

**Rochester Joint Schools Construction Board**  
**Rochester School Modernization Program – Phase 1**  
**Amended Reasons to Support SEQRA Determination of Significance**

In March of 2011, the Rochester Joint Schools Construction Board (RJSCB), as the duly-designated Lead Agency for the Rochester School Modernization Program – Phase 1 (RSMP or “Master Plan”) formally issued a Negative Declaration of environmental significance. This Determination included supporting documentation outlining specific reasons for the Negative Declaration. Phase 1 included twelve schools within the Rochester School District. From the twelve schools outlined in the Phase 1 Master Plan, six schools were chosen for a Phase 1A Construction Program. School designs were advanced to construction level documents for the following six Phase 1A schools:

- Enrico Fermi School (#17)
- Henry Hudson School (#28)
- Helen Barrett Montgomery School (#50)
- World of Inquiry School (#58)
- Charlotte High School (#60)
- Franklin High School (#262)

The remaining six schools in Phase 1 have not had their designs developed to a point that an assessment of changes resulting in any potential environmental significance can be made at this time. Once these Phase 1B designs progress, a future amendment to this document may be necessary.

The original environmental determinations for these twelve schools were based on the conceptual designs and recommendations contained within the Master Plan. Significant program changes may require an amendment to the assessment to ensure that any proposed program design modifications would not change RJSCB’s original determination of environmental significance.

This document presents the design changes for each of the six Phase 1A schools from the Master Plan design and an assessment of the environmental significance resulting from the design change. For reference, the text from the original negative declaration supporting documentation is provided (where applicable and in *italics*) within each section for each school. Final design site plans, are included in Appendix A.

Building Advisory Committees (BACs) were formed for each of the Phase 1A schools. Each BACs include representation from the RJSCB, the District, the school principal, City staff, school parents and community / neighborhood groups. These BACs were identified as a significant component of the design process to ensure that any potential environmentally significant design elements were addressed. In addition, each BAC also provides a vehicle for reviewing, discussing and providing recommendations for any changes or alterations to facility programming and design. Each design firm

assigned to a Phase 1A school met with the BAC to initiate the program verification phase. Additional details and information regarding each school was gathered as the design process advanced, resulting in several program changes from the original Master Plan. A listing of the meeting dates and the BAC attendees/members are included in Appendix B

### **Impacts to Land**

Through meetings with the BACs and school staff, several of the additions and parking lot expansions proposed in the Master Plan have been slightly enlarged, relocated or removed during the design phase. In general, there are no new impacts beyond any of those stated in the original environmental review as all of the schools included additions and lot expansions as part of their originally proposed scope of work.

All of the additions identified in the Phase 1A schools have incorporated landscaping and screening in their designs to minimize changes in the visual quality of the site.

School #60 (Charlotte High School): The proposed plan includes a 160 square foot loading dock addition that was not included in the Master Plan. This addition will not have any significant impact to land as the land on which it is proposed is currently pavement.

School #50 (Helen Barrett Montgomery): The building addition and parking lot expansion will result in the reduction of greenspace on the school property. However, a unique opportunity emerged during the design process to address the reduction with the proposed acquisition of the vacant former Maynard's property on North Clinton Avenue and abandonment and acquisition of the Lehaco Street right-of-way. As identified in the Transportation / Traffic Impacts section below, the Lehaco Street abandonment will not have any traffic impacts as the street only serviced the Maynard's property. Lehaco Street will be used as a staging area for construction activities at School #50, and then converted to greenspace upon completion of work at the school. The Maynard's property will initially be utilized by the District for temporary storage, training space and other non-essential District needs during Phase 1 construction activities. Following the conclusion of Phase 1 activities, the building will be demolished and it will also be converted to green space for the school. A Phase 1 Environmental Site Assessment (ESA) has been performed on the site and a Phase 2 ESA is in progress. The conversion of the land to greenspace will be a benefit to the school and surrounding neighborhood.

School #58 (World of Inquiry): The school currently has a use agreement with NYS DOT for the use of land adjacent to the Inner Loop for parking. The school will be converting that use agreement to a use acquisition for the northern building addition and will be requesting a second use agreement for access to the new addition. These changes will not have any impact to land as an agreement has already been in place with the NYS DOT, the school has been previously using the land for similar needs and the proposed second agreement is similar in nature to the previous one.

None of the changes identified above will have any significant adverse environmental impacts that would alter the SEQRA final determination due to the reasons outlined above.

### **Impacts on Water**

No surface water, groundwater or wetlands impacts were identified in the original environmental review. The original SEQRA indicated that an increase in impervious surfaces was expected, both from building additions and parking expansions, and that storm water management systems would be designed and constructed in accordance with City standards. Although there is an increase in stormwater management requirements, this is determined to be an insignificant change as the additions are slightly larger and there is only slightly more pavement, these same design and construction standards utilized to ensure no stormwater impacts do not change.

School #262 (Franklin HS): During the design phase, the bus loop on Hudson Avenue was formally designed and identified as disturbing more than one acre of land. As a result, the NYS Department of Environmental Conservation (NYS DEC) required that the design consultant team include on-site stormwater pre-treatment practices. Tentatively, two areas adjacent to the bus loop and parking lot expansion northeast of the school have been identified for these pre-treatment facilities. No environmental impacts are anticipated as the installation of these facilities will help ensure that stormwater emanating from the bus loop will be properly trap and filter out any potential course sediment prior to entering the City's combined sewer system.

### **Air Quality**

No significant changes to air quality impacts were identified in the final design phase for the Phase 1A schools.

### **Plants/Animals (Threatened/Endangered Species)**

The original environmental review did not identify any impacts to any threatened or endangered species. None of the changes associated with the revised scope of work for each school have altered this determination.

### **Agricultural Land Resources**

The original environmental review did not identify any impacts to any agricultural resources. None of the changes associated with the revised scope of work at each school have changed this assessment.

### **Aesthetic Resources & Community Character**

As noted in the original SEQRA document, a significant portion of the Modernization Program work involves interior renovation that will not have any significant impact on exterior views of the schools. The proposed scope of work at the following schools was previously highlighted as having potential impacts to aesthetics and community character; any changes are identified below.

*School #17 (Enrico Fermi): Two building additions, one of which will replace existing temporary classroom space, are proposed for the school. In addition, potential acquisitions of some vacant residential properties immediately adjacent to the existing northern parking lot are proposed. There is limited land available for expansion without significant impacts to the adjacent recreational fields to the east and south; the surrounding area is significantly built out. Should the additional land be needed in the final design, appropriate landscaping, buffering, and/or screening measures will be incorporated, consistent with any City-recommended standards to ensure or enhance the visual quality along Jay Street.*

The final design for the school shows a large addition on the east side of the existing building and a smaller addition on the south side; the southern addition was identified in the Master Plan, although at double the currently proposed footprint. The vestibule connecting the main school and kindergarten classrooms is slightly expanded, but is not intended to extend beyond the existing building line. Due to the limited amount of land available, as previously noted, the expansion will have some impact to the recreational field to the east. The “front” of the addition (facing Saxton Street) will be setback and include green space and landscaping to buffer the building from the street. Acquisition of the two vacant residential properties to the north for parking expansion has not changed. An additional curb cut for a loading area is proposed on Saxton Street just south of the existing bus loop; this replaces the existing one on the north side of the school. However, the curb cut is the minimum required for vehicles and the entrance is buffered from the adjacent properties with landscaping.

These changes only shift the visual impact from the south to the east and do not have any significant adverse environmental impacts that would alter the SEQRA final determination.

*School #28 (Henry Hudson): A rear building addition and expansion of the current parking lot either on-site or off-site onto adjacent residential properties is proposed for the school; the off-site parking expansion would require adjacent land acquisition. The addition has been preliminarily sized and sited in a manner that does not impact dedicated recreational facilities. The extent of any land acquisition and/or leasing arrangements for additional space, if deemed necessary, will be discussed and reviewed by the Consultant Design Team and the Building Advisory Committee in the final design phase. Standards for any building and/or building or parking additions will be provided and defined during the final design process with input from the Building Advisory Committee.*

The final design for School #28 does not include a building addition off of the northern end school as it was originally shown in the Master Plan. A discussion with the design team indicates that three small additions are planned on the east and south sides and at the main entrance.

Additionally, land acquisition of adjacent property to the west for parking expansion is not proposed. The extent of the on-site parking will remain as is it exists and some

additional parking is being proposed through a leasing of parking spaces at the southwest corner of Carlson Road and Humboldt Street.

*School #50 (Helen Barrett Montgomery): Three building additions and an expansion of the current parking lot are proposed for the school. While two of the additions are relatively small, the primary addition along Reliance Street and the accompanying parking lot will be the most significant change. The addition will be replacing temporary classroom space that has been in place at the school for some time, providing dedicated space for students and staff. The proposed parking lot will be setback back further providing greater opportunity for buffering and landscaping to minimize visual impacts. The final orientation of the structure, design, and extent will be discussed and reviewed during the final design process to ensure compatibility with the character of the neighborhood.*

The addition for School #50 is slightly larger than contemplated in the Master Plan as a result of detailed discussions and planning with the BAC and RJSCB. Oriented parallel to the school rather than perpendicular to it, the addition will have less of a visual impact to properties along Rau and Reliance Street. To address the reduction in greenspace to the west, acquisition of the vacant property on North Clinton Avenue as well as the abandonment and acquisition of the Lehaco Street right-of-way is being proposed. This acquisition will allow the land to be converted to additional greenspace and passive recreational needs at the conclusion of Phase 1 construction activities. Visually, this will enhance the area by removing a vacant commercial structure and its associated parking facilities and providing additional greenspace in the neighborhood. Additional recreational amenities can be provided to school children as well as the surrounding community with the acquisition and conversion of these lands.

The parking lot extension will still be in the same location; however, the western curb cut will be removed with the new access point being the former Lehaco Street curb cut. The buddy / shared parking spaces will be extended farther west as opposed to single stall parking that was proposed in the Master Plan.

These changes will change the visual appearance of the area; however, these changes will provide a positive benefit by providing much needed greenspace and recreational opportunities and improving the aesthetics and character of the neighborhood. There will not be any significant adverse environmental impacts that would alter the SEQRA determination.

*School #58 (World of Inquiry): A building addition is proposed for the school that would be located along University Avenue, the primary façade of the existing school. World of Inquiry is bounded by the Inner Loop, Scio Street, and University Avenue, limiting expansion to on-site; the age of the structure is also a significant factor in its need for upgrades. The existing character of the immediate area is one of large amounts of surface parking, vacant or deteriorated buildings, and some redevelopment. The proposed additions, in coordination with SHPO, will be a positive sign of investment in the area and will hopefully lead to further investment and redevelopment of the area. In*

*addition to guidance from SHPO, the City's Master Plan and design guidelines for the area will be referred to, to ensure compatibility.*

The original scope of work as identified in the Master Plan was revised with a significant reduction in additions to the site. The addition on the east side of the school has an approximately 50 percent smaller footprint and is recessed from the front building plane. The original plan identified three separate areas for additions, with two of them located along, and in line with, the front of the building. The playground and greenspace in the southwest corner remains as it currently exists. These changes reduce the visual impact the original additions would have had on the property. This is important due to the inclusion of the structure on the National Register of Historic Places. The rear (northern) addition is adjacent to the Inner Loop and will have negligible impacts to this property in terms of community character and aesthetics.

These changes do not have any significant adverse environmental impacts that would alter the SEQRA final determination. Conversely, these changes represent a benefit to the site by continuing to reinforce the original, historic building while providing needed space for staff and students.

*School #262 (Franklin HS): The proposed additions for the school are insignificant due to their size and location on the interior of the site. The proposed bus loop along Hudson Avenue will relocate student drop-off and pickup from Norton Street, the current location, thus improving traffic circulation in the area. While changing the character of the frontage along Hudson Avenue, the proposed bus loop is taking the place of an area that was previously a system of interior sidewalks and lawn space that had no dedicated uses. The loop will be sited closer to the school, minimizing the distance students have to walk and providing adequate space for enhanced landscaping and screening along Hudson Avenue. Final design details based on any necessary or required design studies as a result of permitting or other administrative approvals will be discussed with and reviewed in the final design phase by the Building Advisory Committee.*

The proposed upgrades to School #262 generally fall in line with the recommendations of the Master Plan, with the only exception being a small expansion to the parking area on the west side of the property and the addition of some site stormwater detention facilities (e.g. swales, dry ponds). Greenspace and landscaping will still be utilized to buffer the loop / parking area from Hudson Avenue and adjacent residential properties.

These changes do not have any significant adverse environmental impacts that would alter the SEQRA final determination.

### **Cultural, Historic and Archeological Resources**

*School #58 (World of Inquiry): School #58 is identified on the National Register of Historic Places, as well as located within an archeologically sensitive area. The additions that are included in the proposed scope of work are requested to be visually submissive to the primary structure and designed be reversible. In addition, the extent and depth of any ground disturbance will be reviewed with SHPO for archeological*

*review. As the design process continues, SHPO will continue to be consulted and coordinated with to ensure that the historic and cultural resources of the structure and site are not compromised and that the end product continues to contribute positively to the community.*

The original scope of work as identified in the Master Plan was revised after the design consultant team was chosen for the school, resulting in a significant reduction in additions to the site. The current design for the school identified two additions – one on the east side of the building parallel to University Avenue and a second addition on the north side. The east addition is also setback from the building plane, giving greater emphasis to the original structure from University Avenue. The design consultant team has been working with Sloane Bullough at the State Historic Preservation Office (SHPO) during this phase and will continue to coordinate the final design of the additions with SHPO.

These changes do not have any significant adverse environmental impacts that would alter the SEQRA final determination.

*School #60 (Charlotte High School): Due to the age of the school and its presence within an archeological sensitive area, coordination with SHPO will be continued during the design phase to ensure any potentially historic features or components are preserved or enhanced accordingly. Specifically, SHPO will be consulted in regards to interior finishes, window replacement, masonry repair / repoint, and any ground disturbance. Should any archeological artifacts be uncovered during subsequent construction, SHPO will be notified immediately and appropriate protocols will be followed.*

SHPO has been contacted during the final design phase and has not formally indicated any adverse impacts to the scope of work. As previously identified, the only exterior work affecting the visual appearance of the school includes window replacement, masonry repair / repointing and ground disturbance. The revised scope of work includes the addition of a small (approximately 160 square feet) loading dock on the west side of the building outside the existing freight elevator and the partial demolition of the main chimney. The design consultant team will continue to coordinate with SHPO on final design and address any comments that may arise.

These changes do not have any significant adverse environmental impacts that would alter the SEQRA final determination.

### **Open Space and Recreation**

*School #17 (Enrico Fermi): Building additions along the southern end of the existing school building are proposed on lawn space immediately adjacent to the health clinic and school. These additions will displace the existing playground. However, the playground will be relocated slightly south and will continue to be accessible to the public. The remaining area in the southwest portion of the campus previously consisted of just lawn with no specific recreational component. The additional building space*

*from the expansion may provide more opportunities for recreational and community-based activities. Limited space is available on-site for these facility upgrades without impacting the operations of the health clinic, which is an important community resource, or some extent of green space.*

The design plans indicate that the building additions are proposed for the east end of the building as well as a small addition on the south end, which was initially identified in the Master Plan. With the southern addition, the playground area will be reconfigured but remain in its current location and retain the same amenities. The greenspace / field to the east will be impacted, with the addition extending to the east from the existing school. To compensate for this reduction in greenspace, the newly constructed gymnasium space will be available after normal school hours for community use. Greenspace will still exist on the site as well as the adjacent City Park. Additional parking and access will be provided as well due to the renovations on the school property.

None of these changes would be considered significant adverse environmental impacts that would alter the SEQRA final determination.

*School #28 (Henry Hudson): The area proposed for the addition consists of lawn area with no dedicated or delineated recreational spaces. Additionally, the construction will take place immediately adjacent to the existing school and is proposed to make the addition as compact as possible to avoid further removal of lawn space. Due to the current orientation of the school property and the density of the adjacent uses, limited space is available for any necessary expansions or improvements without some impact to open space.*

Although designs for School #28 are still under discussion, it is anticipated that the northern addition will not take place, which impacted the greenspace and recreational areas to the north. The design team has indicated that the additions will take place on the southern, eastern and western sides of the building replacing existing courtyards where some greenspace and sidewalks are located. These areas are predominantly landscaped and, due to their size and location, do not have any recreational potential now or in the future. In addition, the parking lot will not be expanded on site as it was proposed in the Master Plan. As a result, there will be no impacts to the greenspace and recreational areas north of the school.

None of these changes would be considered significant adverse environmental impacts that would alter the SEQRA final determination. These changes will have a beneficial environmental impact by retaining the extent of the existing greenspace and providing the needed educational space for the school.

*School #50 (Helen Montgomery): A building addition is proposed to replace the existing temporary classroom space currently located on the campus. The conceptual layout of the addition and parking lot expansion will result in the relocation of the playground equipment. The building addition will reduce the useable field area, but will still provide*

*for a variety of field related activities. The conceptual configuration of the building and parking are clustered along the southern boundary of the site to maximize available open space and preserve the open field to the north.*

The building addition has been shifted parallel to the school rather than perpendicular to it, but occupies a slightly larger footprint than previously proposed in the Master Plan. The greenspace will still be impacted, although a slightly larger area will be affected. To mitigate this, the abandonment and acquisition of Lehaco Street as well as the acquisition of the vacant property on North Clinton Avenue has been proposed in the final design phase. These areas will be converted and utilized for new greenspace and a combination of active / passive recreational space for the school and neighborhood, providing more greenspace than the school previously had. This conversion will take place after the completion of Phase 1 construction activities. The playground on the southwest corner of the property will be relocated to the northern portion of the property adjacent to the new addition.

None of these changes would be considered significant adverse environmental impacts that would alter the SEQRA final determination as some impacts to the existing greenspace were anticipated and adequate measures have been proposed to provide additional outdoor space to the school. In addition, the proposed addition will include interior gymnasium and performance space for public use after school hours.

*School #58 (World of Inquiry): The proposed building additions are anticipated to be located along University Avenue, impacting the current playground at the southwestern portion of the site. Conceptual designs for this school show the playground relocated to the northeast portion of the site, which is further away from traffic, a benefit in terms of safety and welfare of students.*

The design phase for School #58 retains the playground at the southwest corner of the site, maintaining the existing layout of the site along University Avenue. The playground located on the northern portion of the site, between the school and tree line, is intended to be replaced with a gymnasium addition. However, with the acquisition of the property at 236 University Avenue, the site is intended to be converted to greenspace with landscaping and the potential for some passive recreational opportunities. Due to the size of the acquisition in comparison to the area that is being removed, this results in a net increase in recreational amenities on the site.

These changes do not have any significant adverse environmental impacts that would alter the SEQRA final determination as they were previously identified in the original Master Plan.

### **Transportation/Traffic**

School #17 (Enrico Fermi): Designs for School #17 indicate that a curb cut is proposed along Saxton Street for a receiving dock and dumpster storage. This was not contemplated in the original Master Plan and was developed as a result of discussions

with the BAC and the RJSCB. The area would only be utilized a few times a week for a short period of time. Heavy truck traffic is unlikely.

*School #28 (Henry Hudson): In the event the proposed parking lot is expanded, this would likely result in a new access point for the lot onto Amsterdam Road. Any traffic impacts to this residential road would likely be insignificant relative to traffic as the lot would be used during school hours, which typically does not coincide with peak morning and evening traffic. As the design phase progresses, the likelihood and extent of the parking lot expansion and its new access will be reviewed and revised as necessary. Any alternatives, such as but not limited to potential off-site parking in nearby areas, will be considered and reviewed as well.*

Based on the current design for School #28, the extent of the parking lot and access to the lot will remain as is currently exists. The parking lot expansion and associated new access onto Amsterdam Road as outlined in the Master Plan will not be pursued. There will be some leasing of parking spaces from an existing surface parking lot located at the southwest corner of Carlson Road and Humboldt Street.

These changes do not have any significant adverse environmental impacts that would alter the SEQRA final determination as they are substantially less than improvements identified in the original Master Plan.

*School #50 (Helen Barrett Montgomery): The proposed parking lot expansion along Reliance Street will utilize the existing curb cut; the increase will address existing parking deficiencies and may improve on-street parking along Reliance Street that may have been previously utilized by school staff. Along Lehaco Street, impromptu on-street parking has been occurring due to the current parking deficiency on-site which has deteriorated the street edge. The proposed scope of work at the school includes dedicated parking stalls to address this issue.*

The addition to School #50 and the subsequent reduction of greenspace / recreational space on the property, albeit slightly more than identified in the Master Plan, is being addressed through the conversion of adjacent lands to greenspace. This conversion consists of the acquisition of the former Maynard's property on North Clinton Avenue and the abandonment and acquisition of the Lehaco Street. The abandonment of Lehaco Street would only impact the Maynard's property as this was the only structure that had any direct access off of Lehaco Street. With the acquisition of the property, there will be no traffic impacts to traffic flow. Lehaco Street will be initially utilized as a staging area for construction activities for School #50 and then converted to greenspace and utilized as greenspace / recreational space. The street's southern access will be retained and utilized as the western access for the school bus loop and parking lot access; the existing curb cut for the bus loop / parking lot will be removed. As part of ongoing discussions regarding the street abandonment, the sidewalk is proposed to continue through the former south end of the Lehaco Street right-of-way along Reliance Street and utilities (above & underground) will be relocated and / or terminated as necessary.

These changes do not have any significant adverse environmental impacts that would alter the SEQRA final determination.

*School #58 (World of Inquiry): The proposed scope of work at the school includes the construction [of] an addition to the existing school along University Avenue, eliminating the one curb cut between Scio Street and East Main Street. This impact has a beneficial impact in terms of traffic flow and safety by eliminating a conflict point on University Avenue.*

No changes to the existing curb cuts (additions or removals) are identified in the scope of work or designs for School #58. The existing traffic flow and access points will be retained.

These changes do not have any significant adverse environmental impacts that would alter the SEQRA final determination.

School #60 (Charlotte High School): There were no previous transportation impacts identified in the original Master Plan and in the subsequent environmental review. During the design phase, it was identified that two schools would be developed at the school, which would require two separate bussing schedules. Transportation would be provided through RTS and the District for each of the time periods. Although this was not specified in the original Master Plan, it is a logistical change that will not change the amount of bussing required or any physical changes to the traffic flow in and around the school.

These changes do not have any significant adverse environmental impacts that would alter the SEQRA final determination.

*School #262 (Franklin High School): A new bus loop is proposed for this school on Hudson Avenue, requiring two curb cuts. Any traffic impacts to this road would likely be insignificant as the lot would be used during school hours, which typically does not coincide with peak morning and evening traffic. Currently, students are dropped off and picked up from a bus lane off of Norton Street. Shifting the transfer point for the busses to a dedicated, off-street area increases the safety of students and decreases the number of bus movements directly adjacent to traffic on Norton Street. The potential final design for the bus loop construction, based on any necessary or required design studies as a result of permitting or other administrative approvals, will be reviewed with Building Advisory Committee and any other pertinent agencies.*

No significant changes have been identified in the design phase for School #262. The bus loop along Hudson Avenue, as it was reviewed during the initial Master Plan SEQRA, retains the same orientation and access points onto Hudson Avenue. Although two new curb cuts are identified, the City of Rochester did not require the design team to prepare a traffic study or analysis for Hudson Street and no other significant issues were identified during the design phase. The reconstruction of the

northeastern parking lot and construction of the loading dock additions will result in a slight expansion of the lot by approximately 6-12 spaces; no new access points are identified.

These changes do not have any significant adverse environmental impacts that would alter the SEQRA final determination as the bus loop is retaining the same area as proposed in the original Master Plan and the parking lot expansion is minimal and results in no new access points.

### **Noise and Odor Impact**

Noise and odor impacts were anticipated during the construction phase for each of the schools and were addressed in the original environmental review. No changes have been proposed that would have any significant adverse environmental impacts that would alter the SEQRA final determination.

### **Energy**

Energy supply and impacts were previously addressed in the original environmental review. Although some of the additions identified during the design phase for each of the school are slightly larger than the original review, the overall increase in energy needs for these additions was adequately addressed.

No changes have been identified that would have any significant adverse environmental impacts that would alter the SEQRA final determination.

### **Public Controversy**

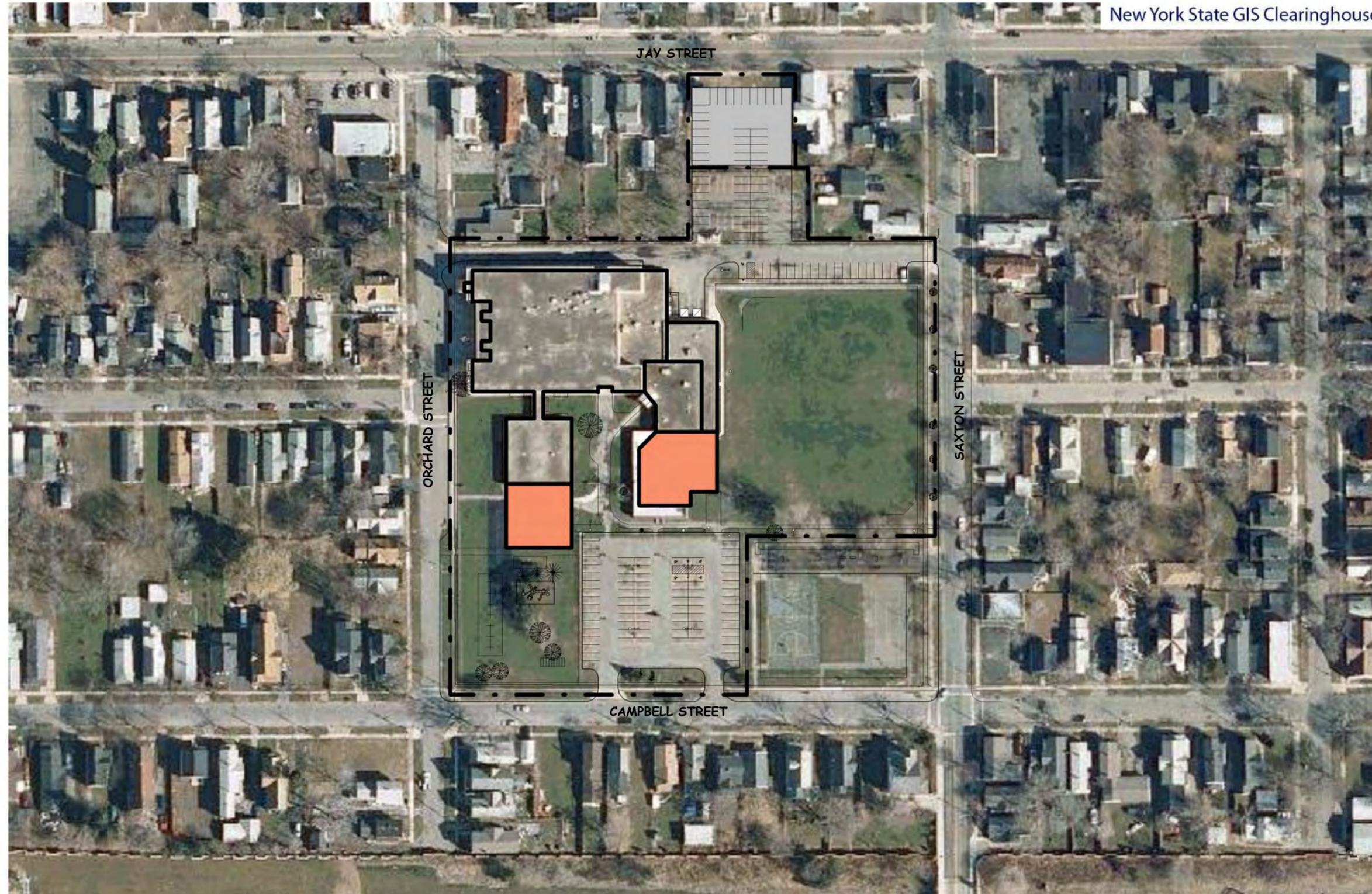
The Building Advisory Committees that were established as part of the original SEQRA review were utilized during the final design phase for each of the schools. Each design consultant team met with their respective BAC several times to discuss designs and address any specific issues that arose that were relevant to their specific school. There have been no substantial issues or concerns brought forth during the meetings with the BACs that have not been adequately addressed through the design process. The design consultant teams will continue to work with and utilize the BACs through construction phase at each of the schools to address any issues that may arise.

## **Appendix A**

### **School Site Plans**

(includes previously reviewed 2010 Master Plan  
Concept Plans and current design plans)





ENRICO FERMI #17

**SITE CONTEXT**

	Existing Bus Loop	Proposed Bus Loop
Buses	Service Drive on North Side of Building	No Change

	Existing Total Parking Spaces - paved and striped	Proposed Parking Spaces	Total Parking Spaces
Parking	124	22	146

	Proposed Property Acquisition
	Aquire 3 Properties for Parking Expansion



Program Concept Test:  
 Enrico Fermi #17  
 158 Orchard Street  
 Model Program: 3 Strand (PreK-8)





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ROCHESTER, NEW YORK

S.E.D. CONTROL NUMBERS  
25-15-001-15-0117-023  
25-15-001-15-0117-024

REVISIONS			
no.	date	by	description
1	10-26-11	ZR	DISTRICT COMMENTS

PROJECT:  
ENRICO FERMI/SCHOOL 17  
158 ORCHARD ST.  
ROCHESTER, NY 14611

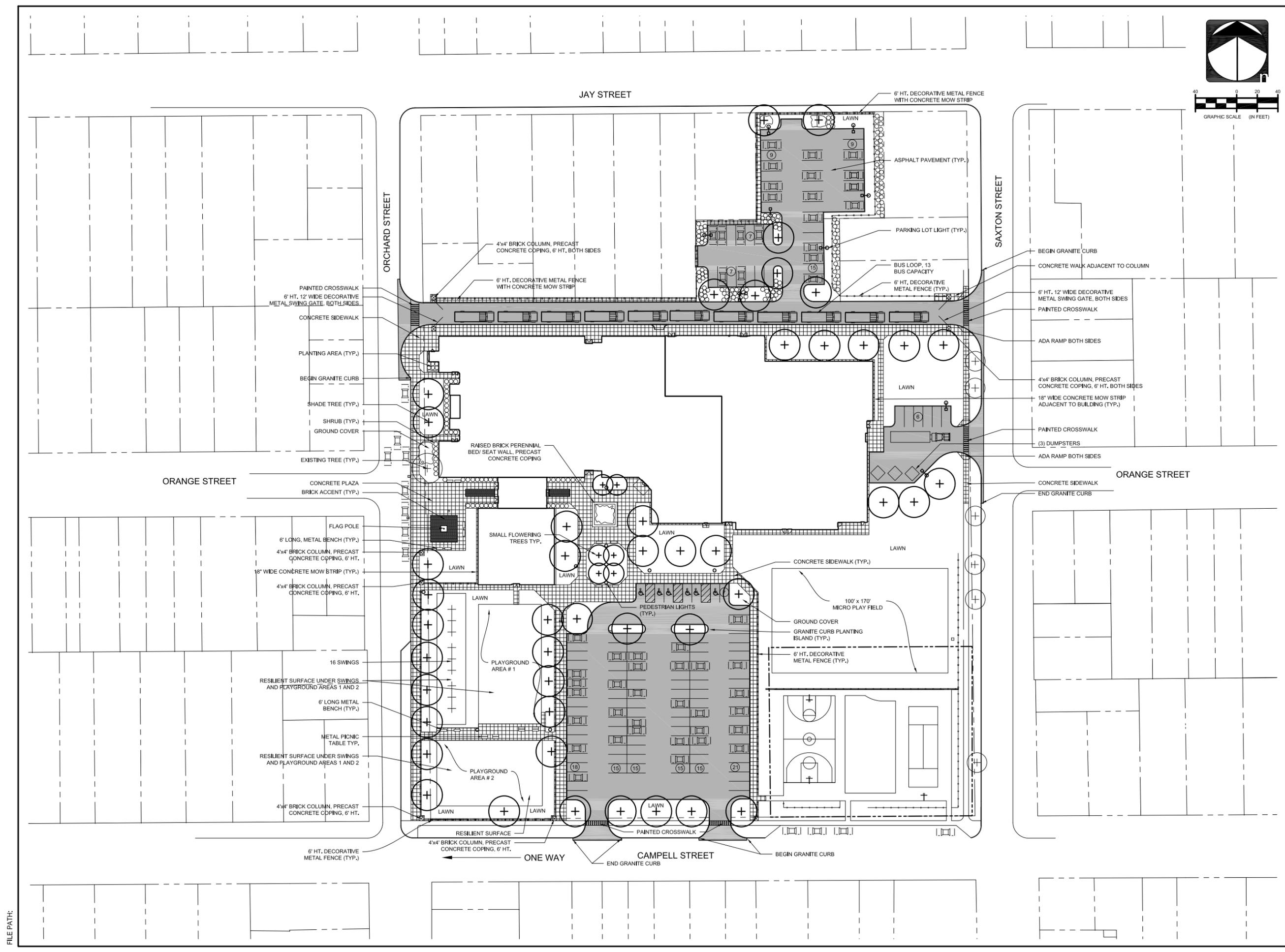
CLIENT:  
RJSCB  
RCSD St. PAUL FACILITY  
690 St. PAUL ST., SUITE 425  
ROCHESTER, NY 14605

DRAWING TITLE  
SITE PLAN

DRAWING NO. <b>C-103</b>	drawn by checked proj. mgr. proj. no.	Author Checker 11190,00
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STATUS:  
SCHEMATIC DESIGN

ISSUE DATE:  
AUGUST 31, 2011



FILE PATH:



# ROCHESTER CITY SCHOOL DISTRICT Facilities Modernization Program - Master Plan

SWBR PROJECT NUMBER: 10445.00

2010 Master Plan

New York State GIS Clearinghouse



## SITE CONTEXT

	Existing Bus Loop	Proposed Bus Loop
Buses	Yes	Reconfigure Existing Paved Area for Bus Loop

	Existing Total Parking Spaces - paved and striped	Proposed Parking Spaces	Total Parking Spaces
Parking	78	109	127

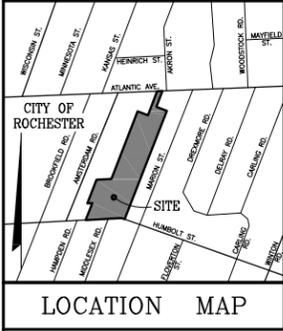
	Proposed Property Acquisition
	Alternative - Aquire Adjacent Property for Parking Expansion



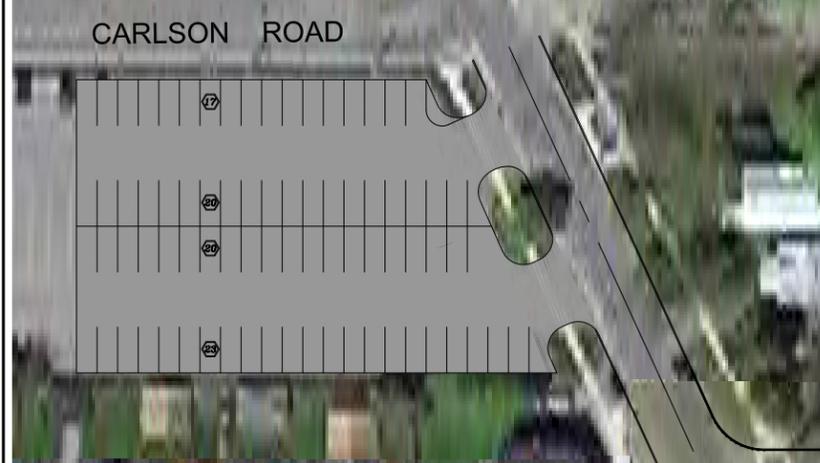
Program Concept Test:  
Henry Hudson #28  
450 Humboldt Street  
Model Program: 3 Strand (K-8)

HENRY HUDSON #28





LOCATION MAP

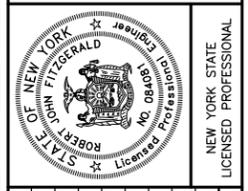


PARKING TABLE	
EXISTING CAR PARKING SPACES	56
PROPOSED CAR PARKING SPACES	0
PROPOSED "CARLSON LOT" SPACES	80
TOTAL CAR PARKING SPACES	136
STANDARD LENGTH BUS PARKING SPACES	20
SHORTENED LENGTH BUS PARKING SPACES	6
TOTAL BUS PARKING SPACES	26



PROJECT  
**CONCEPT # 2**  
**SCHOOL # 28**  
CITY OF ROCHESTER COUNTY OF MONROE  
STATE OF NEW YORK

**Razak Associates**  
ARCHITECTURE  
ENGINEERING  
LAND SURVEYING  
INTERIORS  
PLANNING  
LANDSCAPE  
2000 FAIRPORT-NINE MILE POINT ROAD, SUITE 410  
PENFIELD, NY 14520  
PHONE: 585.377.3550 • FAX: 585.377.3550



NO	REVISIONS	DATE	BY
9			
8			
7			
6			
5			
4			
3			
2			
1			

NEW YORK STATE  
LICENSED PROFESSIONAL

SCALE 1" = 30'  
DATE JUNE 12, 2011  
SHEET 1 of 1  
PROJECT NO. 11-0140  
FILE NAME 11-0140 BASE PLAN.dwg  
DRAWN BY SCP  
CHECKED BY R/JF

GRAPHIC SCALE: 1" = 30'  
0 15 30 45 60 90

**DRAWING ALTERATION NOTICE**  
THE FOLLOWING IS AN EXCERPT FROM THE NEW YORK STATE EDUCATION LAW  
"§ 11-0140. A LICENSED ENGINEER OR LAND SURVEYOR SHALL NOT PERFORM OR  
ALTER AN ITEM IN ANY MANNER THAT BEARING THE SEAL OF AN ENGINEER  
OR SURVEYOR SHALL AFFIX TO THE ITEM HIS SEAL AND THE NOTATION  
"ALTERED BY [NAME] AND A SPECIFIC DESCRIPTION OF THE ALTERATION."



New York State GIS Clearinghouse



**SITE CONTEXT**

	Existing Bus Loop	Proposed Bus Loop
Buses	Existing off Street Bus Loop for +/- 8 Buses	Existing to Remain

	Existing Total Parking Spaces - paved and striped	Proposed Parking Spaces	Total Parking Spaces
Parking	78	45	113



Program Concept Test:  
 Helen Barrett Montgomery #50  
 301 Seneca Avenue  
 Model Program: 3 Strand (K-8)

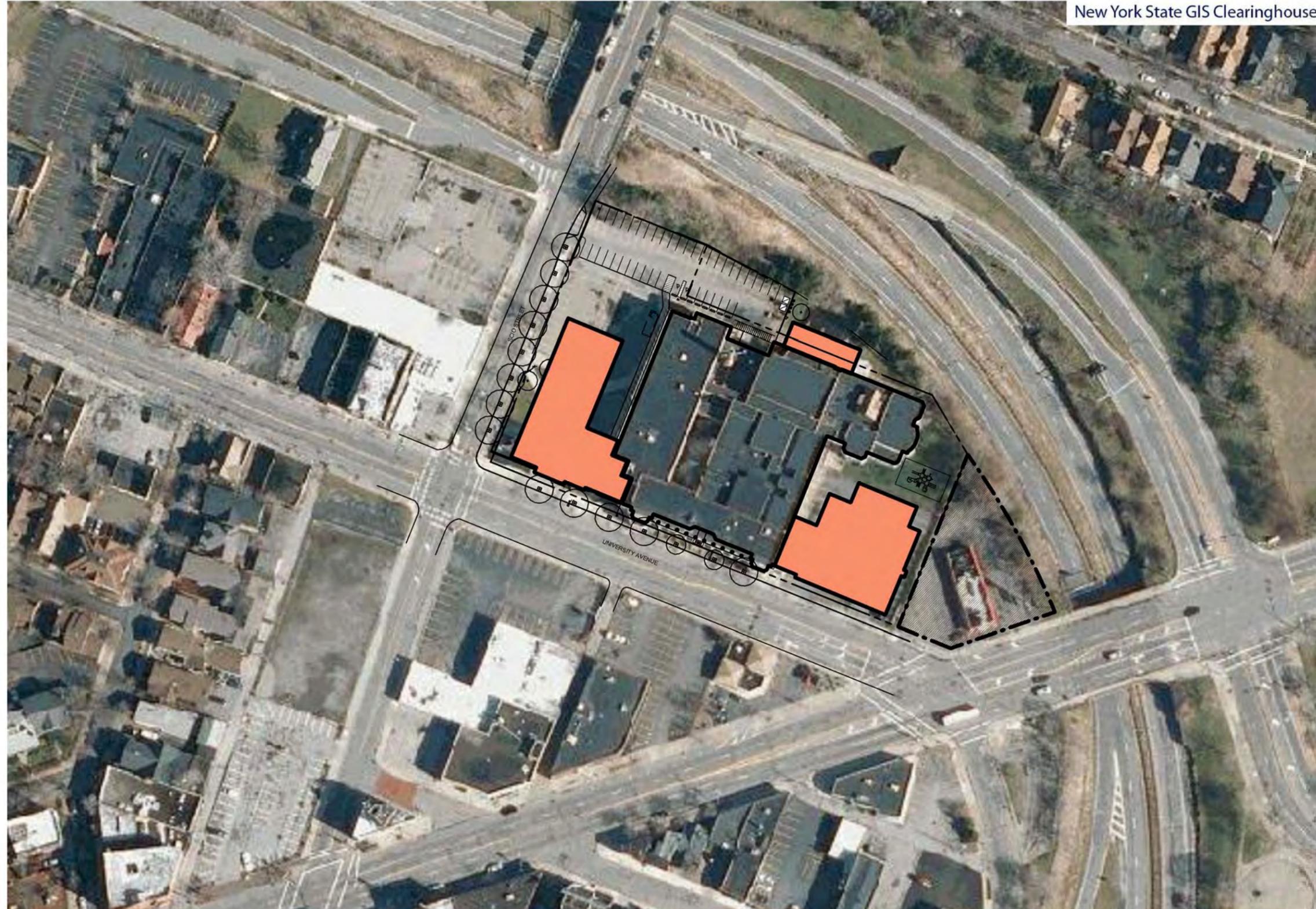




PROPERTY DATA						
ADDRESS	OWNER	PARCEL ID#	LAND ASSESSMENT	TOTAL ASSESSMENT	DATE SOLD ON	AMOUNT SOLD FOR
1776 N Clinton Ave	Hellman	091.47-1-5	\$159,300	\$973,800	2/01/2007	N/A
1780 N Clinton Ave	Roch Gen Tran	091.47-1-4	\$42,000	\$54,700	N/A	N/A
1790 N Clinton Ave	Bruce H Hellman	091.47-1-2	\$12,000	\$12,500	3/01/1999	N/A
1800 N Clinton Ave	Fabric city Inc	091.47-1-1	\$25,000	\$124,600	N/A	N/A
21 Rau St	Bruce Hellman	091.47-1-3	\$10,000	\$11,500	N/A	N/A
26 Reliance St	Mao Seng	091.47-1-10	\$5,800	\$47,500	6/01/2001	\$28,000
32 Reliance St	Gonzales	091.47-1-9	\$5,800	\$54,000	9/01/2007	\$56,000
38 Reliance St	Old Dutch Development	091.47-1-8	\$5,800	\$47,000	3/01/2007	\$35,000
44 Reliance St	Vanvolkenburgh	091.47-1-7	\$5,800	\$52,200	7/01/2007	\$65,000







**SITE CONTEXT**

	Existing Bus Loop	Proposed Bus Loop		Existing Total Parking Spaces - paved and striped	Proposed Parking Spaces	Total Parking Spaces
Buses	No on site bus loop. Buses load/unload on University.	No Change	Parking	126	Decrease of 83 spaces. Plan requires off-site parking.	43



Program Concept Test:  
 World of Inquiry/School #58  
 200 University Avenue  
 Model Program: World of Inquiry (K-12)



# Site Plan





New York State GIS Clearinghouse



**SITE CONTEXT**

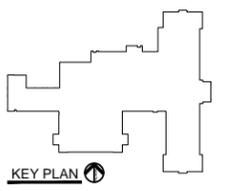
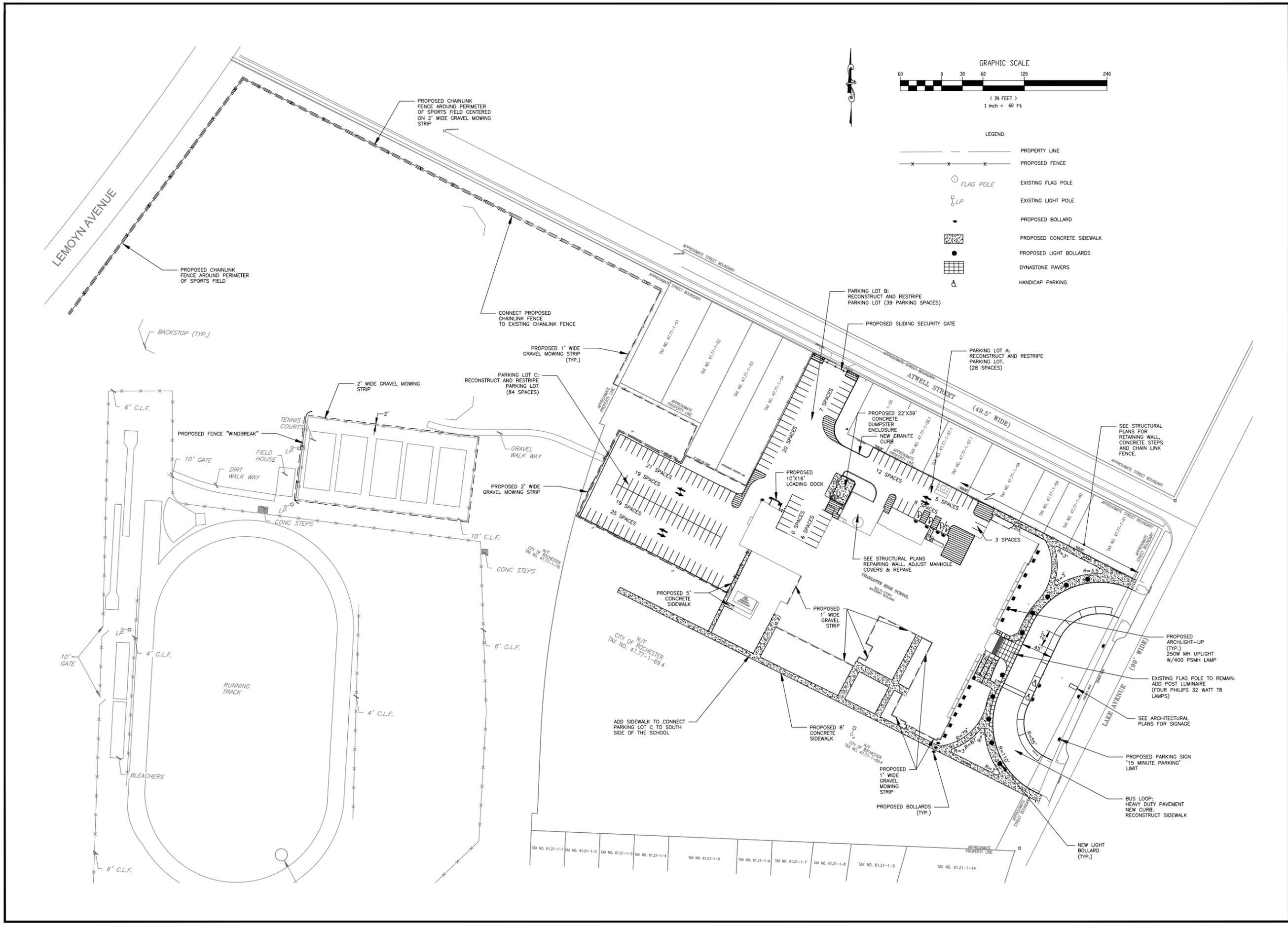
	Existing Bus Loop	Proposed Bus Loop
Buses	On Site	No Change

	Existing Total Parking Spaces - paved and striped	Proposed Parking Spaces	Total Parking Spaces
Parking	184	0	184



Program Concept Test:  
Charlotte High School  
4115 Lake Avenue  
Model Program: 7-12





RCSD Charlotte High School  
 Rochester Schools  
 Modernization Program  
 4115 Lake Avenue  
 Rochester NY, 14612

S.E.D. #: 26-16-00-01-0102-031  
 S.E.D. EPC #: 26-16-00-01-0102-032  
 S.E.D. Distr. Tech. #: 26-16-00-01-799-012

DRAWING TITLE  
**OVERALL SITE PLAN**

JOB NO. 1106  
 SCALE AS NOTED  
 DATE NOVEMBER 23, 2011  
 DRAWN BY T. SCHULZE  
 CHECKED BY S. MOAZZAM P.E.

REVISIONS  
 THIS IS A SINGLE SHEET OF A COHESIVE SET OF CONSTRUCTION DOCUMENTS (INCLUDING DRAWINGS AND SPECIFICATIONS). INTERPRETATION OF THE INFORMATION AS PRESENTED SHOULD BE BASED ON THE ENTIRE SET OF DOCUMENTS.

DRAWING NO.  
**C-200**  
 SCHEMATIC DESIGN



New York State GIS Clearinghouse



**SITE CONTEXT**

	Existing Bus Loop	Proposed Bus Loop		Existing Total Parking Spaces - paved and striped	Proposed Parking Spaces	Total Parking Spaces
Buses	None	On Site Bus Loop	Parking	227	0	216



Program Concept Test:  
Franklin Educational Campus  
950 Norton Street  
Model Program: 9-12





740 Seneca St. 1344 University Ave.  
 Buffalo, NY 14210 Suite 140  
 Ph. 716.842.1800 Rochester, NY 14607  
 Fax. 716.842.1807 Ph. 585.461.4771  
 www.youngarch.com  
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PROFESSIONAL STAMP

**ROCHESTER CSD FRANKLIN EDUCATIONAL CAMPUS**

950 NORTON STREET  
 ROCHESTER NY 14621  
 FRANKLIN CONSTRUCTION: 26-16-00-01-0101-031  
 FRANKLIN EPC: 26-16-00-01-0101-032  
 DISTRICT WIDE NO: 26-16-00-01-7999-012

**ROCHESTER SCHOOLS MODERNIZATION PROGRAM**



YOUNG + WRIGHT PROJECT NUMBER  
 11001

NO.	DATE	REVISION
3	12/13/11	DD Submission
2	9/16/11	SED Submission
1	9/1/11	SD Progress Set

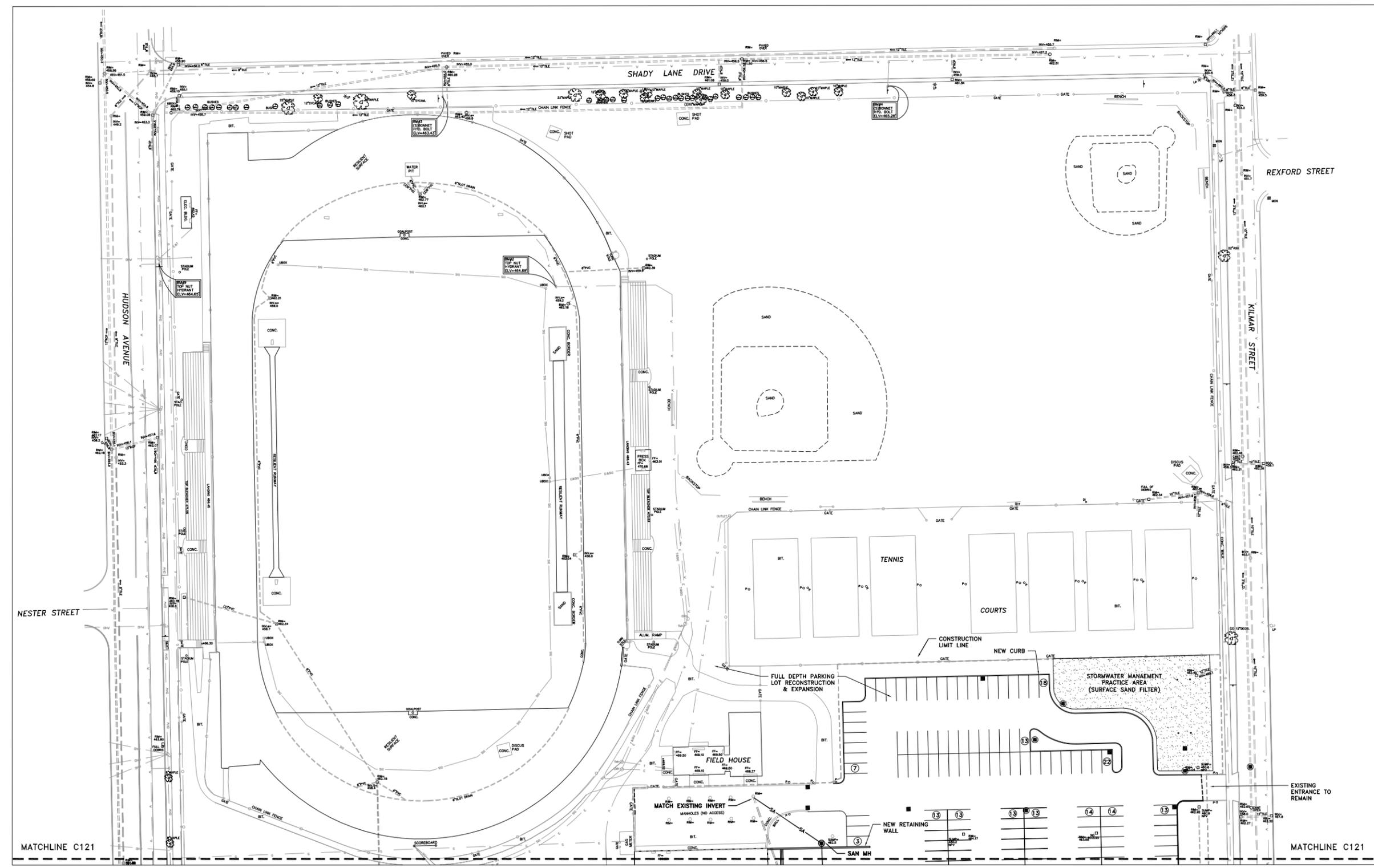
DRAWN BY:  
 APPROVED BY:

ISSUED FOR  
 DESIGN DEVELOPMENT

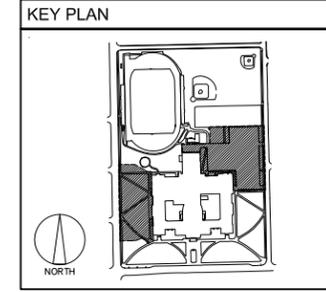
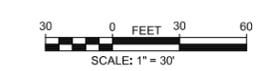
DATE:

SITE PLAN

C120

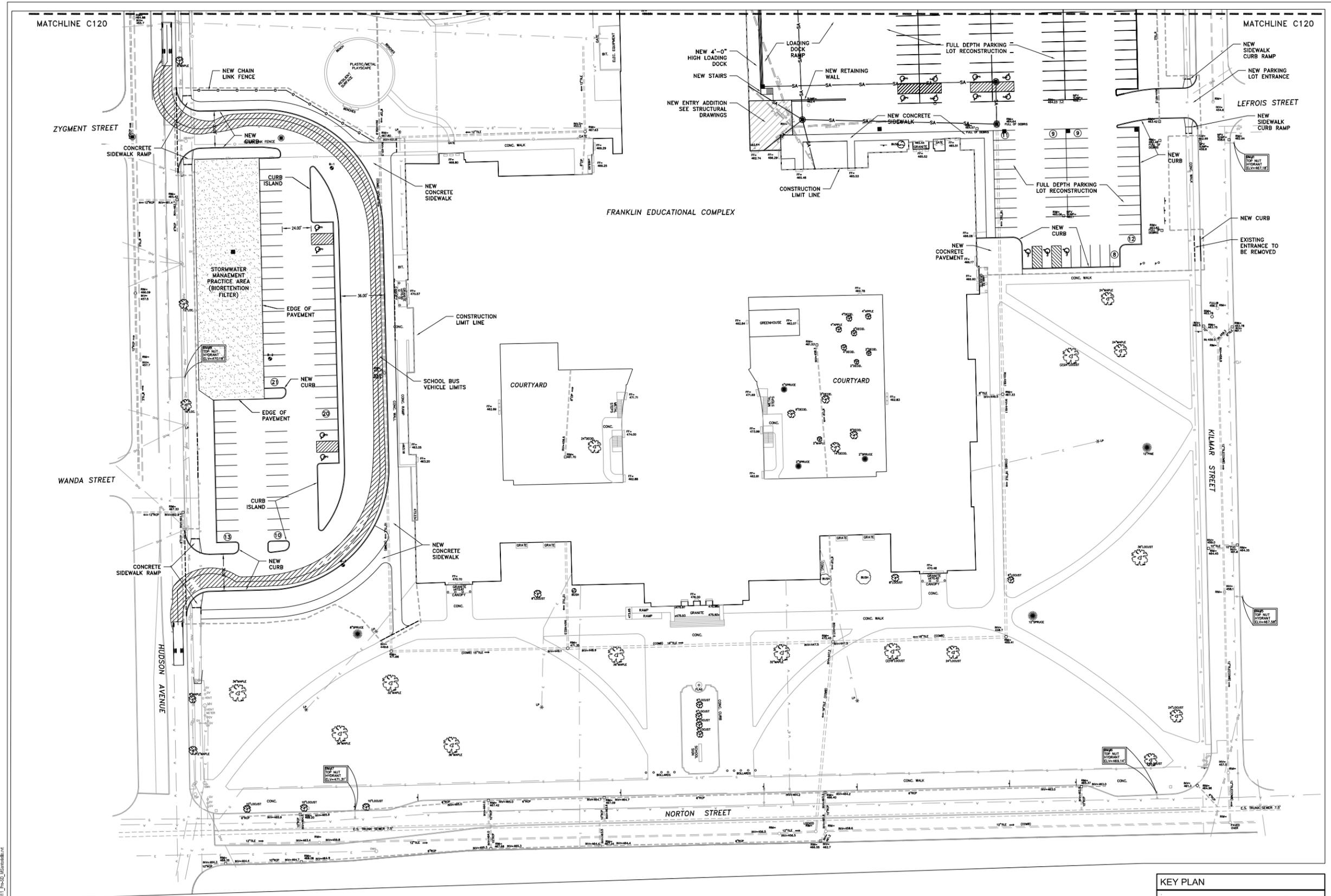


**CIVIL SITE PLAN**  
 SCALE: 1" = 30' C120

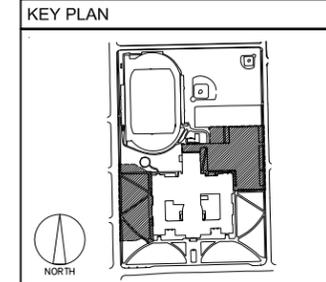
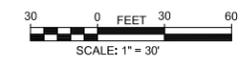


30"x42" PLOT SHEET  
 8/20/2011 11:03:53 AM  
 C:\Users\MSmith\Documents\FCS\Drawings\2011\_Plan\SD\_MSR\Sheet\c120





**CIVIL SITE PLAN**  
 SCALE: 1" = 30' C121



**YOUNG + WRIGHT ARCHITECTURAL**  
 740 Seneca St. Buffalo, NY 14210 Ph. 716.842.1800  
 1344 University Ave. Suite 140 Rochester, NY 14607 Ph. 585.461.4771  
 www.youngarch.com  
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**ROCHESTER CITY SCHOOL DISTRICT**

**Gilbane WIN WATTS ARCHITECTURE & ENGINEERING, P.C.**

**SIENNA Environmental Engineering, LLC**  
 130 Memorial Avenue, Buffalo, New York 14222

**IBC Engineering, P.C.**

**LDK Engineering, PLLC**  
 Structural Engineering Consultants  
 22 Cassin Drive, Suite 302 - Rochester, NY 14614  
 585-454-6903 585-454-7542 FAX

CONSULTANT LOGOS

**ROCHESTER CSD FRANKLIN EDUCATIONAL CAMPUS**  
 950 NORTON STREET  
 ROCHESTER NY 14621  
 FRANKLIN CONSTRUCTION: 26-16-00-01-0101-031  
 FRANKLIN EPIC: 26-16-00-01-0101-032  
 DISTRICT WIDE NO: 26-16-00-01-7999-012

**ROCHESTER SCHOOLS MODERNIZATION PROGRAM**

**RSMP**

YOUNG + WRIGHT PROJECT NUMBER  
 11001

NO.	DATE	REVISION
3	12/13/11	DD Submission
2	9/16/11	SED Submission
1	9/1/11	SD Progress Set

ISSUED FOR  
**DESIGN DEVELOPMENT**

DATE:

**SITE PLAN**



## **Appendix B**

### **Building Advisory Committee (BAC) Meetings & Members/Attendees**



## **Building Advisory Committee (BAC) Meetings & Attendees \***

### **School #17 (Enrico Fermi) - SWBR**

#### BAC Meetings:

March 21, 2011  
April 26, 2011  
May 24, 2011  
August 23, 2011  
September 12, 2011  
October 25, 2011

#### BAC Attendees:

Andy Wheatcraft	(RCSD Facilities)
Todd Bruce	(RCSD Facilities)
Claude Watt	(Gilbane/Savin)
Gail Perogine	(Gilbane/Savin)
Peter Saxe	(City of Rochester)
Nancy Coddington	(School #17)
Ron Boyd	(School #17)
Liz Hanan	(School #17)
Patricia Jones	(School #17)
Marisa DeMario	(School #17)
Scott Benjamin	(School #17)
Janice Plummer	(School #17)
Nilda Carmona	(School #17)
Alex Macaluso	(School #17)
Marci Kolstad	(School #17)
John O'Neil	(School #17)
Gwen Shepherd	(School #17)
Sweetny Salter	(After School Program Coordinator)
Kayla Jenkins	(Charles Settlement House/CSH)
Scott Benjamin	(Charles Settlement House/CSH)
Li-June Kennedy	(Charles Settlement House/CSH)
Jessica Kingsley	(Charles Settlement House/CSH)
Richard Jones	(Resident)
Gina Curtiss	(Eastman Dental)
Duncan Ververs	(Corn Hill Neighbors Association/CHNA)
Luis Aponte	(Corn Hill Neighbors Association/CHNA)
Bishop D.J. Singleton	(Pastor, Arc of Jesus)
Delores Jackson	
Radney	(Kuumba)
Darlene Brewster	(Practice Manager, Unity Health)
Allison Colligan	(SWBR)

Steve Rebholz (SWBR)  
Michael Kuz (SWBR)

**School #28 (Henry Hudson School) – LaBella Associates**

BAC Meetings:

March 18, 2011  
March 25, 2011  
April 1, 2011  
April 8, 2011  
April 15, 2011  
April 22, 2011  
April 29, 2011  
July 22, 2011  
July 29, 2011  
August 5, 2011  
August 12, 2011  
August 19, 2011  
August 26, 2011

BAC Attendees:

Pepin Accilien (Gilbane/Savin)  
Bob DiPaola (Gilbane/Savin)  
Susan Ladd (Principal, School #28)  
Sheila Marconi (Assistant Principal, School #28)  
Thelma Ames (Secretary, School #28)  
Kristie Nelson (Kindergarten Teacher, School #28)  
Megan Bogdan (4<sup>th</sup> grade Teacher, School #28)  
David Owens (Head Custodian, School #28)  
Terrance Costich (RCSD Architect)  
Eric Hansen (RCSD Architect)  
Nancy Johns-Price (Neighborhood Service Center/NSC Administrator, City of Rochester)  
Marilyn Parchus (North Winton Village Association)  
Jessica Toner (Amsterdam residence)  
Jen Schinzing (Amsterdam residence)  
Mary Miskell (Amsterdam residence)  
Tara Hopkins (Amsterdam residence)  
Robert Healy (LaBella Associates)  
Daniel Pieters (LaBella Associates)  
Michael Short (LaBella Associates)

**School #50 (Helen Barrett Montgomery School) – Clark Patterson Lee**

BAC Meetings:

March 21, 2011  
April 14, 2011

April 27, 2011  
May 18, 2011  
June 22, 2011  
July 27, 2011  
August 10, 2011  
November 7, 2011

BAC Attendees:

Gail Perogine	(Gilbane/Savin)
Tom Roger	(Gilbane/Savin)
Tom Renauto	(RJSCB)
Tim Mains	(Principal, School #50)
Kimberlee Brock	(Assistant Principal, School #50)
Ellen Ambler	(Teacher, School #50)
Janet Bird	(Teacher, School #50)
Tracy Cretelle	(Teacher, School #50)
Laura Cutaia	(Teacher, School #50)
Janet Marshall	(Teacher, School #50)
Peter Voigt	(Teacher, School #50)
Terrance Costich	(RCSD Architect)
Andy Wheatcraft	(RCSD Facilities)
Wallace Smith	(School #50 Student Parent)
Mayra Torres & Carlos Alverio	(School #50 Student Parents)
Jay Coddington	(School #50 Student Parent)
Laniece & Terrance Simmons	(School #50 Student Parents)
Darin & Rose Marie Lawyer	(School #50 Student Parents)
Alfred Burgos	(Local Community Leadership)
Nancy Sung-Shelton	(Group 14621)

**School #58 (World of Inquiry) – JCJ Architecture**

BAC Meetings:

April 7, 2011  
April 20, 2011  
May 4, 2011  
May 16, 2011  
June 21, 2011  
July 12, 2011  
July 26, 2011  
August 18, 2011  
August 30, 2011  
September 13, 2011  
September 27, 2011

October 11, 2011  
October 25, 2011  
December 6, 2011

BAC Attendees:

Bob DiPaola (Gilbane/Savin)  
Matt Maniak (Principal, School #58)  
Kimberley Garlock (Vice Principal, School #58)  
Kristen Burgmaster (Teacher, School #58)  
Theresa Funk (Faculty, School #58)  
Bridget Maio (Faculty, School #58)  
Amy Mastowski (Faculty, School #58)  
Pete Hilling (Faculty, School #58)  
David Hawkes (School #58 Student Parent)  
Richard DeJesus-Rueff (School #58 Community Member)  
Daniel Delehanty (School #58 Community Member)  
Erica Deming (School #58 Community Member)  
Gail Garrett (School #58 Community Member)  
Mike Patterson (School #58 Community Member)  
Elaine Spaul (City of Rochester)  
Eric Hansen (RCSD Facilities)  
Marcia DeJesus (RCSD Educational Designer)  
Peter Bachmann (JCJ Architecture)  
Ralph Walker (JCJ Architecture)  
Jim LaPosta (JCJ Architecture)  
Ray LeChase – LeChase Construction  
Boyd Bellenger – LeChase Construction  
Erika Tyron – WOI Student  
Unique Fair – WOI Student  
Tom Renauto – RSCD  
Tom Roger – Gilbane Savin  
Sheelarani Webster - WOI Principal  
Andrew Wheatcraft – RSCD Facilities

**School #60 (Charlotte High School) – CJS Architects**

BAC Meetings:

March 9, 2011  
March 11, 2011  
April 8, 2011  
September 13, 2011  
September 27, 2011  
October 24, 2011  
December 8, 2011

BAC Attendees:

Wakili Moore (Principal, School #60)  
Michael Allen (Principal, School #60)  
Rick Garbutt (Custodian, School #60)  
Donna Enright (Athletic Director, School #60)  
Eric Hanson (RCSD Facilities)  
Todd Bruce (RCSD Facilities)  
Donna Hill (RCSD Health)  
Glenn Gardner (Charlotte Community Development Corporation/CCDC)  
Mike Parker (Charlotte Community Association/CCA)  
Pete Saxe (City of Rochester)  
Darwin Palmieri (CHS Alumni)  
Tom Renauto (RJSCB)  
Ken Gifford (Gilbane/Savin)  
Wayne Williams (Gilbane/Savin)  
Wayne Hermanson (Gilbane/Savin)  
Kevin Clark (Campus CMG)  
Gary Huffman (Campus CMG)  
Charles Brown (Campus CMG)  
Craig Jensen (CJS Architects)  
Rory Zimmer (CJS Architects)

**School #262 (Franklin High School) – Young + Wright Architectural**

BAC Meetings:

May 20, 2011  
June 3, 2011  
October 14, 2011

BAC Attendees:

Tom Renauto (RJSCB)  
Shaun Nelms (RCSD)  
Carol Jones (RCSD, Vanguard)  
Kevin Klein (RCSD, IAT School)  
Robert Thomas (RCSD)  
Todd Bruce (RCSD Facilities)  
Wayne Williams (Gilbane/Savin)  
Gary Huffman (Faculty, School #262)  
Rishawn Sonubi (Young + Wright Architectural)  
Jill Gunderson (Young + Wright Architectural)

*\* The meetings and attendees listed above may include meetings that were scheduled but did not take place (e.g. scheduling conflicts, etc.) and/or attendees that may not have attended all meetings. Information was provided by each design consultant team.*



## **Appendix C**

### **Facility Addition Comparison**

(Master Plan & Current Design)



## SEQRA Comparison

Rochester Joint Schools Construction Board

<i>School</i>	Fermi/#17	Hudson/#28	Montgomery/#50	Inquiry/#58 <sup>(3)</sup>	Charlotte/#60	Franklin/#262
<i>Consultant</i>	SWBR	LaBella	CPL	JCJ	CJS	Young & Wright
<b>Existing Building Area</b>	83,575 <sup>(1)</sup>	85,050 <sup>(1)</sup>	56,505 <sup>(1)</sup>	93,561	216,670	443,150
<b>Addition Area</b>						
Master Plan	12,114	15,260	35,286	22,173	0	3,200
Design	40,162	9,800	53,484	32,949	160	2,070
<i>Difference</i>	28,048	-5,460	18,198	10,776	160	-1,130
<b>Existing Footprint</b>	34,504 <sup>(1)</sup>	49,200	56,505	46,636	63,130 <sup>(2)</sup>	144,160
<b>Footprint Addition</b>						
Master Plan	12,114	7,630	19,685	6,800	0	3,200
Design	29,786	4,900	36,683	10,100	160	1,440
<i>Difference</i>	17,672	-2,730	16,998	3,300	160	-1,760

(1) Existing bldg area shown different than area in RSMP due to field verification. New bldg area used in calculations.

(2) Approximate building footprint

(3) Addition area and footprint addition figures for the Master Plan are adjusted based on the revised scope after the design was awarded to JCJ.