

West River Wall – Corn Hill Segment

NYSDOS Contract C1000688 | City Project. No. 16245

Public Meeting #2

Phillis Wheatley Community Library | 33 Dr Samuel McCree Way, Rochester, NY 14608

July 17, 2019 • 6:00-8:00 PM



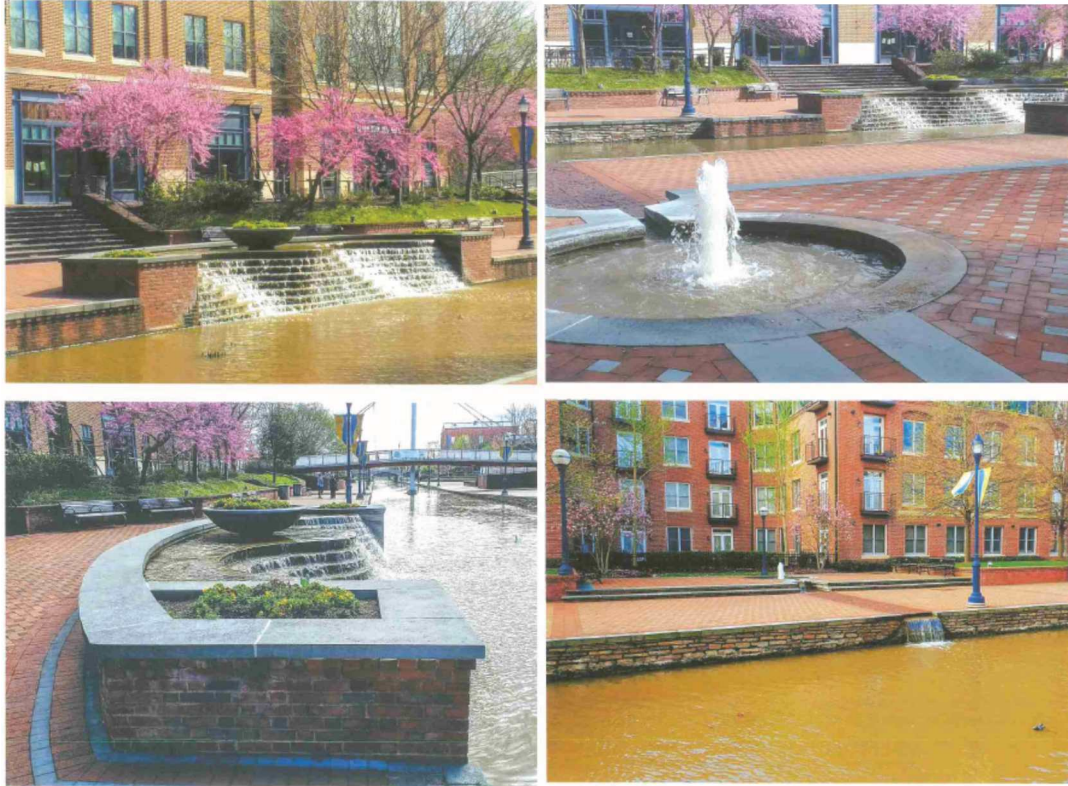
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Public Comments & Questions (with Responses) Received During Formal Presentation

1. With the updated plaza, has there been much thought about the safety of the cross-walk?
Response: The City's Transportation team along with Monroe County are looking at the safest design approach for the cross-walk.
2. We don't want a decade of with no shade and need a wind/snow barrier when using the trail. It is very cold in the winter time. Please invest in fewer larger trees. Please don't continue the bad trend of having canopy trees on City project.
Response: We will need to balance the initial cost and long term maintenance and survivability when designing the replacement tree size. Canopy trees are being proposed for the project.
3. What does the transition from the natural shoreline area to lawn/berm area look like? Will it create a pocket that will affect flows?
Response: The transition will be gradual. The design will include rip-rap stone protection to protect this area against stream and ice flows.
4. What is the status of Mark IV, are they holding up project?
Response: No one party is holding up the project, there are internal discussions currently happening that will address Mark IV's participation in the project.
5. Clarify safety aspect of the wall slope down to water with regard to pedestrians?
Response: The design is typical railing protecting the plaza area. In the lawn/berm areas there will be no railing but there will be elements to mark edge of wall to water. [See also response to comment #10].
6. I love the plaza area, but am very concerned about the cross-walk, will they put a speed table or change speed limit? Consider traffic calming measures
Response: See response to Comment #1. Currently the design will feature a cross walk with enhanced striping and the addition of rectangular rapid flashing beacons that are pedestrian activated. Similar ones exist behind the Strong Museum of Play.
7. Who will make the final decision on the new park name?
Response: The City's administration will make the decision.
8. Can you clarify in the plaza renderings what the large black stripes are?
Response: These are the trail coming into and out of the plaza. There are also ADA ramps leading from the Exchange St crossing up to the trail on both sides of the plaza so if the plaza is filled with folks at some event there is a bypass route for trail users.



9. What will the trail surface consist of? Gravel?
Response: The trail surface will be asphalt.
10. People don't feel safe with no railings present
Response: The intent is to install railings along the edge of the main plaza where larger crowds and events could occur. For the remainder of the project no railings will be installed along the riverwall similar to the condition that exists in Corn Hill Landing, across the river or anywhere along the Canal (e.g. Fairport, Spencerport or Pittsford for example).
11. Can you clarify the plaza area on slide 14 with respect to bicyclists?
Response: The trail intersects with the plaza and bicyclists would either traverse through the plaza or go down and up the adjacent ADA ramps if the plaza has large congregations of people on it.
12. How can the riverwall be reconstructed at the north end of the project if the Mark IV property is not being purchased?
Response: The NYS Canal Corp owns the wall and a strip of land immediately behind the wall which allows space for the wall reconstruction without affecting the Mark IV property.
13. Are there going to be launches going on both side of the river? People launch off of existing dock. It works, people use it and we want it. Don't remove the northern dock until you have money for a new one, take away other portions of the project first.
Response: During final design the City will be exploring how best to include boat access in the project given the budget constraints.
14. By retaining the Mark IV parking loop we are leaving a parking lot along the river. The original reason for the loop is gone. Leaving this feature will disrupt the flow of the project. Can we take out the mound and eliminate the driveway. The Corn Hill Neighborhood Association can get political if needed to assist with negotiations.
Response: The City's ability to alter the Mark IV's property is limited by the nature of the temporary easement that will be secured by the project.
15. There is no funding in the East River Wall project for a boat launch. Please don't say there is.
Response: The City will confirm this with the project manager and design team for that project.
16. Once construction is done on berm walls, will they have the same colors or can local artist design on them?
Response: There will be no new walls as part of the berm construction. The berms will be constructed of earth fill only. Once complete the river wall will not project up above finished grade on the landside.
17. On a recent trip to Maryland, I saw several creek side water features that I would like to see incorporated into the project. I have photos of these that I will leave with the City (see below).
Response: Thank you we will review these.



18. Will the homeowners need flood insurance?

Response: No, they won't need flood insurance after the repair of the flood protection wall.

19. Is there any budget for water to water planters, drinking and a public restroom? We don't want "porta-potties" for events.

Response: Currently the budget is for hardscape and flood protection, we can consider drinking fountains and restrooms in future phases of this project. The current design does include 2 water spigots to facilitate maintenance of the planting beds.

20. If we are doing plantings are there plans for watering?

Response: Water spigots are being considered at strategic locations in the design to facilitate planting maintenance.

21. I have been attending public meeting for initiatives for the river projects for the past eight years, is there a better proposed option that include not cutting down so many trees?

Response: There has to be a careful and thoughtful balance between the primary objective of improving flood protection and fixing the wall and the secondary objectives of providing a trail/park space and opening up river views and access. The hard truth is that this requires that the existing trees (many of which were not intentionally planted or of high-quality species and are right against the wall to be repaired) be removed. Additionally adjacent to the flood protection berms, trees could possibly compromise the flood protection components with their roots and impacts if they should tie and topple over.

22. The ROC the Riverway was granted \$50M, can any of that money be used for this project?



Response: The initial \$50M grant was given for 13 initial specifically identified projects which will utilize the full \$50M. Therefore this money cannot be re-directed to the project.

23. Both sides of the river are important transportation corridors. Will both sides of the river be impacted by construction simultaneously? Will the north-south access be maintained during construction? Pushing people into the bike lane is not a viable solution.

Response: Yes, construction will be occurring on both sides simultaneously. A suitable ped/bike detour route will be signed so north south traffic can be maintained through the project corridor with minimal disruptions.

24. Will this presentation be put online on attendees to review?

Response: The City will post the minutes and presentation from tonight's meeting on their website.

Public Comments Received During Breakout Session or Submitted After the Meeting

1. Anonymous: Please don't remove Hand Carry Boat Launch until you can replace it.
2. Sue Porter: Loved the native plants and rain gardens. Suggestions:
 - lights about 3 ft to 4 ft high that are made with cast iron or steel – should be positioned every 5 or 10 feet.
 - Binoculars to look at bird's
 - Life rings – on a post and tied to the post – to throw into the water and save someone.
 - Public bathrooms – site them and lay the pipes and electric lines.
 - A list of things not in the proposal (No \$\$ for) but are needed - and then ask the community to donate them or fund raise.
 - Heavy duty trash cans.
 - Drinking fountains.
 - Get walking clubs to help with project.
 - Heavy duty benches – (bolted to ground) 15 or 20 on the perimeter of the pad.
 - Water spigots for the grass and plantings.
 - Hanging baskets off of any large light poles.
 - Heavy duty recycling cans.
 - Main garden/planting at entrance point.
3. Scott Wagner:
 - At location of new plaza, and throughout the project on Exchange Blvd., traffic calming is essential. Currently traffic speed often exceeds 80kph (50mph) crosswalks including marked crosswalk at Plymouth are ignored, as are bike lanes. Consider speed tables at both Plymouth and Fitzhugh intersections. PLEASE EMAIL RESPONSE TO THIS!
 - Consider indigenous plantings rather than grass lawn throughout the project area.
 - NAMING SUGGESTION: Emma Goldman Park!
 - Washrooms! Potable water!
4. John Curran:
 - Use of flashing rectangular lights to facilitate crossing the bust street is not effective.
 - My regular experience with this type of system at Robinson Drive and Mt. Hope Avenue shows me that this approach is unreliable and observed rarely.
 - Use a standard red-light crossing system.



5. Susan Levin, Resident of Cornhill Townhomes:
Please add my name to the list of residents and citizens desiring SLOWER TRAFFIC on Exchange. Do whatever you can – add all the details for traffic calming – road diets, raised pedestrian crossings, narrow lanes, buffered bike lanes, etc. – let's make our City a place that's pleasant for people and not just for the vehicles that move them through. It's not an expressway, it's a neighborhood.
(PS. The police do enforce every now and then, but drivers still speed when there no police there. These elements voted above do alleviate the urge to go fast.)
#Completestreets

6. Richard Burack:
Maintaining small boat access is a very high priority for a substantial number of Cornhill neighbors. If an outcome of this project is loss of our dock; I would rather see none of this work.

Suggestions: Look at dock that New York State installed on Black Creek behind the ARC on Ballantyne Road. It disable accessible and very used by all. It facilitates access by kids and older adults.

TREES: Consider lindens and hackberry instead of honey locust

7. Anonymous:
Concern that trees planted will not provide sufficient shade and wind protection within a decade. Need canopy trees that are mature enough to produce significant relief to bikers, pedestrians, river viewers within five years, to encourage more users and not discourage current users. Please don't defeat the effects of the work done to encourage the use we have had up until the construction on both sides of the river were blocked by construction projects.
8. Mikaela Colner:
I would love to see this project honor the rich history of our city and its notable landscape design. I would love to see access to the river's edge instead the built-up concrete image of the drawing on the flier. Concrete areas can always be added to create wheelchair accessibility.

I would love to see the riverfront designed more in line with the historic and natural rolling feel of our existing Olmsted parks. This would create a seamless landscape from GVP to downtown. Additional perks:

- Less expensive, less concrete
- Would create a grassy space to mirror the east bank, which is an immensely popular area with local residents. Especially for 4th of July and the like.
- Could keep bikes on a segregated path through a pleasant winding landscape instead of the straight-line bike lane in the street as proposed by the drawing. The bike community is getting louder and louder. This is a big opportunity to please a vocal population that really uses this space as a functional thoroughfare.
- Creates a seamless functional transportation design from UR/GVP to downtown. The dense vegetation on the river path from Ford St. to the University pedestrian bridges is not a safe environment. It needs more light and exposure. Reducing the budget to the Cornhill area and including the area south of Ford St could reduce crime and improve alternate transportation lines. (bikes, walking)
- Please expand it south of Ford St.
- Please expand it south of Ford St.

9. Adam Smith:



Thank you for your presentation at the Phillis Wheatley Library on the West River Wall - Corn Hill Segment project. Overall, I think the plans look great. I have a few comments for the project team to consider:

- Adding drinking fountains would be helpful. Many people use the Riverway Trail for exercise, and having water available would help everyone stay hydrated.
- I love trees, but I hate when their roots destroy the trail. It's probably not possible to make sure there won't be any damage to the trail from tree roots, but try to plan it out to minimize the impact.
- It would be nice to have a boat launch, but it sounds like that may not be possible right now. It seems like people may be able to launch kayaks from the sections of the park that have grass right up the water, and maybe that can be a compromise until a boat launch may be added in the future.

10. Walter R Burack

I have attached a photo of the disability-adapted launch which either the state or the county installed in 2014 at Black Creek boat launch (behind the Arc facility on Ballantyne road). It is a true gem because it enables so many people to get on the water who are otherwise scared off by the off-balance moment needed to board at a typical dock or even when standing in the water (a wet foot launch). I am a very frequent paddler from this site (and corn hill) and I have witnessed how much more accessible this dock makes the creek for older people, for families, and for novices. (Also-after 5 years it is still entirely functional even though it has moving parts...and I do not think the county pulled it out of the water the last 2 winters).

As a regular paddler on the Genesee from the corn hill dock, I know how much joy it brings dozens of passersby to see a kayak or canoe on the river. People will just sit and watch the river when there are boats of any kind in it. Putting in docks and encouraging small craft is an inexpensive way to create scenery on the river.

I am convinced that if you put a dock of this type in the corn hill project, this dock will become a "destination". It will enable people who would never have paddled to have an experience that will make each of them lifelong advocates for the river.

Lastly, I want to be sure that the design team has considered the range of options with regard to a small craft launch. Although I think the enabled-access dock is an outstanding option, I get that price could be an issue. There are other ways to build a dock site that would enable dry foot launches. Either a concrete ramp or a series of broad concrete steps into the river would work better than simply launching by standing on the cut top of the river wall.

I have spent an immense number of hours on this river and I am always a passionate supporter of this project whenever it comes up for discussion in our community. I very much look forward to seeing your work for the community come to fruition. Please share with your group another heartfelt Thank you from a resident

<https://www.youtube.com/watch?v=aJPBXvWV4p4>



9. Anonymous: Eradicating the poison ivy is important and needs to be done now before birds and other animals carry the berries all over the City.
10. Anonymous: In Canada they place high emphasis on having hanging baskets and flowers everywhere in their downtown areas along with continual maintenance. This should be considered for the West River Wall project.