

BROOKS LANDING – PHASE II PUBLIC IMPROVEMENTS
CITIZEN ADVISORY COMMITTEE MEETING MINUTES – MEETING #6
NOVEMBER 6, 2014 – 12:00 – 2:00 P.M.
GENESEE WATERWAYS CENTER

ATTENDANCE

Members of the CAC met on Thursday, November 6th. The following project team and CAC members were in attendance:

- John Curran
- Sheila Bazil
- Bill Nichthausen
- Mary Larkin
- Dorothy Hall
- John DeMott
- LaShay Harris
- Dorian Hall
- John Borek
- Jeff Mroczek - City of Rochester
- Dennis Kennelly - TYLI
- Marie Hauser – TYLI

I. GENERAL PROJECT UPDATE

The last meeting was held in April 2013. The meeting was used to review the Final Preliminary Design plans. After the meeting, the plans were submitted to the necessary funding and oversight agencies for review, comment and approval. Approval from all agencies was received and the project was advanced through the Detailed (Final) Design Phase without any significant change from the Final Preliminary Design plans.

This meeting was held to review the final design of improvements and to discuss the schedule for the bid/award, construction, and art phases of the project.

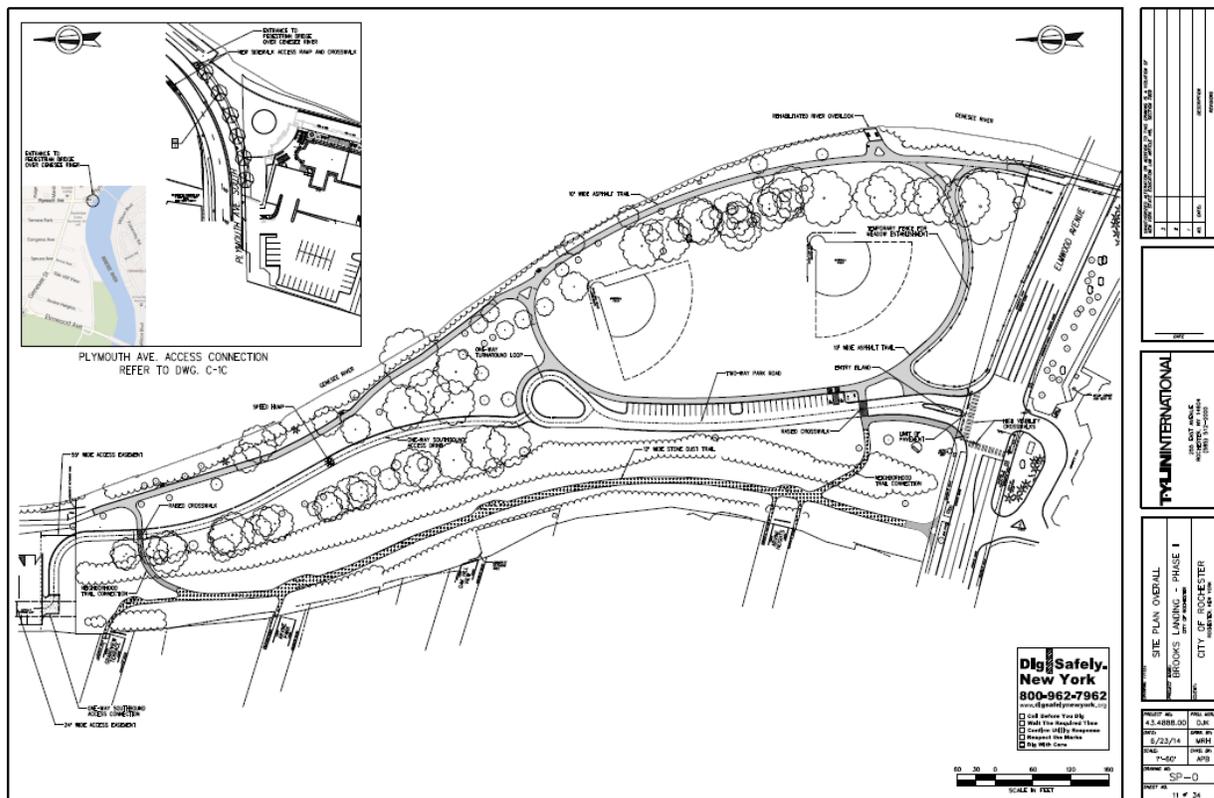
II. REVIEW OF FINAL DESIGN

Dennis walked the group through the final design plans detailing the work to be bid and constructed. Work will include:

- Demolition and removal of the existing roadway including roadway and sidewalk pavements, curbing, lighting, and drain structures.
- Selective vegetative removals and trimming to remove invasive species and open views to/from the river, park and adjacent neighborhood;
- New park gateway at Elmwood Avenue with planted median;
- Restriped pedestrian crossings of Elmwood Avenue;
- New pedestrian crossing on S. Plymouth Avenue at the South River Corridor Bridge;
- New park road, parking and turn-around loop from Elmwood Avenue;
- New one-way southbound connector drive from the private development in the north to the turn-around loop in the south, with raised crosswalks and speed humps to slow traffic;

- New and resurfaced asphalt paths along the riverfront, parking areas and connecting the two;
- New stone dust trail through the former canal/rail corridor with connections to adjacent streets;
- Rehabilitation of the existing overlook with new railing and decking, and a universally accessible approach;
- Natural boulder seating;
- Bicycle racks;
- Informational / orientation kiosk, directional trail signage and four interpretive signs;
- Landscape plantings to screen views from the park to the private development to the north and to enhance the overall park improvements, in keeping with the historic Olmsted planting scheme.

The project to be bid will also contain two Add-Alternates. Alternate #1, which is the priority of the two alternates, would install new lighting within the parking and turn around loop area. Alternate #2 would include additional curbing along the access drive and parking areas.



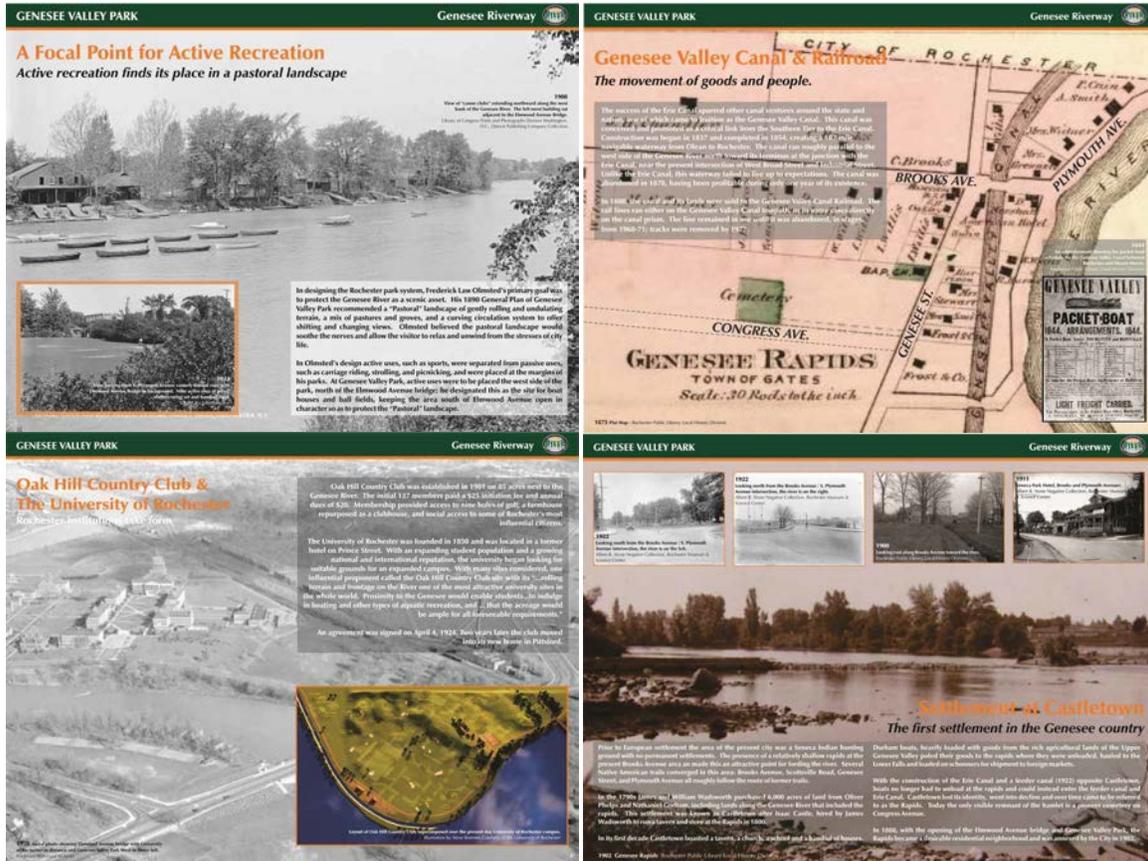
General plan of improvements – not all work is shown.

III. BID/AWARD & CONSTRUCTION SCHEDULE

The plans as presented are substantially complete and ready to advance to the Bid/Award phase. The Bid/Award Phase typically takes 2-3 month from advertisement until a contractor is under contract. We anticipate that construction will start first thing in spring 2015 (typical estimate of the start of the construction season is mid-April). We anticipate that the construction will be completed within 150 days (5 months).

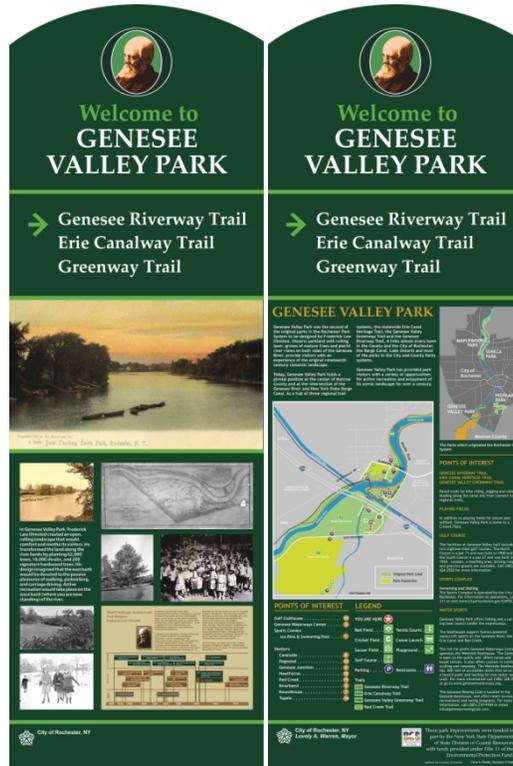
IV. INTERPRETIVE SIGNAGE

Four interpretive sign draft concepts were shared with the group. These signs present various aspects of the area's history including: Canal / Rail; Oak Hill / University of Rochester; Rapids / Castletown, and; Olmsted park plan. The signs will be bid with the construction contract but the graphics and text do not need to be finalized until the spring. The draft graphics will be posted to the project web site. Please forward any comments / ideas directly to Jeff Mroczek.



The project will also include a 2 sided orientation / informational kiosk that will be placed in the parking area being created along the old Plymouth Avenue. This kiosk is intended as a welcoming device and provides orientation to the park and greater trail system as well as some park and Olmsted history. The kiosk format and content were developed by a

joint City/County Olmsted Park Signage group and will remain as shown. The graphic content of this sign will be posted to the web as well.



V. PUBLIC ART

The public art process will pick up as soon as the project bid/award is underway. Please refer to the minutes of the previous CAC meeting for a thorough discussion of the art process.

VI. QUESTIONS / COMMENTS

Specific comments/questions from the CAC included the following:

- What is the status of the University of Rochester boathouse proposed for the tower? Are there plans for temporary parking for the public to launch boats from the wharf constructed in phase I?

Plans for the tower boathouse were withdrawn by the UR due to cost. They have reached an agreement with the Genesee Waterways Center to share space in their facility for the near term.

The UR had proposed a pull-off along S. Plymouth Avenue at the plaza for loading and unloading their boats. This pull-off would have been open to the public for access to the wharf when not in use by the UR. Plans for the pull-off were withdrawn along with the boathouse.

- Why is a pedestrian crossing on S. Plymouth Ave included? It would be better to spend the funds within the park.

The crosswalk at the foot of the South River Corridor Pedestrian Bridge, including striping, ramps and signage will cost approximately \$2,000 - \$2,500. The crosswalk will provide safe access across S. Plymouth for the general public coming and going from the neighborhood across the South River Corridor Pedestrian Bridge or along the trail. The curb ramps will also provide cyclists access between the adjacent trail system and the street network without needing to hop the curb.

- Traffic issues are a continual problem, specifically along the Genesee Street corridor between Brooks and Scottsville Rd. / Elmwood Ave. Has any analysis been done? How can this be addressed and who can the neighborhood contact to discuss?

The most recent traffic study was completed as part of the tower project and was completed in 2011. It is available for download on the City's website at <http://www.cityofrochester.gov/article.aspx?id=8589950104>, listed under Attachment H – Traffic Study updated 2011. There are two projects in the City's Capital Improvement Program (see attached) that will address Scottsville Road & Elmwood Avenue (west City line to Mt. Hope Ave) and Genesee Street (Genesee Park Blvd – Brooks). If the projects are funded as shown in the document the Scottsville/Elmwood project would receive design funding at the start of the next fiscal year (July 1, 2015) with construction funding available the following year. The Genesee St project is further out and funded beginning in 2017. These would be the appropriate projects to study, identify and address any traffic issues. Jim McIntosh is the City Engineer and can be contacted with regard to traffic issues.

- Why are the two ball fields not being addressed as part of the project?

As discussed at the last meeting, we recognize that there are drainage issues associated with the open greenspace and ball fields. With our present budget, and the scope requirements of our grants, we cannot repair the fields as part of this project.

In addition, we are working on a master plan for the entire park on the west side of the river that may recommend a reconfiguration of park elements, including these fields. The master plan is scheduled to be completed in the next few months. It is prudent to wait for the recommendations of the plan

prior to expending limited funds on park elements that may be reconfigured in the future.

We have requested funds for ball fields and tennis court replacement. If approved through the City's budget process, funds would be available starting next July 1. The budget request was based on alternatives the design team developed for repair of the existing fields, but could be applied to new fields, depending on the master plan recommendations.

- After reviewing the planting plans there was concern that the plantings could contribute to an unsafe environment for park users.

All of the proposed planting are medium to large trees that will not obstruct visibility. The only exception being on the north end of the park where some lower and mid-size plants will be installed to screen views north to the hotel and tower.

The project does include selective clearing and removals of existing vegetation to improve visibility into and out of the park from Elmwood Avenue and the adjacent neighborhood.

- There should be sidewalks and lighting along the full length of the road. People will not use the trails to move thorough the park and they are unsafe.

The City noted that the plan presented at the last meeting did not include these elements as they were not requested previously. The City agreed to look at them in more detail after the meeting.

After consideration, these requests cannot be accommodated, for the following reasons:

- The project was advanced through final design based upon the plan presented at the previous meeting. The design has been reviewed and approved by all funding and oversight agencies.
- Accommodating these requests would require a complete re-design of the project as estimates for the work, as presented, use then entire available budget. Re-design would also require a new round of review and approval submittals to funding and oversight agencies.
- The remaining portion of Plymouth Avenue is no longer a City street, it is a park drive. According to City Code parks are only open dawn to dusk and closed at all other times. It is City standard practice not to light parks or trails/paths in parks, with few exceptions (highly programmed courts; trails adjacent to dense development).

- o Due to prior and current project funding, and agreements that helped create the development parcels, the State Office of Parks Recreation and Historic Preservation (OPRHP) had a significant oversight review of both projects. In response to the Environmental Assessment, OPRHP responded that they are supportive of the planned park improvements with the following stipulations:
 - Ensure enhancements to the park road meet industry MINIMUM standards for limited use.
 - Limit lighting (if any) along the road.

The City's interpretation of these stipulations would preclude the inclusion of the requested sidewalk and lighting. OPRHP is one of the agencies that has already approved the plans as presented.

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

Sincerely,



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