

# minutes

date	5 May 2006		
project name	Port of Rochester Master Plan	project #	54426.00
meeting date	26 and 27 April 2006	time	7:00 PM
location	Charlotte High School Auditorium		
recorded by	Tom Doolittle		
distribution	K. McManus, V. Hagopian, A. MacIntosh, L. Sichta, B. Arapi, File		
purpose	Review of Development Options for Presentation at Public Meeting 4/26		

The session was open to the general public. Approximately 100 people attended. T. Doolittle presented the refined plan and its components, and also described the studies of the LONRC. V. Hagopian led a question and answer session on the design and its components. Major questions asked and issues raised included:

- The interior courtyards within the townhouse blocks appear to be private space – will people from outside of the development feel comfortable walking into these spaces? Sasaki responded that the intent was for these to be part of the overall public space of the project; they will evaluate further ways of encouraging public use.
- Will a homeowners association be established for the development? Sasaki indicated that the establishment of a homeowners association would be determined by the development mechanism and the demands of the market.
- The two apartment buildings north of the marina close in the development site and separate it from the beach; they also create a wall to the southern end of the park. Sasaki will look at options that remove these buildings.
- Is parking access adequate for beach users? Sasaki believes that there is adequate parking for summer weekday use, based on a parking study prepared for the area. On weekends, additional satellite parking may be required, similar to the existing conditions. The garage also locates beach users closer to the bath houses and the beach.
- The townhouse development along Lake Avenue will block the current open views to the river – can the streets be widened to expand views down them to the water? Sasaki will look at opportunities to increase visibility through the site to the river.
- Will a traffic assessment be done to gauge the impacts of this development? A traffic study will ultimately need to be done; the responsibility for preparing the study will depend on how the site is developed.
- The proposed plan eliminates all the existing ferry terminal parking. If a new ferry service is established, it will need new parking. Can the site be designed to accommodate this? If a ferry service returns to the site in the future, accommodations can be made for parking required. It is assumed that a future ferry service would be

passenger-only or carry a smaller number of vehicles, reducing the total surface area required to support vehicle operations and parking.

- There needs to be a stronger connection between the green space in the development and the Lake Ontario Beach Park. One building north of the marina should be removed to promote this connection. Sasaki will review the location of the buildings on the north side of the marina.
- Use of public transit should be promoted to reduce automobile use in the development. The City and the design team agrees.
- Will the garage on Estes Street take any houses? No – the garage is located on a city-owned parcel that is currently a surface parking lot.
- Will parking in the garage be free? That would need to be determined in the future.
- Will the structures get any taller than shown? No – the existing zoning and soils conditions will limit structure height to less than 4 to 5 stories.
- The architecture of the new development must relate to the community. Sasaki agrees, and will be developing some initial design guidelines for the development.
- Marinas are typically not open to the public anymore – people will not be allowed access to the docks. There will also have to be controls placed on arriving boats for customs – a facility for Homeland Security staff to monitor boats into and out of the harbor will be needed. Sasaki noted that there are many marinas operating on the Great Lakes and other locations where access to docks is fully open to the public. The homeland security situation will likely not be different than that for the marinas across the river.
- Will the Wednesday and Sunday concerts in the park be continued? How will parking and access be accommodated? The concerts should not be affected; parking will have to be accommodated in a similar fashion to summer weekend beach use with shuttles to remote lots. This system has worked well in the past.
- Transient boaters will need facilities – rest rooms, showers, laundry, etc. Where will this be accommodated? Sasaki will look at options for providing these services in one of the buildings adjacent to the marina.
- Who will be responsible for the maintenance of the parks and roadways in the new development? Will a special assessment be made to the property taxes within the development to pay for these services? The mechanism for maintenance of the development has not been determined yet. It is anticipated that it will most likely be provided by the City.
- During large storms, there is a surge that comes up the river that will affect the marina. Detailed engineering design following the master plan effort will develop the appropriate design.
- Will the money used to build the development be public or private? It has not been determined yet, but may be some of each. The building development will most likely be done entirely by private developers, while the infrastructure components may require City investment. Once the master plan is complete, an assessment of the most effective ways to finance the development will be prepared.
- In the Corn Hill development, the parking on the streets is controlled by permit – will this development be the same? No – the on-street parking will be for general use to support the retail, restaurant and offices uses on the site, as well as visitors to the marina and other attractions.

- The parking garage on Estes Street will block views of the lake for residents of Estes Street. Sasaki responded that the garage may have some impact on views down Estes Street, but the community center already blocks views down the street to the lake.
- Is there adequate parking for the LONRC, commercial and office uses proposed in the center of the development? Sasaki will confirm its assessment of the overall parking demand for the development; the parking provided in on-street spaces should be adequate for these uses.
- There is a county parks maintenance building existing on the site that will have to be relocated. Sasaki will look at options for this facility; it may ultimately land in a different location.
- There needs to be an attraction on the site that will draw families to the development in the winter. The market analysis that was prepared for the site did not suggest there was an economically viable attraction that could be developed on the site. The aquarium to be developed as a component of the LONRC will provide a smaller-scale attraction, as will the restaurants and retail provided within the overall development.

*The information above will stand as recorded unless Sasaki receives written comments within five days of the distribution date from a recipient requesting an amendment.*