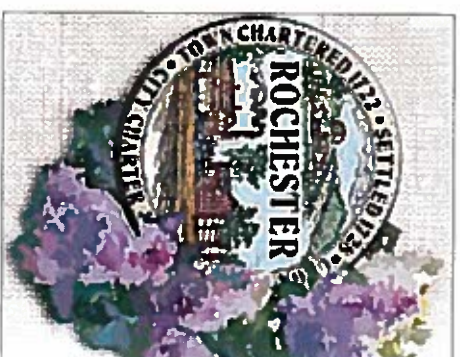
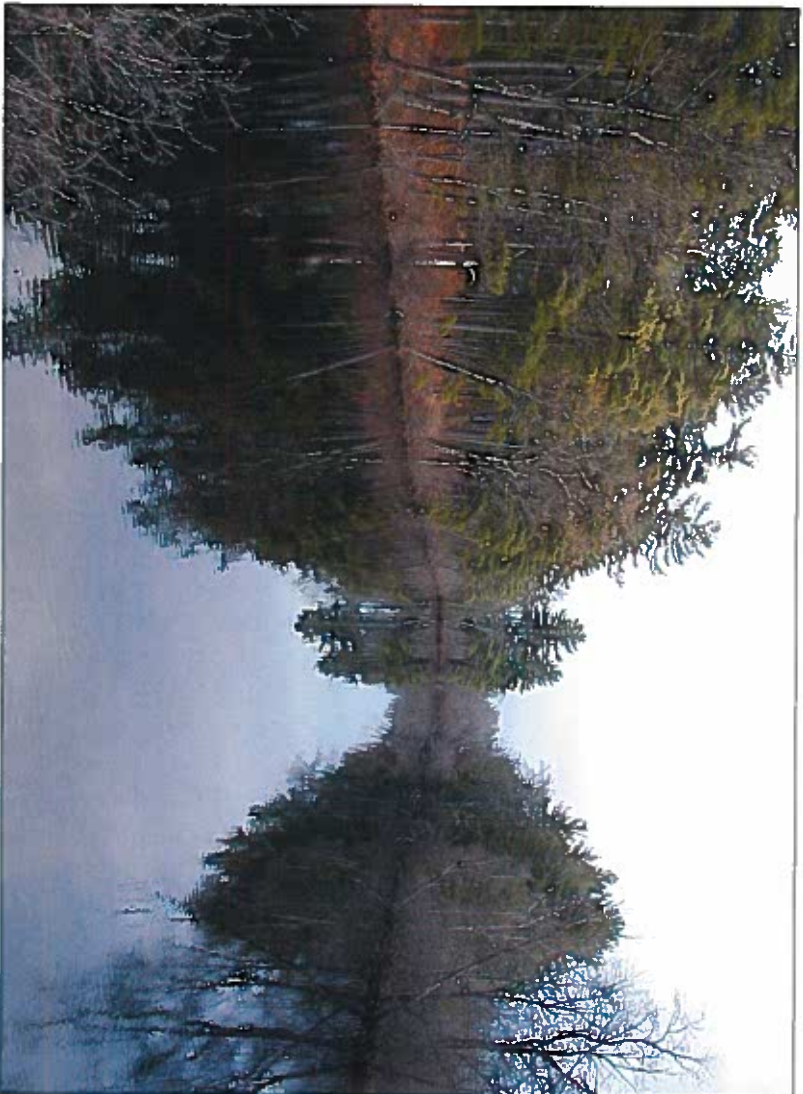


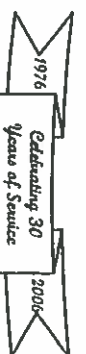
Rochester Riverwalk Master Plan



April 2007



April 25, 2007



Mr. David Walker
Riverwalk Committee Chairperson
c/o City Manager's Office
City of Rochester
31 Wakefield Street
Rochester, NH 03867

Re: City of Rochester
Riverwalk Master Plan
CLD Reference No. 06-0307

Dear Dave:

As discussed, enclosed are five copies and one CD of the current version of the City of Rochester Riverwalk Master Plan. As noted in an e-mail sent to you, we were unable to acquire the financial information you were hoping to have included in this version. We will be happy to incorporate any financial information you make available upon your return from vacation.

As always, if you have any questions or comments, please call us.

Very truly yours,

A handwritten signature in cursive script that reads 'Paul Konieczka'.

Paul Konieczka
Chief Operating Officer

PK:ijk

Enclosures

bcc: Melodie Esterberg

Rochester Riverwalk Committee

Rochester Riverwalk Master Plan Acknowledgements

Riverwalk Committee

David Walker, Chairperson

- | | |
|------------------|-----------------|
| ◆ Bob Steele | ◆ Andrea Lemire |
| ◆ Julien Savoie | ◆ Mark Perry |
| ◆ Janet Pelley | ◆ George Allen |
| ◆ Lorie Chase | ◆ Wes Flueri |
| ◆ Lisa Stanley | ◆ Jeff Winders |
| ◆ Peter Bruckner | |

City Staff

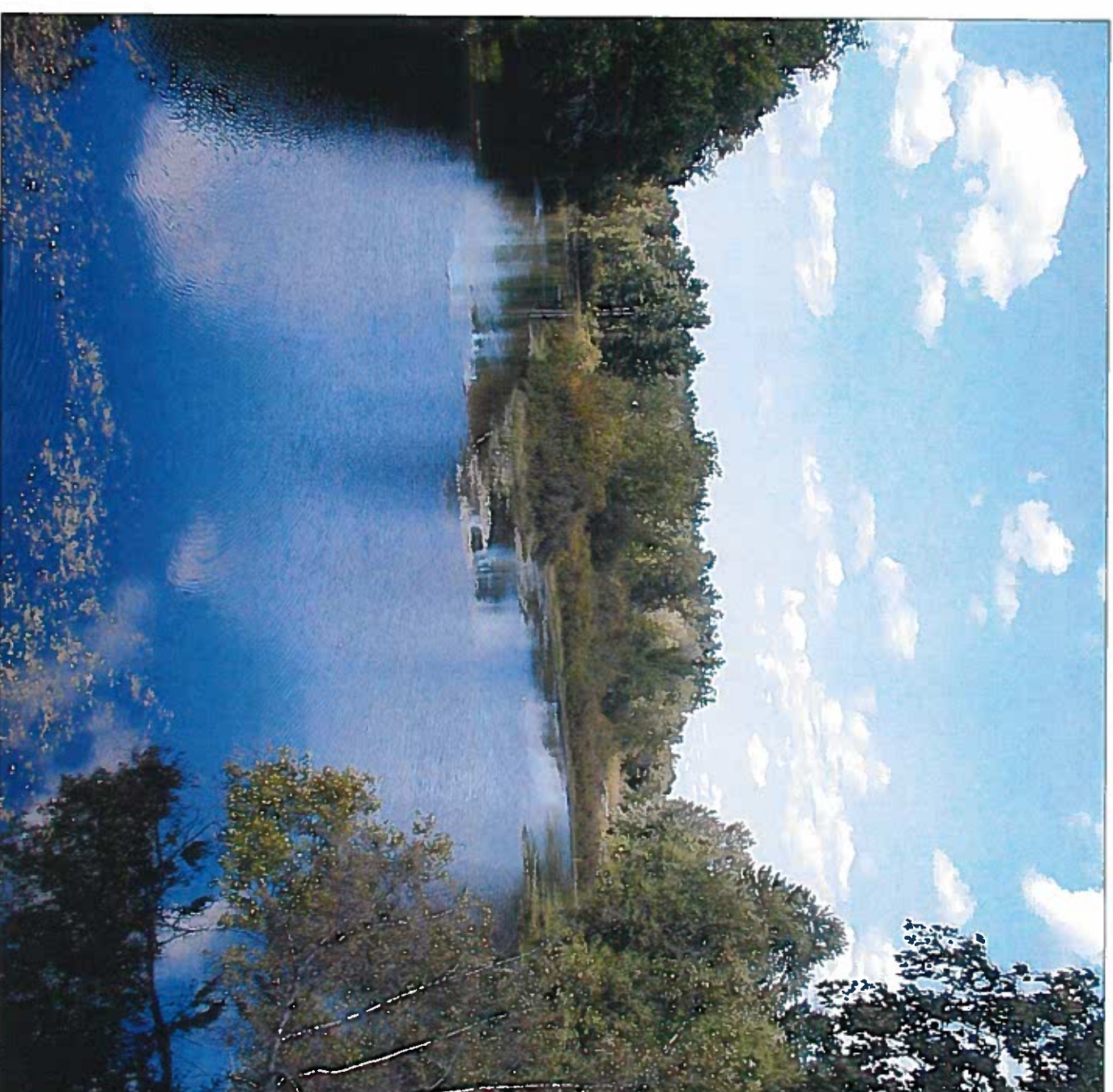
- ◆ Rochester Police Department and Captain Callaghan
- ◆ Public Works Director, Melodie Esterberg
- ◆ Community Development Director, Kenn Ortman

The Riverwalk Committee also wishes to acknowledge the anticipated future cooperation with CORE and the Main Street Program.

Rochester Riverwalk Committee

Purpose and Mission

- The three principal purposes for the creation of a Riverwalk along the Cocheco River in central Rochester, New Hampshire are the enhancement of pedestrian mobility and circulation, connection of the urban center to the river corridor, and provide opportunities for recreation, education, and healthful outings.
- A Riverwalk will enhance mobility and circulation of people within the City. Pedestrians will more easily reach their destinations. They will travel safely and conveniently from place to place, connecting destinations. The design will be for inclusive use, serving diverse segments of the population, from babies in strollers, children, students, athletes, and teenagers to people with disabilities, adults, elderly, and non-drivers. The Riverwalk will encourage pedestrian travel within the City and tend to lessen the use of motorized vehicles.
- The Riverwalk will enhance access from the urban center of the City to both urban and natural segments of the Cocheco River corridor. It will be designed with an appreciation for natural resources associated with the river: water and wetlands, soils and plant life, wildlife habitat, aquatic life, air, and river flow. The Riverwalk will reduce congestion in the urban setting and provide open vistas, fresh air, and natural scenery. Urban amenities will be incorporated into the design for safety, comfort, and convenience that is sensitive to the urban—natural interface.
- Users of the Riverwalk will be able to have positive experiences for recreation, education, nature study, and good health. Private property rights as well as public user rights will be central to the design. The trailway will be well marked, easy to access, and well interpreted in a variety of media and topics. Committed citizens will work with City staff on safety, maintenance and recreational activity based on the Riverwalk.



Committee Directive

- In August 2006, the City of Rochester published a detailed Invitation to Bid/Statement of Qualifications/Request for Proposals for consulting work related to development of a Master Plan for a Riverwalk trail on the north side of the North Main Street Bridge. The vision was that a Riverwalk Master Plan would be developed.
- The Master Plan would build from information developed as part of “The Plan for Downtown Rochester” dated June 2003 and as part of the document developed from the Plan NH Charrette held on September 10 & 11, 2004. In both documents, the river was recognized as an important natural, cultural, and historic community resource.
- In order to expedite initiation of a path, the City plans to begin the project utilizing existing links between the river and City-owned parcels, such as the Hanson Pines parcel adjacent to the Community Center and High School sites.

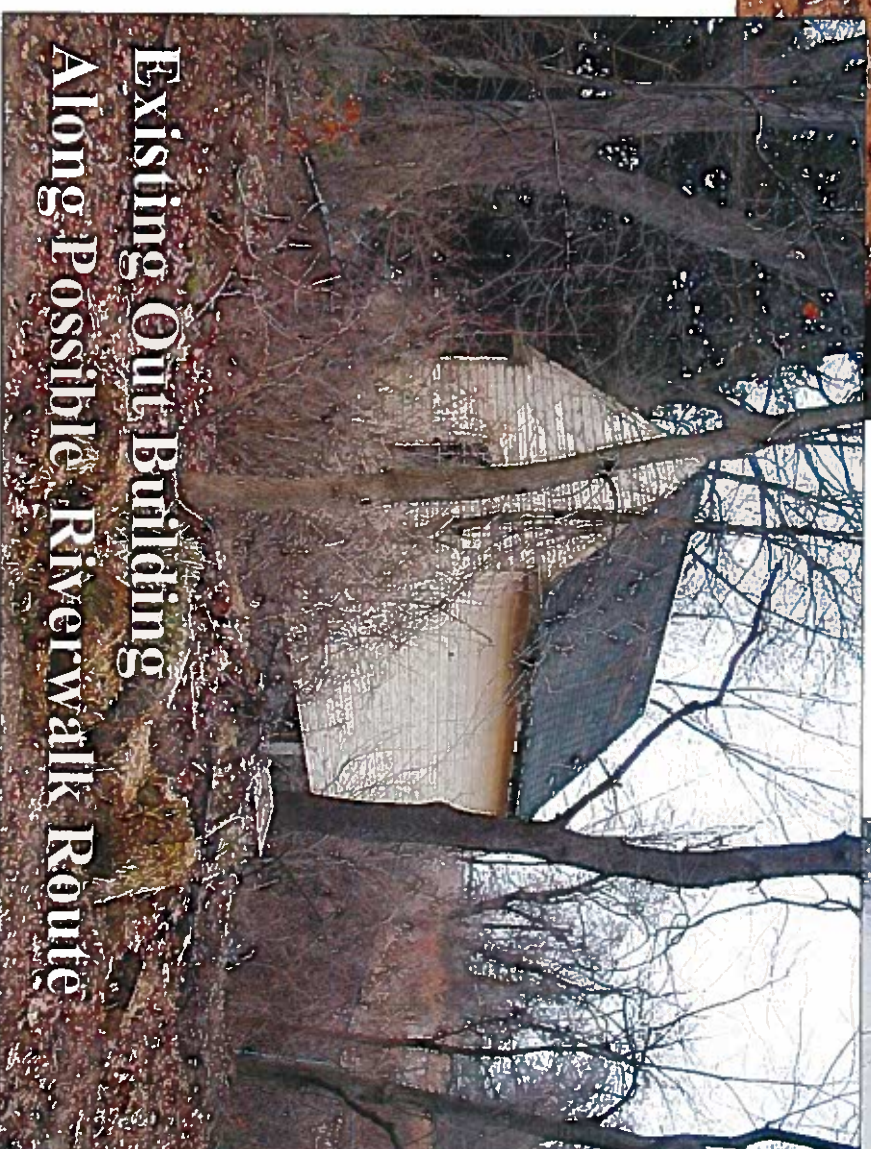
The Area



Existing Path
Hanson Pines



Opportunities to
Create Lookout
Points Along River



Existing Out Building
Along Possible Riverwalk Route

The Area-continued

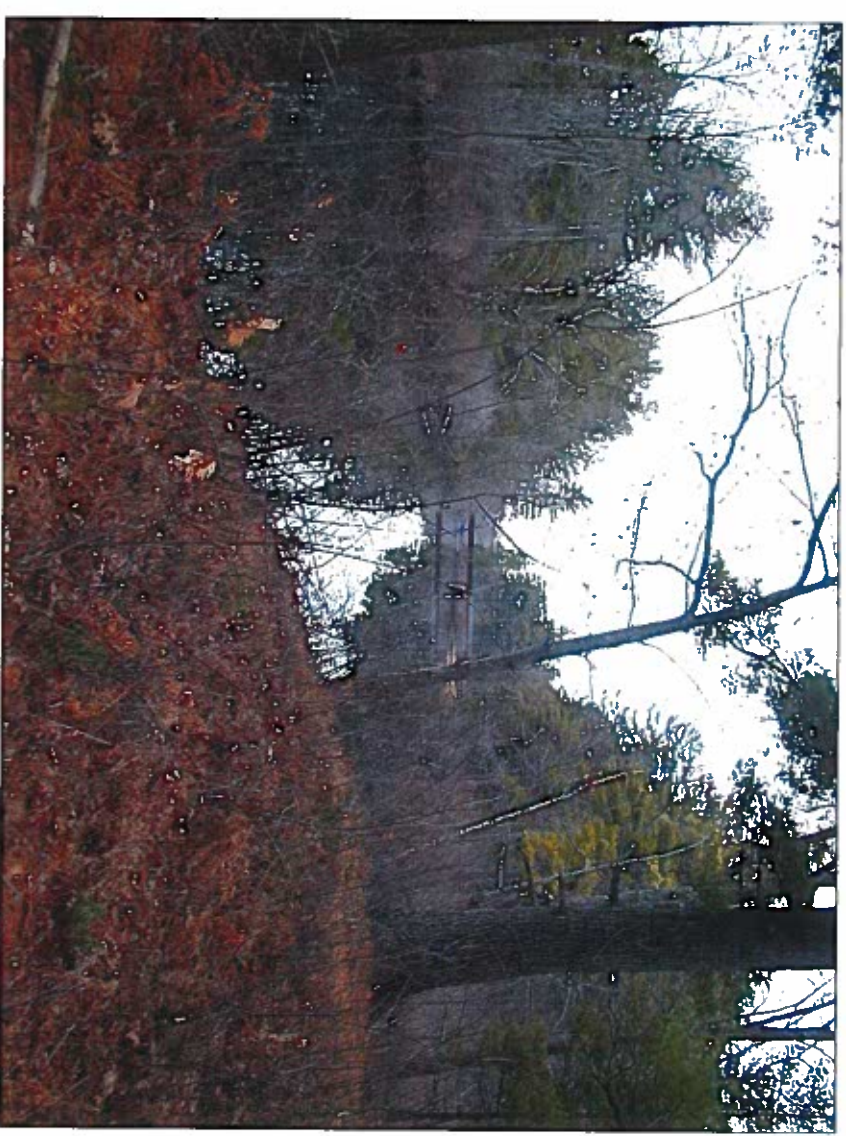


Photo (Above) - Looking Northwest towards Dewey Street Bridge

Photo (Above left) - Looking at Wet area adjacent to Gaffney Home

Photo (Bottom left) - View along existing path between rear of Union Street properties and Hanson Pines

The Area-continued

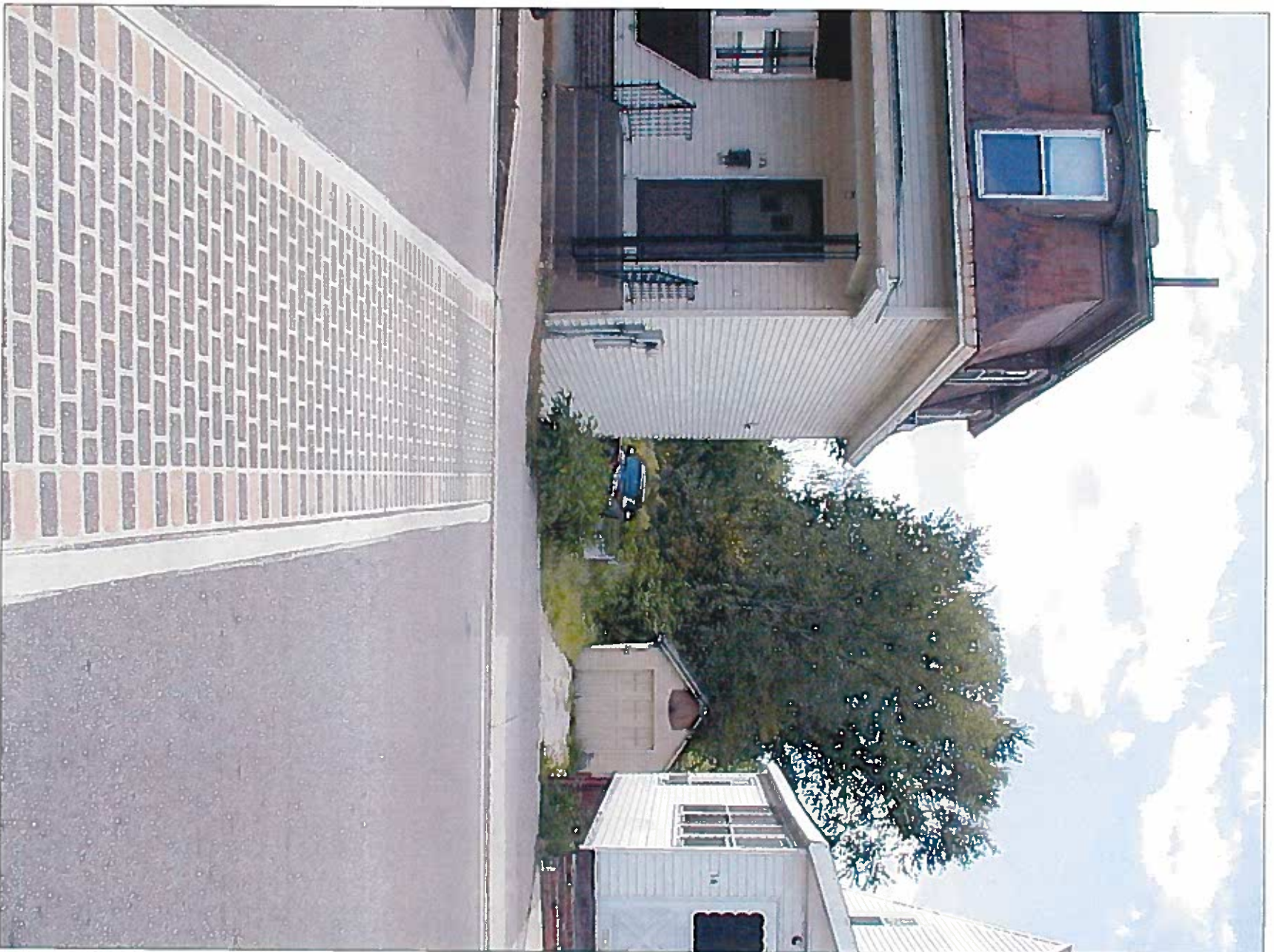


Photo (Above) - View of river from rear of Union Street properties

Photo (Left) - View of existing cross-walk delineation on Union Street

The Vision

- The Department of Public Works and the Riverwalk Committee envision that the Rochester Cocheco Riverwalk Project would be developed in phases.
- Phase I would consist of upgrades to the existing path adjacent to the Community Center, follow the east side of the river, and terminate at Union Street and/or North Main Street.
- The Phase I portion of the project will be designed to set a standard for pedestrian and bicycle facility improvements as part of the City's plan to provide safe access between community facilities and downtown. The project is intended to provide sensitive development of the pathways giving people better access to river resources while also helping to accomplish the goals of providing important pedestrian connections throughout the community.
- The Rochester Riverwalk Committee has noted over and over that it is not the intent to utilize taxpayer money to directly fund any future portion of this project. To date, the Committee has acquired Fownes Mill development support, CDBG Block Grant support, and support via incorporation of Riverwalk elements into planned City projects. The Committee is optimistic that additional funding support will be acquired from a number of additional entities who routinely support projects consisting of this planned scope.

Public Hearing

- On January 30, 2007 a well attended Public Hearing was held at City Hall. Nearly 20 interested parties offered ideas, opinions, and goals for the project. Although many safety concerns were expressed, many in the room offered hope that a successful project could be designed and implemented, resulting in an improved area.
- The Police Chief spoke and affirmed that the City is already working hard on an ongoing effort to “clean-up” Hanson Pines. He also stressed the importance of not giving up on Hanson Pines. Although many were skeptical that the Pines could be made “safe”, many in the room nodded that they believe that more use in the Pines is likely to help drive out those that are there for inappropriate purposes.
- Nearby residents noted the importance of the wildlife in the area and the need not to drive them away by providing too much activity or lighting.
- The need to expand the Phase I portion of the Master Plan to the downtown area was stressed by many in attendance.

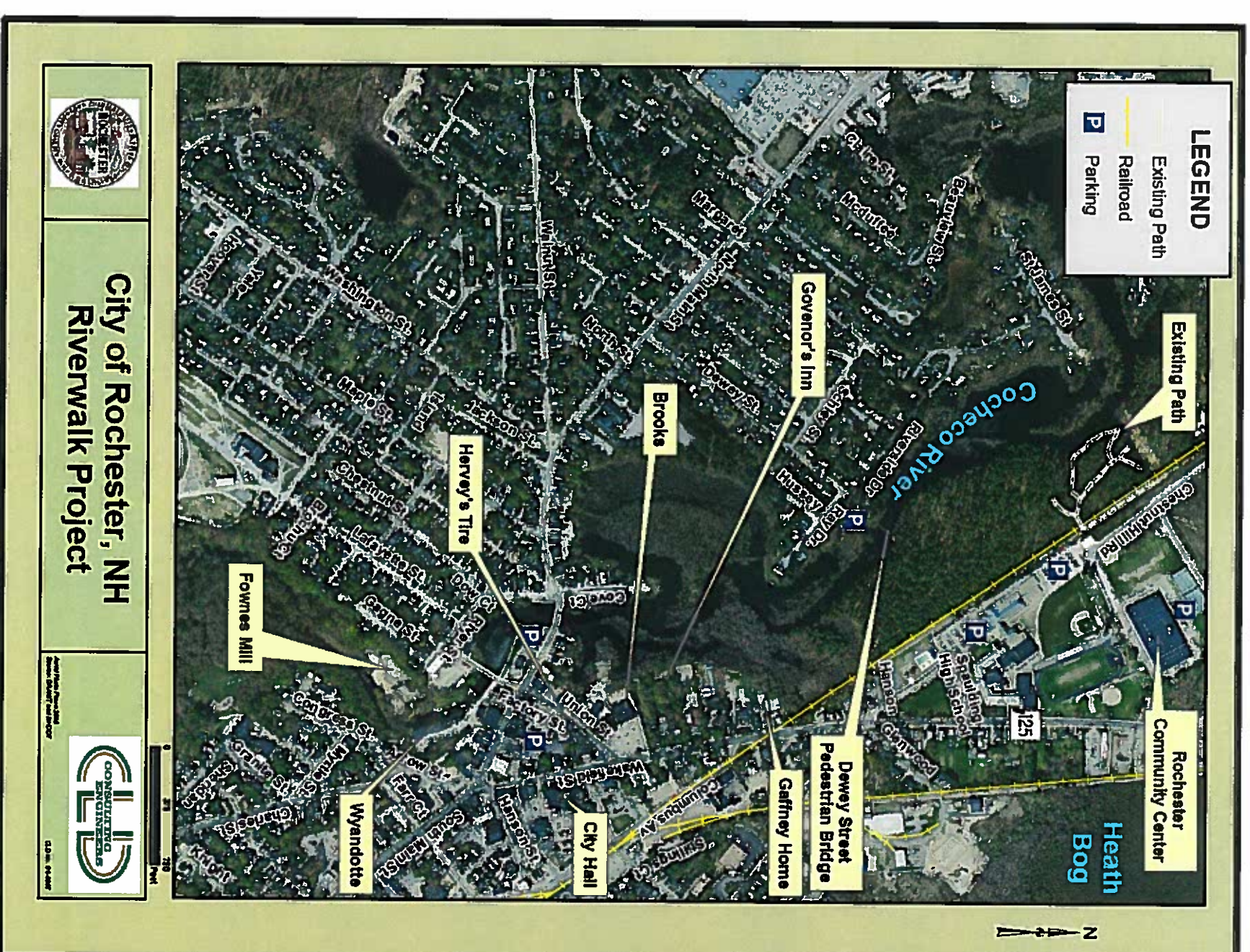
The Results!

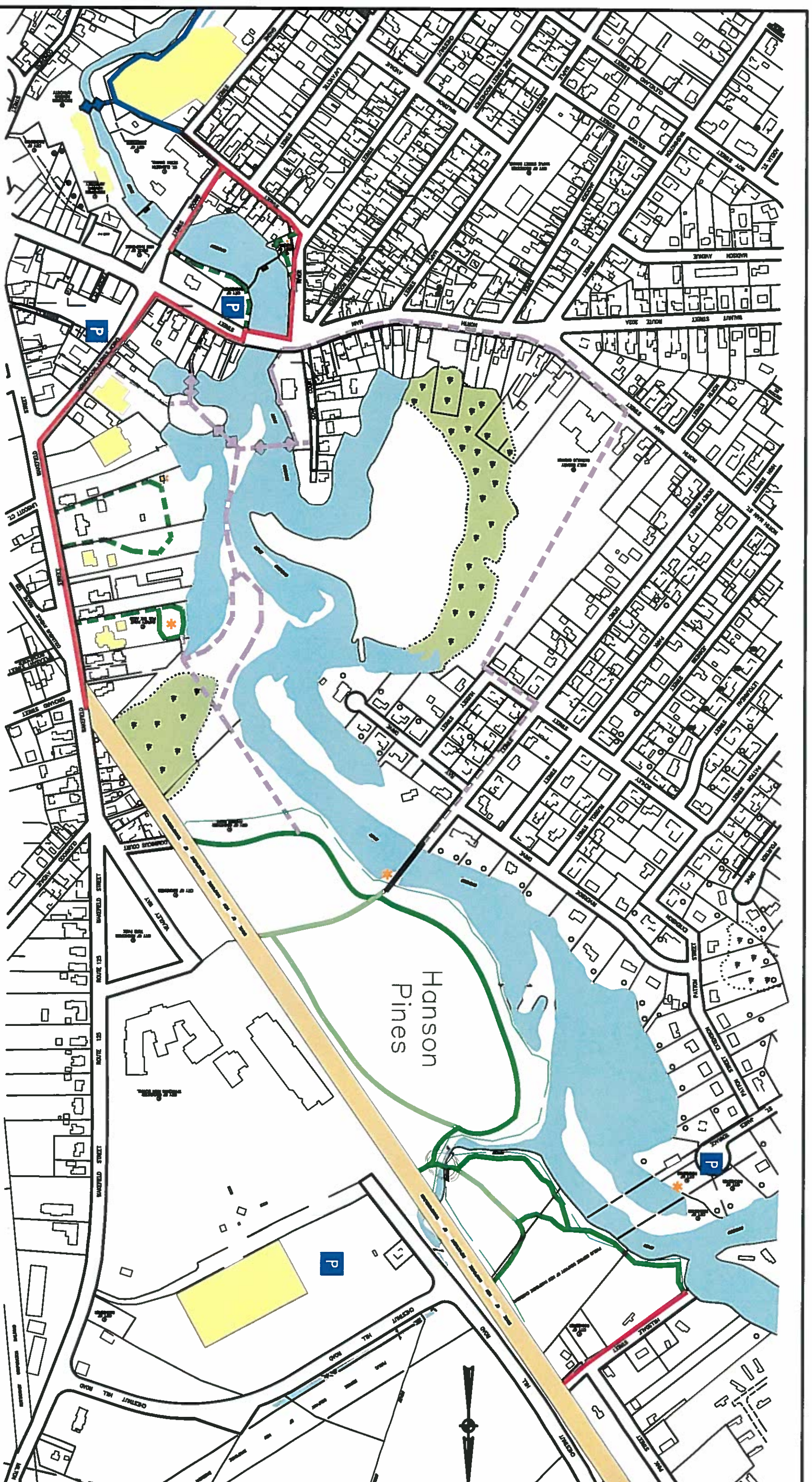
A Master Plan

The following sheet gives an overview of the initial vision of the Master Plan. The "ideal" Riverwalk would follow directly along the edge of the river, utilizing boardwalks and bridges. The Riverwalk alignment focuses on areas with moving water, quality wildlife habitat, serenity, scenic views, and pleasing vibrant vegetation.

The Committee noted the desire to avoid areas adjacent to shallow standing water. In addition, specific items were uncovered during the investigative process which required sensible, realistic consideration of limitations. At this time, some specific examples of the limitations which were identified for avoidance include:

- Areas of difficult topography
- Sensitive wetlands
- Abutter concerns about liability for public access on private property
- Limitation of available land area (buildings too close to squeak a path past)





- P Parking
- ✱ Parks/Boat Ramp
- Trails By Others
- Existing Trail
- - - Proposed Trail
- Existing Sidewalk/Trail
- - - Future Trail
- - - Existing Trail Not Part of Improvement



Rochester Riverwalk Master Plan

landscape architecture
graphics, rendering & design solutions

KNOX

DESIGN

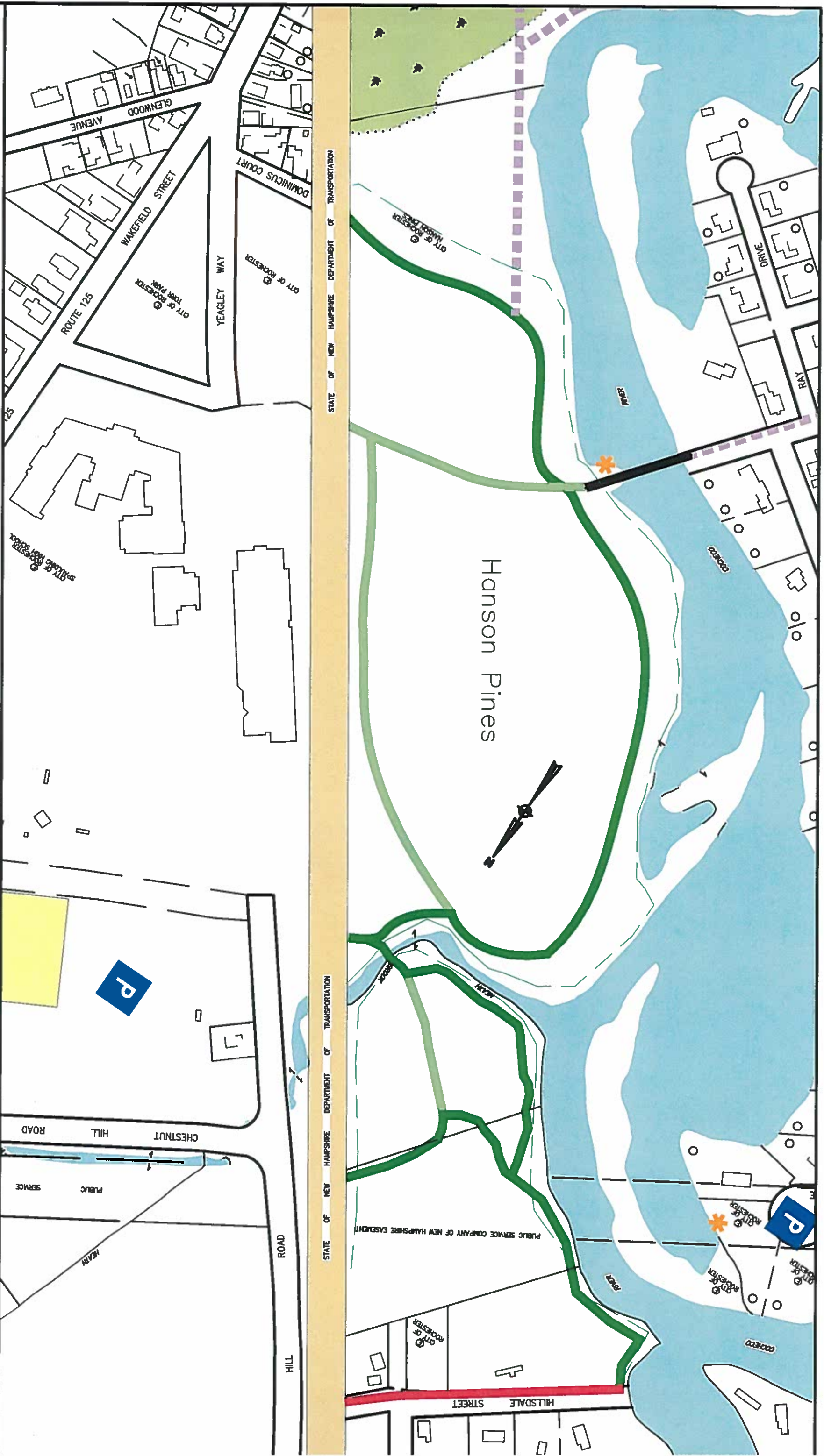
CASTAGNA
CONSULTING GROUP, L.P.

Phase I – Hanson Pines

- Following is an overview diagram of the Phase I – Hanson Pines portion of the project. Additional conceptual information follows later in this report. The Hanson Pines portion of the project was given slightly more attention than other areas. The purpose of the additional attention was such that a volunteer group of individuals could begin construction of the path upgrades.
- The **green** solid lines depict areas where there are existing trails to be upgraded. Although some of the Hanson Pines paths are paved, currently most of the Hanson Pines paths are well traveled, worn gravel paths. Generally, the intent is to upgrade or improve the existing heavily used primary paths such that roots, stones, and uneven surfaces will not pose a hazard to those using the trail system.
- Adjacent to the Dewey Street Bridge and at the end of James Terrace, a “star” notation has been shown on the plan indicating that the area has been targeted for a rooftop-style boat launch and perhaps a picnic area. If any future shoreland improvements are desired encompassing areas below the high water mark, such as addition of sand for transitional depth purposes, State of New Hampshire Wetlands permitting (and possibly Federal Army Corps permitting, depending on the area involved) will be required.
- The area at the end of St. James Terrace will require working with property owners for the purpose of both access and parking. This aspect of the should be made a part of any engineering that may occur related to the Phase I construction.
- The tan area represents a portion of the exhibiting State of New Hampshire rail-trail network. No additional work on this area is proposed at this time. We recommend that the City solidify any usage agreements that may be required.
- The blue Parking Symbol “P” denotes areas where parking is currently available. No changes to these areas are proposed at this time.



Photo (Right) - Looking
towards Community
Center/High School
from Hanson Pines Path



- P** Parking
- *** Parks/Boat Ramp
- Trails By Others
- Existing Trail
- Proposed Trail
- Existing Sidewalk/Trail
- Future Trail
- Existing Trail Not Part of Improvement

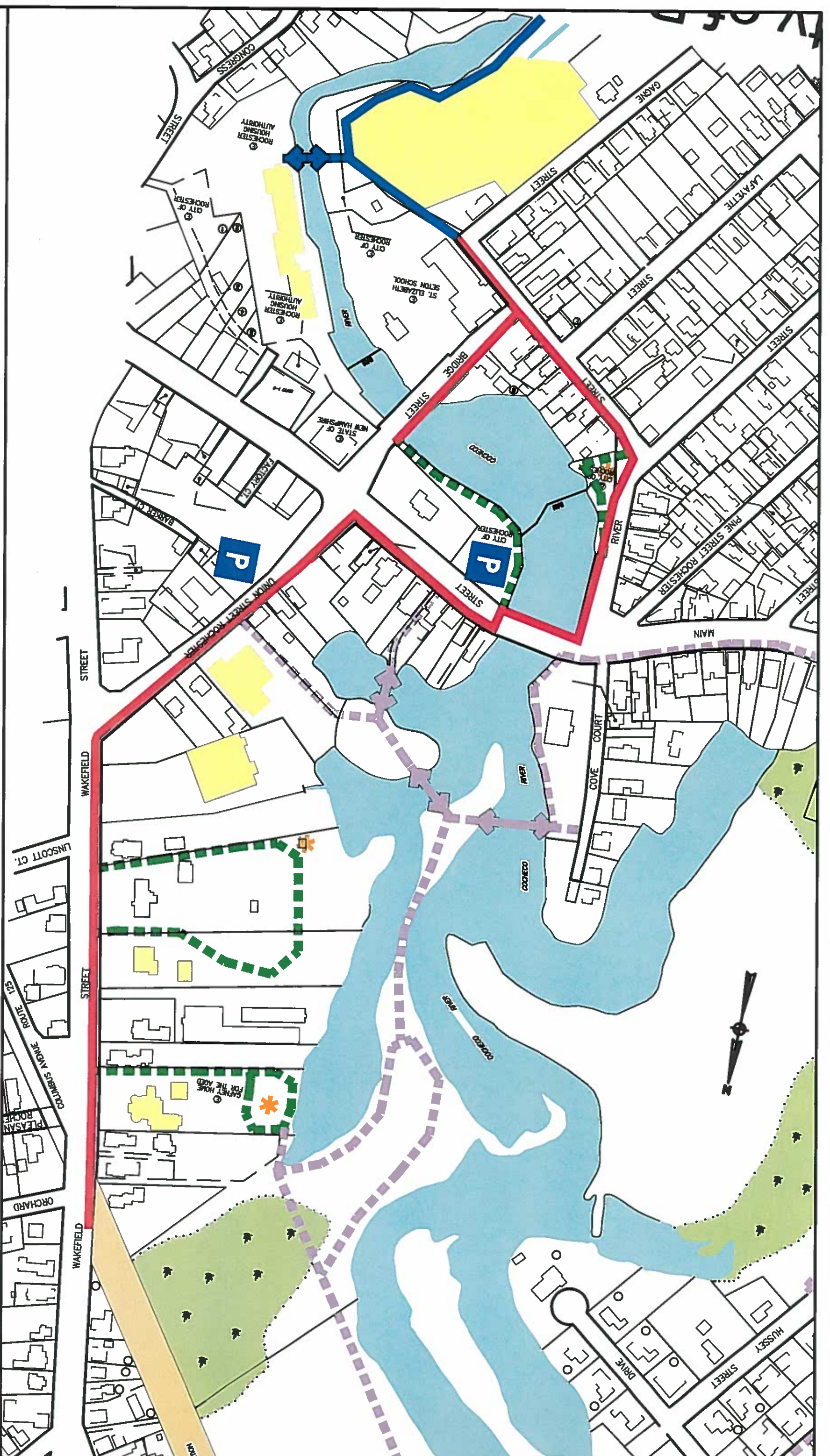


Rochester Riverwalk Phase I



Phase II – Downtown

- Following is an overview diagram of the Phase II – Downtown portion of the project. As previously noted, the downtown area was a major focus area of the Public Hearing group. Based upon available resources and the likelihood of successful implementation of an initial phase, the Riverwalk Committee charged the group with keeping the Phase I focus area on the Hanson Pines portion.
- This concept does provide for a connection to the River Street area designated some time ago as an area to restore to park quality. Adjacent to the River Street and Chestnut Street intersection, a “star” notation has been shown on the plan indicating that the area has been targeted for a “pocket” or downtown park area, and perhaps a picnic area. Following the Master Plan, some graphic concepts have been provided for the City to build on for future development ideas. The Riverwalk Committee did realize that if any future shoreland improvements are desired which either encompass areas below the high water mark, or impact wetlands, State of New Hampshire Wetlands permitting (and possibly Federal Army Corps permitting, depending on the area involved) will be required.
- The blue Parking Symbol “P” designates areas where parking is currently available. No changes are proposed to these areas at this time.
- The **red** lines depict areas where sidewalks or pavement exist that would be “Riverwalk” defined by addition of “texture” to the existing surfaces. Limited plantings and signage is also proposed in this area.
- The **green** dashed lines indicate areas of new trails which would utilize existing driveways and abutting properties. Expansion of the trail system into these areas will require property rights and/or easement acquisitions. The “star” notations shown off of each of these trails are areas which have been identified which may provide benefits to both, the property owners and the future Riverwalk. The first “star” notation is located on the Governor’s Inn property. This notation is provided in the vicinity of the existing outbuilding depicted in a future sheet. The second “star” notation is provided on the Gafney Home property. A conceptual layout for a distinctly separate but adjoining gathering area is also provided on a future sheet.
- The **blue** lines depict areas within the Fownes Mill Development project where the developer is planning to develop the trail as part of the housing improvement project.
- The tan area represents a portion of the exhibiting State of New Hampshire rail-trail network. No additional work on this area is proposed at this time. We recommend that the City solidify any usage agreements that may be required.



- P** Parking
- *** Parks/Boat Ramp
- Trails By Others
- Existing Trail
- Proposed Trail
- Existing Sidewalk/Trail
- Future Trail
- Existing Trail Not Part of Improvement



Rochester Riverwalk

Phase II

KNOX DESIGN

CONSULTING ENGINEERS

CASTAGNA CONSULTING GROUP

Possibilities:

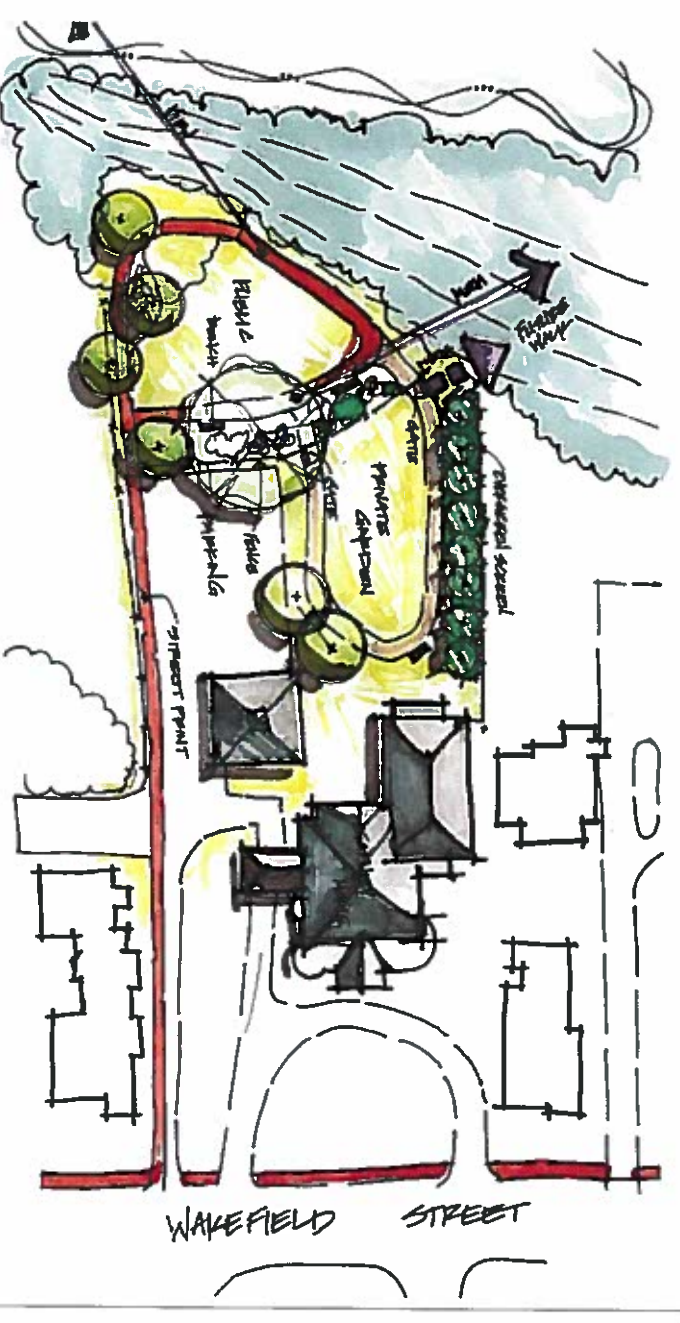
The “ultimate” proposed Riverwalk alignment passes behind the Gafney Home. The phased Riverwalk could make good use of the space in the interim. We understand that developing a connection in this area may be viable. One concept below shows how the transition between the Riverwalk and the Gafney Home may be achieved while maintaining the privacy for the residents of the Home.



PERSPECTIVE SKETCH
GAFNEY HOME



Photo
(Left) -
Looking
East
toward
rear of
Gaffney
Home



POTENTIAL PRIVATE/PUBLIC
PARK AT GAFNEY HOME

More Possibilities. . .



Photo (Above) - Looking East from River towards outbuilding on Governor's Inn property



**"OUTPOST" AT
GOVERNOR'S INN**

Above shows one existing riverside structure along the proposed alignment. The Team envisions that this structure could be renovated to house a "Snack Shack" and seating area.

Buffering Layout Ideas

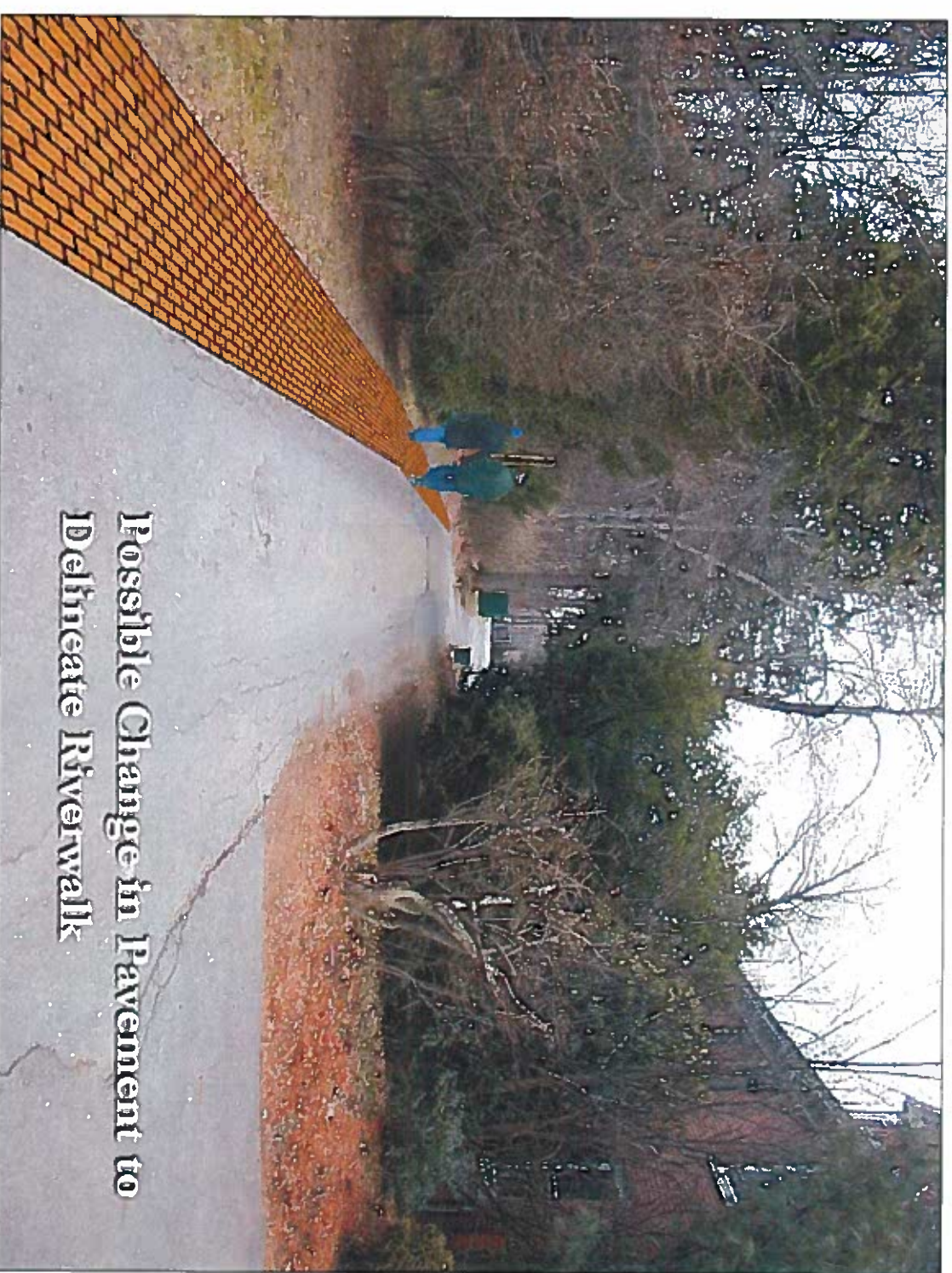


The vision of “buffering” is designed to alleviate abutter’s concerns related to pedestrian traffic and the potential for Riverwalk users to venture off the formal trail network. Buffering proposals are not designed to block any potential visibility of the property owner to the river. We do note that in most cases, the Phase II abutters do not currently have a clear view to the river. The hope is that each abutter’s screening would be designed to fit the existing landscape, limit the potential “wandering” of the users and be customized to each owner’s personal preferences.

Photo (Inset above) - View behind the former Brooks site.

Buffering to Existing Residences

Additional Possibilities for Defining the Riverwalk Limits on Existing Driveways or Sidewalks



Possible Change in Pavement to
Delineate Riverwalk

Photos above depict existing Governor's Inn driveway and driveway with added texture delineating possible Riverwalk path on private drive.

Phase III and Future Layout

- The Phase III portion of the project will require the addition of pedestrian-style bridges. This portion of the project will require substantial property owner and Cultural and Natural Resource Agency coordination, ultimately resulting in substantial property acquisition and permitting efforts, all requiring significant financial resources. The hope of the Team is that the smaller portions of the project identified in the earlier phases of the report will allow the project to gain momentum, resulting in financial backing by Rochester businesses, organizations, residents, and funding agencies.
- The Team understands the desire to make use of the existing bridge abutments as much as possible. In order to comfortably make use of these areas, additional specialty investigations by Geotechnical and Structural Engineers will be required.
- Incorporation of “look-outs” and perhaps a decked terraced area is envisioned as part of the proposed bridge projects. Odor concerns were raised as part of the proposed work in the vicinity of the river crossings. The nature of the water levels is critical to the successful incorporation of any riverfront element in the area behind the properties in the vicinity of the Main Street and Union Street Intersection.
- The dashed **violet** line type represents areas of the trail network that is planned to be constructed as part of a future phase. This area includes a variety of surface treatments. The vision is that areas of the Phase III trail network will utilize ADA accessible paths, bridges, boardwalks, deck areas, pavement stamping, and textured sidewalk.

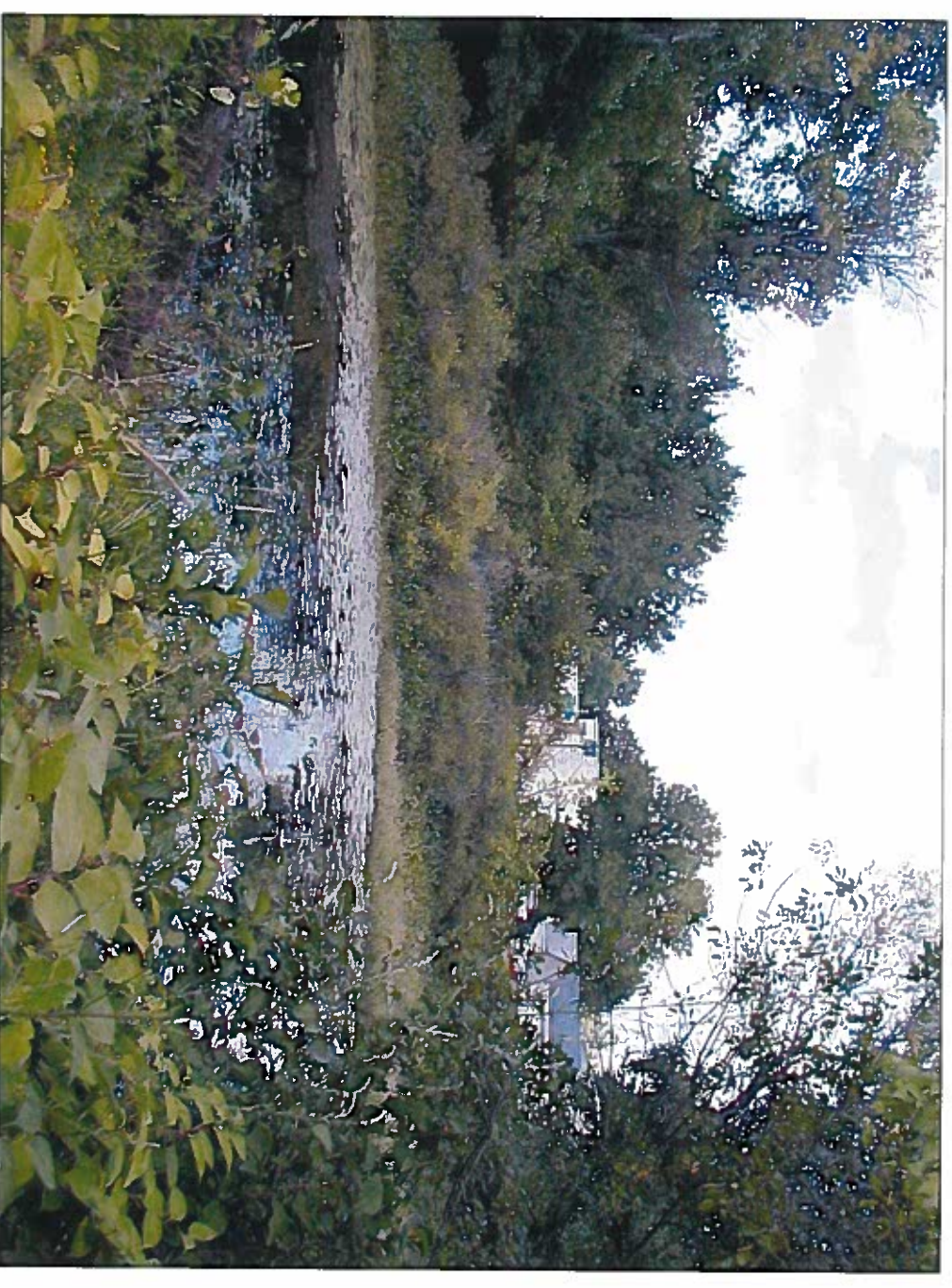
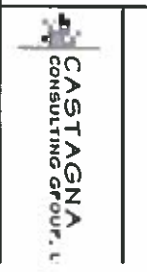


Photo (Above) - Looking South from Hervey's



Rochester Riverwalk Phase III

- P** Parking
- Parks/Boat Ramp
- Trails By Others
- Existing Trail
- Proposed Trail
- Existing Sidewalk/Trail
- Future Trail
- Existing Trail Not Part of Improvement



ROCHESTER'S PROPOSAL

THE PROPOSAL IS FOCUSED ON THE COCHECO RIVERWALK. THE DOWNTOWN SITS ADJACENT TO THE COCHECO RIVER, WHICH IS AN IMPORTANT BUT VASTLY UNDERUTILIZED RESOURCE AND AMENITY. THE PURPOSE OF THIS PROJECT IS TO RECONNECT THE DOWNTOWN AND THE COMMUNITY AS A WHOLE TO THE RIVER TO AID IN A REVITALIZATION OF THE DOWNTOWN AND FURTHER THE IMPLEMENTATION OF THE CITY'S MASTER PLAN.

THE BLOCK OF NORTH MAIN STREET SITUATED BETWEEN WAKEFIELD AND UNION STREETS IS THE CORE OF THE DOWNTOWN. MOST OF THE BUILDINGS ARE MASONRY, MULTISTORY, RELATIVELY HIGH STYLE, AND SITUATED AT THE SIDEWALK. THE RIVER RUNS BEHIND THE BUILDINGS TO THE SOUTH.

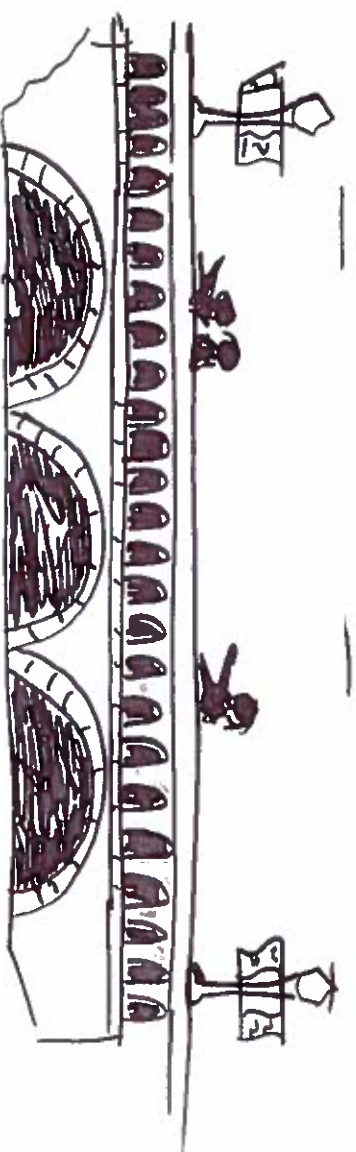
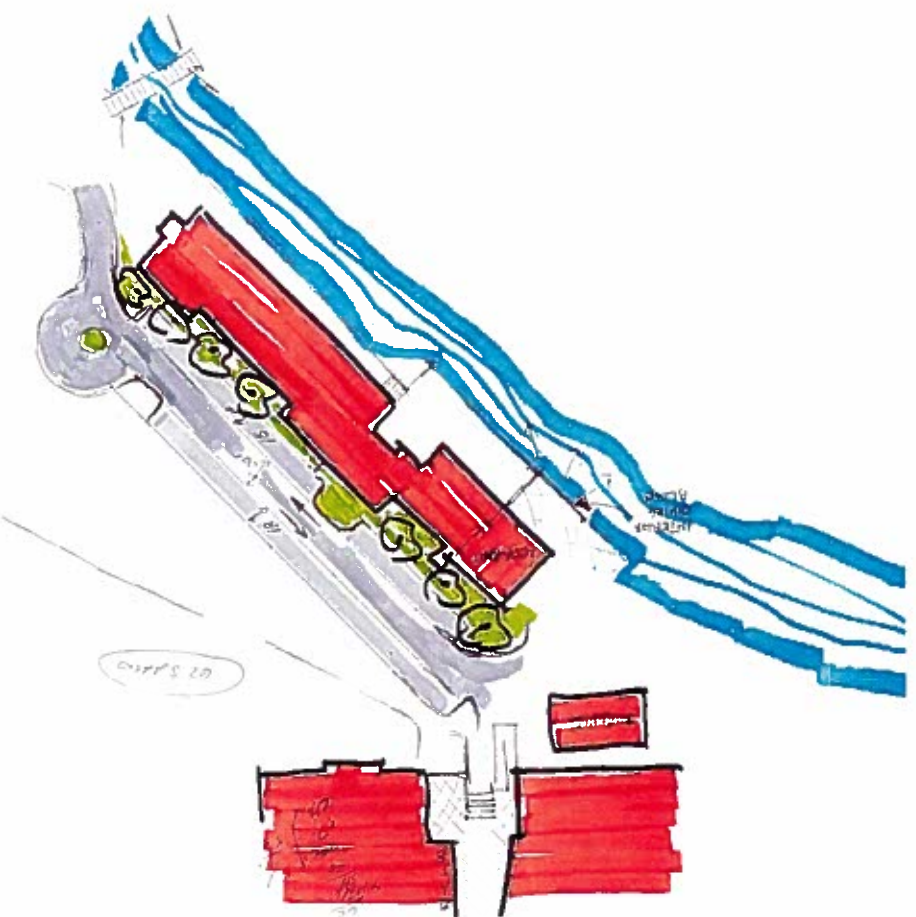
THERE IS A MID-BLOCK PEDESTRIAN WALKWAY LEADING FROM NORTH MAIN STREET TOWARD THE WYANDOTTE FALLS SENIOR HOUSING COMPLEX. THE AREA IS RATHER UNSIGHTLY AND FAILS TO ENTICE WALKERS TO TRAVEL FROM NORTH MAIN TO THE RIVER.

THIS AREA HOWEVER COULD SERVE NUMEROUS USES - PEDESTRIAN PASSAGE, A PASSIVE PARK, SOME VEHICLE PARKING, REAR ACCESS TO SHOPS AND RESIDENTIAL APARTMENTS. THE ROBERGE BUILDING, A HISTORICAL BRICK STRUCTURE, COULD BE BETTER UTILIZED AS A CAFE.

THERE IS ALSO AN OPPORTUNITY TO CREATE BETTER USE AND ACCESS ON THE RIVERFRONT LAND OPPOSITE THE WYANDOTTE BUILDING. THAT PARCEL WAS RECENTLY ACQUIRED BY A PROGRESSIVE DEVELOPER INTERESTED IN REDEVELOPING THE SITE FOR HIGH END RESIDENTIAL USE. PEDESTRIAN CONNECTION BY A NEW FOOT BRIDGE FROM THE SITE TO THE WYANDOTTE PROPERTY IS ALSO PART OF THE PLAN.

A DOWNTOWN PUBLIC PLAZA AT THE WEST END OF MAIN STREET TOWARDS THE STONE ARCH BRIDGE COULD BE FOR COMMUNITY CELEBRATIONS OR A FARMER'S MARKET

ROCHESTER IS THE FORTH LARGEST CITY IN NEW HAMPSHIRE WITH A POPULATION APPROACHING 30,000. THE COCHECO IS A GREAT RIVER AND ONE THAT IS IMPORTANT IN THE CITY'S HISTORY - ECONOMICALLY, CULTURALLY, AND SPIRITUALLY.



*Stone Bridge
across the river
near to replace
steel rail.*



13) Close up of Stone Bridge, which
crosses the river near to replace
steel rail.

THE LISTENING SESSIONS

DURING THE PUBLIC SESSIONS, RESIDENTS IDENTIFIED SPECIFIC ISSUES, AND DESIRES FOR THE DOWNTOWN DISTRICT AND HOW THE RIVER CAN ENHANCE THE CITY AND THEIR QUALITY OF LIFE

POSITIVE ASPECTS OF ROCHESTER:

ROCHESTER IS THE GATEWAY TO THE MOUNTAINS
EASY ACCESS TO MANCHESTER, POINTS SOUTH AND THE OCEAN
EASY ACCESS TO DOVER COMMUTER RAIL
HOME OF MANY HISTORIC BUILDINGS
SENSE OF COMMUNITY & NEIGHBORLY SUPPORT
RIVERWALK ACCESS TO THE DOWNTOWN
OPERA HOUSE/ARTS CENTER
GREAT VOLUNTEER BASE
GOOD SCHOOLS AND MEDICAL FACILITIES
PUBLIC TRANSPORTATION
FAIR GROUNDS
GOOD WASTE MANAGEMENT PROGRAM
CITY COMMONS FOR PUBLIC GATHERINGS, CONCERTS, KIDS ACTIVITIES
GOOD RECREATIONAL FACILITIES
BEAUTIFUL PARKS
CITY GOVERNMENT
ROCHESTER IS THE HUB FOR THE SURROUNDING AREA
ACTIVE CIVIC ORGANIZATIONS
SKYHAVEN AIRPORT

PROBLEM ISSUES

DOWNTOWN PARKING MISCONCEPTION
EYESORE VACANT BUILDING
NEED MORE BUSINESS ACTIVITY DOWNTOWN
TRASH AND OVERGROWTH ALONG THE RIVER
LACK OF PROPER STREETSCAPE
NO DIRECT OR EASY PEDESTRIAN OR VEHICLE TRAFFIC FROM RIVER TO DOWNTOWN
STREETS
POOR SIGNAGE FROM EXIT 12 TO THE DOWNTOWN
TRAFFIC SPEED ON MAIN STREET IS TOO FAST
POOR TRAFFIC PATTERN
NOT ENOUGH WORKFORCE HOUSING
NO SHELTER FOR HOMELESS MEN ONLY WOMEN AND CHILDREN

COMMUNITY VISION/GOALS

CREATE PUBLIC GATHERING SPACES ALONG RIVER SUCH AS RESTAURANTS, KIOSKS,
AND OPEN THE RIVER UP TO THE DOWNTOWN
MOVE THE DISTRICT COURT
FIND ANCHOR TENANT FOR ABANDONED MAIN STREET BUILDING OR TEAR IT DOWN FOR
PARKING
MAKE DOWNTOWN AREA MORE PEDESTRIAN FRIENDLY
BUILD PARKING GARAGE DOWNTOWN
DEVELOP "FRENCH FESTIVAL"
DEVELOP A SHOE MUSEUM
RECONFIGURE THE DOWNTOWN TRAFFIC PATTERN
NEED CONNECTOR FROM BY-PASS TO DOWNTOWN
DEVELOP MORE CULTURAL ACTIVITIES AND SPECIALTY SHOPS DOWNTOWN
PROMOTE THE "LILAC CITY" IDENTITY OF THE CITY
MORE PLANNED EVENTS TO DOWNTOWN TO BRING NON RESIDENTS TO ROCHESTER
RIVER EDGE NEEDS CLEAN-UP
BIKE PATH FROM DOWNTOWN TO THE FAIR GROUNDS
CONNECT THE SOUTH SIDE OF THE RIVER TO THE DOWNTOWN
REESTABLISH CANOEING FROM THE NORTH SIDE OF THE MAIN STREET BRIDGE TO
FARMINGTON

HANG PROMOTIONAL AND COMPANY
SPONSORED BANNERS IN THE DOWNTOWN
AREA
REEXAMINE THE USE OF THE WYANDOTTE
BUILDING TO INCLUDE MIX USE ON THE
LOWER LEVEL AND ELDERLY HOUSING FOR
THE REMAINDER OF THE BUILDING
CORE (COMMUNITY ORGANIZATION FOR
ROCHESTER ENHANCEMENT)





CHARRETTE TEAM PROPOSALS AND RECOMMENDATIONS

WE HAVE HEARD THE OPINIONS AND THE INPUT FROM THE RESIDENTS. WE HAVE WALKED THE AREA AND HAVE SEEN THE CONDITIONS WITH WHICH WE MUST DEAL. NOW, WE ARE PREPARED TO PRESENT OUR FINDINGS AND RECOMMENDATIONS TO THE CITIZENS OF ROCHESTER

SCHEME I:

SCHEME I ADDRESSES STREETSCAPE, TRAFFIC PATTERNS, WITHIN THE SURROUNDING DOWNTOWN AREA STREETS LEADING TO THE RIVER. PARTICULAR ATTENTION WAS GIVEN THAT URBAN BUILDINGS WERE CONCENTRATED IN ONE GENERAL AREA. THE FOSTER'S PROPERTY IS CONSIDERED AN IMPORTANT PIECE AS THE DESIGN ATTEMPTS TO CREATE STREETSCAPE ENHANCEMENTS, FILL IN HOLES TO CREATE MORE DEVELOPMENT OPPORTUNITIES. OPENING UP THE RIVER TO THE DOWNTOWN AREA WILL AFFORD MORE DEVELOPMENT OPPORTUNITIES AS WELL AS FOSTER SOCIAL CAPITAL. STONE BRIDGE IS A NATURAL GATEWAY INTO THE DOWNTOWN AREA. AT THE OPPOSITE END OF MAIN STREET, THE STATUE IS THE OTHER NATURAL GATEWAY FROM THE SOUTH. THE PRESENT WALKWAY FROM MAIN STREET TO THE ROBERGE BUILDING IS A NATURAL ALLEY TO CONNECT THE RIVER AND THE DOWNTOWN AND SHOULD BE OPENED FURTHER TO ALLOW THE CONNECTION TO THE RIVER TO EXPAND. BRIDGE STREET SHOULD BE LOOKED AT TO BE ONE WAY INTO DOWNTOWN, REDUCE PAVEMENT WIDTH TO ALLOW FOR A STRONGER PEDESTRIAN WAY LEADING TO THE OPPOSITE SIDE OF THE RIVER. LAFAYETTE STREET AND PINE STREET WOULD BECOME 2-WAY. REDESIGN OF BRIDGES RAILINGS, LIGHTING IN ORDER TO GIVE A MORE INVITING AND TRADITIONAL FEEL. CONSIDERATION FOR A CANOE

OUTLET BEFORE THE DAM. SIGNALIZE PINE STREET FOR SAFETY. REMOVE THE BARBERSHOP TO AID IN RECONFIGURATION OF PINE STREET. THIS NEW TRAFFIC PATTERN WILL CREATE MORE AND NEW GREEN SPACE. CREATE AN OVERLOOK ON THE SOUTH SIDE OF THE RIVER NEAR THE FOSTER'S PROPERTY. CREATE A DECK NEAR THE PENSTOCK. REDEVELOP THE FOSTER'S PROPERTY INTO NEW URBAN STYLE MIXED USE FACILITY WITH RETAIL ON THE LOWER LEVEL, OFFICE AND RESIDENTIAL ON THE UPPER FLOORS. CREATE PARKING AND 2-WAY ACCESS TO THE WYANDOTTE BUILDING BETWEEN THE COURT HOUSE AND ART GALLERY. CREATE A NEW PEDESTRIAN BRIDGE TO THE SOUTH OF THE WYANDOTTE TO THE WEST SIDE OF THE RIVER AND CREATE WALKING TRAILS ON THE OPPOSITE SIDE OF THE RIVER. BUILD NEW PARKING GARAGE TO THE NORTH OF MAIN STREET. TRAFFIC CALMING AND STREETSCAPE REDESIGN TO SIGNIFY A DIFFERENT AREA OF THE CITY IS BEING ENTERED INTO. REALIGN CONGRESS STREET TO CREATE A NEW URBAN SETTING AND MORE PARKING. SOME PROPERTIES WERE TAKEN AND BUILDINGS REMOVED WITHIN THIS SCHEME.





ROCHESTER
SCHEME



SCHEME II

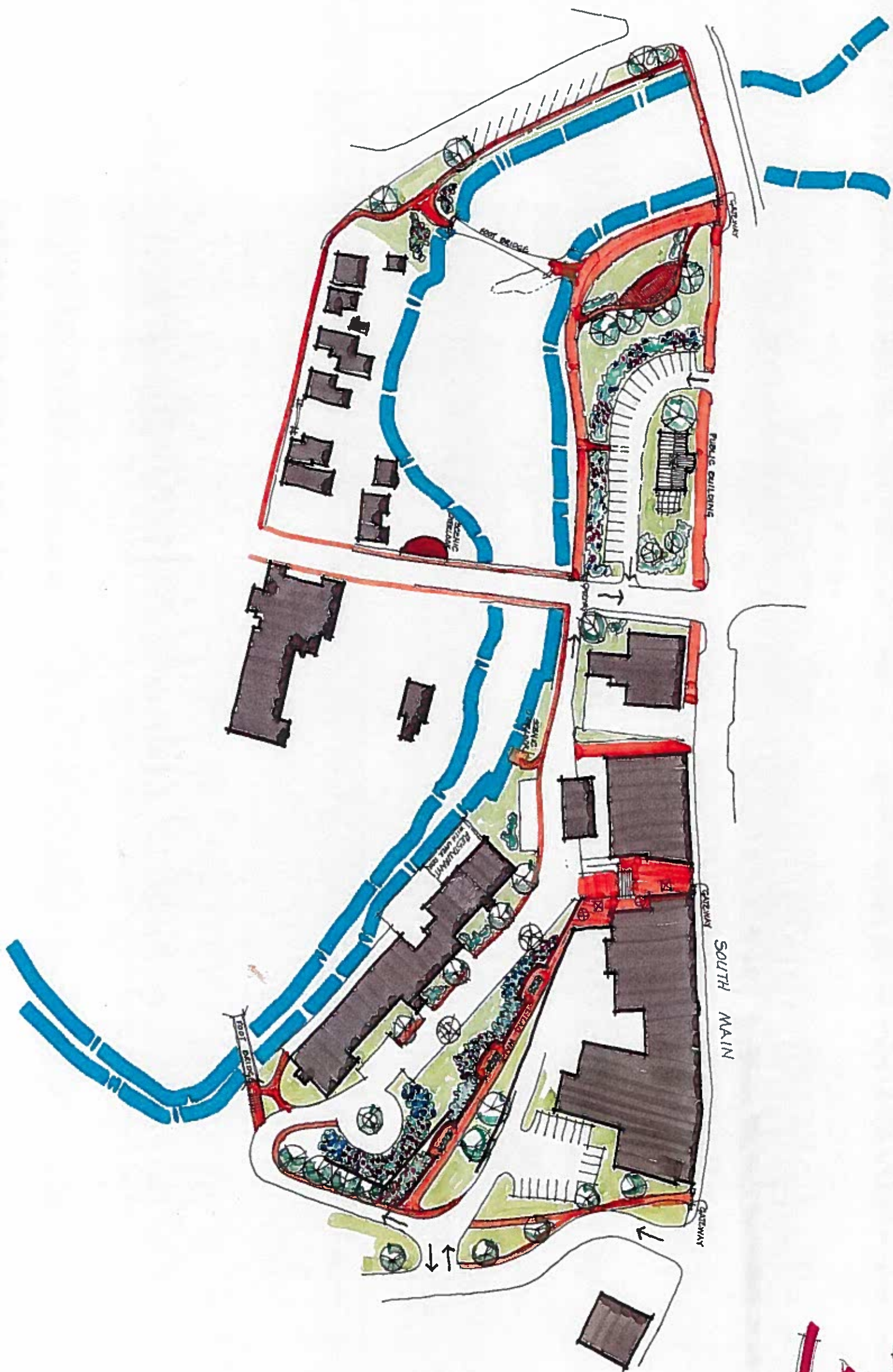
THIS SCHEME CREATES 2 STRONG PEDESTRIAN ACCESSES TO AND ALONG THE RIVER. IT ALSO CREATES RECREATION AREAS AND A NETWORK OF PATHS AND TRAILS THAT CREATE STRONG CONNECTIONS AND ARE USER FRIENDLY. CONTINUATION OF THE RIVERWALK TO THE SOUTH. EXISTING STREET NETWORK IS UTILIZED TO CREATE A PEDESTRIAN WAY FROM THE DOWNTOWN TO THE FAIR GROUNDS. BUILDING AT WAKEFIELD AND CONGRESS STREETS IS REMOVED TO CREATE A MORE VISIBLE CONNECTION TO THE SOUTH. THE STEEPLE IS A PROMINENT VISUAL ICON. PRUNE AND CLEANUP OF ALL VEGETATION ALONG BOTH BANKS OF THE RIVER FOR THE WHOLE RUN OF THE RIVERWALK. THIS SCHEME

"EMERALD NECKLACE THEORY" EXEMPLIFIES THE

SCHEME III:

THIS SCHEME CONCENTRATES HEAVILY ON THE RIVERWALK, THE NEED FOR MORE GREEN SPACE AND INCREASING PAVEMENT. SOUTH MAIN STREET BECOMES ONE WAY ONTO EXISTING PAVED ROAD AND EXIT ONTO BRIDGE STREET ONE WAY BRINGING YOU BEHIND THE MAIN STREET STRUCTURES ALONG THE RIVER. THIS BECOMES A STRONGER CONNECTION TO MAIN STREET. REMOVE THE ONE STORY CAFE' BUILDING AND MAKE BUILD A 2-STORY RESTAURANT WITH UPPER AND LOWER DINING DECKS AS WELL AS AN ON-STREET DINING PATIO AREA. CREATE MULTI-LEVEL TERRACES ALONG THE REAR OF THE MAIN STREET BUILDINGS IN ORDER TO CREATE A MORE OPEN CONNECTION TO THE RIVER. PLANT LILACS ALONG THE LENGTH OF THE TERRACED AREAS TO PROMOTE THE CITY ICON. AS IN THE OTHER SCHEMES, CLEANING UP THE RIVER BANKS ON BOTH SIDES IS A VITAL OPERATION IN BEAUTIFYING THE ENTIRE AREA. THE FOSTER'S BUILDING WILL BECOME A VISITOR'S CENTER WITH OUTDOOR MILLING AND GATHERING SPACES WITH A RESTAURANT AND OUTDOOR DINING. APPROVE THE RIVERS EDGE WITH DECORATIVE RAILINGS; THIS IS ALSO CONDUCTIVE TO ANOTHER PEDESTRIAN CROSSING OF THE RIVER. CREATE MORE GREEN SPACE AT THE WYANDOTTE BUILDING WITH OUTDOOR GATHERING SPOTS. CREATE A SECOND PEDESTRIAN BRIDGE TO THE SOUTH LEADING TO CONGRESS STREET ALONG WITH MORE GREEN SPACE LEADING UP TO THE STREETS TO THE NORTH. CREATE A SCENIC OVERLOOK AT THE STONE ARCH BRIDGE WITH A BOAT LAUNCH.





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REAL ESTATE MARKETING AND ECONOMIC OPPORTUNITIES"

THERE ARE FEDERAL AND STATE PROGRAMS AND GRANTS THAT ARE AVAILABLE ALONG WITH CITY FLOATED BONDS PAID BY PROPERTY TAX REVENUE TO FUND THE PROJECTS AS PRESENTED IN THIS BOOKLET. THE NEW DEVELOPMENT REVITALIZATION OF THE DOWNTOWN AREA WILL INCREASE PROPERTY VALUES MOVING FORWARD. TO ATTRACT FIRMS AND INDIVIDUALS TO INVEST IN THE DOWNTOWN AREA, A STRONG MARKETING PLAN WILL BE REQUIRED TO BE PUT IN PLACE TO ENSURE THE SUCCESS OF YOUR INVESTMENT. THERE NEEDS TO BE MORE HOUSING AVAILABLE DOWNTOWN. YOUR MARKETING EFFORTS SHOULD BE REACHING BEYOND THE IMMEDIATE AREA INCLUDING OUT OF STATE.

IN ANY OF THE SCHEMES PURSUED, ALL UTILITIES SHOULD BE PLACED UNDERGROUND TO CREATE A CLEAR VENUE AND A BETTER OVERALL ENVIRONMENT. ALL TRAFFIC AREA PLANTINGS SHOULD NOT OBSTRUCT BUILDING SIGNAGE. THE USE OF BANNERS WILL CONTINUE TO PROMOTE THE CITY AND BUSINESSES CREATING CONTINUED INTEREST IN THE CITY OF ROCHESTER. BUILDING SIGNAGE SHOULD BE CONSISTENT AND UNIFORM TO CREATE COHESIVENESS TO THE DOWNTOWN AREA. A MATCHING FUND INCENTIVE PROGRAM TO PROMOTE BUILDING SIGNAGE SHOULD BE IMPLEMENTED TO MOTIVATE BUILDING AND BUSINESS OWNERS TO MAKE THE DESIRED CHANGES IN THE STREETSCAPE OF THE DOWNTOWN DISTRICT.



SCHEME I BUDGET

Description	Quantity	Unit Cost	Extension
Stitework			
New Sidewalks	2400 LF	\$50	\$120,000
New Roads	LF	\$200	\$0
Athletic Fields/Amphitheater	160000 SF	\$5	\$800,000
Convert to U/G Utilities	500 LF	\$35	\$17,500
Traffic Signals @ Main & River	1 is	\$600,000	\$600,000
Bridge Improvements			\$1,000,000
Parking Garage	360 Space	\$10,000	\$3,600,000
			\$6,137,500
Site Furnishings			
Ornamental Fences	3000 LF	\$100	\$300,000
Boardwalk	600 LF	\$1,000	\$600,000
Pedestrian Bridges	75 LF	\$600	\$45,000
Street Lights	0 ea	\$1,500	\$0
			\$945,000
Landscaping			
Streetscape	1 is	\$200	\$500,000
New Sidewalk Plantings	3000 LF	\$200	\$600,000
			\$1,100,000
Building Construction			
Building Demolition	7000 SF	\$30	\$210,000
New Construction	84000 SF	\$120	\$10,080,000
			\$10,290,000
Land Acquisition			
Foster	1 lot	\$300,000	\$300,000
Busy Bean	1 lot	\$100,000	\$100,000
Barber Shop	1 lot	\$180,000	\$180,000
Union & N. Main	1 lot	\$300,000	\$300,000
Beneficial	1 lot	\$100,000	\$100,000
Lafayette & Gagne	1 lot	\$100,000	\$100,000
			\$1,080,000

SCHEME II BUDGET

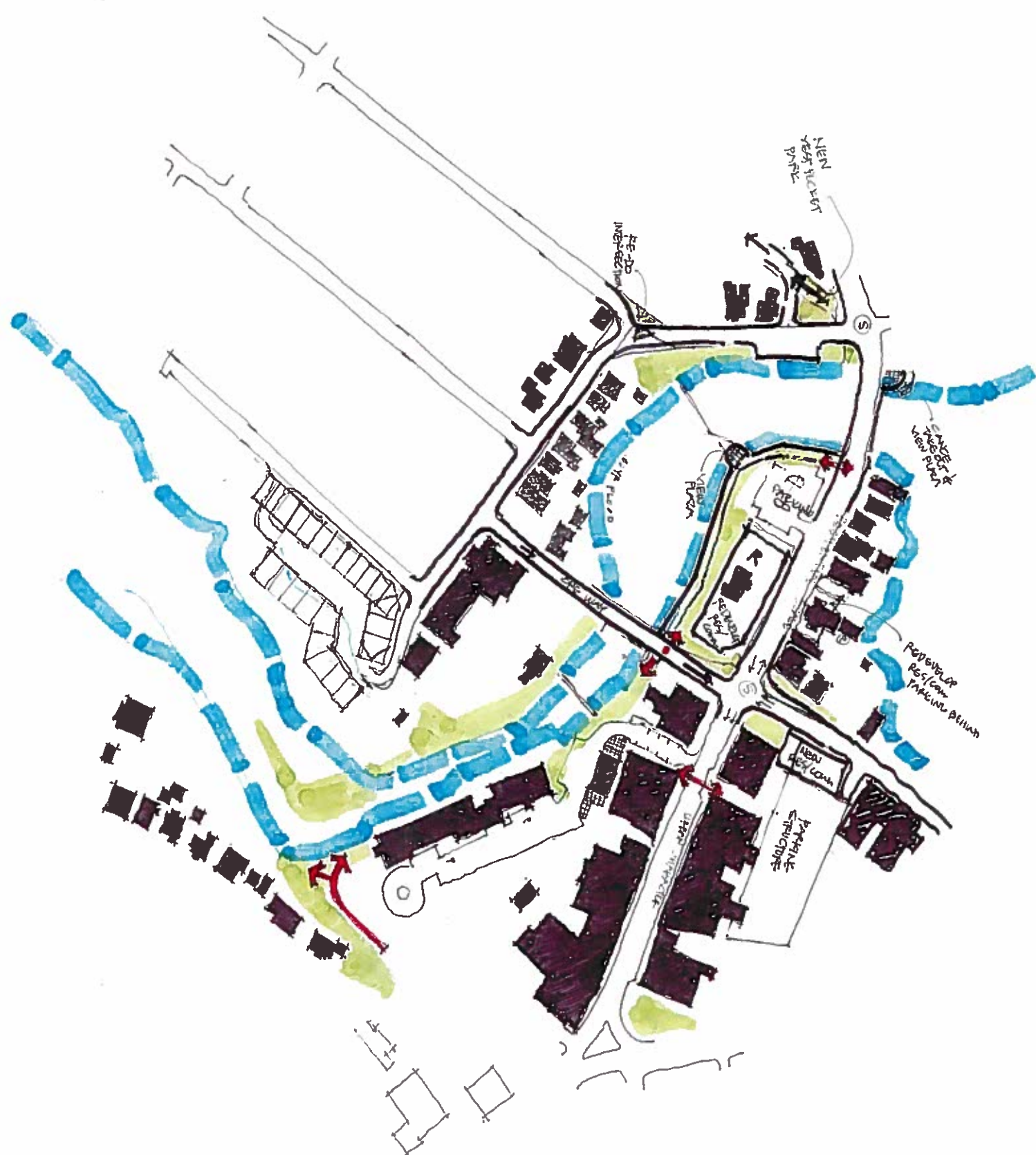
Description	Quantity	Unit Cost	Extension
Sitework			
New Sidewalks	2700 LF	\$50	\$135,000
New Roads	LF	\$200	\$0
Athletic Fields/Amphitheater	160000 SF	\$5	\$800,000
Convert to U/G Utilities	LF	\$35	\$0
Parking	120 Space	\$200	\$24,000
			\$959,000
Site Furnishings			
Ornamental Fences	0 LF	\$100	\$0
Boardwalk	900 LF	\$1,000	\$900,000
Pedestrian Bridges	240 LF	\$600	\$144,000
Street Lights	60 ea	\$1,500	\$90,000
			\$1,134,000
Landscaping			
Streetscape	LF	\$200	\$0
New Sidewalk Plantings	2700 LF	\$200	\$540,000
			\$540,000
Building Construction			
Building Demolition	3000 SF	\$30	\$90,000
New Construction	30000 SF	\$120	\$3,600,000
			\$3,690,000
Land Acquisition			
Foster	0 lot	\$300,000	\$0
Busy Bean	0 lot	\$100,000	\$0
Barber Shop	0 lot	\$180,000	\$0
Union & N. Main	1 lot		\$0
Beneficial	1 lot	\$200,000	\$200,000
Lafayette & Gagne	1 lot	\$100,000	\$100,000
			\$300,000

SCHEME III BUDGET

Description	Quantity	Unit Cost	Extension
Sitework			
New Sidewalks	1500 LF	\$50	\$75,000
New Roads	LF	\$200	\$0
Athletic Fields/Amphitheater	0 SF	\$5	\$0
Convert to U/G Utilities	LF	\$35	\$0
Retaining Wall	30000 sf	\$30	\$900,000
Parking	70 Space	\$300	\$21,000
			\$996,000
Site Furnishings			
Ornamental Fences	0 LF	\$100	\$0
Boardwalk	600 LF	\$1,000	\$600,000
Pedestrian Bridges	140 LF	\$600	\$84,000
Street Lights	30 ea	\$1,500	\$45,000
			\$729,000
Landscaping			
Streetscape	LF	\$200	\$0
New Sidewalk Plantings	0 LF	\$200	\$0
Landscape	1		\$150,000
			\$150,000
Building Construction			
Building Demolition	SF	\$30	\$0
Reno	500 SF	\$175	\$87,500
New Construction	3000 SF	\$175	\$525,000
			\$612,500
Land Acquisition			
Foster	1 lot	\$300,000	\$300,000
Busy Bean	1 lot	\$100,000	\$100,000
Barber Shop	0 lot	\$180,000	\$0
Union & N. Main	1 lot		\$0
Beneficial	0 lot	\$200,000	\$0
Lafayette & Gagne	0 lot	\$100,000	\$0
			\$400,000

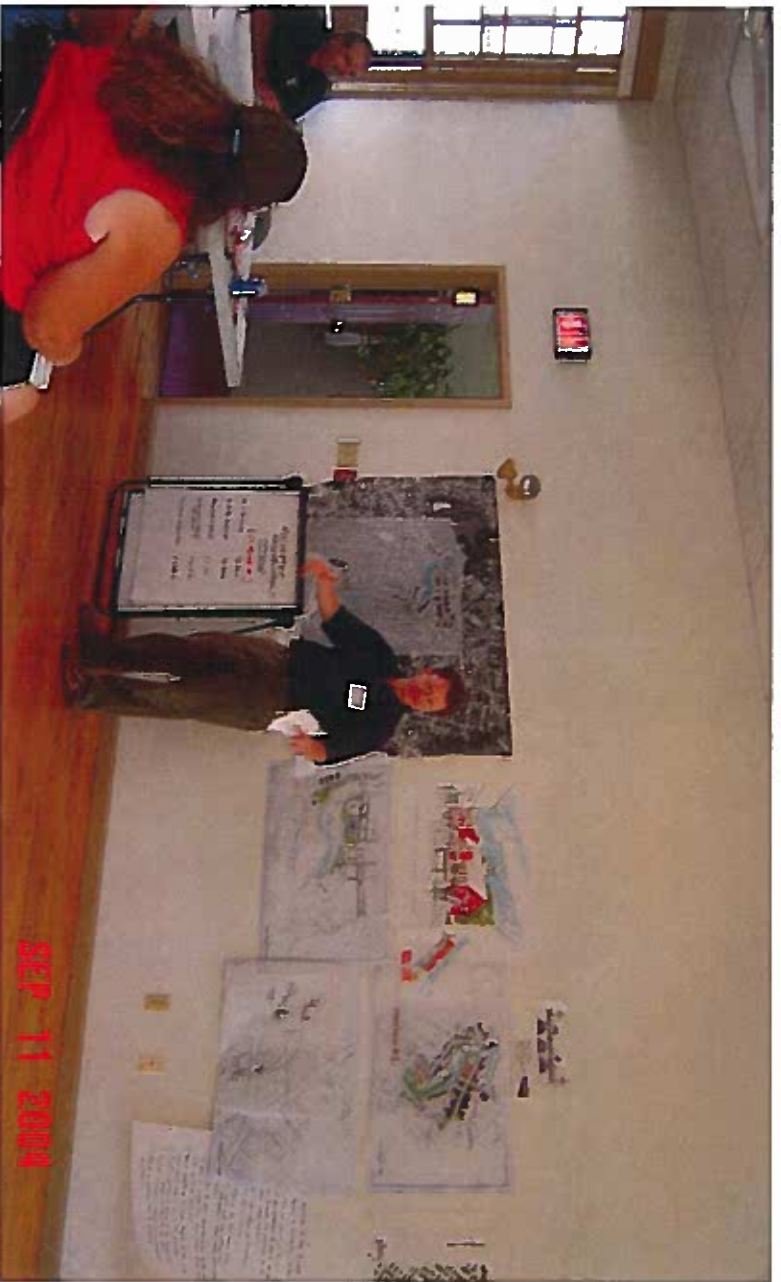


SEP 11 2014





SEP 11 2004



SEP 11 2004



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