging tape so that the CAC and neighborhood would be able to have a better sense of the potential impacts should the hillside be re-graded to accommodate the vehicular connection. The turnaround loop as depicted in design option 2 was also indicated in the field via a serried of bright pink flags denoting the approximate location of the loop.



There was a mix of feelings with regard to the two options. Some felt that maintaining a vehicle connection between Elmwood Avenue and the hotel property was important to fuel economic development in the neighborhood, for vehicular access to the park and as an alternate route to avoid traffic on Genesee Street heading south to Elmwood. Many neighbors currently use the existing connection citing that it at times can be

difficult to take a left onto Genesee Street, and instead take a right thereby using the internal park road to access Elmwood Avenue. Some members of the CAC that are also adjacent residents were concerned about the potential impact of design option 1, as further loss of trees and wildlife habitat is something they had hoped to avoid. The proximity of the realigned roadway to neighboring housing was also a serious concern. Concerns were also expressed regarding design option 2, that the turnaround loop may take up too much lawn area; however, the decision regarding whether or not to maintain a vehicular connection through the park appears to be the most controversial topic. Some members of the CAC seemed to support the idea of not providing a vehicular connection, while others feel that the traffic calming measures proposed will be enough to slow cars and discourage cut-through traffic, allowing a connection to be made. Those present for the walk were evenly split 3/3 for and against the vehicular connection.

## VI. NEXT STEPS

The next step for the design team is to engage the NYS Office of Parks Recreation and Historic Preservation (OPRHP) to review the design alternatives. Due to state and federal funding for this project, past parkland alienation for the private development parcel, and the historic

significance of the park, OPRHP will have significant review and input into this project. It is possible, as they have stated in the past, that they would consider establishing the connection to the hotel as additional park land alienation. If this were to happen the connection would not be feasible. As a stipulation for approval of the earlier parkland alienation, the City agreed to never alienate any additional Genesee Valley Park lands.

The nature of OPRHP's feedback and the direction they provide will determine how we proceed.

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The above represents my recollection of the meeting. If there are any errors or omissions please contact me at your convenience.

Sincerely,



**Jeffery J. Mroczek, R.L.A.** / Landscape Architect

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