

**FINAL DESIGN REPORT/NEPA ENVIRONMENTAL ASSESSMENT
SEQR FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT**

Pins 4753.02, 4752.60, and 4752.62

**Public Redevelopment, Focus Site No. 1 - Local Waterfront
Revitalization Plan and Specific Projects
City Project Code No. 99021**

Submittal pursuant to 42 U.S. C. 433 (2) ©), Article 8 of the New York State Environmental Conservation Law and Chapter 48 of the City of Rochester Municipal Code

By

City of Rochester

Date of Acceptance of this FGEIS for circulation by the City of Rochester:

5/20/05

Summary

A. Introduction

This Final Design Report/NEPA Environmental Assessment /SEQR Final Generic Environmental Impact Statement (FDR/NEPA EA/SEQR FGEIS) is prepared in accordance with City of Rochester and Monroe County standards ; the New York State Department of Transportation (NYSDOT) manuals entitled *Design Procedure Manual*, October 31, 1997 - Revised January 9, 1999, and *Procedure for Locally Administered Federal-Aid Projects*, July 2000, and in accordance with the NYSDOT Environmental Action Plan (EAP). The Final Generic Environmental Impact Statement is prepared in compliance with Chapter 48 of the City of Rochester's Municipal Code, Article 8 of the New York Environmental Conservation Law, the State Environmental Quality Review Act (SEQRA), and the implementing regulations of the New York Department of Environmental Conservation (NYSDEC) (6NYSCR Part 617).

B. Brief Description of the Action

The project under consideration includes the design and construction of public improvements to enhance public waterfront recreational facilities and to encourage and support economic development consistent with the goals of the City of Rochester's Local Waterfront Revitalization Program (LWRP) adopted in 1990.

Proposal public improvements include the realignment of Beach Avenue east of Lake Avenue; the reconstruction and extension of River Street from Stutson Street into the Port area; reconstruction of Latta Road east of Lake Avenue; a new access road from River Street south to Petten Street east of the railroad tracks; new access roads from Lake Avenue into the port area; parking and infrastructure improvements; construction of a parking garage and transit center; redevelopment of an existing warehouse (north warehouse); construction of a customs station/-ferry terminal/multi-use building and other required border crossing facilities to support the operation of a fast ferry service between Rochester and Toronto, Canada; installation of a public transient docking facility; and new pedestrian trails along the river.

C. Brief Description of Other Proposed Actions in the Area

The City of Rochester intends to reconstruct Lake Avenue south of the Lake Ontario State Parkway (LOSP). The project entitled, Lake Avenue Improvement Project - Burley Road to LOSP (City PC 99002, State Pin 4752.49). This locally administered federal-aid project includes the reconstruction of Lake Avenue using a road section consisting of two lanes in each direction and a northward extension of the Genesee River Trail, an off-road multi use facility. Construction is expected to start in the summer 2001 and be completed during the spring 2003. The Genesee River Trail is being progressed as a separate project and has a schedule independent

of the road construction.

Monroe County will administer the construction of the Stutson Street (O'Rorke) Bridge Replacement Project (County No. 93601), a locally administered federal-aid project. Following construction, the bridge will be maintained as a County Facility. The project includes the replacement of the existing Stutson Bridge with a new structure (O'Rorke Bridge) on a different alignment. The new alignment is an easterly extension of the LOSP across the Genesee River where it joins with Pattonwood Drive in Irondequoit. Other improvements include the realignment of local streets, and the extension of an off-road multi-use trail between Pattonwood Drive and Stutson Street. Construction is scheduled to begin during fall 2000 and extend through fall 2003.

D. Recommended Alternative

All 'build alternatives' for the project include the aforementioned public improvements. Differences between the 'build alternatives' stem directly from the location of the customs station/ferry terminal/multi-use building and layout of related border crossing facilities. Improvements south of the swingbridge embankment are generally consistent between all alternatives.

The recommended alternative locates the customs station ferry/terminal/multi-use building at the south end of the existing quay wall. Embarking/disembarking and border crossing facilities are located west and south of the terminal building. A drop off loop is located directly north of the terminal building at its main entrance. The north warehouse will remain for use as an interim terminal facility and eventual development. The transient marina is located along the river front between the north warehouse and Ontario Beach Park. Roadway, pedestrian trail, parking, utility, and other improvements accommodated the layout of the project's major elements.

This alternative has been selected for the following reasons:

- Building orientation permits compliance with Federal guidelines for border crossing facilities
- Roadway layout is consistent with Lake Avenue improvements under construction (separate City project)
- Accommodates use of quay wall by excursion vessel and cruise boats
- Addresses public parking similarly to previously developed concepts for the area
- Layout distances the higher traffic volumes related to the terminal from Ontario Beach Park
- Enhances visual access to the waterfront
- Reuses the north warehouse
- Maintains the current alignment of the river wall
- Embarking/disembarking areas are screened from the river by terminal building

- Layout will permit direct linkage to future transportation center

E. Summary of environmental Impacts

The environmental impacts associated with the project include:

- Impacts within a locally designated critical environmental area that is within 100 feet of the Genesee River
- Impacts to community recreational and parkland facilities
- Growth inducing impacts
- Traffic impacts
- Cumulative impacts
- Noise impacts
- Air quality impacts

F. Other Required Federal Actions

Other federal actions required for the proposed action (i.e., permit approvals, land transfer, section 106 agreements, etc.):

- Federal Highway Administration (FHWA) concurrence with SHPO's No Adverse Affect Determination for historic resources
- FHWA Individual Wetlands Findings Statement in compliance with Executive Order 11990
- Class A Port Approval by United States Immigration and Naturalization Services (INS)
- Design approval for the terminal facility by the United States Customs Office, INS, United States Department of Agriculture (USDA)
- Navigation/safety review by United States Coast Guard (USCG) regarding maneuvering of ferry in the River and ensuring safety of other crafts
- Section 404 Permit by the United States Army Corps of Engineers (USACOE) for discharge of dredge or fill materials in waters of U.D. (Obtained)
- Section 10 Permit by the USACOE for construction activities in or over navigable waters of U.S. (Obtained)
- Agreement on wetland mitigation measures by the USACOE
- Federal de-authorization of a portion of the navigational channel