Alternatives Considered and Eliminated from Further Study

As part of the preliminary design, a number of alternatives were investigated, evaluated and subsequently eliminated from further study. A summary of these alternatives is included herein. Drawings are provided for each alternative.

The following alternatives are documented in this Appendix:

- Combined Parcels 4, 5 and 6
- Plaza Drive (Future Road C) Pedestrian Option
- Truck Service Tunnel Alternatives
- PAETEC Pedestrian Tunnel Link Alternative
- Cortland Street Extension (Pedestrian Corridor) (Road Option)

Combined Parcels 4, 5 and 6

As part of the preliminary design, an alternative was developed which significantly modifies the overall street layout and parcel sizes from that which was originally envisioned in the generic environmental impact statement. In developing this plan, Parcel #5 was expanded in size from 0.76 acres to around 1.12 acres. In addition, this alternative eliminates a portion of new Euclid Street (Future Road D) as well as Plaza Drive (Future Road C) and incorporates Parcel #6 into the overall footprint of the site. This alternate was created with a new Performing Arts Center in mind. Refer to the site plan concept drawing contained herein.

This specific alternative was eliminated from further consideration for several reasons. First, the redesigned street network represents a significant departure from the site plan developed as part of the generic environmental impact statement and may require additional environmental review. And second, this alternate could diminish the marketability of several development sites that were planned for the Midtown site. And third, the details of the performing arts center project are undetermined at this time.

It is noted that Parcel #5, as depicted on the base plans, has been enlarged to the maximum extent practicable within the confines of the original street grid and could be a potential site for the Performing Arts Center.

Plaza Drive (Future Road C) Pedestrian Option

This alternative examined the possibility of eliminating a portion of Future Road C (Plaza Drive) (between Future Road A and Future Road D) in favor of a pedestrian corridor. The City's preference is to maintain

Future Road C (Plaza Drive) as a street in accordance with the original intent of the generic environmental impact statement. The development of a street network surrounding the open space parcel in the center of the site was considered important in the Section 106 (cultural resource) review conducted by the City in consultation with the New York State Office of Parks Recreation and Historic Preservation. Therefore, this alternative has been eliminated from further consideration.

Truck Service Tunnel Alternatives

Nine (9) distinct service tunnel alternatives were identified and evaluated. Each alternative was evaluated based on their relative advantages and disadvantages concerning the following: traffic operation, cost, right-of-way acquisition, environmental impact and affect on proposed development parcel(s).

Alternate A.1 - This alternate approximately reestablishes the existing alignment with entry/exit on Atlas Street near its former location. Tunnel traffic would be two-way. This alternate utilizes internal Midtown Site streets for access to the tunnel. Parcel 6 is negatively impacted by the ramp structure occupying the center ground level portion of the parcel.

Reasons Why This Alternative Was Not Chosen: cost, undesirable tunnel floor cross-slope in the entry/exit ramp to negotiate the curved alignment (similar to existing condition), tunnel entry/exit (above grade structure or open ramp) severs Parcel 6 approximately in half.

Alternate A.2 - This alternate approximately utilizes the existing alignment with a new entrance / exit on Chestnut Street at a location that would require the demolition of existing buildings (45 Euclid Street and 27-33 Chestnut Street) located on the south side of Euclid Street. Tunnel traffic would be two-way. Euclid Street (Chestnut to Atlas) would remain in service as a one-way, westbound entrance into the Midtown Site. Wider sidewalks are possible and parking would be retained. This alternate eliminates the use of internal Midtown Site streets to access the entrance to the tunnel.

Reasons Why This Alternative Was Not Chosen: cost, right-of-way acquisition, sever utilities on Atlas Street, and environmental impact. This alternate raises new environmental issues that are not adequately covered in the generic EIS including: potential cultural resources associated with building demolition, business relocations, major right–of-way acquisition and changed traffic patterns.

Alternate A.3.a - This alternate utilizes the existing tunnel alignment with a new entrance/exit on Chestnut Street located in the Euclid Street right-of-way between Chestnut Street and Atlas Street.

Tunnel traffic would be two-way. The section of Euclid Street between Chestnut Street and Atlas Street would be eliminated and would not be available as an entrance to the Midtown Site for vehicles. Pedestrian access could be maintained within the right-of-way however, there would only be enough room to provide 5 foot wide sidewalks between the building face and tunnel wall (both sides). A right-of-way acquisition of approximately 775 square feet (0.018 acre) would be necessary at the northwest corner of Euclid Street (existing surface parking lot at 61 East Ave). This alternate eliminates the use of internal Midtown Site streets to access the entrance to the tunnel.

Reasons Why This Alternative Was Not Chosen: cost, severs utilities in Euclid Street, and extensive areaway abandonment. This alternate raises new environmental issues that are not adequately covered in the generic EIS including: changed traffic patterns associated with the elimination of Euclid Street between Atlas Street and Chestnut Street, difficulties of maintaining pedestrian access on Euclid Street (sidewalks would be very narrow, 5 feet) and access to existing buildings with doorways on Euclid Street would be compromised

Alternate A.3.b - This alternate utilizes the existing alignment with a new entrance on Chestnut Street located in the Euclid Street right-of-way between Chestnut Street and Atlas Street. Tunnel traffic would be one-way westbound. This would require a new tunnel exit to be constructed on South Avenue. The section of Euclid Street between Chestnut Street and Atlas Street would no longer be available as an entrance to the Midtown Site for vehicles. Pedestrian access could be maintained within the right-of-way via 5 foot wide sidewalks (both sides). A right-of-way acquisition of approximately 775 square feet (0.018 acre) would be necessary at the northwest corner of Euclid Street (existing surface parking lot at 61 East Ave). This alternate eliminates the use of internal Midtown Site streets to access the entrance to the tunnel.

Reasons Why This Alternative Was Not Chosen: cost, sever utilities on Euclid Street, and extensive areaway abandonment. This alternate raises new environmental issues that are not adequately covered in the generic EIS including changed traffic patterns associated with the elimination of Euclid Street between Atlas Street and Chestnut Street.

Alternate A.4 - This alternate utilizes a new alignment with a new entrance/exit on Atlas Street nearer to Euclid Street. Maintaining an entrance/exit on Atlas Street within the confines of Parcel 6 is considered less desirable for the future development of this parcel.

Reasons Why This Alternative Was Not Chosen: cost

Alternate A.5 - This alternate utilizes a new alignment with a new entrance/exit on Chestnut Street at a location that would require the demolition of existing buildings (45 Euclid Street and 27-33 Chestnut Street) located on the south side of Euclid Street. Tunnel traffic would be two-way. Euclid Street (Chestnut to Atlas) would remain in service as a one-way westbound entrance into the Midtown Site. Wider sidewalks are possible and street parking would be retained. This alternate eliminates the use of internal Midtown Site streets to access the entrance to the tunnel.

Reasons Why This Alternative Was Not Chosen: cost, right-of-way acquisition, sever utilities on Atlas Street, and environmental impacts. This alternate raises new environmental issues that are not adequately covered in the generic EIS including: potential cultural resources associated with building demolition, business relocations, major right–of-way acquisition and changed traffic patterns.

Alternate A.6.a - This alternate utilizes a new alignment with a new entrance/exit on Chestnut Street located in the Euclid Street right-of-way between Chestnut Street and Atlas Street. Tunnel traffic would be two-way. The tunnel would follow the Euclid Street alignment to connect with the existing tunnel at the Seneca Building. The section of Euclid Street between Chestnut Street and Atlas Street would no longer be available as an entrance to the Midtown site for vehicles. Pedestrian access could be maintained within the right-of-way however there would only be enough room to provide 5 foot wide sidewalks between the building face and tunnel wall (both sides). A right-of-way acquisition of approximately 775 square feet (0.018 acre) would be necessary at the northwest corner of Euclid Street (existing surface parking lot at 61 East Ave). This alternate eliminates the use of internal Midtown Site streets to access the entrance to the tunnel.

Reasons Why This Alternative Was Not Chosen: cost, severs utilities along Euclid Street, extensive areaway abandonment and extensive temporary excavation shoring system to protect building foundations along Euclid Street. This alternate raises new environmental issues raised that are not adequately covered in the generic EIS including: changed traffic patterns associated with the elimination of Euclid Street between Atlas Street and Chestnut Street, difficulties of maintaining pedestrian access on Euclid Street (sidewalks would be very narrow, 5 feet) and access to existing buildings with doorways on Euclid Street would be compromised.

Alternate A.6.b. - This alternate utilizes a new alignment with entry on Chestnut using the section of Euclid Street between Atlas and Chestnut. Tunnel traffic would be one-way westbound. The tunnel would follow the Euclid alignment and a new tunnel exit would be developed on South Avenue. The section of Euclid Street between Chestnut and Atlas would no longer be available as an entrance to the Midtown Site for vehicles. Pedestrian access could be maintained within the right-of-way via 5 foot wide sidewalks

(both sides). A right-of-way acquisition of approximately 775 square feet (0.018 acre) would be necessary at the northwest corner of Euclid Street (existing surface parking lot at 61 East Ave). This alternate eliminates the use of internal Midtown site streets to access the entrance to the tunnel.

Reasons Why This Alternative Was Not Chosen: cost, sever utilities on Euclid Street, extensive areaway abandonment and extensive temporary excavation shoring system to protect building foundations along Euclid Street. Also, the service tunnel between the Seneca Building and the convention center is not sized for tractor-trailers which would inevitably be precluded from using the service tunnel. This alternate raises new environmental issues raised that are not adequately covered in the generic EIS including: changed traffic patterns associated with the elimination of Euclid Street between Atlas Street and Chestnut Street and the construction of a new ramp on South Avenue.

Alternate A.7 – This alternate utilizes a new alignment with a new entrance/exit on East Avenue located on the existing parking lot owned by Riedman Corporation, 25 East Avenue. This alternate has not been progressed past a conceptual level. Some benefits to this alternate include: tunnel entranced removed from interior of Midtown Site; no building demolition; Euclid Street vehicle and pedestrian access maintained; pedestrian access from East Avenue could be established parallel to the tunnel entrance to the Midtown Site. This alternate eliminates the use of internal Midtown Site streets to access the entrance to the tunnel.

Reasons Why This Alternative Was Not Chosen: cost, environmental impact. This alternate raises new environmental issues that are not accurately covered in the generic EIS including: major property acquisition, business relocation (the property is operated as a public parking lot), changed travel patterns for vehicles accessing the service tunnel.

PAETEC Pedestrian Tunnel Link Alternative

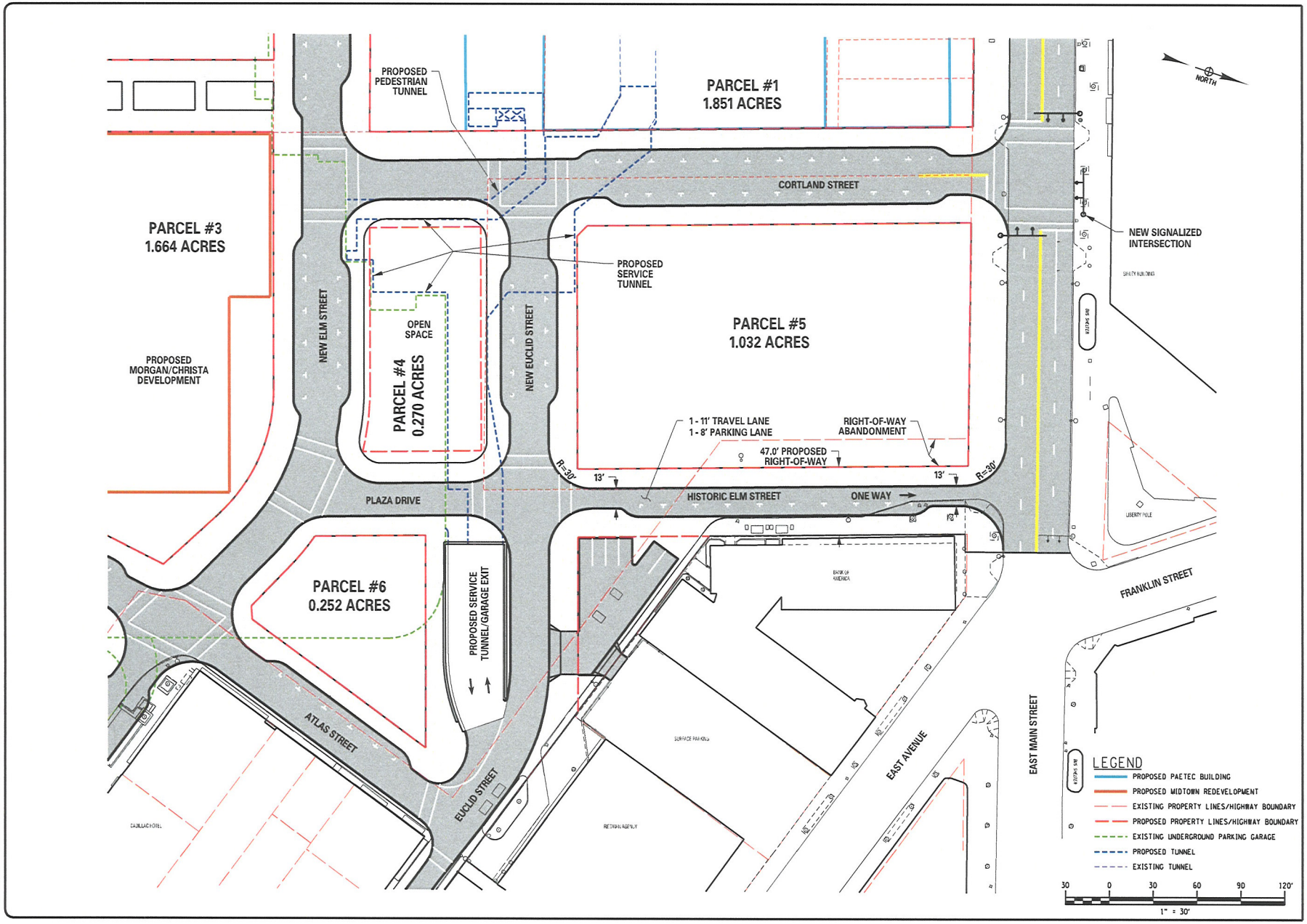
As part of the preliminary design, an alternate pedestrian link tunnel alignment was evaluated. Originating from the existing stair tower and new elevator lobby in the basement level at the southwest corner of PAETEC's building, the approximate 166 feet long pedestrian tunnel passes under Future Road A (New Elm Street) to tie into the existing garage at Parking Level B (top of curb elevation), between column lines "C" and "D". Providing an ADA compliant ramp from the tunnel and elevator curbed landings inside the garage on Levels A and B will eliminate a total of 4 existing parking spaces. The proposed tunnel section is a precast (or cast-in-place) concrete, 10-foot by 10-foot closed box "culvert-type" structure. Adjacent to the tunnel is a new elevator shaft providing access to Levels A and B. The opinion of probable construction cost for the all pedestrian link structural components (PAETEC building lobby enclosure,

tunnel section, garage tie-in and elevator shaft), including the hydraulic elevator, is $810,000. This alternative was eliminated from further consideration based on cost.

Cortland Street Extension (Road Option)

As part of the preliminary design, an alternative to construct a vehicular street over the garage roof extending between Broad Street and New Elm Street was evaluated. This alternative will require the reconstruction of all garage roof slab bays under the footprint of the street to carry the AASHTO HS20 live load design vehicle and weight of the roadway construction materials. The slab is proposed to be constructed at its existing elevation (El. 535.00). Existing utilities hung from the reconstructed roof slab will require temporary support, modification or relocation. The opinion of probable construction cost to structurally perform this work is $950,000.

An additional design consideration for addressing the Cortland Street Extension over the garage roof is to lower the roof slab under the footprint of the street. Lowering the roof slab offers the new street sidewalks to approximately match the existing garage roof (Mall Level) slab elevation, thus eliminating the need to step down into adjacent buildings and storefronts. Sixteen garage roof (Mall Level) slab bays are required to be lowered, bounded by column lines 6 to 14 / F to H. The total of area of slab to be lowered and reconstructed is 13,200 SF and 9250 SF, respectively. The step in the structural slab will be 2'-6" to match the adjacent existing lowered slab under Broad Street. The existing north/south expansion joint between column lines H and H.1 will need to be replaced and reconfigured. Existing utilities hung from the lowered roof will require costly relocation and modification. Impacts to the storm, water, and fire suppression systems are anticipated to cost $95,000. The opinion of probable construction cost to structurally perform this work is $1,500,000. The alternative to construct a vehicular street over the garage roof was eliminated from further consideration based on cost.



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PROJECT: MIDTOWN REDEVELOPMENT PROJECT (FORMER MIDTOWN PLAZA SITE)
CITY OF ROCHESTER
DEPARTMENT OF ENVIRONMENTAL SERVICES

DRAWING: ALTERNATE A HISTORIC ELM STREET

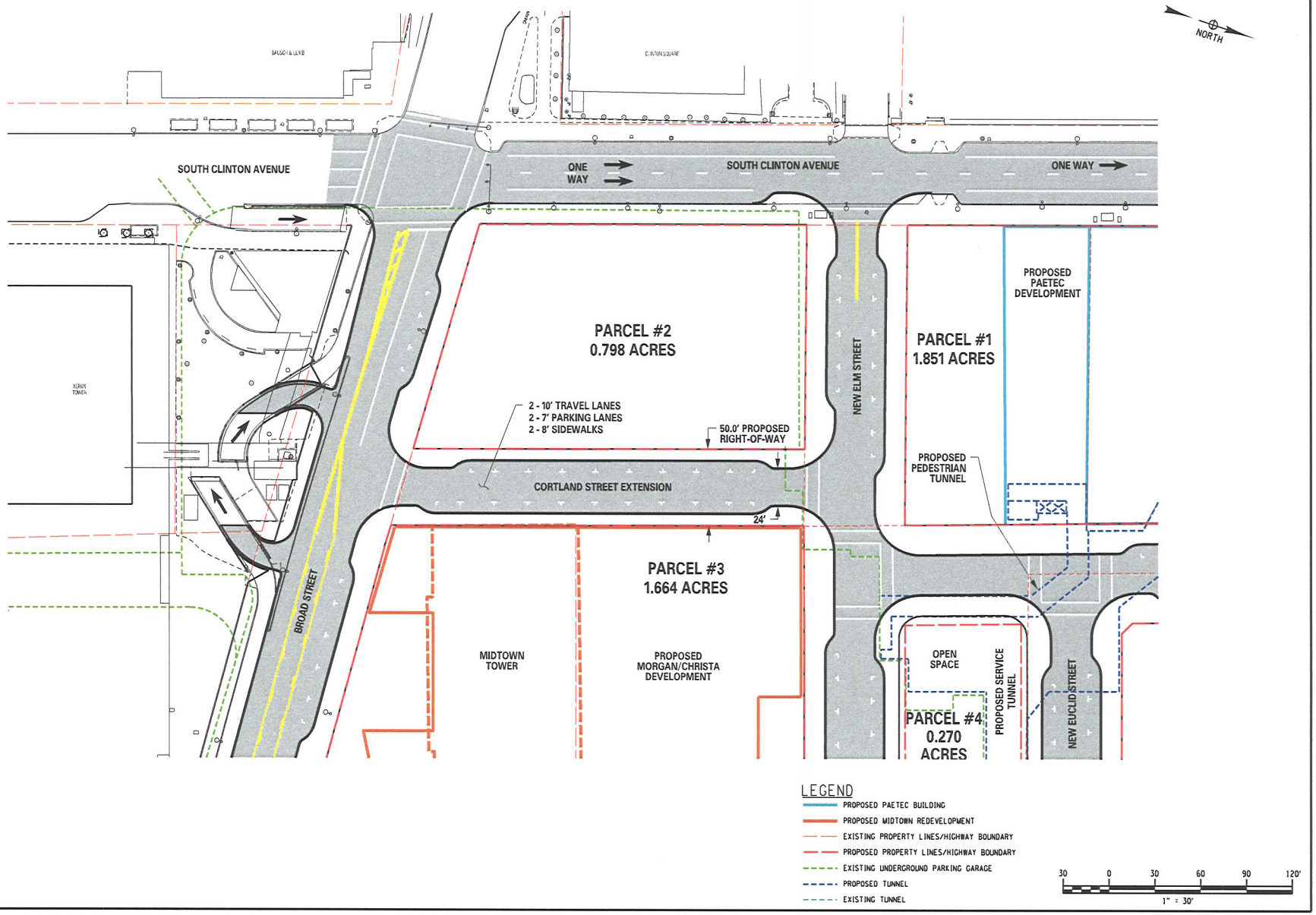
DRAFT DAD | DESIGNED BY: DAD | DRAWN BY: DAD | CHECKED BY: DAD

DATE: DECEMBER 22, 2010 | REVISION NO.: N/A

PROJECT/DRAWING NUMBER: 210301

ALT-A

SHEET XXX OF XXX



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PROJECT
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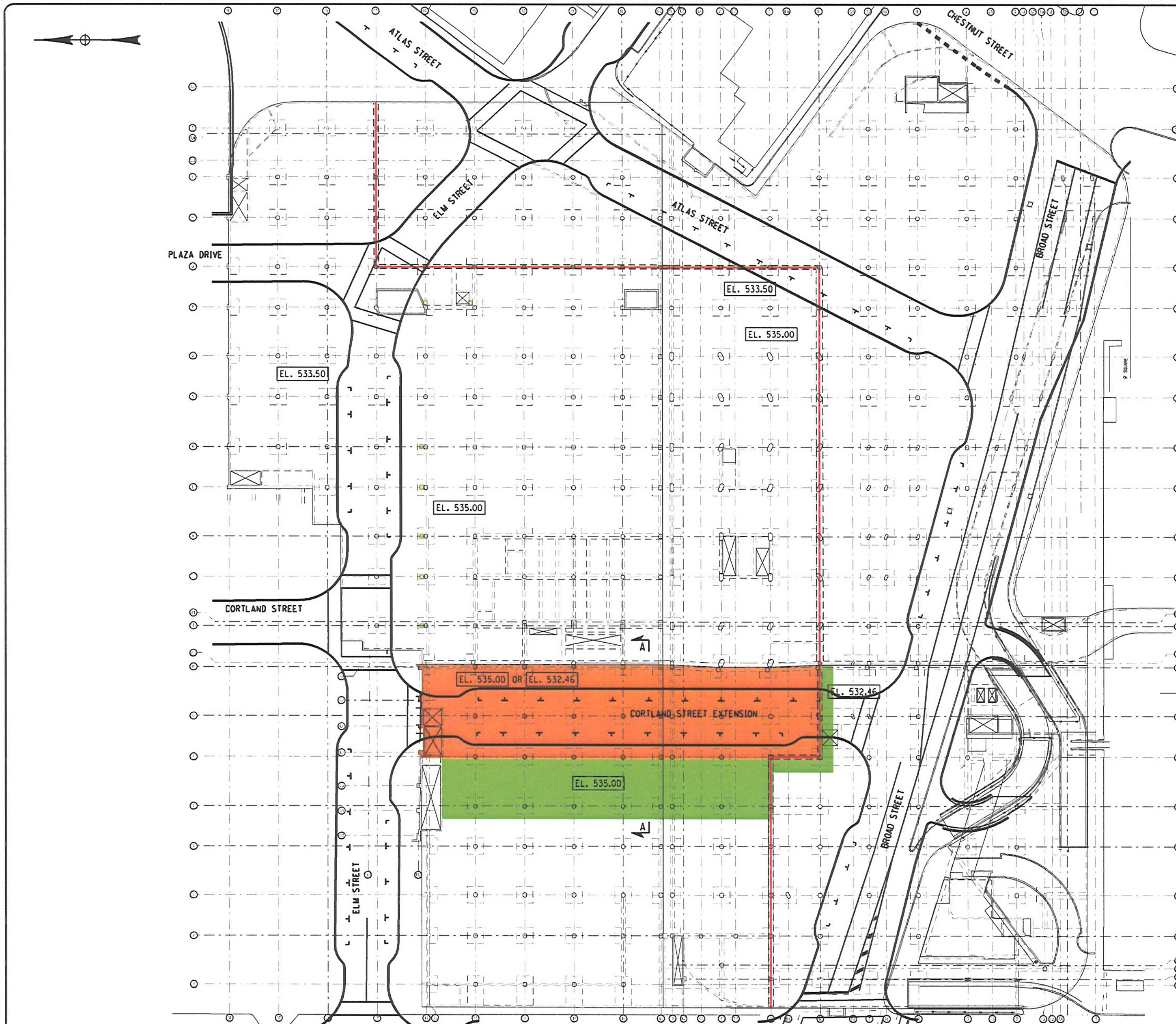
CITY OF ROCHESTER
DEPARTMENT OF ENVIRONMENTAL SERVICES

SHEET
ALTERNATE B
CORTLAND ST. EXTENSION

BASED: DRAFT DAD
DESIGNED BY: EGF
DRAWN BY: DFA
CHECKED BY: PJL
DATE: DECEMBER 22, 2010

PROJECT/DRAWING NUMBER
210301
ALT-B
SHEET XXX OF XXX



LEGEND

EL. XXX.XX	TOP OF ROOF STRUCTURAL SLAB ELEVATION
(orange)	SLAB RECONSTRUCTION
(green)	SLAB RECONSTRUCTION @ EXISTING ELEVATION
(red line)	EXISTING STEP IN ROOF SLAB

NOTES:

1. TWO ROOF SLAB RECONSTRUCTION TREATEMENTS CAN BE CONSIDERED FOR CONSTRUCTING THE CORTLAND STREET EXTENSION (ALTERNATE B):
   A. SLAB RECONSTRUCTION HIGHLIGHTED IN 'ORANGE' AT EXISTING ELEVATION (EL. 535.00).
   B. SLAB RECONSTRUCTION HIGHLIGHTED IN 'ORANGE' AT LOWER ELEVATION (EL. 532.46). THIS TREATMENT REQUIRES THE ADDITIONAL SLAB RECONSTRUCTION HIGHLIGHTED IN 'GREEN'.
2. FOR SECTION A-A, SEE DWG. NO. ST-05.

PLAN
SCALE: 1" = 30'-0"

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PROJECT:
MIDTOWN REDEVELOPMENT PROJECT (FORMER MIDTOWN PLAZA SITE)
CITY OF ROCHESTER DEPARTMENT OF ENVIRONMENTAL SERVICES

DRAWING:
GARAGE ROOF MODIFICATIONS ALTERNATE B-1

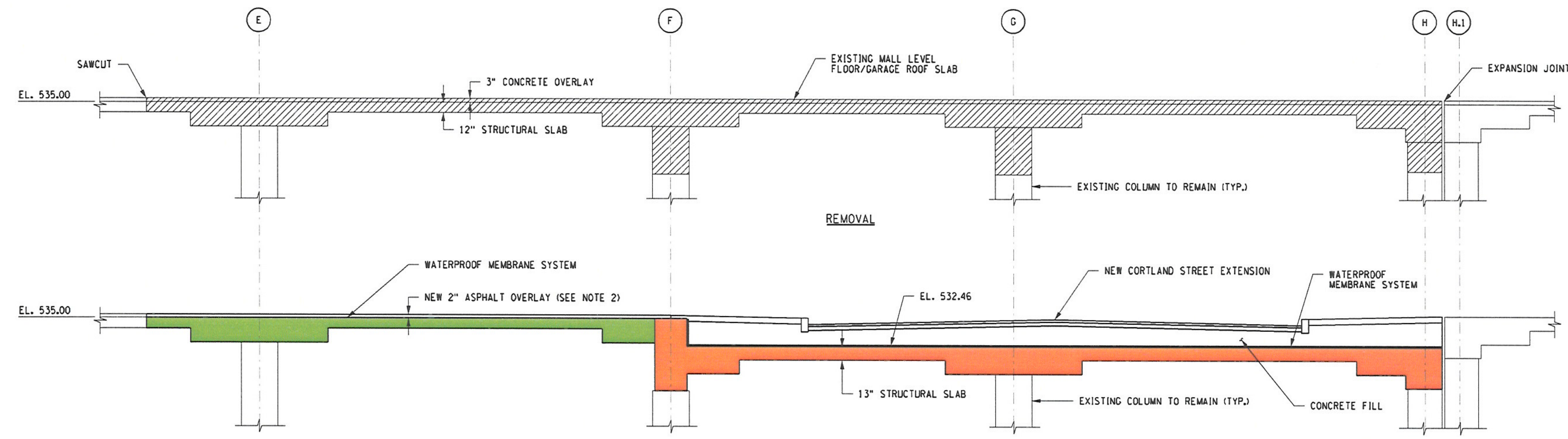
DRAFT DAD

DATE: DECEMBER 22, 2010

PROJECT/DRAWING NUMBER: 210301

ST-04

12/21/2010 1:24:48 PM ST-04.dgn



SECTION A-A
SCALE: 1/4" = 1'-0"

LEGEND:

- STRUCTURAL CONCRETE REMOVALS
- SLAB RECONSTRUCTION @ LOWER ELEVATION
- SLAB RECONSTRUCTION @ EXISTING ELEVATION

NOTES:

1. FOR LOCATION OF SECTION A-A, SEE DWG. NO. ST-04.
2. ASPHALT OVERLAY IS A TEMPORARY MEASURE TO WATERPROOF GARAGE ROOF SLAB PRIOR TO PARCEL BEING DEVELOPED.

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PROJECT
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DEPARTMENT OF ENVIRONMENTAL SERVICES

DRAWING
GARAGE ROOF MODIFICATIONS SECTIONS ALTERNATE B-2

DRAFT DAD

DATE: DECEMBER 22, 2010
DESIGNED BY: JAX
DRAWN BY: VLG
REVIEWED BY: EWB

PROJECT/DRAWING NUMBER
210301
ST-05
SHEET OF

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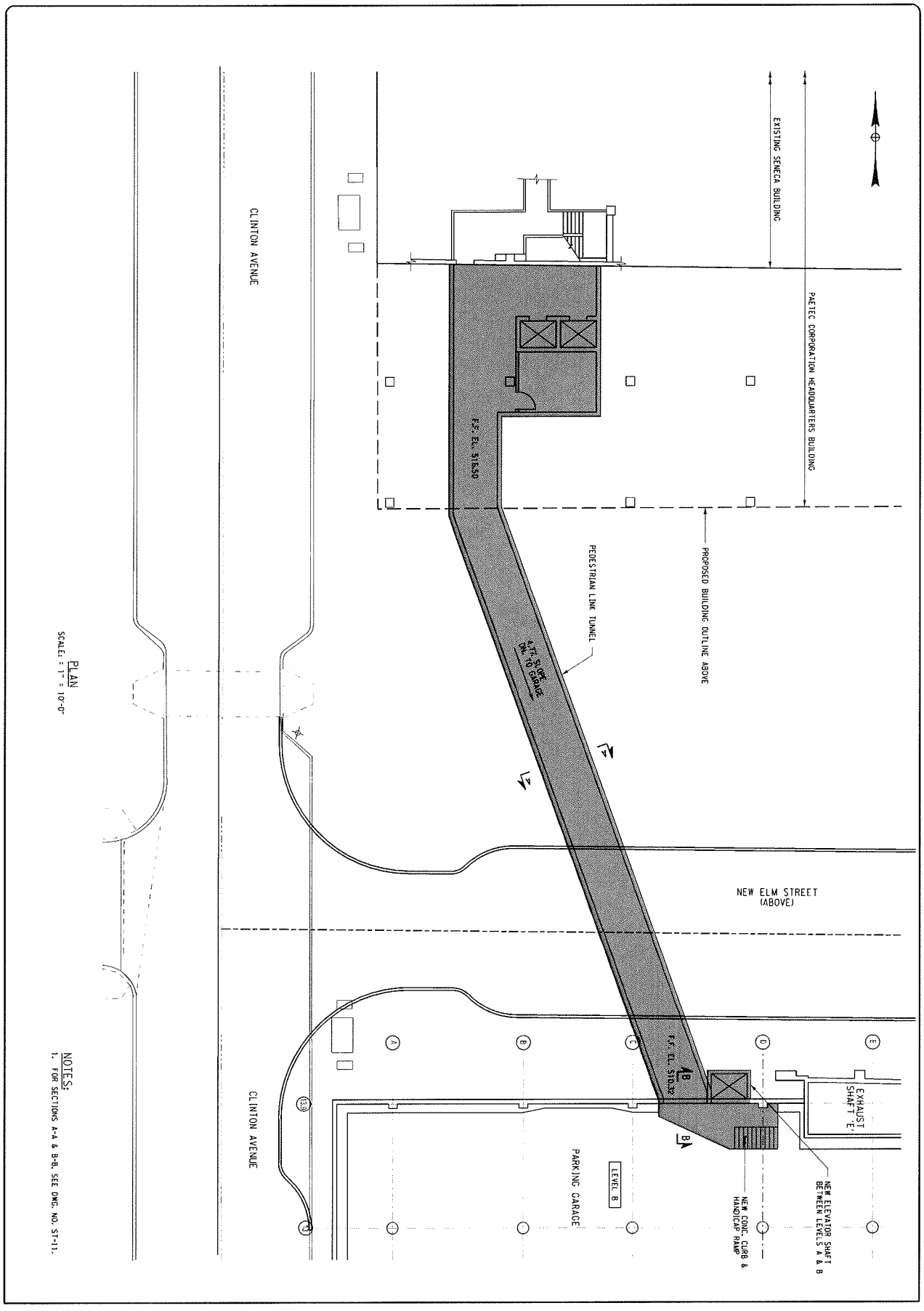

PROJECT NO.	210301
DRAWING NO.	ST-10
DRAWING TITLE	PEDESTRIAN LINK OPTIONAL ALIGNMENT
STATUS	DRAFT DAD
DATE	DECEMBER 22, 2010
DESIGNED BY	JAY
DRAWN BY	NLG
REVIEWED BY	RWL
PROJECT	MIDTOWN REDEVELOPMENT PROJECT (FORMER MIDTOWN PLAZA SITE) CITY OF ROCHESTER DEPARTMENT OF ENVIRONMENTAL SERVICES

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SECTION B-B
SCALE: ½" = 1'-0"

NOTES:
1. FOR LOCATION OF SECTIONS A-A & B-B, SEE DWG. NO. S1-1D.

SECTION A-A
SCALE: ½" = 1'-0"

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MIDTOWN REDEVELOPMENT PROJECT
(FORMER MIDTOWN PLAZA SITE)
CITY OF ROCHESTER
DEPARTMENT OF
ENVIRONMENTAL SERVICES

PEDESTRIAN LINK SECTIONS
OPTIONAL ALIGNMENT

DRAFT DAD	DECEMBER 22, 2010
CHECKED BY:	JAC
DRAWN BY:	DAD
P.M.	

210301

ST-11

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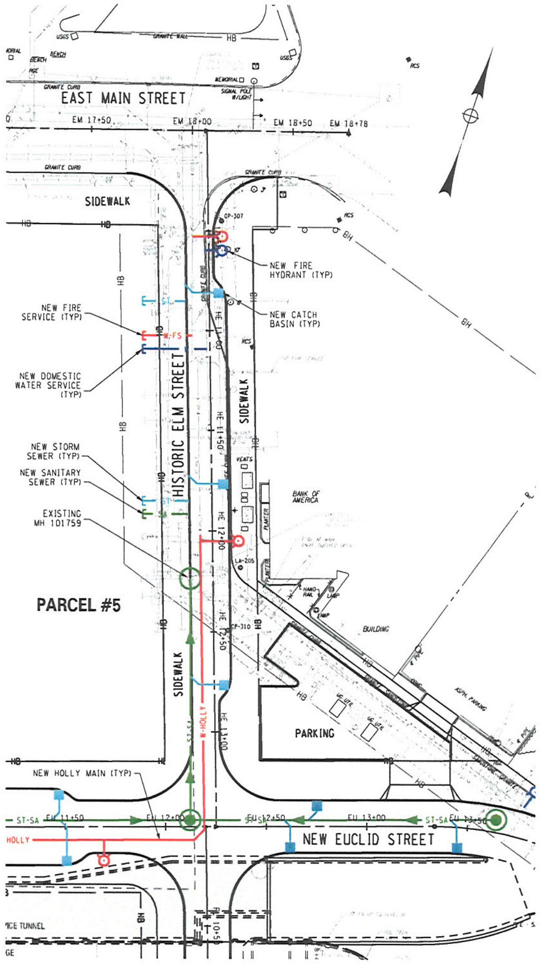
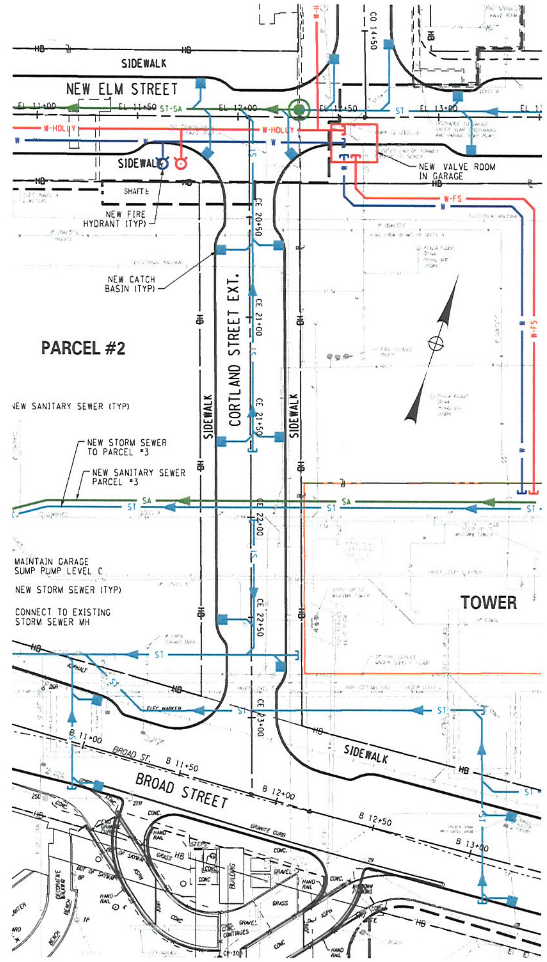

EAST MAIN STREET
EM 17+50
EM 18+00
EM 18+50
EM 18+78
SIDEWALK
NEW FIRE HYDRANT (TYP)
NEW CATCH BASIN (TYP)
NEW FIRE SERVICE (TYP)
NEW DOMESTIC WATER SERVICE (TYP)
HISTORIC ELM STREET
NEW STORM SEWER (TYP)
NEW SANITARY SEWER (TYP)
EXISTING MH 101759
PARCEL #5
BANK OF AMERICA
BUILDING
PARKING
NEW HOLLY MAIN (TYP)
NEW EUCLID STREET

ALTERNATE A
HISTORIC ELM STREET - STREET OPTION


SIDEWALK
NEW ELM STREET
NEW VALVE ROOM IN GARAGE
NEW FIRE HYDRANT (TYP)
NEW CATCH BASIN (TYP)
PARCEL #2
CORTLAND STREET EXT.
NEW SANITARY SEWER (TYP)
NEW STORM SEWER TO PARCEL #3
NEW SANITARY SEWER PARCEL #3
MAINTAIN GARAGE SUMP PUMP LEVEL C
NEW STORM SEWER (TYP)
CONNECT TO EXISTING STORM SEWER MH
TOWER
BROAD STREET

ALTERNATE B
CORTLAND STREET EXTENSION - STREET OPTION

LEGEND

- W-FS — NEW FIRE SERVICE
- W-HOLLY — NEW HOLLY MAIN
- W — NEW DOMESTIC WATER SERVICE
- ST — NEW STORM SEWER
- SA — NEW SANITARY SEWER
- ST-SA — NEW COMBINED SEWER
- NEW COMBINED SEWER MANHOLE
- NEW STORM SEWER MANHOLE
- NEW CATCH BASIN
- NEW FIRE HYDRANT

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PROJECT/CLIENT
MIDTOWN REDEVELOPMENT PROJECT
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CITY OF ROCHESTER
DEPARTMENT OF
ENVIRONMENTAL SERVICES

DRAWING TITLE
ALT A - ALT B

ISSUED FOR: DRAFT DAD
DATE: DECEMBER 22, 2010
SCALE: (11x17) 1" = 60' (22x34) 1" = 30'
DESIGNED BY: BSB/KMS
DRAWN BY: MHB
REVIEWED BY: SFM

PROJECT/DRAWING NUMBER
210301
UT-05

FLOTDRVR Midtown-Half-Color.ctb
MODEL ALT B - MASTER
FILE PATH Y:\Rochester, City\210301 - Midtown Redevelopment\Drawings\Civil Utilities Contract.dwg\UT-05 ALT A B.dgn
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