



MEETING MINUTES

Dewey Avenue / Driving Park Avenue Intersection Realignment Project
PIN 4755.55
City ID# 12105

Public Meeting #3 (Streetscape Design Workshop)
Monday, July 20, 2015 6:00 PM to 8:00 PM
The Aquinas Institute of Rochester, Cafeteria 1127 Dewey Avenue

In Attendance:

Amy Alscheff, Resident
John Bretz, RFD
Kim Camaratta, Liberty Tax
Bill Collins, MNA
Mike Coniff, Rochester Refugee Resettlement
Gini Denninger, Resident/Real Estate
Debbie DiFrancesco, Property/Bus. Owner
Gary DiFrancesco, Property/Bus. Owner
Phil Fedele, Resident
Shannon Johnson, RFD
Cindy Kaley, Resident

Barb Kupric, MNA and City of Rochester
Andy Rau, MNA and City of Rochester
FF Tran, RFD
Lt. Yianmakos, RFD
Jeron Rogers, City of Rochester
Frank DiCostanzo, NYSDOT
Karen Cox, MCDOT
Michael Croce, Bergmann Associates
Mark Johns, Bergmann Associates
Ted Liddell, Bergmann Associates
Tanya Zwahlen, Highland Planning

I. Welcome and Introductions

Jeron Rogers (Manager of Special Projects and Project Manager, City of Rochester) welcomed participants to the meeting. Mike Croce (Project Manager, Bergmann Associates) provided an overview of the study goals and objectives.

II. Project Purpose and Need

The purpose of the project is to realign Dewey Avenue at Driving Park. The agencies and organizations involved in the project include the City of Rochester, NYSDOT, Monroe County DOT, Bergmann Associates, Highland Planning, merchants, and neighborhood associations. The project area is Dewey Avenue, 550 ft. north and south of the offset intersection; and Driving Park Avenue 550 ft. east and west of the offset intersection.

The goal of the study is to develop a vision for the Dewey Avenue / Driving Park Avenue Corridor that will improve conditions, operations, safety, and pedestrian/bicyclist accommodation.

Project objectives:

- Correct geometric deficiencies to improve traffic flow, reduce congestion, and improve conditions for all users;
- Improve multi-modal accommodations for pedestrians, bicyclists, and transit users;
- Improve visual quality of the built environment and adjoining streetscape;
- Enhance the stature of this intersection as a neighborhood node for commercial and social activities.

III. Public Outreach Process

The City held a meeting with the FIS Stakeholders Group on March 19, 2014. Outreach was conducted to property owners and merchants in April 2014. A meeting with merchants and property owners was held on April 10, 2014 to discuss parking. The first public meeting in collaboration with the Maplewood Neighborhood Association was held May 19, 2014. A second public meeting was held on June 23, 2014. A Public Hearing focused on property acquisition was held by City Council on June 16, 2015.

Input received from public outreach efforts has influenced the project design. This includes ideas on the shape of the intersection, pedestrian crossing locations, aesthetics and layout of the pocket park, and relocation of the community garden.

Below is a summary of community preferences from the first two public meetings:

- Prefer more sustainable features
- Decorative sidewalks desired
- Permeable surfaces a good idea
- Chess boards
- Spontaneous seating
- Gathering spaces
- Pop-up performance/festival space
- Pedestrian lighting desired
- Bike racks desired
- Relocation MNA community garden

IV. Site Analysis

Ted Liddell provided context for the open space areas around Dewey Avenue and Driving Park Avenue. He showed current and historical photographs of Driving Park, the Maplewood Rose Garden, and Seneca Parkway. These surrounding areas and a site analysis of the proposed roadway realignment were used as a basis to see where the community's preferences could fit appropriately.

V. Park Design Concept

Mark Johns discussed the elements of the park, and shared a preliminary concept. The group discussed:

- Pavements (exposed aggregate, pavers, permeable pavers, concrete, permeable concrete)
- Lighting
- Landscaping
- Edge definition to define parklet boundary
- Signage
- Amenities like benches, game tables, bike racks, other seating
- Public art (statues, sculpture, pavers)
- Trees will be saved where possible.

VI. Questions & Discussion

1. Representatives from the Rochester Fire Department asked if their trucks will be able to navigate the intersection from Driving Park Avenue and heading north onto Dewey Avenue. Mike Croce responded that they will.
2. Several meeting participants stated that a pedestrian crosswalk is needed at Broezeel Street. There is a crosswalk there now and people use it. Karen Cox agreed that the MCDOT would assist the City in looking at this area again.

3. A meeting attendee asked how large the proposed parklet space is. Mark Johns responded that it is approximately 5,000 SF.
4. It was asked if the existing garden could be moved temporarily as part of the project. The Maplewood Neighborhood Association is particularly interested in saving the perennials.
5. Garden space at the park should have access to water or should be self irrigating.
6. Will the park be maintained by the City or the community? The group suggested the City should do it. Jeron Rogers will look into this and how the Maplewood Neighborhood Association could be engaged (e.g. maintenance agreements).
7. The group asked what is happening to Family Dollar. The City responded that they don't know the intent of the owner.
8. A participant asked if trees will be planted along Dewey Avenue and Driving Park Avenue. Mark Johns responded that additional trees would be planted where feasible. The group asked that the species be consistent with others in the neighborhood.
9. The budget for the public space element is less than \$200,000. Bill Collins suggested FIS funding should be added to this. Jeron Rogers will follow up.

VII. Discussion and Comments on the Proposed Design

What do you like about the conceptual parklet design?

1. Vertical element in planter
2. Permeable surfaces are desirable
3. Active public space is attached to the sidewalk, not within the "triangle"
4. Bollards
5. Outline of racetrack in planter

What would you change?

1. Garden should not be in the triangle
2. Losing the Family Dollar is a loss for the neighborhood
3. People will park in the driveway for 239 Selye. Enforcement would be needed to prohibit this.
4. A crossing of Driving Park Avenue at Broezel is needed
5. Move the bus stop to a corner location. Talk to RTS.

What design elements are most important? (Asterisks indicate the element is most important)

1. Water access/sub irrigating planters ***
2. Signage at the triangle, indicating a crossroads (Welcome to Maplewood) (& Edgerton) (& Driving Park) ****
3. Shade **
4. Game Table **
5. Community garden (in-ground beds) *
6. Family friendly design ***
7. Green, green, green *
8. Snow removal *
9. Defined curb*
10. Parking for 1 car
11. Stone piers
12. Etching in pavement (international theme)

What should our "guiding theme" be?

1. Olmsted ****
2. Bragdon "festival of light" **
3. International theme

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions within five business days.

Best regards,

Highland Planning LLC

A handwritten signature in black ink that reads "Tanya Mooza Zwahlen". The signature is written in a cursive, flowing style.

Tanya Mooza Zwahlen, AICP

cc: All in Attendance, BA Project file