

AGENDA
REGULAR COUNCIL MEETING
CITY OF GENEVA, NEW YORK

AMENDED
Oct 31, 2022

November 2, 2022

**Public Safety Building
255 Exchange Street
Geneva, NY 14456**

COUNCIL MEETING STARTS AT 7:00PM

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- I. CALL TO ORDER – Mayor, Steve Valentino
- II. PLEDGE OF ALLEGIANCE
- III. ROLL CALL
- IV. SUPERVISOR UPDATE
- V. DRI UPDATE
- VI. FOUNDRY UPDATE
- VII. CONSIDERATION OF MEETING MINUTES
This portion of the meeting is dedicated to correction of meeting minutes for the following Council session:
 - A. October 5 (Regular Council Meeting) {Page 3}
- VIII. PUBLIC COMMENT
This portion of the meeting is dedicated to receiving comments from residents on any topics. The standard time limit for public comment is three (3) minutes; however, should you require additional time, please make your request to the Mayor (Presiding Officer) prior to the start of the meeting. As always, your comments are important to Council, and all resident attendees are invited to provide comments during this period.
- IX. CITY MANAGER REPORT – *This portion of the meeting is dedicated to presentation of a report by the City Manager on non-action matters that have not been addressed elsewhere on the agenda.*

X. UNFINISHED BUSINESS

This portion of the meeting is dedicated to consideration of matters that have been previously considered by City Council. These include:

- A. Resolution Declaring the City of Geneva's Brownfield Opportunity Area Open Space and Connectivity Strategy as a Type I Action under SEQRA that will not result in any Adverse Environmental Impact - Presented by City Manager Hendrix #54-2022 {Page 19}
- B. Resolution Adopting the City of Geneva's Brownfield Opportunity Area Open Space and Connectivity Strategy Dated August 2022 - Presented by City Manager Hendrix #55-2022 {Page 73}

XI. NEW BUSINESS

This portion of the meeting is dedicated to consideration of matters that have not been previously considered by City Council. These include:

- A. Resolution Authorizing 529 Exchange Street Parking Lot Easement – Presented by City Manager Hendrix #56-2022 {Page 74}
- B. Resolution Amending the 2022 General Fund Budget for 125th Anniversary Celebration – Presented by Clr. Regan #57-2022 {Page 86}
- C. Resolution Declaring City Equipment Surplus Property – Presented by City Manager Hendrix #58-2022 {Page 87}
- D. Discussion on 305 Main Street Concept Design {Page 88}
- E. Board/Commission Appointments – IDA Board {Page 92}

XII. MAYOR AND COUNCIL REPORTS

This portion of the meeting is dedicated to presentation of reports by the Mayor and City Councilors on non-action matters that have not been addressed elsewhere on the agenda

XIII. PUBLIC COMMENT

This portion of the meeting is dedicated to receiving comments from non-residents on any topics. The standard time limit for public comment is three (3) minutes; however, should you require additional time, please make your request to the Mayor (Presiding Officer) prior to the start of the meeting. As always, your comments are important to Council, and all attendees are invited to provide comments during this period.

XIV. ADJOURNMENT

THE GENEVA CITY COUNCIL

JOURNAL OF PROCEEDINGS

REGULAR COUNCIL MEETING

October 5, 2022 – 7:00 PM

Cornell Agritech Campus, Jordan Hall
630 W. North Street
Geneva, NY 14456

Presiding – Steve Valentino, Mayor

1. ROLL CALL

Present: Clr. Regan, Clr. Gaglianese, Clr. Pealer, Clr. Noone, Clr. Camera, Clr. Brimm, and
Clr. Salamendra (via Zoom, left at 8:30pm)

Absent: Clr. Burrall

2. EXECUTIVE SESSION

ACTION TAKEN by Clr. Camera; seconded by Clr. Gaglianese

MOVED THAT council move to executive session at 6:30pm to discuss collective negotiations pursuant to article fourteen of the civil service law

MOTION CARRIED UNANIMOUSLY (7-2absent)

ACTION TAKEN by Clr. Camera; seconded by Clr. Regan

MOVED THAT adjourn executive session at 7:00pm and return to regular session

MOTION CARRIED UNANIMOUSLY (7-2absent)

3. PUBLIC HEARING – NYS Office of Community Renewal for CDBG Funding

Mayor Valentino opened the public hearing at 7:03pm, and with no one wishing to speak, he closed the public hearing at 7:04pm.

4. PUBLIC HEARING – Restore NY Funding

Mayor Valentino opened the public hearing at 7:04pm, and with no one wishing to speak, he closed the public hearing at 7:05pm.

5. PUBLIC HEARING – 2023 Budget

Mayor Valentino opened the public hearing at 7:05pm.

Amara Dunn said I live in Ward 4, and I am speaking solely on my own behalf tonight. When I watched last week's City Council work session, I heard a lot of discussion about safety. Hopefully regardless of our different ideas on many other issues, we can all agree that we want everyone in Geneva to be safe. I would like to encourage City Council to think more expansively about how we might make our beautifully diverse city safe for everyone. Funding additional positions in the police department might feel like an easy way to "check the safety box". But safety for everyone in our city is much more. Are we able to support robust and effective responses to mental health crises? Are we caring for the mental health of our first responders? Do residents have adequate access to food, clothes, and safe housing? Are landlords maintaining their properties so that buildings are adequately heated and free of pests? Do all of our children have the resources and support needed to reach their full potential? Is the quality of the water in Seneca Lake being protected and improved? How do City policies and practices impact the ability of future generations to live on and enjoy the lands and waters we are stewarding? Do all residents need the same things in order to feel safe? Or am I assuming that if I feel safe, so must everyone else? Are we listening to, believing, and acting on the stories of our neighbors when they tell us they do not feel safe? I realize that City Council cannot address all of these questions, and certainly not in the next few weeks as the 2023 City Budget is finalized. However, I suspect that both potential future business owners and potential hires at existing Geneva businesses are considering a much broader definition of safety. I hope City Council will too. Thank you.

Gary Baxter said I am at the budget meeting tonight to talk about public safety. I cannot speak to you with greater urgency. I come to you with a warning and to put you on notice that I truly believe people will be harmed or worse if you do not adequately fund our police department. I have lived in Geneva for 66 years and have served with our local fire department, been an EMT, a police officer for the city, and served on city council as a councilor-at-large. It is time that we start to respect our officers and give them the tools that they need to do their job. Crime has not slowed down in this nation at all. In the past few weeks, we have had several dangerous situations occur in our city where weapons have been involved and people's lives have been put in jeopardy. Our police department is one of the best in New York and at present time, understaffed. When I was on the department, we had 34 officers for the Geneva police department. It is my belief that we are currently at 27 with two officers out on leave. I was here a short time ago asking that our police department be brought back to full staff and because of covid or budgetary reasons that did not happen. With the shootings at Courtyard, Greenhurst St, and other sections in the city, crime is becoming more and more present. Our police officers are working overtime to protect the citizens of Geneva which costs the taxpayer more money than if we were up to full strength with our police department. As city councilors you have a responsibility to make sure that the citizens in the city are protected to the best of your ability and reducing the size of the police department (or defunding the police) is not what needs to be done. It costs money to have a police department and this needs to be done. With officers leaving and transferring to other police

departments we need to stop and think what we are doing. It is time that we listen to our chief with the respect that is due to him and not try to force him or other police officers out of Geneva. You have a very competent city manager that you have hired to run the city, so let her do her job. Thank you very much for allowing me to speak tonight.

With no one else wishing to speak, Mayor Valentino closed the public hearing at 7:11pm

6. PUBLIC HEARING – Local Law Overriding the Tax Cap

Mayor Valentino opened the public hearing at 7:11pm, and with no one wishing to speak, he closed the public hearing at 7:12pm.

7. SUPERVISOR UPDATE

Supervisor Petropoulos referred to last month when he told everyone about a community survey the county was doing saying that the county was pleased to receive 368 responses. He announced that Assemblyman Gallahan was collecting pet items at his office on Elizabeth Blackwell Street for the local Humane Society, Ontario County Public Health will be holding a rabies prevention clinic on October 15th from 9am to 12pm at 2962 County Road 48, and there will be a confidential document shredding event on October 7th from 10:30am to 1:30pm or until the truck is full at the County Transportation Department at 2930 County Road 48. He also announced an E-Waste collection event on October 22 at the Ontario County Landfill, and residents need to register with the Cornell Cooperative Extension at 585-394-3977 ext. 427 thru October 19th. He reported that the mattress recycling event was a success with 165 mattresses collected and recycled. Lastly, he gave a shoutout to the Partnership for Ontario County opening a second youth club house in Bloomfield. He said that they provide a safe space for youths 12-17 years of age to talk. He said that there is one in Geneva at 21 Worthington Ave, and information can be found on their website: www.partnershipforontariocounty.org.

8. DRI UPDATE

Thank you, Mayor and City Councilors and good evening. On behalf of the DPW, our consultant Barton & Loguidice (B&L) and our contractor Nardozzi Construction, we want to please thank all residents, business owners and visitors for their continued patience while the DRI project continues to progress.

WORK COMPLETED TO DATE:

As of the last Progress Meeting which was held Thursday September 22, 2022, the contractor has used 95% of the contract time and has completed 73% of the proposed work. The current Pay Estimate # 12, was dated September 14, 2022 and completed work paid to date was \$7.39 M out of \$10.1 M. The

current contract substantial completion date is at end of October 2022. The contractor has submitted requests for contract extensions of time which are being reviewed.

UPCOMING WORK SCHEDULED:

The current Contract 1, "5&20 Corridor" Phase is in Phase 1C. The contractor is working on the west bound lane of Rtes. 5&20. Work continues on storm sewer upgrades, underground electrical work, cycle track paving, landscaping. PLEASE NOTE** Be advised that nightwork is part of the Phase 1C - Work Zone Traffic Control Plan. The contractor is expected to utilize an approved short-term detour for planned night time asphalt milling and hot mix paving. We anticipate October 10th -21st for the scheduled night work.

The current Contract 2, "Street Scape and 5 Points" is in Phase 2C. Work continues on finalizing all decorative features, landscaping, brick pavers, sidewalk, signage, and green infrastructure along Castle and Exchange.

CONCERNS:

BUZZUTO – Electrical conflicts being reviewed

ELECTRICAL – Subcontractor material and equipment delays

PAVEMENT MARKINGS – Coordination with subcontractors for final paint

9. FOUNDRY UPDATE

Remedial Design

- NYSDEC's engineering contractor continued remedial design activities for remaining properties located south of Lewis Street on Genesee, Geneva, and Tillman Streets. Remaining structural inspections will be completed this fall. Remediation of these properties is expected to be implemented in 2023.
- Remedial designs are also being prepared for 60 Middle Street, a large open parcel which has served as a project staging area. Trailers, materials, and equipment will be removed from the parcel later this fall, and remedial excavation is anticipated in late 2022 or early 2023.

Remedial Construction

- Restoration activities, including fence installation, paving, etc., continued at properties located on Exchange, Wadsworth, and Middle Streets, north of Middle Street. Remaining restoration items will be completed this fall, with the exception of some plants and trees that will be planted in 2023.
- Excavation activities commenced at Genesee Park, beginning with areas outside the park fence. The public sidewalk on the Genesee Street side was removed during excavation activities and has been replaced. Excavation within the park is anticipated to last 3-4 weeks. NYSDEC's portion of

the restoration of the park is anticipated to be substantially completed in early November 2022. The project team continues to coordinate with the city DPW regarding park enhancements to be installed after remediation.

- Excavation activities began on the partial block of properties south of Lewis and west of Genesee. Work will continue on some of these properties until November and some of these properties will be remediated in early 2023.
- Excavation is expected to begin this month at St. Peter's Church and at properties west of the church along Lewis and Genesee Streets. Restoration will be substantially complete before the project's winter shutdown.

10. CONSIDERATION OF MEETING MINUTES

ACTION TAKEN by Clr. Gaglianese; seconded by Clr. Noone

MOVED THAT the minutes of the September 1st and 6th Council Meetings be approved

**ROLL CALL VOTE: Aye – Clr. Camera, Clr. Regan, Mayor Valentino, Clr. Noone, and
Clr. Gaglianese**

Abstain – Clr. Salamendra, Clr. Pealer, and Brimm

Absent – Clr. Burrall

MOTION CARRIED

ACTION TAKEN by Clr. Gaglianese; seconded by Clr. Regan

MOVED THAT the minutes of the September 7th Council Meeting be approved

**ROLL CALL VOTE: Aye – Clr. Camera, Clr. Regan, Mayor Valentino, Clr. Noone, Clr. Pealer,
Clr. Gaglianese and Clr. Salamendra**

Abstain – Clr. Brimm

Absent – Clr. Burrall

MOTION CARRIED

ACTION TAKEN by Clr. Gaglianese; seconded by Clr. Pealer

MOVED THAT the minutes of the September 13th Council Meeting be approved

MOTION CARRIED UNANIMOUSLY (8-1absent)

ACTION TAKEN by Clr. Gaglianese; seconded by Clr. Noone

MOVED THAT the minutes of the September 21st Council Meeting be approved

MOTION CARRIED UNANIMOUSLY (8-1absent)

ACTION TAKEN by Clr. Gaglianese; seconded by Clr. Pealer

MOVED THAT the minutes of the September 26th Council Meeting be approved

**ROLL CALL VOTE: Aye – Clr. Camera, Clr. Regan, Mayor Valentino, Clr. Noone, Clr. Pealer,
Clr. Gaglianese and Clr. Brimm**

Abstain – Clr. Salamendra

Absent – Clr. Burrall

MOTION CARRIED

11. PUBLIC COMMENT

No public comment was offered.

12. CITY MANAGER REPORT

Updates

- Internal and External teams met with candidates for the Director of Planning and Economic Development.

Adopting a new city-wide zoning plan

- We are in the process of reviewing and responding to the questions submitted by the BID and others regarding the proposed zoning plan with our consulting group.
- Our goal continues to be to bring it to Council soon after budget, with staff and community recommendations/concerns. From there Council can determine the final direction for the update prior to adoption.

Supporting beautification efforts throughout the city

- 29 Linden: The City Manager, Local Development Corporation (LDC), and property owner and his colleague/previous owner of the property met last week to discuss 29 Linden. The property owner has no current plans for the property as the expense to develop the space may be too significant to have a return on investment. He continues to hold the property in hopes of being able to develop it.
- Genesee Park: Attached are the documents outlining the improvements to Genesee Park. There has been a lot of activity in the park this week and the documents outline what will be happening in the park as the renovation continues.

Continuing to focus on the infrastructure and the ways our infrastructure supports Geneva

- Last week City staff, Closed Loop Systems, Ontario County, and community committees met with Dareth Glance from the DEC to showcase the work of the cities composting program. There was acknowledgement of the work that we have done as well as discussion of the next phases of waste reduction for NYS and the city.

Completing the Downtown Revitalization Initiative Projects.

- Representatives from the Department of Budget and Department of State toured the DRI sites on Tuesday evening. They were impressed with the ways that the funds were able to be used to further the current projects and discussed future DRI opportunities. While we cannot apply for funding in the same areas, there are opportunities to further our DRI zones.

- Our next budget session will be on October 19th. We have received a few additional questions regarding – recreation, compensation, fleet management, police insurance, and short-term rentals. As additional questions come in staff will prepare information for council for each session. If you would like to meet with Stefanie or I prior to this session, please let us know so we can schedule these conversations.
- Due to medical and personal leave our front desk is continuing to experience challenges with staffing. The team in City Hall has been able to provide assistance and customers are still finding success as they work with us. Please send our appreciation to your constituents for their patience during this challenging time.
- October 3rd at 10am we will be swearing in Recruit Officer Michael Shugars. Michael is going to work internally at the PD until October 26th, which is when he begins training at the police academy in Monroe County. If successful, Michael will be back here on FTO late winter/early spring.
- Fall leaf and yard debris collection began on Monday, October 3 and runs through December 2 (Weather Permitting)
- Fire Prevention week is October 9-October 15th

13. RESOLUTION IN SUPPORT OF THE APPLICATION TO THE EMPIRE STATE DEVELOPMENT (ESD) FOR RESTORE 6 FUNDING FOR THE MIDDLE STREET APARTMENTS PROJECT

City Manager Hendrix presented the following resolution:

WHEREAS, the City of Geneva submitted an Intent to Apply for Restore NY Funding to Empire State Development (ESD) for Round 6 – Restore NY – Community Initiative (“Restore 6”), which was announced on July 11, 2022 for the Middle Street Apartments project (“Project”);

WHEREAS, the Project will be located at 36 Middle Street (Tax ID 104.8-3-8.1) and the adjacent parcel with the mailing address of 107 Wadsworth Street (Tax ID 104.8-03-04), which has been combined into one parcel with the mailing address of 36 Middle Street, located in Ward 6 (“Property”);

WHEREAS, the Project involves the redevelopment of a vacant dilapidated building into nine (9) apartments, and creation of off-street parking for the apartments;

WHEREAS, the Project meets the criteria set forth by ESD for Restore 6, which is intended “for the sole purpose of revitalizing urban and rural areas, disadvantaged communities, and stabilizing neighborhoods”;

WHEREAS, the Restore 6 criteria also states that “an important goal of Restore NY is to revitalize urban centers, rural areas, and disadvantaged communities. It is anticipated that upon completion, the projects funded by Restore NY grants will attract individuals, families, and industry and commercial enterprises to the municipality. It is further anticipated that the improved community and business climate will result in an increased tax base thereby improving municipal finances and the wherewithal to further grow the municipality’s tax and resource base, lessening its dependance on state aid”;

WHEREAS, the Restore 6 guidelines further state that “[s]trong emphasis will be placed on projects from economically distressed communities . . . [and] project feasibility and readiness”;

WHEREAS, the Project is consistent with the City of Geneva’s Comprehensive Plan;

WHEREAS, the Project is located in Ward 6, which is an economically distressed area of the City;

WHEREAS, the proposed private financing for the Project is sufficient for it to be a viable project;

WHEREAS, the Project facilitates effective and efficient use of existing and future public resources so as to promote both economic development and preservation of community resources, especially in Ward 6;

WHEREAS, the Project develops and enhances infrastructure and/or other facilities in a manner that will attract, create, and sustain employment opportunities within the City of Geneva, and specifically in Ward 6;

WHEREAS, the Geneva City Council supports the creation of additional housing opportunities in Ward 6, and specifically on Middle Street;

WHEREAS, it is in the public interest of the citizens of Geneva to create additional housing opportunities on Middle Street and increase the tax base;

WHEREAS, the City of Geneva held a public hearing to receive comments from the public on the Project, the anticipated Restore 6 Application, as well as the Property that is the subject of the anticipated application; and

NOW THEREFORE BE IT RESOLVED that the City of Geneva will submit a Restore 6 application for funding in the amount of approximately \$960,000 to support the Middle Street Apartments Project.

When asked by Clr. Camera, David Linger told council that the project will be in excess of \$1.6 million, and they are hoping for \$960,000 from the grant. Clr. Regan thanked Mr. Linger saying that this is an exciting project for the city.

ACTION TAKEN by Clr. Noone; seconded by Clr. Regan
MOVED THAT this resolution be approved
MOTION CARRIED UNANIMOUSLY (8-1absent)

14. RESOLUTION CLASSIFYING THE CITY OF GENEVA'S BROWNFIELD OPPORTUNITY AREA OPEN SPACE AND CONNECTIVITY STRATEGY AS A TYPE I ACTION UNDER SEQRA AND AUTHORIZING GENEVA CITY COUNCIL AS LEAD AGENCY

City Manager Hendrix presented the following resolution:

WHEREAS, the City of Geneva intends to adopt the *City of Geneva's Brownfield Opportunity Area Open Space and Connectivity Strategy*, and;

WHEREAS, the City Council of the City of Geneva has expressed its interest and intention to undertake an environmental assessment of the proposed plan under the auspices of the New York State Environmental Quality Review Act ("SEQRA"); and

WHEREAS, the City Council has determined that the proposed plan qualifies as a Type 1 Action under SEQRA.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Geneva, New York that the *City of Geneva's Brownfield Opportunity Area Open Space and Connectivity Strategy* is classified as a Type 1 Action pursuant to SEQRA and further consents to act as Lead Agency.

ACTION TAKEN by Clr. Noone; seconded by Clr. Gaglianese
MOVED THAT this resolution be approved
MOTION CARRIED UNANIMOUSLY (8-1absent)

15. LOCAL LAW OVERRIDING THE PROPERTY TAX LEVY LIMIT

City Comptroller Newcomb presented the following local law:

WHEREAS, the State of New York has enacted General Municipal Law requiring that municipalities, with certain exceptions, caps the growth of the property tax levy; and

WHEREAS, the statutory formula for calculation of permitted property tax levy growth requires the City of Geneva to roll back property tax rates to stay within statutory caps; and

WHEREAS, the City Manager's 2023 proposed budget forecasts the need to exceed the statutory property tax levy cap.

NOW, THEREFORE BE IT ENACTED:

Section 1. Legislative Intent.

It is the intent of this local law to override the limit on the amount of real property taxes that may be levied by the City of Geneva pursuant to General Municipal Law § 3-c, and to allow the City of Geneva to adopt a budget for the fiscal year 2023 that requires a real property tax levy in excess of the "tax levy limit" as defined by General Municipal Law § 3-c.

Section 2. Authority.

This local law is adopted pursuant to subdivision 5 of General Municipal Law § 3-c, which expressly authorizes the City Council to override the tax cap by the adoption of a local law approved by vote of sixty percent (60%) of the City Council.

Section 3. Tax Levy Limit Override.

The City Council of the City of Geneva; Ontario County is hereby authorized to adopt a budget for the fiscal year 2023 that requires a real property tax levy in excess of the amount otherwise proscribed in General Municipal Law, §3-c.

Section 4. Severability.

If any clause, sentence, paragraph, subdivision, or part of this Local Law or the application thereof to any person, firm or corporation, or circumstance, shall be adjusted by any court of competent jurisdiction to be invalid or unconstitutional, such order or judgment shall not affect, impair, or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, subdivision, or part of this Local Law or in its application to the person, individual, firm or corporation or circumstance, directly involved in the controversy in which such judgment or order shall be rendered.

Section 5. Effective date.

This local law shall take effect immediately upon filing with the Secretary of State.

Clr. Camera said that he is going to oppose this as he does not want to exceed the tax cap. He said he thinks the budget is excellent, but he feels with the reserve having almost \$3 million for emergencies he thinks we have enough to give taxpayers a break. He said that it is time to give something back to the taxpayers, and he would like to see if we can present a 0% increase. He would like to take \$500,000 to \$900,000 from the fund balance to balance the budget noting that fund reserves accumulate when we don't spend all the money from previous budgets. He would like to use that money to send a signal that the city does not always raise taxes.

Clr. Pealer said that he is pretty fiscally conservative, and he feels council votes for this tax cap override, not to give blank checks to staff, but to prevent us from getting hit with penalties from the State. He noted that he does not support wasteful spending.

Clr. Regan said she feels it is possible to get below the 2%. City Manager Hendrix told council that in future years, she would like to see this local law presented prior to the city manager's budget being prepared, because if council does not approve a budget, we will revert back to the city manager's budget. She noted that council could repeal this local law if they can get the budget under the 2% increase.

Mayor Valentino asked where the current budget was with regard to the increase, and Comptroller Newcomb said it was at 2.89%. Mayor Valentino said that council has never not voted to override the tax cap, and it would be irresponsible to not approve tonight. He then noted that the general fund balance should be between 12 and 16%, and we are currently at the low end of 12%. He said that council has been warned in the past that one-time expenditures are okay to use general fund money, but not for repetitive costs because the expense doubles in the second year to the citizens.

Clr. Salamendra said she hears what is being said, but this is a protest of a budget that raises the taxes. She said it makes no sense to raise taxes to fund more positions when we have positions that cannot be filled as that is not a good use of taxpayer funds.

Clr. Camera asked why we shouldn't take the money from the fund balance that is always there to take us under what we need to avoid penalties. City Manager Hendrix cautioned against using reserve funds because the number in the budget is less since that money has been used throughout the year. Mayor

Valentino told council that the city was in trouble in 2012 when an audit was done, and we were mandated to rebuild our reserves. He noted that other factors come in to play when we are talking about a larger fund balance, such as getting better bond ratings and loan rates.

Clr. Gaglianese said that no one wants to raise taxes, but we need to be realistic that people expect services for their taxes.

Clr. Noone said that he recently held town hall meetings and heard from residents that they expect a modest tax increase and do not want to see a large increase after years of no increases. He said that other comments were that residents want better services, a better quality of life, and don't expect something for nothing. He said that he received nothing but positive feedback and residents saying that we need to invest in our people and services. He said that we have operated at bare bones for too long, and residents do not want to see a 10% increase in the future.

Clr. Salamendra said that it is important to hold the line and say to taxpayers that we can't afford to fund positions when we can't fill the positions we have.

ACTION TAKEN by Clr. Noone; seconded by Clr. Gaglianese

MOVED THAT this local law be approved

ROLL CALL VOTE: Aye – Clr. Regan, Mayor Valentino, Clr. Noone, Clr. Pealer, Clr. Gaglianese, and Clr. Brimm

Nay – Clr. Salamendra and Clr. Camera

Absent – Clr. Burrall

MOTION CARRIED

16. RESOLUTION DECLARING CITY EQUIPMENT SURPLUS PROPERTY

City Manager Hendrix presented the following resolution:

WHEREAS, the City of Geneva no longer has use for the following items:

- 2011 Chevrolet Caprice (VIN: 6G1MK5T21BL522929)
- 2009 Chevrolet Impala (VIN: 2G1WT57N191295693)
- 2013 Ford Explorer (PIU) (VIN: 1FM5K8AR9DGC41141)
- 2014 Ford Explorer (PIU) (VIN: 1FM5K8AR2FGA78500)

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Geneva, New York, that the above equipment be declared surplus property, and

FURTHER BE IT RESOLVED the proceeds from the sale surplus equipment be placed in the Equipment Amortization Fund Account.

**ACTION TAKEN by Clr. Noone; seconded by Clr. Pealer
MOVED THAT this resolution be approved
MOTION CARRIED UNANIMOUSLY (8-1absent)**

17. **DEFEATED RESOLUTION REQUESTING SUPPORT FOR NEW PLASTIC STRAW CONTROL LAW**

Clr. Camera presented the following resolution:

Purpose

The purpose of this resolution is to encourage our Geneva Supervisors to offer and then support a plastic straw control measure for application across the entire County. The gist of the resolution should be discussed and finalized by the Ontario County Environmental Quality Cmte. and then offered to the entire Board of Supervisors for passage.

Main Provisions

Whereas plastic straws have a significant impact on the environment both in their manufacture and also as waste that ends up as litter in our urban and natural environment and have been known to adversely affect fauna, it is desirable to control the wanton spread of this product.

Whereas plastic straws are offered at almost every restaurant and bar in our County without request, they proliferate in excess and become a significant element in the waste stream.

Whereas other counties in NYS (ie. Suffolk County) have passed this kind of legislation and as a result there are models to available.

Be it resolved that it is desirable to limit the provision of plastic straws by restaurants and other large scale commercial eating establishments by not providing straws unless they are requested by the clientele.

Be it further resolved that the Geneva City Council asks the County of Ontario to develop and pass a law that will encourage change our County practices and as well as other Counties to follow suit and will by passage serve to support and encourage the passage of a Statewide law.

Clr. Camera told everyone that he would like to ask the county supervisors for their support in controlling the dissemination of plastic straws as they are a source of pollution. He noted that this does not prevent people in restaurants from asking for straws, this is just a way to reduce the use of straws. He said that based on data from the National Park Service, Americans use 500 million plastic drinking straws a day, and this resolution is a way of increasing awareness and asks our supervisors to do the research.

Clr. Pealer said he has concerns with restaurants being fined if they give out plastic stirrers. He said that council should not be dabbling in free enterprise noting that he spends a lot of time on the lake and there are other things that pollute our lake. He said that he knows of no studies that support the information provided, and he feels wood products require more carbon emissions. He said that we need to take a

close look at studies that have been done in other countries, and he does not feel the Health Department should be given this much power.

Clr. Regan said that she did not read this resolution the same way. Her understanding was that straws and stirrers would be available upon request. She said that this is really a recommendation for the county to consider. She said she feels this could help restaurants by not using as many straws. She said that this is just asking restaurants to change their training, noting that there are other kinds of straws allowed by this. She also said that this is just a recommendation to the county that they consider something that affects turtles and fish, and it is an easy, simple thing to do.

Clr. Noone asked if any local businesses were consulted or any other county supervisors. Clr. Camera said that they had not, but he feels the county will do a deeper dive into this with their resources. Clr. Noone said that he is about going green as his personal choice, but he is not interested in this proposed law as he feels it is up to the county supervisors if they are interested.

Clr. Salamendra said she has worked in restaurants for 20 years, and it is not a big deal for people to ask for a straw. She said that plastics are harming the environment, she supports this, and she thanked Clr. Camera.

Clr. Brimm voiced his concern for people with disabilities being able to communicate their need for a straw, and Clr. Noone said that it is too bad that the restaurant industry was not consulted on this.

ACTION TAKEN by Clr. Camera; seconded by Clr. Regan

MOVED THAT this resolution be approved

ROLL CALL VOTE: Aye – Clr. Regan, Clr. Salamendra and Clr. Camera

**Nay – Mayor Valentino, Clr. Noone, Clr. Pealer, Clr. Gaglianese,
and Clr. Brimm**

Absent – Clr. Burrall

MOTION DEFEATED

18. MAYOR AND COUNCIL REPORTS

Clr. Regan said that the Green Committee once again had their meeting with James Nardoizzi for an update on the Resource Recovery Park cancelled, so they reviewed their other activities. Their Native Plant Sale was a success, the planning for the Mission Zero Event has begun and will take place in the Spring. She said that three Hobart Environmental Studies majors have joined their committee. She reported that last month 13 volunteers installed the lakefront structure planters, and the week of October 10th more plants will be installed that did not come in for the last installment. She said the next event at the lakefront will be the Hobart and William Smith Colleges Day of Service on October 15th. Clr. Regan reported that she held a town hall meeting last night where most came to listen and learn about the budget, recreation, historic designation, and the Resource Recovery Park. She said she finds these meetings a wonderful way to meet with residents. She said she has assembled a committee to pull

together our 125th Birthday Celebration, and they will begin meeting next week. She said with January 1, 1898 being our official date becoming a city, they are planning something for January 1, 2023. She said they will be including the BID, school district, Historic Geneva, the Dove Block, and many others

Clr. Pealer said that the Recreation Board did not have a quorum, but they will be looking at research on national and local trends regarding recreation, noting that there is not much in the recreation budget after removing labor costs. Clr. Pealer said that he made assurances after being elected to focus on the economic situation in Geneva and the problem with focused poverty and the need for more access to jobs and training. He said he recently became part of the Ontario County Workforce Investment Board where they train people for careers and review the competitive nature of lateral transfers. He said with the cost of everything rising, there is a benefit to lateral transfers as employees come with experience. He said that the Fabrication and Manufacturing Organization will be holding an event at the Victor FLCC on October 27th and information can be found on the County Workforce Development website. He said that some information that has come out of their discussions is that upwards of 30% of high school graduates are now participating in the workforce or attending college. The Workforce Investment Board is doing some new marketing on social media. He said that people who are interested in the workforce can look at www.fingerlakes.skillupamerica.org to find paid workforce development programming. He said there are currently over 2000 good paying jobs listed on that site in our county. He said there was a great youth event at FLCC back in May called Finger Lakes Works With Our Hands with over 450 High School Students and over 140 exhibitors. Clr. Pealer read a letter he received in an email showing support for the police department and giving general concerns about the budget. The letter asked council to start supporting police officers and increase financial income of the city.

Clr. Noone said he had a few town halls with great conversations focused around the budget, our tax rate, diversifying our businesses, the HWS tax agreement, how the BID works, the need for water rescue, PILOTS, the Legion project and others. He said they heard from someone who does volunteer weeding who told them that the volunteer model is not sustainable. He thanked everyone involved in the bomb scare at the PSB yesterday saying that we need to keep in mind that rhetoric feeds in and leads to these types of events happening. He encouraged council members as a body that any time they hear hateful speech that they condemn it as these words fuel conflict.

Clr. Camera said that the Deputy Commissioner of the DEC who is in charge of environmental remediation and management was here and interested in seeing our vermiculture operation at the Resource Recovery Park. He said that members of the county attended and are interested in doing more with food waste. He said he learned that the Beyond 2023 Waste Plan draft from the State will be issued before the end of the year for public comment. He said that this is a chance to engage the state on their plan as they have discussed involving the school districts because some are already taking up food composting. He said that Tom Harvey told him that he is hoping to get a meeting together with the Lakefront Integration Committee before the end of the month. Clr. Camera announced that he will be holding a ward 4 meeting Saturday at 10:30am at city hall in the second-floor conference room to discuss the budget. He said that he sent out 60+ invitations to residents who are already on his mailing list. He said that he has constantly been pushing for us to grow out of our tax problems especially with the spot zoning for the legion property

while also encouraging economic development. He said that he does not consider us to be an unsafe community noting that council funded the nine vacancies. He said he feels the problem is finding people to apply for the positions. He said he looked at the Police Review Board as a way to get us closer to the police department. It was an opportunity for us to all work together and promote a conversation to adjudicate complaints against police offices. He expressed his disappointment that council did not vote to appeal the one judge's decision.

Clr. Brimm expressed his concern with yesterday's events at the police department saying that he is glad everyone made it home safely.

Clr. Gaglianese referred to the events of the past week in our city saying that he wants to take the time to personally show his appreciation to the police department and all first responders who are always here for us when we need them. He thanked the police chief and his staff for going to work every day. He said that he feels this council put us in the situation we are currently in and we need to get out of it. He said that if council wants economic development and beautification, they first need to staff the fire and police departments to get people to come here. He said he will keep fighting to get us to full staff, and he agrees that we need more mental health professionals in our policing. He noted that no one wants their taxes to go up, but costs are rising and taxes cannot go down.

Mayor Valentino said that the Local Development Corporation (LDC) met and he will have their report next month. He said the Industrial Development Agency (IDA) noted that the Geneva Enterprise Development Center (GEDC) is quiet right now preparing for winter. He said the IDA is looking at various prospects for open spaces there and are supporting beautification efforts. He said that there is an agreement with the current contractor of the 5 & 20 project to maintain the weeds on that stretch so we cannot have our volunteers weeding in that area. Lastly, the Mayor reminded council that their annual training for the city needs to be done and submitted to Human Resources.

Clr. Pealer asked for an update on the DRI project as it was reported that they are at 95% funding released with only 78% completion of the project. He asked what happens when we reach 100% of payment before the project is complete. City Manager Hendrix said there are a variety of factors and she will get more information for council.

Clr. Noone said he would like to see a meeting when the police study comes out so council and residents can get the information at the same time. Clr. Camera said he disagrees feeling that council should get the report first then do the meeting.

Clr. Regan echoed what the mayor said about the weeds on 5 & 20 noting that it is important that residents know we cannot touch the weeds at this point.

19. PUBLIC COMMENT

No public comment was offered at this time.

20. ADJOURNMENT

**ACTION TAKEN by Clr. Noone; seconded by Clr. Camera
MOVED THAT the meeting be adjourned at 9:04pm
MOTION CARRIED UNANIMOUSLY**

Lori Guinan

City Clerk



Geneva City Council
Agenda Item Briefing

To: Geneva City Council
From: Amie Hendrix, City Manager
Meeting Date: November 2, 2022
Item Title: Resolution Declaring the City of Geneva's Brownfield Opportunity Area Open Space and Connectivity Strategy as a type I action under SEQRA will not result in any adverse environmental impact

AND

Resolution Adopting the City of Geneva's Brownfield Opportunity Area Open Space and Connectivity Strategy dated August 2022

Action Required:

Majority vote of Council to accept the SEQRA and adopt the plan

Background:

As authorized by City Council on September 7, 2022, in Resolution 46-2022 the City of Geneva has completed a SEQRA review of the Brownfield Opportunity Area Open Space. This review has found that the proposed plan will not result in any adverse environmental impacts.

The second attached resolution formerly adopts the framework document entitled City of Geneva's Brownfield Opportunity Area Open Space and Connectivity Strategy, dated August 2022 as a plan for the Brownfield Opportunity Area. As this plan was crafted through an inclusive and participatory process in cooperation with a steering committee, City residents, and community stakeholders the plan provides paths forward for this area.

Office of the City Manager, Amie Hendrix

CITY HALL- 47 CASTLE STREET- GENEVA, NEW YORK 14456

Impact:

Adopting both resolutions does not have immediate financial or staffing impacts. The goal is to utilize the plan as a way to provide a focus for the redesign of the area and to assist in potential grant activities. Funding for any improvements identified in the plan will need additional support from City Council.

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts
and
Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:

To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

The Geneva BOA Open Space & Connectivity Strategy Planning Project combines several initiatives focused on improving access to the East Lakeview neighborhood and enhancing its streetscapes and natural resources.

As part of the planning process, four sub-projects that aim to reduce East Lakeview's severe segmentation and isolation from downtown and the lakefront were explored:

1. Feasible and safe pedestrian/bicycle crossings over/around the rail line and Rtes. 5 & 20
2. The reconfiguration of Rtes. 5 & 20 as a complete streets corridor
3. A rail-to-trail conversion concept of the inactive line between Lehigh Valley IDepot and East North Street
4. A Marsh Creek greenway concept plan

As the time comes for one or more of these projects to be implemented, a individualized environmental assessment will be completed.

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: ☒ Type 1 ☐ Unlisted

Identify portions of EAF completed for this Project: ☒ Part 1 ☒ Part 2 ☒ Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the
City of Geneva _____ as lead agency that:

☒ A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

☐ B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).

☐ C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action: Geneva BOA Open Space & Connectivity Strategy Plan

Name of Lead Agency: City of Geneva

Name of Responsible Officer in Lead Agency: Steve Valentino

Title of Responsible Officer: Mayor

Signature of Responsible Officer in Lead Agency:

Date:

Signature of Preparer (if different from Responsible Officer)

Date:

For Further Information:

Contact Person: Liz Toner

Address: Geneva City Hall, 47 Castle Street, Geneva, New York 14456

Telephone Number: 315-828-6588

E-mail: etoner@geneva.ny.us

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)

Other involved agencies (if any)

Applicant (if any)

Environmental Notice Bulletin: <http://www.dec.ny.gov/enb/enb.html>

CITY OF GENEVA, NEW YORK

**NORTH END BROWNFIELD
OPPORTUNITY AREA
OPEN SPACE &
CONNECTIVITY
STRATEGY
PLANNING**

August 2022

Submitted by
ONE Architecture

In association with
AKRF
Joy Kuebler Landscape Architect
Lu Engineers
Ravi Engineering & Land Surveying



PROJECT OVERVIEW

The Open Space and Connectivity Strategy Planning project focused on advancing a key element of the City of Geneva’s “Open Space and Connectivity” strategy within its state-approved North End BOA revitalization plan.

The project assessed feasibility and provide schematic designs for walking connections between East Lakeview, downtown, and the waterfront, including over/across the rail lines and Routes 5 & 20 in conjunction with a roadway reconfiguration, a rails-to-trails study for the inactive rail line between Lehigh Valley Depot and East North Street, a Marsh Creek greenway concept, and associated cost estimates and environmental review.

The 430-acre North End BOA extends from the City’s northern boundary to the Seneca Lake Shoreline and generally from Genesee Street to the City’s eastern boundary.

Initiated in June 2021, the project was completed in August 2022.

The project was funded by the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund.

CITY OF GENEVA

Amie Hendrix, Elizabeth Toner, Joseph Venuti, Katie Labbe, Sage Gerling

NYS DEPARTMENT OF STATE

Julie Sweet

PROJECT ADVISORY COMMITTEE

Liz Toner (City of Geneva), Jackie Augustine, John Casellini, Veronica Fields, Dana Hollenbeck, Michael Salotto, John Vaughn

with

ONE ARCHITECTURE

AKRF

JOY KUEBLER LANDSCAPE ARCHITECT

LU ENGINEERS

RAVI ENGINEERING & LAND SURVEYING

AUGUST 2022

This material was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund.



Marsh Creek, view from
Crystal Street Garden looking
south toward East North
Street (ONE, 2021)

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Coal bins along the inactive
rail line (ONE, 2021)

PROJECT HISTORY, CONTEXT & SCOPE

PROJECT MOTIVATION & HISTORY

The City of Geneva's targeted North End area incorporates a large portion of two Census Tract areas. The North End includes the City's lowest income neighborhood areas outside the downtown; existing and abandoned industrial properties; and scattered neighborhood commercial establishments.

These North End BOA neighborhoods suffer from severe segmentation and isolation from downtown as well as the lakefront. Increasing open space and connectivity is a critical step in revitalizing the North End and improving economic outcomes for its distressed residents. The City has invested significantly in its BOA plan implementation, and looks now to address the greenways, connections, and rail/highway crossings that can connect the North End to the waterfront and downtown.

Downtown Geneva is host to and the initial winner of a Downtown Revitalization Initiative Strategic Investment Plan that calls for Geneva to be a regional center of commerce, yet its historic North End remains severed from this renaissance via a series of natural and man-made barriers. This has caused undue economic harm to a disproportionately impoverished community, perpetuating vacancies and disinvestment.

DOWNTOWN REVITALIZATION INITIATIVE (2017-)

The City of Geneva Downtown Vision Plan (February 2017) is the Strategic Investment Plan for the City’s \$10 million state-funded Downtown Revitalization Initiative (DRI) grant. Geneva was selected in Round One as a DRI community for the Finger Lakes Region. The DRI Study Area encompasses the Geneva Business Improvement District immediately south of the Geneva North End Open Space & Connectivity Strategy Planning study area, and the Vision Plan contains an identification of challenges and opportunities; a vision, goals, and strategies; and priority projects for revitalizing Geneva’s downtown.

The City’s DRI is focused on connectivity and transportation, civic amenities

and green space, arts and culture, rehabilitation of key buildings, infill development, entrepreneurial endeavors, poverty eradication, and social justice. Key projects funded through the plan include improved pedestrian access to Seneca Lake across New York State Routes 5 & 20 in the downtown area, downtown streetscape and public realm improvements along Exchange and Castle Streets, and enhancements along the Routes 5 & 20 corridor, which would reduce travel lanes, implement traffic calming, and install a landscaped median.

COMPREHENSIVE PLAN (2016)

The 2016 Comprehensive Plan and Community Decision-Making Guide highlights Geneva’s unique position as a small city in an uncommon setting. The plan asserts that decision-making should be guided by ways to “make Geneva more beautiful, more prosperous, more equitable, more connected, and more sustainable than it is today.” Five priorities outlined in the plan are: Downtown, the Lakefront, major corridors, housing, and economic advancement.

The plan endorses the three principal recommendations of the 2014 North End Brownfield Opportunity Area Step One Pre-Nomination study.

- Economic development: advocate for redevelopment of industrial sites and implement zoning changes aimed at increasing the certainty of the development process.
- Neighborhood quality-of-life: implement streetscape improvements, develop North and Exchange neighborhood center, and undergo plans for property maintenance, selective demolition, and reuse.
- Open space & connectivity: develop plans for increasing pedestrian connections across NYS Routes 5 & 20 and planning and programming for parks and the Foundry Site.

BOA PRE-NOMINATION (2013) & NOMINATION (2014)

The North End Brownfield Opportunity Area (BOA) Pre-Nomination and Nomination studies included Economic and Market Trends Analyses that examined the economic base and regional competitiveness of the BOA, along with strategies to support economic development, improve quality of life, and increase open space and connectivity in the North End neighborhoods.

The North End BOA includes portions of four Geneva neighborhoods: East Lakeview, Upper North, Historic North and

City Central. The 430-acre BOA extends from the City’s northern boundary to the Seneca Lake shoreline and generally from Genesee Street to the City’s eastern boundary. Built around manufacturing and industrial uses, the North End neighborhoods face challenges of vacancy and disinvestment. The BOA is fragmented by rail lines, perceptions of crime, and different neighborhoods, which makes creating a unique identity a challenge.

The nomination reinforces that Geneva has many economic and other opportunities

that could be better leveraged. The City has a workforce that has the potential to be prosperous but could benefit from job training programs, for example. Geneva is in a prime location in the region that allows the City to prosper economically.

While Geneva’s North End neighborhoods face a range of social, economic, and land use-related challenges, the community has an opportunity to build on neighborhood identity, strong culture, and valuable assets. The revitalization strategies integrated key themes, strategic opportunities, and priorities outlined in the Vision Statement for the North End neighborhoods and refined through advisory committee, stakeholder, and community discussions. The nomination study provides detailed strategies and recommendations for the following revitalization themes:

Support Economic Development

- Promote Manufacturing and Innovation Hub at Gates Avenue and Lehigh Street (in northwest quadrant of BOA)
- Create New Road Alignment (U.S. Routes 5 and 20)
- Re-Position Market Basket

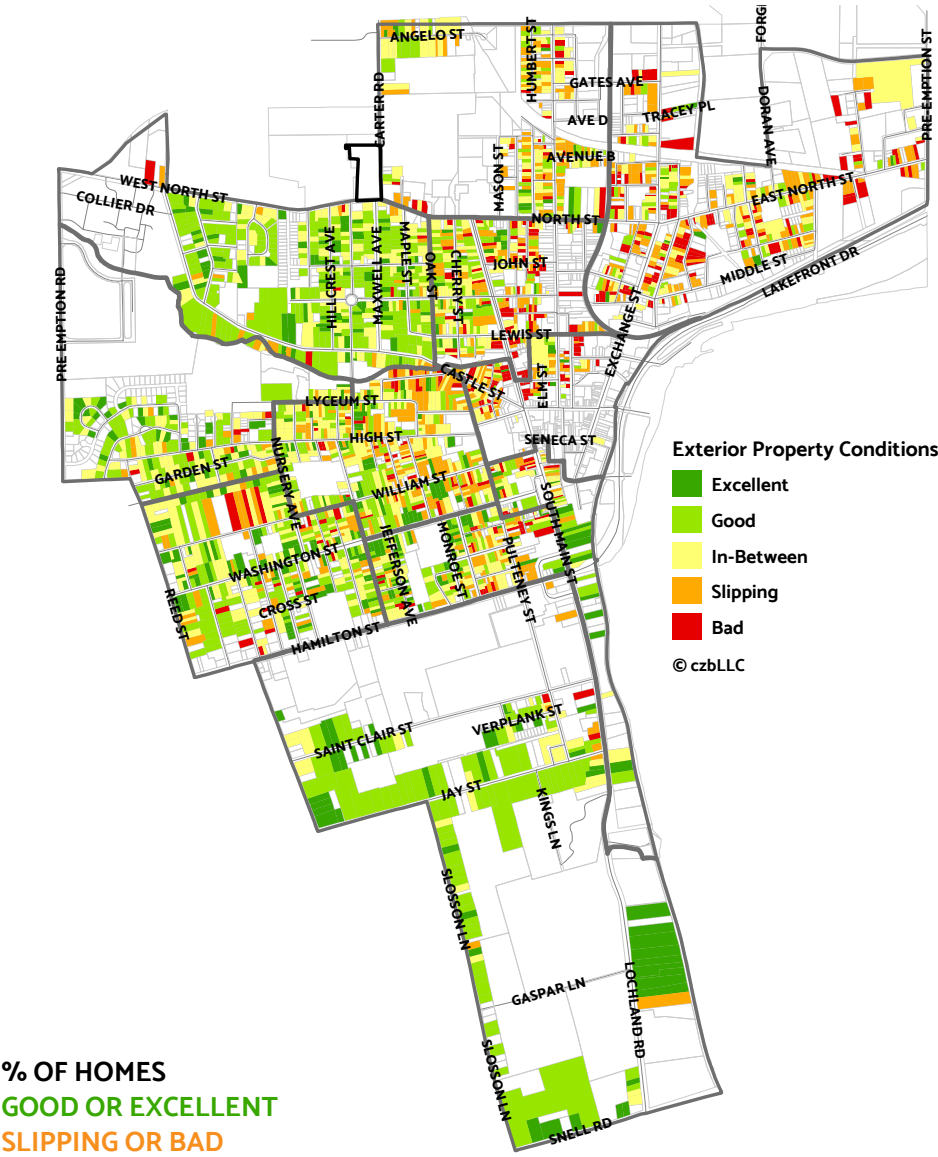
Improve Neighborhood Quality of Life

- Improve Quality of Housing (e.g., along Middle Street)
- Transition to Infill Live/Work
- Expand Access to Services

Increase Open Space and Connectivity

- New Programming at Parks (e.g., Gulvin and Nieder)
- Multi-Use Park at The Foundry
- North End Greenways Expansion
- Rail Infrastructure Modifications

Parcel-level field survey of exterior property conditions, 2015 (Geneva Comprehensive Plan, 2016)



LAKEFRONT / DOWNTOWN CONNECTIVITY STUDY (2010)

The purpose of the study is to reconnect Geneva’s downtown with its lakefront by identifying pedestrian and bicycle alternatives across and along New York State Routes 5 & 20 from South Main Street to Lake Street, which forms the western boundary of the Geneva North End Open Space & Connectivity Strategy Planning study area. The study includes an inventory of existing conditions, an assessment of opportunities, and funding recommendations. The study’s guiding principles are to enhance the pedestrian experience by creating a safer, more inviting, and less intimidating public realm, developing of a stronger connection between downtown and Seneca Lake, improving arrival and sense of place, and maintain functionality of 5 & 20.

Recommendations relevant to the North End Open Space and Connectivity Strategy Planning study include the implementation of a road diet, multi-use trail connections, evaluation of a roundabout near the entrance to Seneca Lake State Park, and consideration of potential locations for passenger rail depots. Overall recommendations include enhancing 5 & 20 with decorative lighting, installing enhanced crosswalks and sidewalks as well as landscaping on the west side of 5 & 20, introducing a landscaped center median, a wayfinding system, public art and focal points, modifying of signal timing and updating phasing to better accommodate pedestrians, and pursuing zoning changes to incorporate bicycle parking and shared parking.

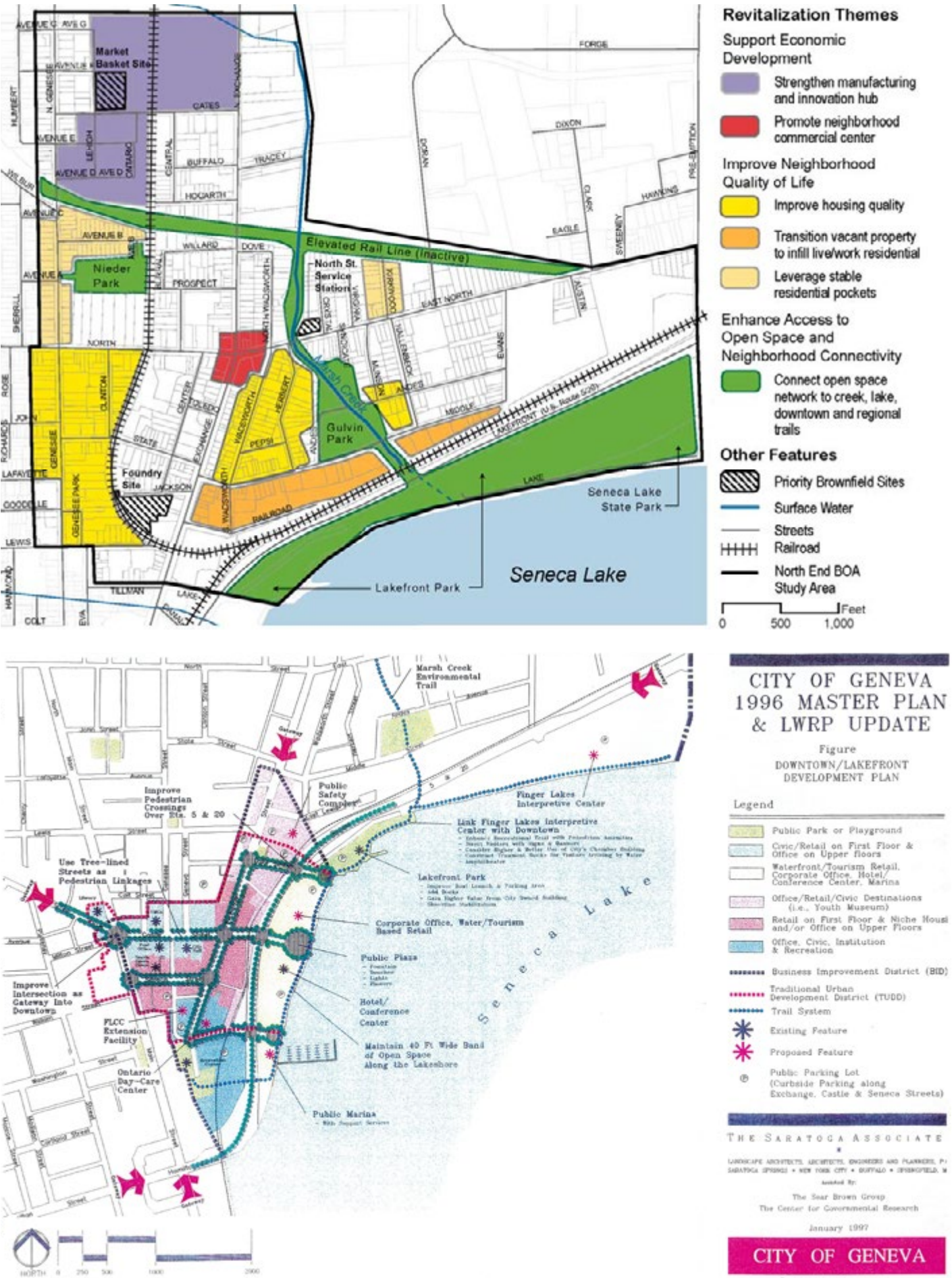
MASTER PLAN & LOCAL WATERFRONT REVITALIZATION PROGRAM UPDATE (1998)

The purpose of the 1998 Master Plan and its incorporation of the Local Waterfront Revitalization Program (LWRP) Update is to provide a direction for planning and investment to ensure that Geneva remains a livable community with high-quality neighborhoods, cultural enrichment, and recreational amenities, as well as to establish the City as an employment and business center to stabilize the tax base and improve local quality of life. The plan offers goals for community development in nine categories, including downtown, lakefront and neighborhood development, economic and commercial development, recreation, and transportation.

Master Plan and LWRP recommendations relevant to the North End Open Space and Connectivity Strategy Planning study include development a Marsh Creek Environmental Trail linked to a proposed recreational trail along the lakefront, development of a lakefront hotel, development of what would become the Finger Lakes Welcome Center (although the plan envisioned the Center well east of where it was ultimately constructed), and development of a recreational trail linking downtown to the lakefront and to the proposed lakefront trail.

opposite:
North End neighborhood revitalization strategies (North End Brownfield Opportunity Area Nomination, Geneva, New York, 2014)

City of Geneva 1996
Master Plan & LWRP Update
– Downtown / Lakefront
Development Plan (The Saratoga
Associates & Ontario County
Department of Planning
and Research, 1996)



PROJECT CONTEXT

Demographics

The North End study area has not seen significant population change over the last decade (approximately 1.7%). The study area includes two census tracts—Census Tract 517, generally north of North Street, which experienced a 2.6% decrease in population, and Census Tract 518, generally south of North Street, which increased by 5.1%. Census Tract 517 generally includes the East Lakeview (east of North Exchange Street) and Upper North (west of North Exchange Street) neighborhoods. Census Tract 518, generally includes the East Lakeview (east of Exchange Street) and Historic North (west of Exchange Street) neighborhoods.¹

Overall, the City of Geneva’s residential population has declined by 3.6% since 2010, while Ontario County’s population increased by 1.5%. The 2014 Nomination reported that Geneva’s population declined by 2.65% between 2000 and 2010.

The study area population has a large share of the population that is 17 years

and younger. Approximately 27% of the study area population is 17 or younger as compared to around 20% in the City of Geneva and Ontario County.

Race & Ethnicity

The study area is a more racially and ethnically diverse area than the City of Geneva and Ontario County. As of 2019, 57.3% of individuals in the study area identified as non-Hispanic White, compared to 89.8% in Ontario County. The study area has a large concentration of residents who identify as Hispanic or Latino (23.8%) and a total minority population of approximately 42.7%. The City of Geneva and Ontario County have a minority population of approximately 30.3% and 10.2%, respectively. As noted in the Nomination, historically the North End neighborhoods have been the more racially and ethnically diverse areas in Geneva.

Income & Poverty

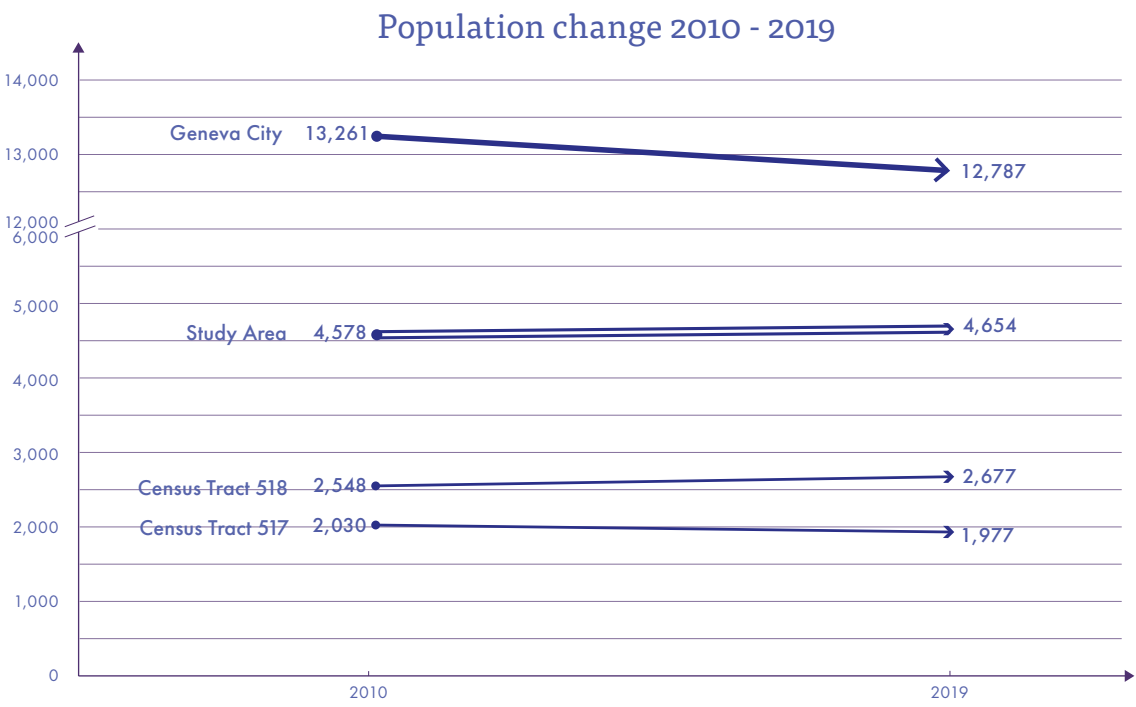
About one in four study area residents are living below poverty level, which is

1
Data source, unless otherwise noted: U.S. Census Bureau 2010, 2019 American Community Survey (ACS) 5-Year Estimates.



Geneva BOA boundary and census tracts

opposite:
Population change, 2010-2019



a higher rate compared with the City of Geneva (18.3%) and Ontario County (8.7%). The percent of those living below the poverty level in the study area has declined from 33% in 2010 to 26% in 2019. The study area average and median household income has increased since 2010, while still remaining lower than the average and median household incomes in the City and County.

Vehicle Ownership

Nearly a quarter of study area households do not have access to a personal vehicle, a higher proportion than the City and County and a statistic that heightens the importance of improving non-motorized connectivity. For those who lack access to a vehicle, the downtown redevelopment and revitalization of railways can serve as a means for increased connectivity.

Housing & Household Types

In 2019 there were an estimated 2,056 housing units located in the study area, comprising roughly 40% of the City of Geneva’s total housing supply. The study area contains a mix of 1-unit detached houses, duplexes and small multi-unit structures ranging between 2 and 9 units, and some larger multi-family buildings with 50 or more units.

Approximately 65% of housing units in the study area are renter-occupied. The study

area has a higher share of renter-occupied housing units than Geneva overall, where approximately 51% of housing units are renter-occupied. The average household size in the study area is 2.5 persons per household, which is similar to the average household sizes in Geneva and Ontario County.

Residential Education Attainment & Labor Force

The study area population has lower educational attainment levels than the City and the County. For the population 25 years or older, only 21.4% of study area residents have a bachelor’s degree or higher, as compared to 28.8% in Geneva and 36.3% in Ontario County. Approximately 16% of study area residents 25 years or older have less than a high school degree.

Prior to the COVID-19 pandemic, the unemployment rate in the study area was two- and four-times higher than the City of Geneva and Ontario County, respectively. Of the 2,338 study area residents who are in the labor force, an estimated 13.2% were unemployed.

Roughly a third of the study area’s employed population works within Educational Services, and Health Care and Social Assistance. The next most popular industries of occupation are Arts, Entertainment, and Recreation,



Evans Street, East Lakeview
(ONE, 2021)

and Accommodation and Food Services at 16.2% of total jobs. Manufacturing and Retail Trade are also common fields of work at 11.1% and 10.5% of total jobs, respectively. Nearly a third of all study area residents work within the City of Geneva.²

Within the study area there are an estimated 4,470 jobs. Most of the jobs found within the study area are concentrated in the Health Care and Social Assistance industry (41.9%). The Geneva General Hospital is located in Census Tract 517 and likely a major employer in the area. Manufacturing is also a common industry of employment within the study area, making up 11.1% of the total employment in the North End. Several large warehouse and employment centers are located in Census Tract 517, which covers the study area's northwest quadrant, such as Guardian, a glass manufacturer,

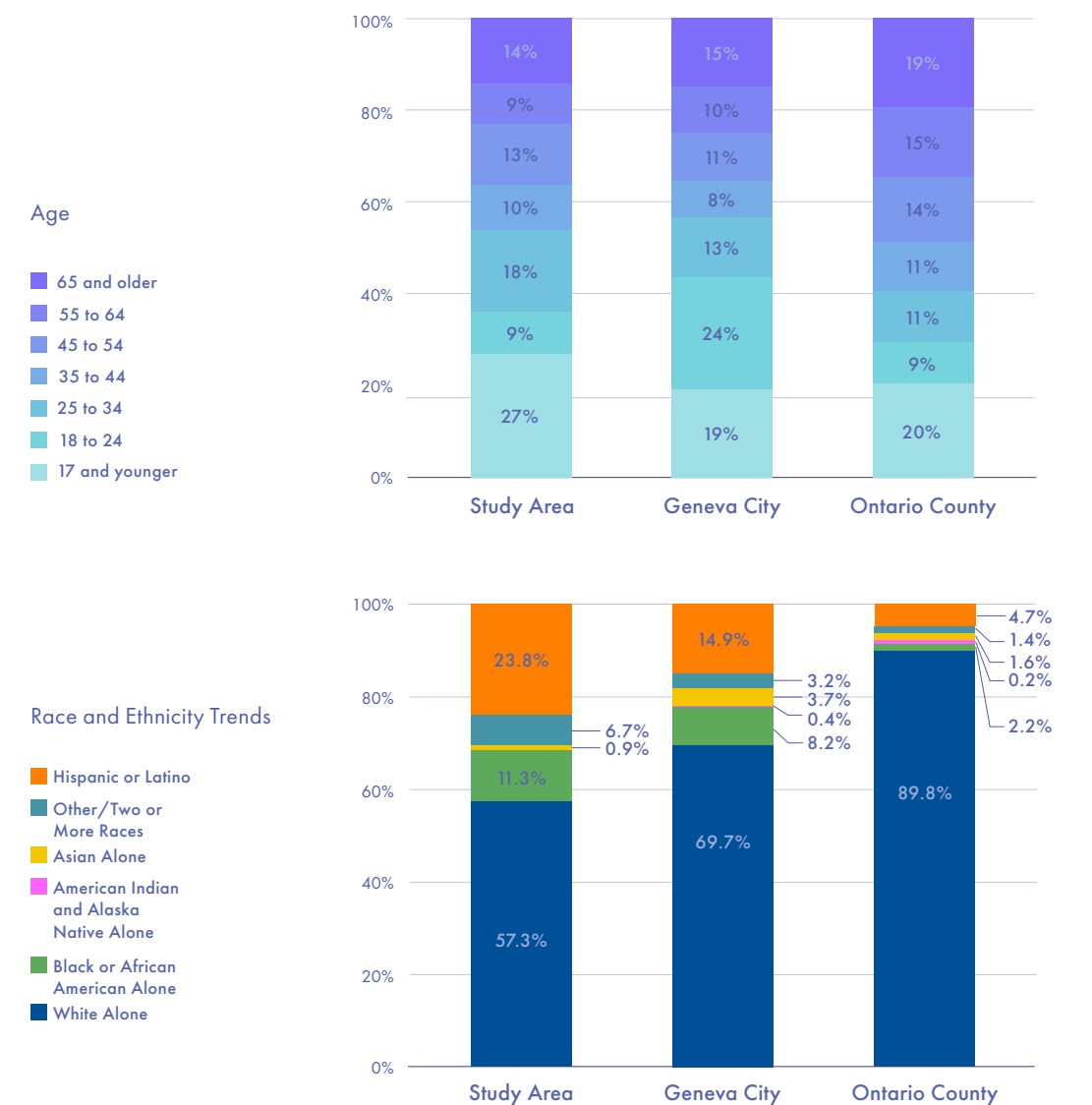
and Henkel Company, a diversified chemical and consumer goods company. Meanwhile, the southern portion of the study area closer to downtown Geneva offers a number of restaurants and hotels, employing roughly 9.6% of workers in the area in the accommodation and food services industry.

Similar to the study area, most of the jobs in Geneva and Ontario County are within the Health Care and Social Assistance industry. Educational Services is a prominent employment industry in Geneva, presumably as a result of the Hobart and William Smith Colleges being located within the City. Additionally, Geneva and Ontario County have a notable amount of jobs in the Manufacturing and Accommodation and Food Services industries.

2

This and the following data is sourced from the U.S. Census Bureau OnTheMap Application and LEHD Origin-Destination Employment Statistics (2018).

ONE Team site visit –Lehigh Valley railroad at the active rail line (ONE, 2021)



SCOPE OF WORK

The Open Space and Connectivity Strategy planning project combined several initiatives focused on improving access to the East Lakeview neighborhood and enhancing its streetscapes and natural resources.

The project included site reconnaissance, surveying, feasibility assessments, recommendations, schematic designs, cost estimates, and SEQR documentation for four sub-projects that aim to reduce East Lakeview’s severe segmentation and isolation from downtown and the waterfront due to rail and highway.

The sub-projects include:

- 1. Feasible and safe pedestrian/bicycle crossings over/across the rail lines and Routes 5 & 20
- 2. The reconfiguration of Routes 5 & 20 as a complete streets corridor
- 3. A rail-to-trail conversion concept of the inactive line between Lehigh Valley Depot and East North Street
- 4. A Marsh Creek greenway concept plan



above:
Routes 5 & 20, view east (ONE, 2021)



below:
Lehigh Valley inactive rail line (ONE, 2021)



Open Space and Connectivity
Strategy planning project
site plan, including the
BOA boundary and sub-
projects (ONE, 2021)

PROJECT GOALS & VISION

PROJECT GOALS

The project and its components build upon numerous ongoing initiatives for the City of Geneva. Open space and access improvements are intended to spur investment, economic development, and job growth, improve the experience of neighborhood public space, and support health and climate resilience.

The project aims to:

- Improve connectivity through safe bike and pedestrian connections to the downtown and lakefront
- Activate existing open space assets & link to regional trail systems
- Strengthen public health through improved recreational opportunities
- Improve local quality of life and food security
- Reinforce Geneva as a regional destination
- Support area-wide economic development
- Create value for adjacent properties and the whole neighborhood
- Play a role in moderating extreme heat and buffering flooding in a changing climate
- Ensure the concept plan integrates the economics and environmental considerations and will be sustainable



Geneva, N.Y. [Troy, N.Y.: Burleigh Litho. Co, 1893]
Map. <https://www.loc.gov/item/2007630649/>

VISION & PHASING

The four sub-projects can collectively transform pedestrian and bike access in East Lakeview, making the neighborhood much more connected to the lakefront, the downtown, and the whole region. At the same time, the projects do not depend on each other to move forward, but rather stand alone as independent initiatives that can operate on distinct timelines.

This phase of work identifies multiple alternative concepts for each of the sub-projects. However, for the purpose of establishing priorities and next steps, components of the sub-projects have been grouped in two phases: a core set of near-term improvements, and an expanded set of long-term investments (see pages 22-25).



OPEN SPACE & CONNECTIVITY NEAR-TERM PROJECTS

Near-term: rail-trail activation from North Exchange to East North Street with a bridge at Doran and access at Crystal Street and East North; Marsh Creek greenway development; access from East Lakeview to the lake along Marsh Creek and at Evans Street; and Routes 5&20 reconfiguration.



OPEN SPACE & CONNECTIVITY LONG-TERM VISION

Long-term: expanded rail-trail activation from Lehigh Valley Depot to East North, including bridges at the railroad and North Exchange and links to county pathways; Marsh Creek greenway northern extension; additional lake crossings at Pre-Emption

Street and the single-track segment; and streetscape improvements (e.g., shade trees, road narrowing, sidewalks and amenities) along East North Street and Middle Street.



A photograph of a forest path with many trees and green foliage. The path is made of dirt and leaves, winding through a dense forest of tall trees with green leaves. The lighting is soft, suggesting a shaded forest environment.

OPEN SPACE & CONNECTIVITY PROJECTS

PROJECT COMPONENTS

The Open Space and Connectivity Strategy planning project combined several initiatives focused on improving access to the East Lakeview neighborhood and enhancing its streetscapes and natural resources. These initiatives are discussed separately in the sections that follow. They are:

1. Feasible and safe pedestrian/bicycle crossings over/across the rail lines and Routes 5 & 20,
2. The reconfiguration of Routes 5 & 20 as a complete streets corridor,
3. A Marsh Creek greenway concept plan, and
4. A rail-to-trail conversion concept of the inactive line between Lehigh Valley Depot and East North Street

LAKEFRONT ACCESS

Context

The East Lakeview neighborhood is located directly north of Seneca Lake and the Lakefront Park. However, these regional assets cannot be accessed from the neighborhood due to two infrastructure barriers: the railroad and the highway. At one time, there was a pedestrian bridge linking East Lakeview to the waterfront; however, this bridge was demolished. In the 1980s, the highway was relocated from the lakefront to its current location parallel to the rail line, creating additional park space at the lake but no new access for the neighborhood.

Project scope

Identification of feasible and safe pedestrian/bicycle crossing alternatives over or across the rail lines and Routes 5 & 20.

Goals

- Improve pedestrian and bike access to the neighborhood and the lake.
- Create safe crossings (rail and highway).
- Address the historical inequity of a neighborhood that was cut off from the lake, park, and downtown.
- Provide access to lakefront recreation.
- Unlock latent economic opportunity; create value for adjacent properties and the whole neighborhood.
- Extend the existing street network.
- Expand the cycling network.
- Provide new vantage points and views (e.g., with bridges).
- Create a gateway into the city.

Key considerations

- Lake Street is currently the closest point of lakefront access for neighborhood residents. Those at the east end of the city are farthest from that access.
- There is a need to understand and work with railroad operations: the crossing area concerns an active rail yard where trains are frequently moved in and out.
- Railroad bridges in New York State require 25 feet of clearance. Together with accessibility requirements, this means lengthy ramps on either side. (A highway bridge requires much less).
- The railroad tracks converge at only one location within the yard, roughly due south of Gulvin Park.

- A tunnel would require long ramps, making for an unpleasant connection to the lake. A tunnel could also bring flooding into the neighborhood.
- Initial studies indicated that the cost of a bridge with a landing in the park would be incrementally more expensive than one with a landing north of the highway.
- Bridge options that spanned the railroad would require a pedestrian-activated crossing at the highway for park access.

Options studied

Four locations were studied, each one for a distinct reason. At-grade and bridge alternatives were considered. Irrespective of funding and maintenance constraints, it was agreed that multiple crossings would benefit the neighborhood. In subsequent phases of design and implementation, it could be possible to create one or more crossings, and any prioritization should take place at that time. The locations and options studied include:

Gulvin Park

- Single-track location; the easiest to cross at grade with a pedestrian/bike path.

Marsh Creek

- Opportunity to link from the center of the neighborhood to the park along the creek and extend a future greenway.
- At-grade pedestrian/bike path or bridge.

Evans Street

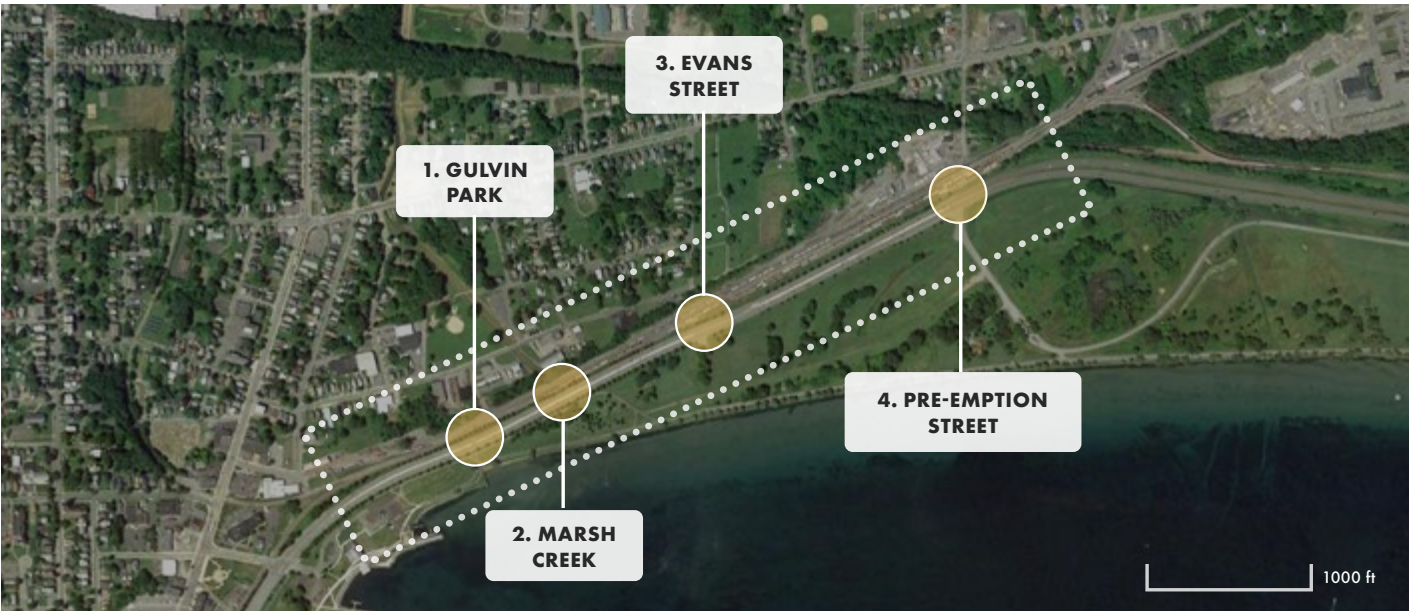
- Re-establish a connection farther east in the neighborhood.
- Logical extension along a street.
- At-grade pedestrian/bike path, at-grade vehicular access, or bridge.

Pre-Emption Street

- Connect neighborhood to park at city limits to benefit those farthest east.
- Create a “gateway structure” for the City.
- Bridge options only.

Community & stakeholder input

Stakeholders appreciated the distinct benefits of each crossing location and supported the idea of multiple crossings. At-grade crossings were perceived as more convenient; however, bridge crossings with park landings were seen as safer at current levels of activity in the rail yard.



PEDESTRIAN BRIDGE PRECEDENTS

These projects describe a range of ideas for the character and experience of a pedestrian bridge across the railroad and highway.

West Thames Street Robert R. Douglass Bridge | New York, New York



Millennium Park BP Bridge | Chicago, Illinois



Pedestrian Bike Bridge | Buffalo, New York



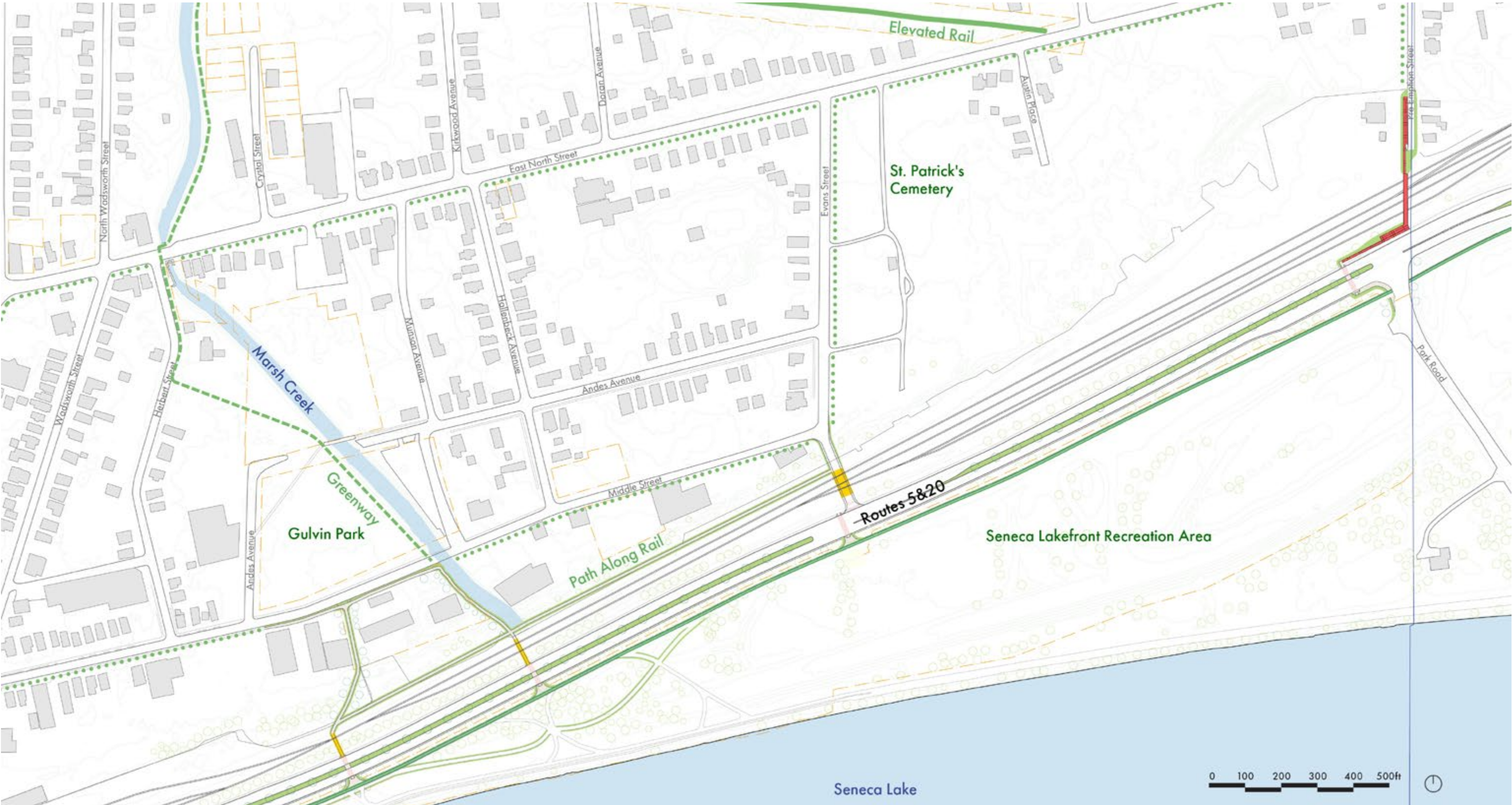
Crescent Park Pedestrian Bridges | New Orleans, Louisiana

AT-GRADE RAIL CROSSINGS WITH HIGHWAY CROSSWALKS

This scheme explores the use of at-grade pedestrian / bicycle crossings at Gulvin Park and Marsh Creek, a roadway extension at Evans Street, and a bridge landing north

of the highway at Pre-Emption Street. Given the presence of multiple tracks in the rail yard at Pre-Emption, this location was not considered safe to cross at-grade.

All of the crossings terminate north of the highway and would be paired with pedestrian activated signals to facilitate crossing.



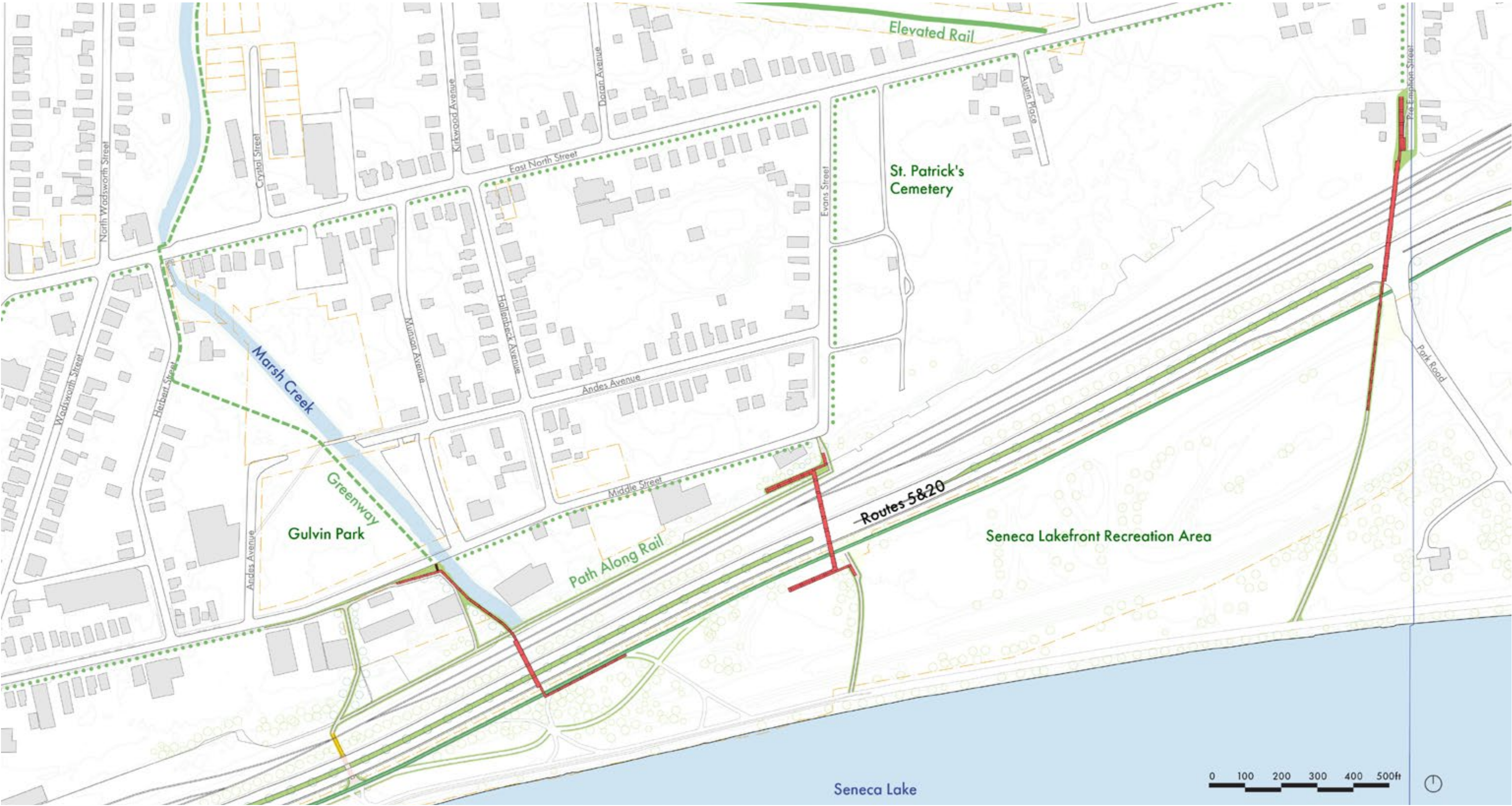
RAIL / HIGHWAY BRIDGES WITH PARK LANDINGS

This scheme utilizes bridges that cross over both the railroad and highway and land in park. Given their 25 ft clearance requirements, the ramps on either side

would be quite long. On the park side, the landscape could be graded up to reduce the length of ramps. Throughout the project, there were discussions around the relative

appeal of crossing informally at grade vs. crossing via a bridge. To encourage bridge use, these structures could be designed with seating areas and

view platforms to make the bridge an experience – not just a passage.



SYNTHESIS SCHEME

The synthesis scheme brings together a combination of at-grade and bridge connections, including an at-grade pedestrian / bicycle connection at the single-track section, a bridge by Marsh Creek, a vehicular crossing at Evans Street, and a bridge at Pre-Emption Street.



SYNTHESIS SCHEME – VIEW LOOKING NORTH



SYNTHESIS SCHEME – AXIAL VIEW



ROUTES 5 & 20 RECONFIGURATION

Context

Lakefront Drive was reconstructed as Routes 5 & 20 in the late 1980s. In its updated alignment, this four-lane highway runs east-west through the city to this day. Within the study area, which extends from Lake Street to city limits, the highway runs between Finger Lakes Railway tracks and yard to its north and the Lakefront Park to its south. The City’s Downtown Revitalization Initiative has focused on the reconfiguration of Routes 5 & 20 as one of its key projects in recent years; reconstruction of the segment immediately west of the study area is ongoing. The project entails narrowing the highway to two lanes in addition to improving crosswalks, adding a landscaped median, and installing a bike path on the city-side of the road.

Project scope

Schematic design for the reconfiguration of Routes 5 & 20 from Lake St to city limits.

Goals

- Extend the DRI “road diet”; reduce the width of the right of way to calm traffic and discourage speeding.
- Create a complete streets corridor for vehicles, bicycles, and pedestrians.
- Expand the cycling network to connect to regional trails; expand active recreational opportunities.
- Introduce new plantings on shoulders and median; reduce pavement area and increase aesthetic value.
- Improve safety for pedestrians / cyclists crossing to the park.

Key considerations

- There are no intersections in the project area. Vehicles can enter this segment of highway at Lake Street to the west and from intersections beyond city limits; there is access to Seneca Lake State Park at the eastern edge of the study area.
- Traffic counts were taken for the DRI project in 2018. Given the disruption to commuting patterns of the Covid-19 pandemic (2020-) and the limited lifespan of counts for road reconstruction projects (typically three years), no new counts were performed for schematic design. It was determined that existing count from 2018 and the

forecast traffic that will result from the ongoing DRI project provide sufficient data for extending the DRI concept east of Lake Street.

- West of the study area, the bike lane is located on the side of the highway away from Seneca Lake.
- Agricultural businesses use the corridor to move farm equipment year-round; this equipment generally requires 18-20 feet width for wheel tracks.
- Any median plantings would need to be selected for salt tolerance and low maintenance requirements, in addition to protecting visibility for safe crossings if applicable.

Options studied

All schematic alternatives look to reduce the roadway from four lanes to two and extending the existing walking path on the park side to city limits (it currently terminates just east of Marsh Creek). The options differ in the placement of the bike path and planting strategy / median design. Alternatives include:

DRI extension

- Two-lane highway with bike path on north side, integrated into sidewalk (median with trees or with swale)

Integrated bike lanes

- Two-lane highway with integrated bike lanes in roadway, indicated with sharrows on shoulders (median with trees or with swale)
- North/eastbound direction requires a highway crossing at Lake Street.

Bike path in park

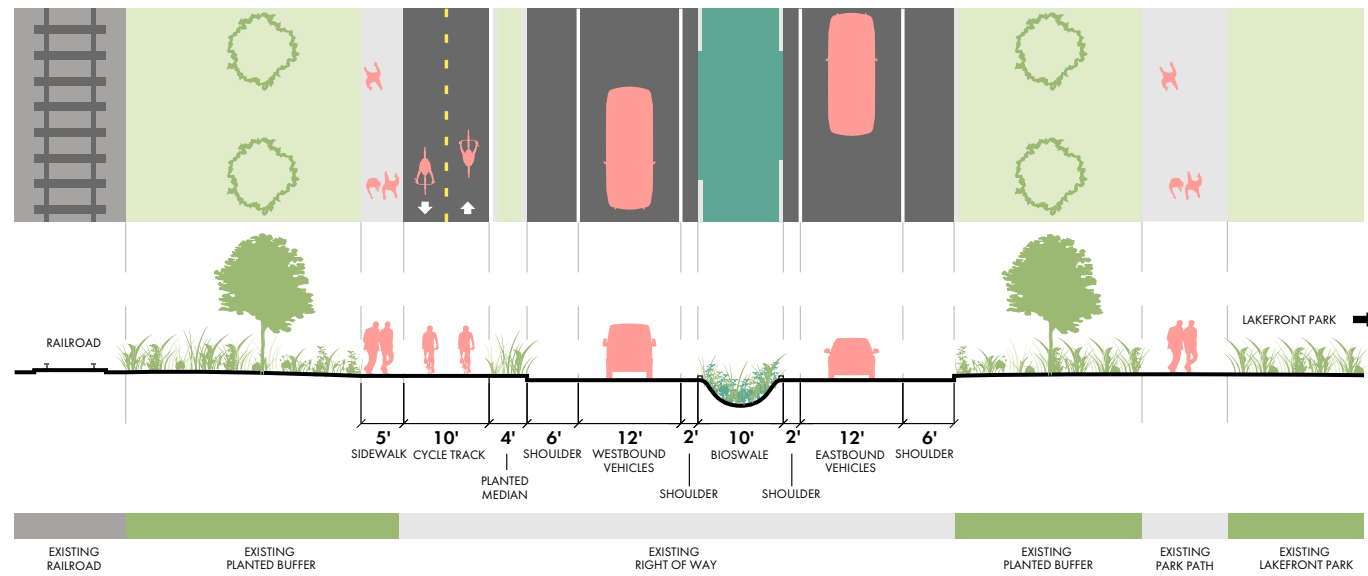
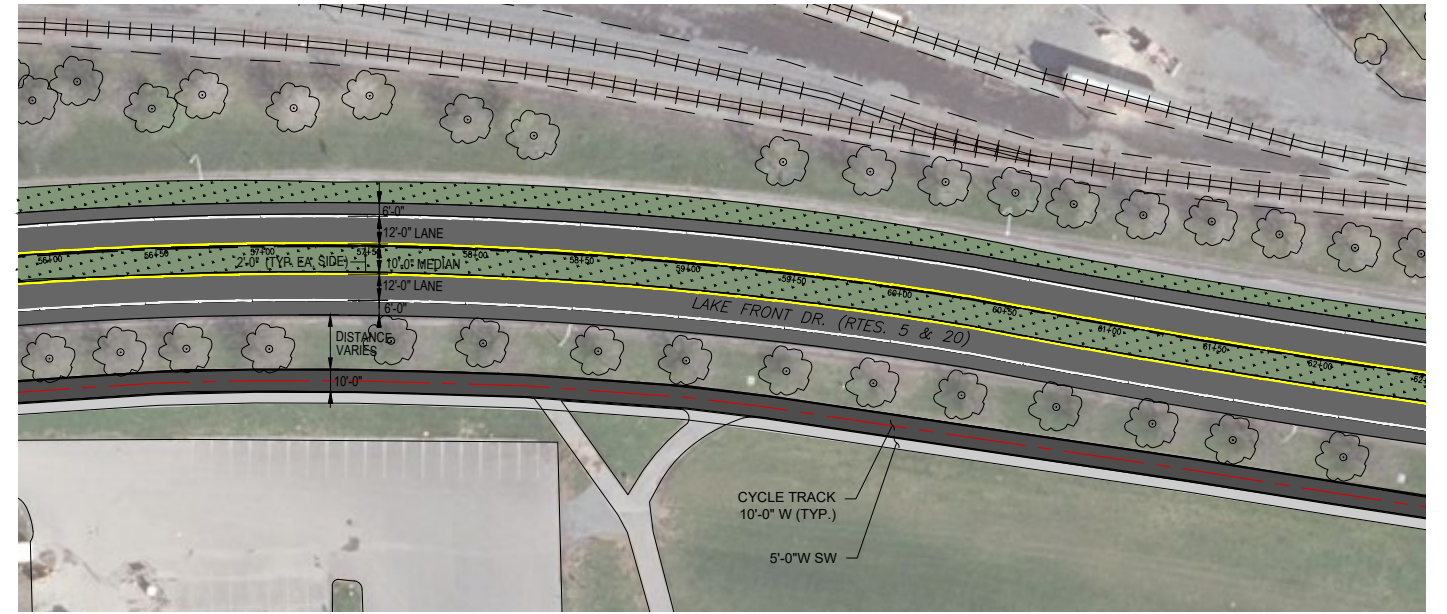
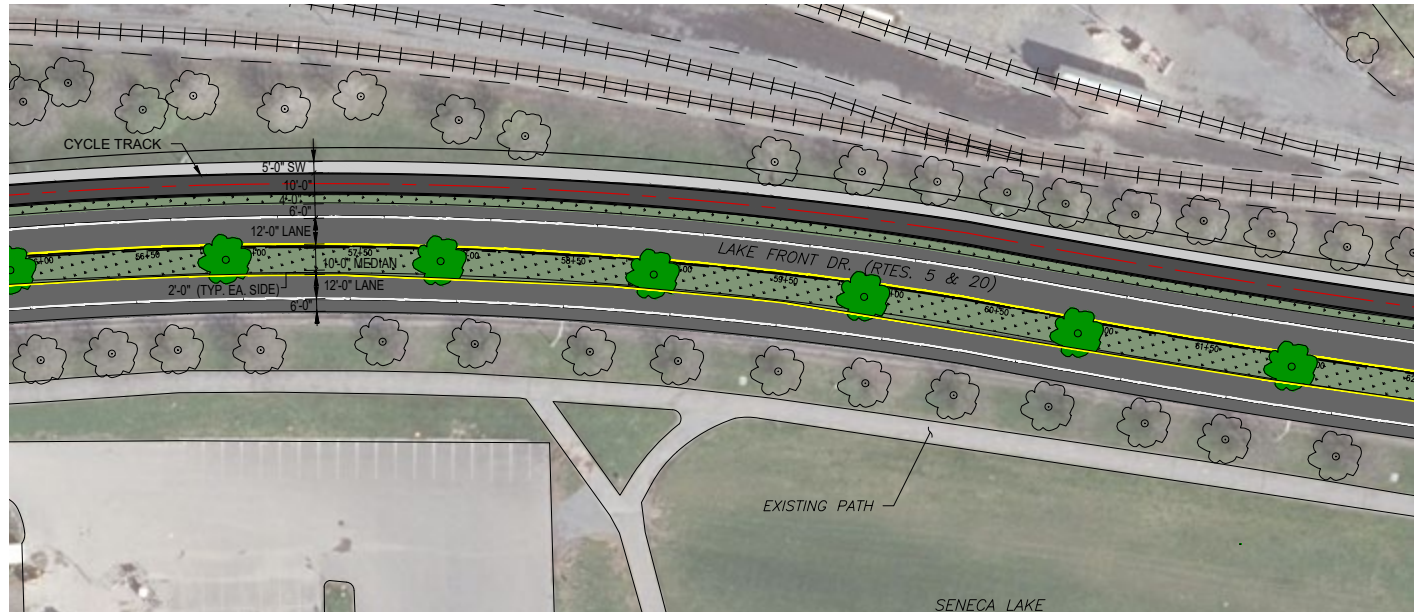
- Two-lane highway with bike path in the park as an improved greenway for pedestrians and cyclists (median with trees or with swale)
- Cyclists would have to cross the highway at Lake Street to connect to the bike path beyond the study area.



Community & stakeholder input

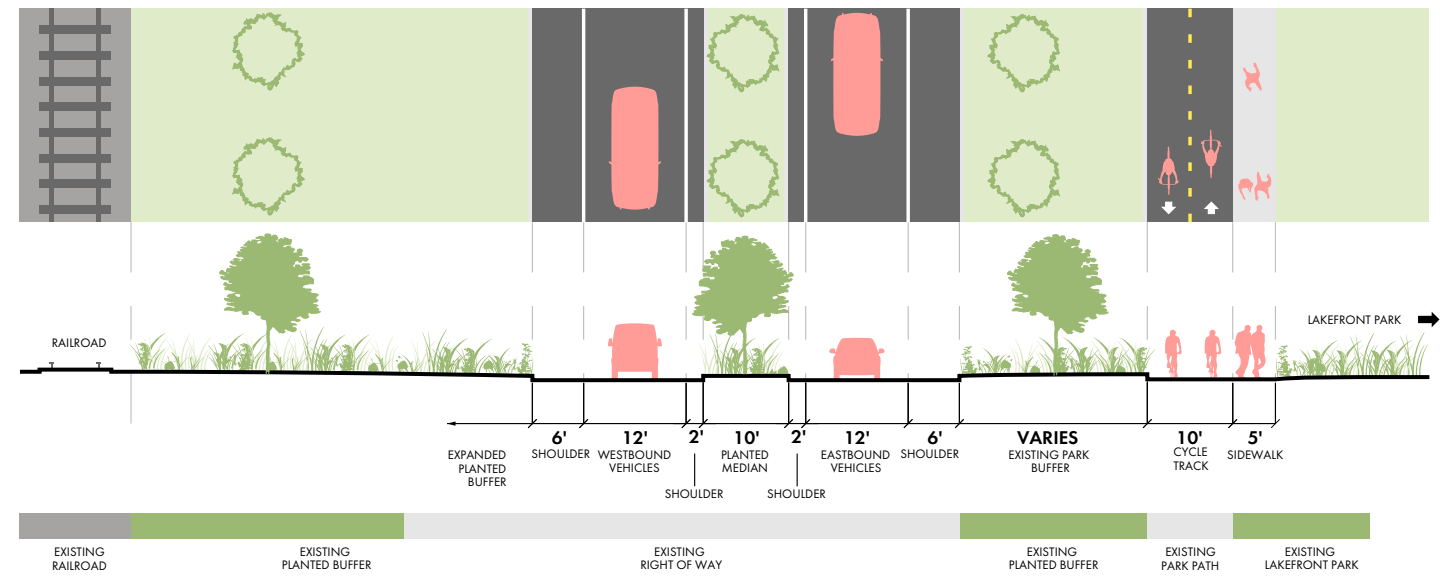
Feedback at public workshops and in stakeholder meetings generally indicated support for integrating the bike path into Lakefront Park. The integrated bike lane option was the least preferred, both due to safety concerns (vehicle conflicts) and roadway condition concerns (debris on shoulders). Earlier concepts allowed for a 12 ft travel lane and 6 ft shoulder; after discussions with the NY Farm Bureau, the options were all revised to add a 2 ft inside shoulder, ensuring a pavement width of 20 ft (each direction) through the study area.





DRI EXTENSION + PLANTED MEDIAN

Two-lane highway with bike path on north side, integrated into sidewalk. The median could be planted with trees or designed as a swale to receive and infiltrate stormwater runoff.



BIKE PATH IN PARK + PLANTED MEDIAN

Two-lane highway with bike path in the park as an improved greenway for pedestrians and cyclists (median with trees or with swale). Cyclists would have to cross the highway at Lake Street to connect to the bike path beyond the study area.

MARSH CREEK GREENWAY

History

The area known as East Lakeview today was historically comprised of wetlands and bisected by a creek that flowed south to Seneca Lake. Early land uses included homes and industry; some sites of legacy contamination remain today. Over time, the neighborhood developed, and Marsh Creek was channelized. In the 1950s, the U.S. Army Corps of Engineers completed a Local Flood Protection Project to enlarge and deepen the channel and raise the banks of the creek; the project is maintained by NYS Department of Environmental Conservation today. The banks are maintained as mowed grass along the length of the creek. In the late 1980s with the highway construction project, the creek was buried in a culvert south of the rail line; the culvert terminates at Seneca Lake. There are several wooded areas adjacent to the creek, and neighborhood residents have observed more robust animal and insect life in these areas.

Project scope

Development of a Marsh Creek greenway concept plan.

Goals

- Create a new, continuous north-south route within the neighborhood that links to the lake.
- Activate existing recreational and open space assets: the rail trail, Crystal Street community garden, and Gulvin Park.
- Elevate the role of the creek, making it a resource and experience for residents.
- Improve access to and education about nature and local resources.
- Bring greater awareness to and investment in creek water quality and environmental conditions.
- Enhance the area’s biodiversity and climate resilience.

Key considerations

- The City owns much of the property on either side of the creek between the inactive rail line and Seneca Lake; however, NYS DEC owns the northernmost parcel within the study area and select parcels are owned privately.
- There is a pinch point at East North and Herbert Street that makes a single, continuous path on one side of the creek

(either side) infeasible.

- Minimize impacts: to the flood protection project, which requires access for visual inspection must be maintained in perpetuity; to existing habitats like the wooded area northeast of Gulvin Park; and, to adjacent residents and their privacy.
- The area around the Creek is a mapped floodplain; any intervention should minimize the potential for downstream damage due to flood borne elements.
- The team assumed a light-touch approach that minimizes the use of structure would be most cost effective to construct and maintain.
- Community members perceive that the creek used to be cleaner in prior decades.
- A Hazardous Waste/Contaminated Materials Assessment was completed, which identified seven locations of potential environmental concern and point to the need for further planning in subsequent phases of implementation.

Options studied

Five alternatives were studied, ranging in complexity from modest enhancements and amenities on city-owned parcels with existing public uses to a new boardwalk that could follow the length of the creek. Any of the options could include common elements such as a walking path on grade, seating elements, educational signage, a boat launch, trail markers, native plantings, and improved crossings at roadways. Alternatives include:

Null option

- Minimal enhancements including seating and signage on City- and State-owned parcels at Crystal Street and Gulvin Park, plus an extension from Middle Street to the lakefront.

As-of-right alignment

- Utilizing only city-owned parcels and streets / sidewalks, a combination of pathways on grade and on structure that link both sides of the creek.

At-grade alignment 1

- Link City- and State-owned parcels with a path on grade, including via Herbert Street. Easements would be required from several private property owners.



- This option stays west of the creek from East North to Middle Street.

At-grade alignment 2

- Link City-owned parcels with a path on grade that also utilizes streets and sidewalks.
- This option stays east of the creek from East North to Middle Street.

On-structure alignment

- The most complex of the options, consisting of a boardwalk and bridges to link city-owned land on both sides of the creek.

GREENWAY PRECEDENTS

These projects describe a range of approaches for creating a trail experience that uses design intervention judiciously and brings users into proximity with nature and water.

Constitution Marsh Audubon Center and Sanctuary | Cold Spring, New York

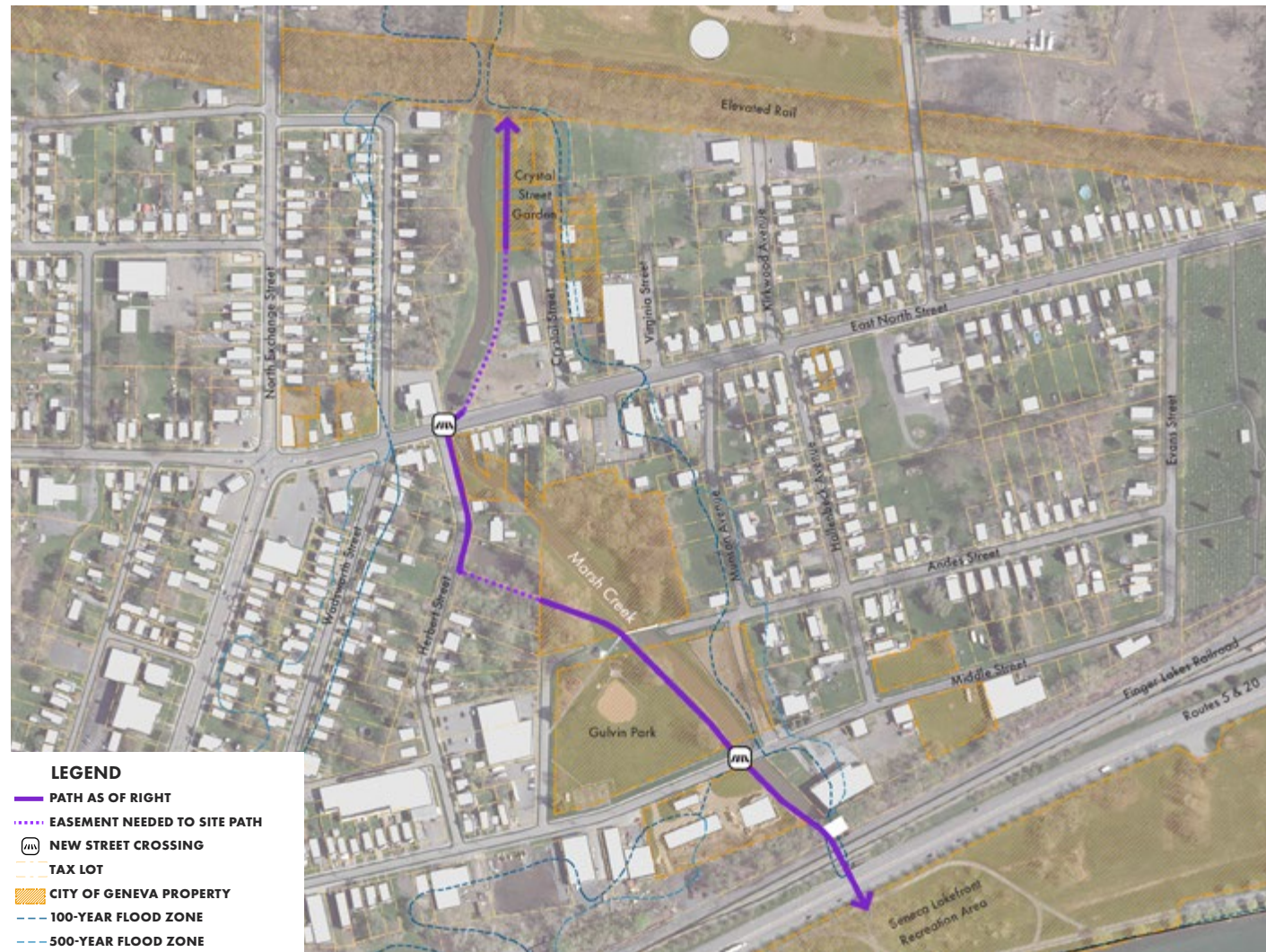


Naval Cemetery Landscape | Brooklyn, New York

Parklands of Floyd's Park | Louisville, Kentucky



River Norges Wet Meadows | Norges-La-Ville, France



AT-GRADE ALIGNMENT – OPTION 1

Option 1 links City- and State-owned parcels via a mulch or stone dust path on grade. Easements are required for private property / NYS DEC property on Crystal Street and to connect from Herbert Street to City-owned land north of Gulvin Park.

This option stays west of the creek from East North to Middle Street. It has the advantage of connecting the greenway to current recreational uses at Gulvin Park



AT-GRADE ALIGNMENT – OPTION 2

Option 2 links City-owned parcels via a mulch or stone dust path on grade. It runs along Crystal Street and Syndicate Street, eliminating the need for easements on private or State-owned parcels. A segment of the path weaves through the wooded area between Munson Ave and the creek.

This option stays east of the creek from East North to Middle Street. It has the advantage of activating areas east of the creek that are currently reserved for parking.

MARSH CREEK GREENWAY VISION

Subtle enhancements such as a path and limited plantings as well as programming such as a launch for small craft or educational signage can enhance the natural beauty of the creek and bring attention to its features and potential. The use of a mulch path can minimize impacts in the event that the area floods, while stone dust would drain and dry out more quickly after each rain event to avoid soggy path conditions.

Community & stakeholder input
Initial design concepts included several features that were removed following workshops and stakeholder meetings. Greenway abutters expressed concerns about impacts to existing habitat; as a result, a “null option” was introduced and the proposed path through the wooded area across from Gulvin Park simplified and minimized. All schemes were simplified to show a single path along the creek. Conversations with NYS DEC led to shifting seating elements in the rendering to the outside of the path, to avoid encroaching on the flood protection project. A down-to-the-water concept with boulders may not be feasible for this same reason.



MARSH CREEK HAZARDOUS WASTE / CONTAMINATED MATERIALS ASSESSMENT SUMMARY

Summary of Conclusions

Seven locations of potential environmental concern relative to planned future improvements have been identified in the vicinity of Marsh Creek (see map). The long industrial and commercial history of the general area indicates the likelihood of Urban Fill and related environmental considerations with the potential to impact project construction activities in the subject area. Potential concerns relative to environmental conditions are summarized in the table below.

Recommendations

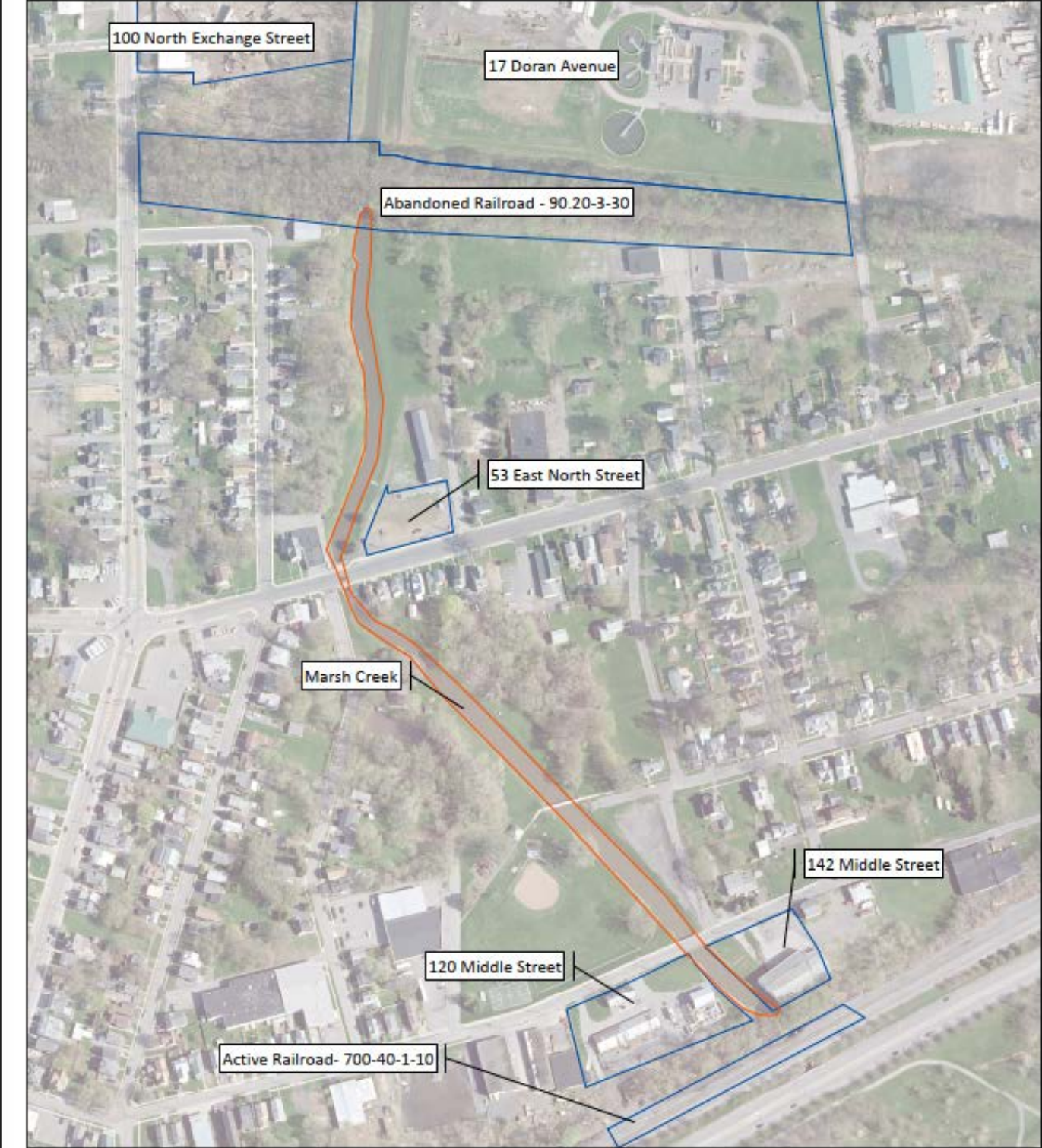
Lu Engineers recommends that a Soil and Groundwater Management Plan (SGMP) be prepared for this project. This document should outline proper procedures relative to compliance with applicable regulations relating to soil and groundwater conditions as well as applicable health and safety concerns.

In addition to the recommended SGMP, current New York State Department of Transportation Standard Specifications,

Section 205-Contaminated Soil should be included in project plans and specifications to ensure contractor capabilities and preparedness in the event that hazardous waste and/or contaminated materials are encountered during construction.

Based on the information reviewed for development of this HW/CMA, Lu Engineers does not recommend additional research or sampling and/or testing at the present time. If cost estimates are required for management and possible disposal of impacted soils and/or groundwater, further studies would be necessary to verify and define the nature and extent of potential presence of hazardous waste and/or contaminated materials that may be encountered during potential future construction within the Marsh Creek study area. Quantification of soil and groundwater conditions may also be required to verify potential health and safety considerations for project construction.

Property Address	Potential Environmental Concerns Relative to Adjacent Portions of Marsh Creek
Former Railroad (North) owned by City of Geneva	Impacted soil and/or groundwater (petroleum and other organic contaminants, PCBs, pesticides and metals) due to past use of this property as a railroad.
100 North Exchange Street WDIF Properties, LLC	Impacted soil and/or groundwater (petroleum related compounds) due to the past and current Auto & Metal Recycling use of the property and documented spills.
17 Doran Avenue Geneva Wastewater Treatment Plant	Impacted sediment, soil and/or groundwater (organic and inorganic contaminants) due to the past use of the property, documented past former releases, and potential wastewater release to Marsh Creek.
53 East North Street Paul A & Anthony J Iannopollo	Impacted soil and/or groundwater (petroleum related compounds) due to the past use of this property, documented past releases, and former USTs.
142 Middle Street B & S Management, Inc.	Impacted soil and/or groundwater (petroleum related compounds, metals and urban fill) due to the past use of this property as part of a former foundry.
120 Middle Street Geneva Water Plant	Impacted sediment, soil and/or groundwater (petroleum, organic and inorganic contaminants) based on the documented use of this property with an outfall to Marsh Creek and past releases.
Active Railroad (South) owned by CONRAIL, Inc.	Impacted soil and/or groundwater (petroleum and other organic contaminants, PCBs, pesticides and metals) due to the current and past and current use of this property as a railroad.



Legend

- Study Area
- Properties with Potential Environmental Impairment

Scale 1: 24,000

1,000 0 1,000 2,000 4,000

Feet

Figure 2. Properties with Potential Environmental Impairment

Marsh Creek
City of Geneva
Geneva, NY

DATE: July 2022
PROJECT #: 50102-01
DRAWN/CHECKED: KM/GLA
DATA SOURCE:
USGS Topo Basemap from ArcGIS Online

Lu Engineers
ENVIRONMENTAL • TRANSPORTATION • CIVIL

GENEVA
WATER

LEHIGH VALLEY RAIL TRAIL

Context

The Lehigh Valley Railroad began operations in Geneva in the late 19th century and continued service until the 1970s. Today, the railroad’s legacy remains present as a series of overgrown embankments that run from the depot building at North Genesee Street in the west to just beyond Pre-Emption Street in the east. While the railroad bridges have been removed, the concrete and stone retaining walls at intersecting streets remain. Community members have begun to maintain segments of the abandoned rail line, removing poison ivy and creating points of access with wooden steps and ropes that provide a handhold up the steep slopes. Segments of the elevated rail between North Genesee to East North Streets are owned by the City of Geneva.

Project scope

Prepare a rails-to-trails feasibility study for the inactive rail line between Lehigh Valley Depot and East North Street.

Goals

- Create a new east-west connection across the neighborhood, including access to the high school.
- Expand local recreational opportunities and connect to regional trail systems.
- Celebrate Geneva’s history and culture by reactivating a unique resource.
- Create a sense of separation from the everyday.
- Transform an underutilized asset for citywide benefit.
- Enhance and increase local biodiversity.

Key considerations

- The design intent was to create a trail experience that minimizes impacts to neighbors and abutters while expanding open space equity.
- Three new bridges would be required to reactivate the trail from North Genesee to East North Streets, including one over an active segment of rail (freight) that would also require relocating existing electrical lines that serve the tracks.
- The rail embankments are steeply sloped, and a combination of ramps and stairs would be needed to make the trail accessible to all users.
- Soil mining has been observed in the

area around Kirkwood Avenue; further inspection required to confirm whether any embankments require stabilization prior trail activation.

- In its current condition, the trail is overgrown with poison ivy and other invasive species. Any long-term plan would need to include managing and mitigating invasives.
- Trail parking could potentially be accommodated at the two ends but requires further study.

Options studied

The rail trail project studied alternatives for the design of the trail itself and for two access points (Marsh Creek and East North) that would be key to activate the first segment. The design concept for the trail utilizes an 8 ft crushed stone for the path (with limited 12 ft segments), a ballast buffer to mitigate poison ivy growth, and proposes native plantings to enhance the trail experience. Additional components include educational signage and periodic seating / rest areas. Access options include:

Marsh Creek – simple ramp & stair

- Minimize impact to existing trees by weaving ramp up the slope.
- Separate access for pedestrians and cyclists.

Marsh Creek – switchback ramp & stair

- More compact footprint but potentially greater impact to trees.
- This option can make access a more visible feature of the trail.

Marsh Creek – amphitheater & center stair

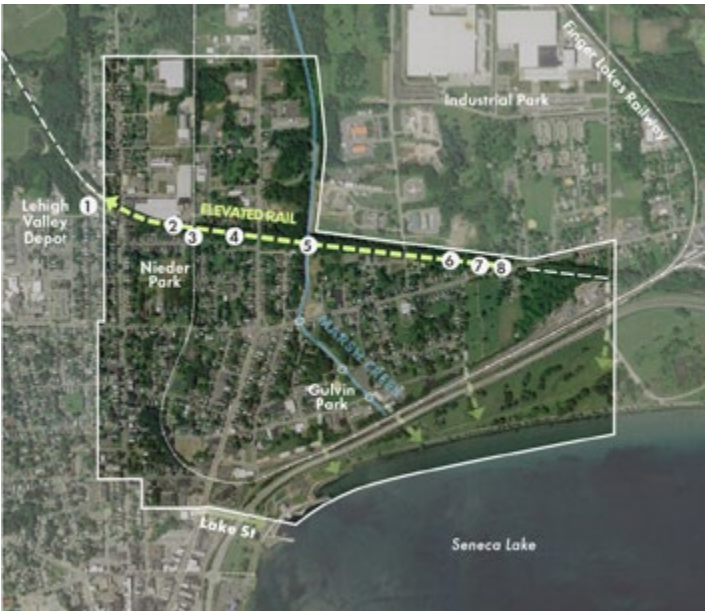
- Combines seating and access; can support programming and performances.
- Most disruptive to existing tree canopy.

East North – low slope path

- This path uses a 5% grade to eliminate the need for handrails and landings.
- Connects the trail to Clark Street.
- Creates space for an entry plaza and lawn on East North.

East North – accessible ramp

- More compact ramp footprint utilizing an 8% slope (accessible).
- Terraced lawn creates space for seating on multiple levels.



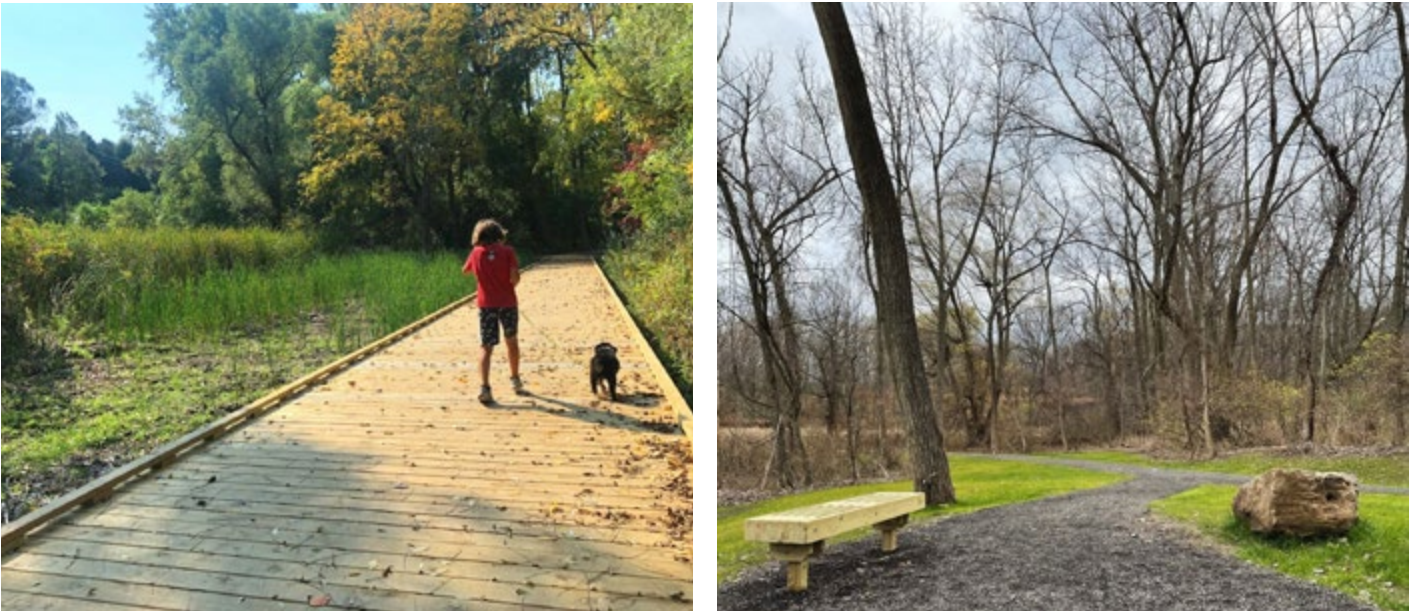
RAIL TRAIL PRECEDENTS

Projects across New York State are utilizing former railroad rights of way to create unique recreational experiences, often with a simple material palette.

Hudson River Brickyard Trail | Kingston, New York



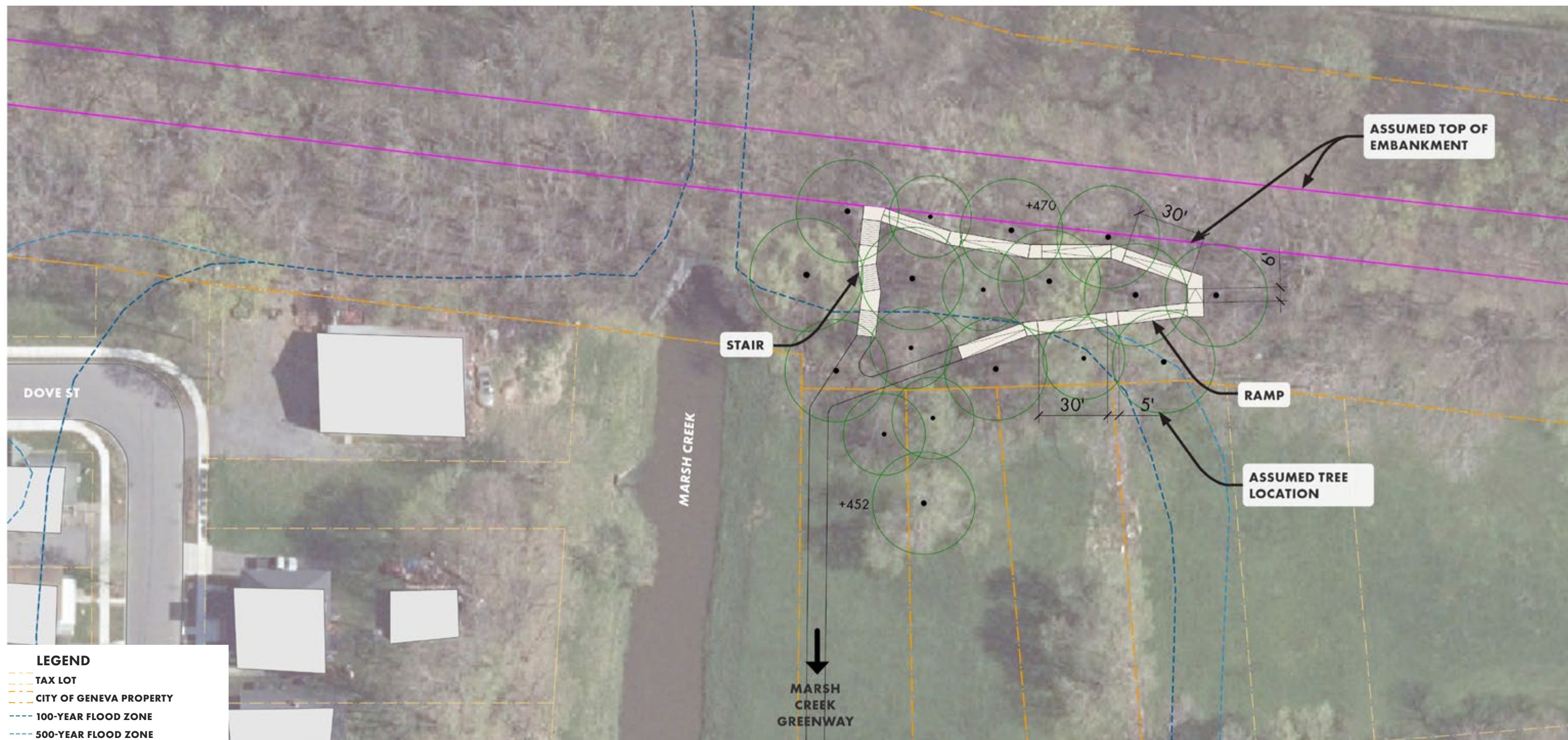
Frog Pond Trail | Pittsford, New York



Ashokan Rail Trail | Ulster County, New York



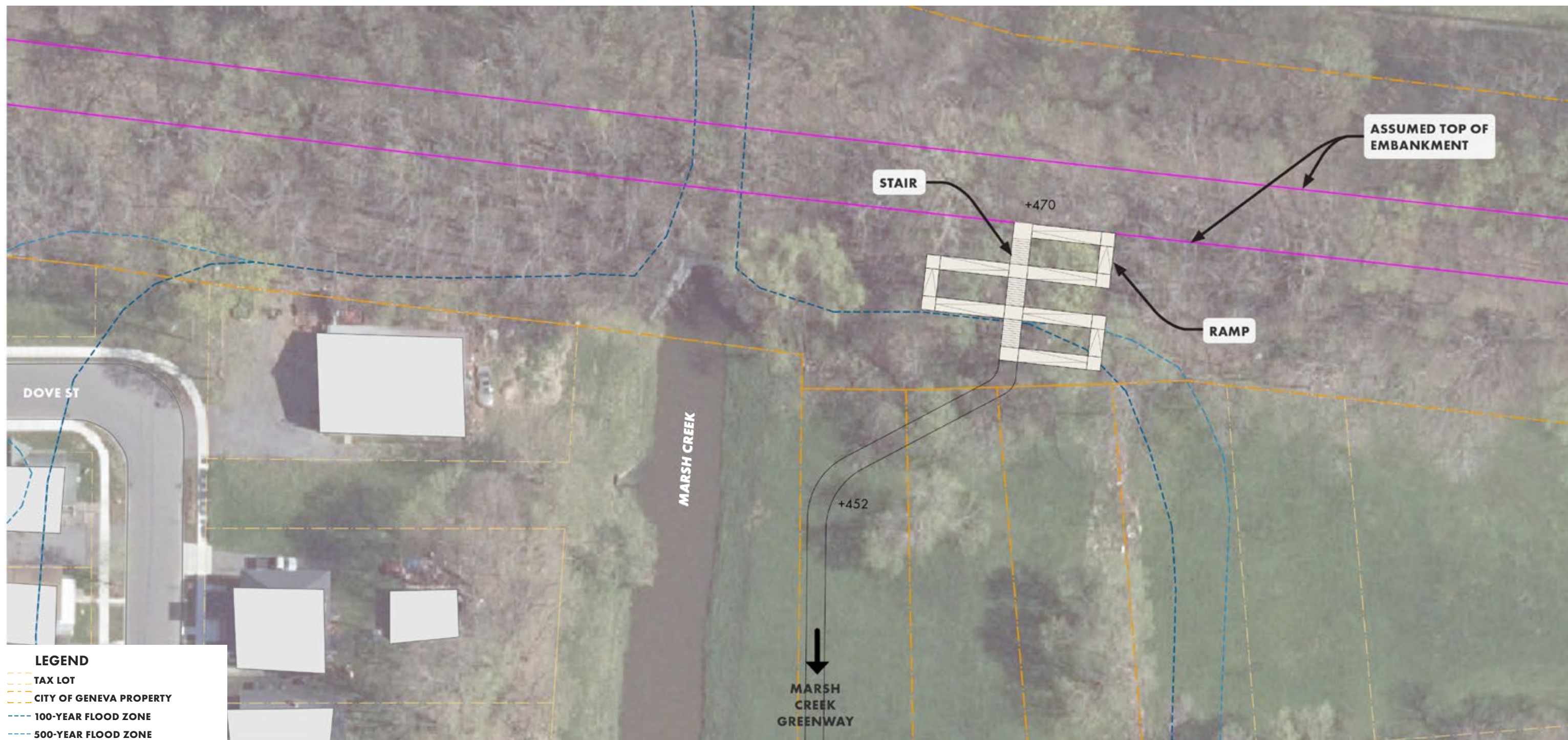
Maybrook Trail | Dutchess & Putnam County, New York



MARSH CREEK ACCESS – SIMPLE RAMP & STAIR

The combination of a ramp and stair at Crystal Street provides an efficient and accessible design solution that aims to minimize the impact to existing trees by weaving ramp up the slope.

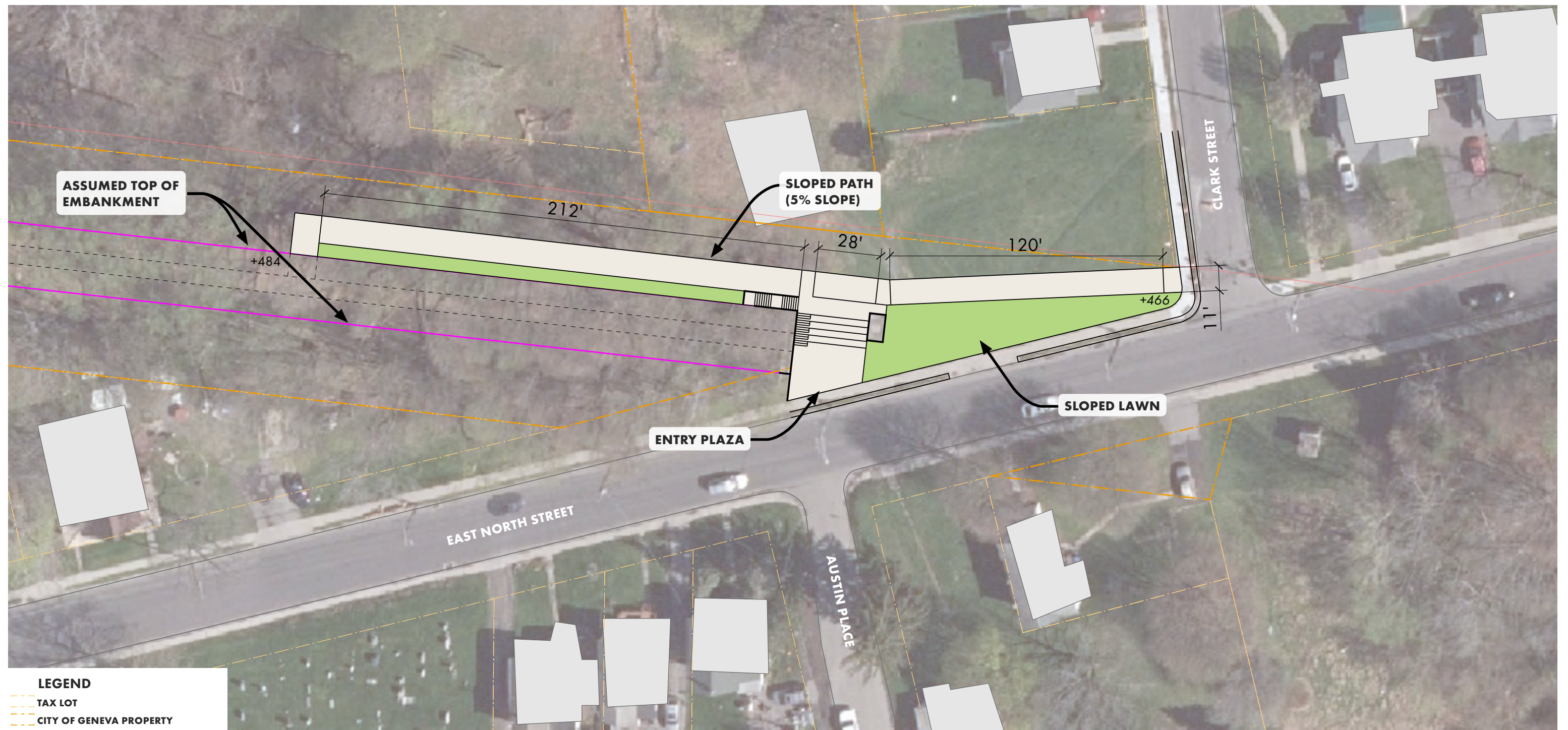
In addition, it creates separate access for pedestrians and cyclists to reduce conflicts between users who may be moving at different speeds.



MARSH CREEK ACCESS – SWITCHBACK RAMP & CENTER STAIR

The switchback ramp and stair at Crystal Street utilizes a more compact footprint than a ramp and stair; however, there is potentially a greater impact to existing trees especially in construction.

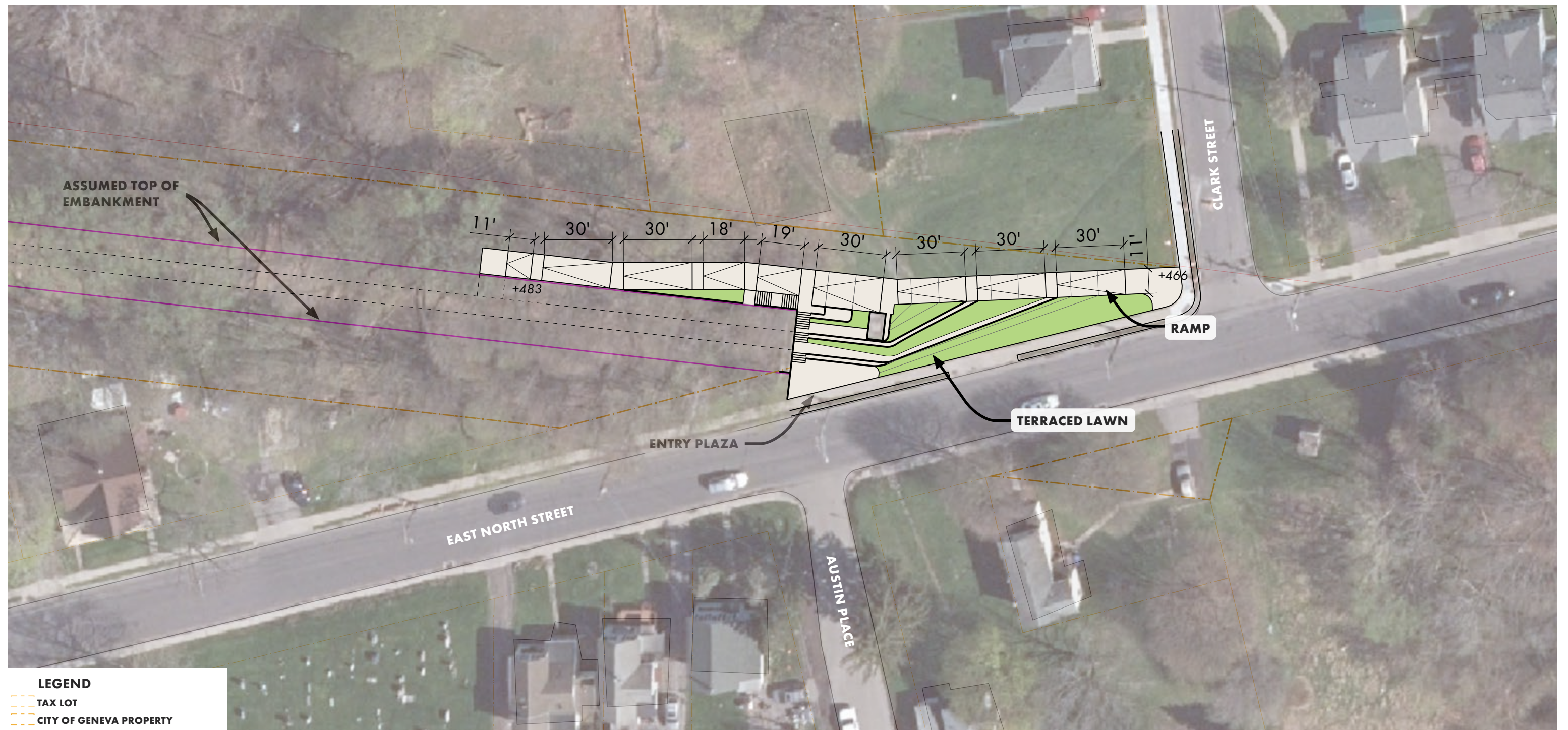
The option can make access a more visible feature of the trail.



EAST NORTH GATEWAY – LOW-SLOPE PATH WITH ENTRY PLAZA

This path uses a 5% grade to eliminate the need for handrails and landings and connects the trail to Clark Street.

The new ramp creates space for an entry plaza and lawn on East North.



LEHIGH VALLEY RAIL TRAIL VISION

Community & stakeholder input
Feedback at public workshops and in stakeholder meetings was generally supportive of the rail trail activation. Initial concepts showed both 8 ft and 12 ft path alternatives; stakeholders advised that the narrower trail was preferred except in the area around Marsh Creek, which already experiences more regular public activity. The simple ramp and stair option was the most preferred option for Marsh Creek access. An initial straight-shot ramp concept was revised to avoid existing trees based on input.



LEHIGH VALLEY RAIL TRAIL VISION

Periodic seating areas along the trail provide space to rest between access points. These are envisioned to utilize a material palette that celebrates the history of the railroad in Geneva.



LEHIGH VALLEY RAIL TRAIL VISION

The area around Crystal Street where the trail crosses over Marsh Creek may be a place with additional pedestrian activity given the community garden and access point. This location could potentially support a wider trail (12 ft).



EAST NORTH GATEWAY VISION

The East North Gateway marks the eastern terminus of the elevated rail trail. The low-slope ramp extends the pathway to the street corner. Railroad remnants can become signage – a marker of the trailhead.



LEHIGH VALLEY RAIL TRAIL – OVERALL CONCEPT PLAN



LEHIGH VALLEY RAIL TRAIL – PHASING & IMPLEMENTATION



COST ESTIMATE SUMMARY

LAKEFRONT ACCESS – BRIDGES & CROSSINGS

Bridge over railroad only	\$3,000,000 ea
Bridge over railroad & highway	\$4,000,000 ea
HAWK signal installation	\$200,000 ea

RECONFIGURATION OF ROUTES 5&20

DRI extension with planted median	\$12,500,000
• Road reconstruction with north-side bike path	
DRI extension with planted median	\$11,560,000
• Road reconstruction with integrated bike path	
• Road reconstruction with bike path in park	

MARSH CREEK GREENWAY

Greenway with mulch trail	
• At-grade alignment 1	\$221,000
• At-grade alignment 2	\$200,000
Greenway with stone dust trail	
• At-grade alignment 1	\$250,000
• At-grade alignment 2	\$226,000

LEHIGH VALLEY RAIL TRAIL

Trail	
Trail construction & plantings	
• 8 ft trail not including crossings	\$1,200,000
• 12 ft trail not including crossings	\$1.5M

Bridges	
Permanent bridge over N Genessee St	\$578,000
Permanent bridge over railroad	\$850,000
Permanent bridge over N Exchange St	\$495,000
Permanent bridge over Doran Ave	\$320,000
Temporary bridge over Doran Ave	\$200,000

Access	
East North Street access	
• Low-slope path with entry plaza	\$420,000
• Accessible path with terraced plaza	\$440,000

Marsh Creek access	
• Simple ramp & stair	\$440,000
• Switchback ramp & stair	\$422,000

Notes:
30% contingency applied to all items

ENGAGEMENT & OUTREACH

The project included engagement with community members, municipal and agency stakeholders, quarterly sessions with a Project Advisory Committee composed of local residents and leaders.

PUBLIC ENGAGEMENT & WORKSHOPS

September 2021 – Outreach	Farmers market tabling & site tours
October 2021 – Workshop	Individual activities & site tour
December 2021 – Workshop	Lakefront access alternatives discussions
June 2022 – Workshop	Greenway and rail trail development
July 2022 – Workshop	Tactical installation – Marsh Creek

PROJECT ADVISORY COMMITTEE SESSIONS

September 2021, November 2021, May 2022, and July 2022

STAKEHOLDER ENGAGEMENT

<u>Agencies & municipalities</u> Routes 5&20 / lakefront connectivity NYSDOT Region 4 Genesee Transportation Council FLRR (via PAC) Norfolk Southern*	<u>Local stakeholders</u> City of Geneva City Council City of Geneva staff & department heads Marsh Creek neighbors – outreach Blueprint Geneva & rail trail stakeholders Our Lady of Peace Parish Hispanic Church of God* Local community leaders & residents
Marsh Creek greenway NYS DEC US Army Corps of Engineers	<u>Local stakeholders (ongoing)</u> Rail-trail neighbors Lehigh Valley depot owner – outreach
Other agencies & municipal partners OPRHP / Seneca Lake State Park Ontario County Planning Seneca County Town of Waterloo*	

* Denotes outreach and email correspondence but no meeting took place

SEPTEMBER 11 FARMERS MARKET & COMMUNITY TOURS

Location Geneva Farmers Market at the Finger Lakes Welcome Center	<u>Tour 1: Safe crossings of Routes 5& 20</u> Four potential crossings explored. - Near Finger Lakes Welcome Center: single track facilitates crossing but is well west of what could be considered an accessible and convenient to project area - Across from Andes Avenue and Middle Street better connects to the neighborhood, but it crosses private properties at a multi-track location - Marsh Creek discussion of pedestrian bridge, or less feasible, tunnel. - Evans Street has the most widespread support among participants.
Purpose To engage members of the public in conversation about the project and solicit input on ideas for open space and connectivity in the study area.	
Activities Table activity and site tours	
Outcomes Identification and spatialization of challenges and opportunities – sticky notes on maps.	<u>Tour 2: Proposed Marsh Creek Greenway</u> - Potential opposition among residents - Gulvin Park and Crystal Street Garden are not well-known features - Poor sidewalk conditions and High Vehicle speeds on East North Street
<u>Challenges:</u> - The area is not well known - Needs: interpretive signs and monuments, recreational opportunities on the lakeshore, lake access - The lakeshore bike path goes nowhere – there is no loop	<u>Tour 3: Proposed Lehigh Valley Rail Trail</u> - Potential opposition among residents - Trail infrastructure in place - Maintenance of the future trail is a potential issue.
<u>Opportunities:</u> - Crossings (Pre-Emption / Evans Streets) - Rail trail and trail (3) - Trail bridge north of Crystal Street Garden - Recreational opportunities - Cultural connections - Ameliorate grade change at potential rail trail trailhead	



A site tour departs from the Geneva Farmers Market (JKLA, 2021)

OCTOBER 9
WORKSHOP IN THE PARK

Location
Gulvin Park Gazebo

Purpose
To gather input on wants and needs for connectivity in the neighborhood.

- Activities**
- Challenges and opportunities – sticky notes on maps
 - Response to prompts: what is the real issue/what’s holding us back/what do we do for success game
 - Collaging

Outcomes
Mapping:
Former Leigh Valley station is a possible location community theater; Seneca Lake State Park was identified as having once belonged to the City of Geneva.

- Response to big questions:
- **What’s the real issue?** Divisions including town/gown and skin color making communication difficult. Insufficient recreation resources, lack of access to lake, lack of awareness of local challenges, obsolete building stock.
 - **What’s holding us back?** Lack of regulatory support for the greenway, lack of playgrounds and activities, neighborhood isolation, engagement, awareness, trust, historic redlining, lack of community cohesion
 - **What do we need for success?** Safe connection to waterfront, empathy, heritage trail with interpretation, community-wide communication,

activities for kids and adults, balance between change and status quo, more people and teamwork, a community center, catalyst to get people to come out and see what can be created, unique recreation opportunities to draw people and support neighborhood residents

- Vision collages:
- Most prevalent themes were spaces for recreation and community activities, create activities, community activities, play, quiet contemplation, water-based activities and children’s play and activities.
 - Focus on nature and natural themes included enjoying nature, access to nature natural beauty, teaching kids about nature, growing food for the community and community gardens
 - Other themes highlighted in the collages were history and historical interpretation, food access, waterfront activities and access; accessibility and diversity; and true multi-modal experience.



DECEMBER 3
WORKSHOPPING LAKEFRONT ACCESS & ROUTES 5 & 20

Location
Courtyard Apartments Community Room

Purpose
To gather feedback to help steer the planning of neighborhood streets, parks, and lakefront access.

- Activities**
- Open-ended questions
 - “Time Magazine” cover story
 - Collaging
 - Challenges and opportunities – sticky notes on maps

Outcomes
Open-ended questions gather participants’ opinions. Selected responses follow.

- I like to spend time in nature:
- In my backyard
 - At a local park

- A natural area in my community that I enjoy visiting is:
- Seneca Lake
 - Park (2)
 - Drawings: trees and water, climbing structure and a slide (2)

- My family and I would visit the lakefront more often if we could:
- Drawings of a bike (3)
 - Camp

- I would use a Marsh Creek Greenway for:
- Walking
 - Access to lakefront

- If there were a trail near my home, I would use it for:
- Photography
 - Meeting people
 - Biking
 - Walking the dog

- “Time Magazine” activity
Participants created an imagined cover story about their community. Headlines fall into the following categories:
- Nature and Recreation
 - Streetscape and Walkability
 - Safety and Serenity
 - Amenities
 - Thriving and Prosperous Community
 - Serving Everybody, Belonging

Collaging activity
Collages reflected a family-friendly and diverse community that promotes health, happiness, and well-being, accessible to pedestrians and cyclists, with opportunities to recreate and enjoy nature.

- Mapping activity comments
- Crossings (Evans / Pre-Emption Streets)
 - High desire for at grade crossing and concern that bridges don’t work
 - Ease of developing the creek trail
 - Grocery store is important
 - Connection to Crystal St. Garden
 - Add trees and pedestrian path (along Routes 5 & 20)
 - Expand park to south of Middle St.
 - Food, bathroom, drinking fountain (park amenities)
 - Campground at the lake with amenities

Fall workshop photos
(Lu & ONE, 2021)



JUNE 9
FOCUS GROUPS AND OPEN HOUSE

Location
Courtyard Apartments Community Room,
proposed Lehigh Valley Rail Trail

Purpose
To solicit input on project outcomes to
date.

Activities
Focus group discussion with invited
guests about the overall project
followed by a walking tour of the
proposed Lehigh Valley Rail Trail

Public open house with maps and
large plots of the concepts

- Outcomes**
Focus Group comments on the concepts
included:
- Need a separated commuter lane for bicyclists along 5 & 20 protected from traffic and free of road debris
 - One concept shows a bridge landing in the middle of the Lakefront Park disc golf course. Moving the bridge landing to accommodate the course was suggested.
 - Bridges with many switchbacks are difficult for bicycles to navigate
 - One participant admired the rail trail trailhead concept proposed for East North and Clark streets.

- The walking tour group discussed various
aspects of the trail as it exists now:
- Neighbors use the trail; they may feel some ownership and may oppose the trail.
 - Ash trees susceptible to disease and pests and perhaps should be removed.
 - The rail bed serves as a wildlife corridor.

- Poison ivy is pervasive along the corridor and some measure to ameliorate it could be implemented such as bringing in goats to eat it or over-planting with an even more aggressive species – use of herbicides was not recommended

- Feedback received included on the
concepts included the following:
- Crossing 5 & 20 is a challenge.
 - A lighter approach to the proposed Lehigh Valley Rail Trail is preferred over a heavier hand unless the city is able to maintain a more intense trail.
 - St. Patrick’s Roman Catholic Cemetery is not appropriate for a walking path through the neighborhood.
 - Traffic speeds at High and Evans streets are too high and need calming.
 - The idea of enlisting goats to help clear the poison ivy out of the proposed rail trail was raised again.
 - A participant involved in the Green Committee brought up the issue of protecting pollinators on the rail trail.

- Additional feedback**
In addition to in-person engagement, the
project team received one email from
Marsh Creek neighbors underscoring
several points:
- The habitat value that the woods across from Gulvin Park provide.
 - The need for improvements to Gulvin Park (restroom and/or seating)
 - Support for the Lehigh Valley trail near Crystal Street.
 - Suggestion to explore alternatives to pedestrian connections to the lake – e.g., a shuttle system.



above:
Open house (JKLA, 2022)

below:
Rail trail site visit (ONE, 2022)

JULY 21

TACTICAL EVENT: TEMPORARY GREENWAY INSTALLATION

Location
Crystal Street Garden

Purpose
To build out elements of the project to help participants see how some of the project recommendations and concepts could be implemented by experiencing them in real time and space.

To draw participants with a celebratory atmosphere with music supplied by local musician SlikSly and food provided by the El Morro food truck – arranged by the City using its food desert funds.

Activities
Tours of a duct tape crosswalk on East North Street; and imagined walking trail, rail-trail trail head kayak launch delineated with bamboo stakes and colorful surveyor's tape; review of concepts.

Outcomes
Tactical urbanism is a technique used to try proposed ideas for community empowerment, development, or uses of space “on for size”. Encountering new ideas for layout and arrangement of new design features can inspire participants to leverage existing assets and envision unique possibilities for established space. Creating an opportunity to try a design on for size is a way to actively engage the community and bring awareness to a project’s goals for implementation. This example of tactical urbanism is done by temporarily building a planning or project idea in low cost, creative ways and then programing an event(s) to closely match the many envisioned opportunities. This allows the planning ideas to really come to life, building support from the neighborhood and outside agencies. Tactical interventions offer unique opportunities for conversation and feedback. These events have been successful in taking planning ideas from paper documents to public enthusiasm very quickly.

The elements developed for the event were a duct tape crosswalk installed on the East North Street bridge over Marsh Creek and

a walking path delineated with bamboo stakes and colorful surveyors’ tape from the bridge “landing” past an imagined kayak launch to an imagined Lehigh Valley Rail Trail trailhead.

Umbrella tables that were part of an art installation provided shade for a table with maps and a complete set of concepts for discussion. Another station invited participants to draw or write the names of wildlife they see in the park.

The crosswalk was enthusiastically received by Geneva City Police School Resource Officer Raul Arroyo who provided safety on East North Street during installation of the crosswalk. Some participants were experiencing the park for the first time, while others were familiar with the garden, but not the potential rail trail.

At the end of the event, the installations were left in place for others to happen upon and enjoy in the coming days.

Additional feedback
In addition to in-person engagement, the project team received one email from Marsh Creek neighbors underscoring several points:

- The importance of maintaining and preserving existing tree canopy.
- The habitat value that the woods across from Gulvin Park provide.
- Request for clarification on whether “trailheads” are parking areas (design proposal has since been revised to reduce the number of trailheads).



Greenway demarcation & final celebration (ONE, 2022)

NEXT STEPS & IMPLEMENTATION

ADVANCING THE OPEN SPACE & CONNECTIVITY PROJECTS

While the vision for East Lakeview benefits from the realization of all four projects, each one makes a unique and independent contribution to the neighborhood, giving it an ability to stand alone. For example, the rail trail does not require lakefront access to be in place to become a success, nor does the reconfiguration of Routes 5 & 20 require the implementation of the Marsh Creek greenway concept. As a result of this independence, the projects can advance on independent timelines from each other as determined by City Council and community priorities and based on the availability of funding and grants from local, State, and Federal sources.

FUNDING & GRANTS

The following grant programs and funding mechanisms may be helpful to advance design, planning, and implementation for the open space and connectivity projects studied in this phase of work:

New York State
NYS DOS Environmental Protection Fund

NYS DEC Environmental Restoration Program

NYS Downtown Revitalization Initiative (DRI)

Empire State Economic Development Fund (EDF)

Federal programs
EPA Brownfields Program

US DOT RAISE Discretionary Grants

US DOT Reconnecting Communities Pilot

US DOT Safe Routes to School initiative

Bipartisan Infrastructure Law |Building a Better America

Inflation Reduction Act | Neighborhood Access and Equity program

Other
Congressional appropriations – via US Senate representation

Marsh Creek & Gulvin
Park (ONE, 2021)



ANTICIPATED FUTURE APPROVALS & PERMITS NEEDED TO IMPLEMENT THE CONCEPTUAL DESIGN ALTERNATIVES

Govt. Entity	Agency and approval(s) required	Phase	Description of proposed activity
City Council, Town, or Village Board	City Council – Potential Easements	Phase 1 and Later Phases	To construct Marsh Creek boardwalk and/or Routes 5 & 20 crossings
	City Council – Elevated rail- trail approvals	Phase 1 and Later Phases	To construct new bridges/access points
Regional Agencies	Finger Lakes Rail-way/ Norfolk Southern Railway – Letter of Concurrence or other approvals, as needed	Phase 1 and Later Phases	To cross active rail lines
State Agencies	NYSDOT – highway work permits, potential funding	Phase 1 and Later Phases	Reconfiguration of Route 5; complete streets
	NYSDOS – potential DRI funding/road diet	Phase 1	Lane reduction/traffic calming
	NYSDEC – Protection of Waters Permit (Article 15)	Phase 1 and Later Phases	Disturbance within 50 feet of Seneca Lake for proposed crossings or pedestrian improvements or along Marsh Creek ¹
	NYSDEC – Article 16 Flood Control	Phase 1 and Later Phases	For any work proposed in the flood protection project (Marsh Creek) ²
	NYSDEC – Freshwater Wetlands Permit	Later Phases	For any development is proposed within 100 feet of vegetated freshwater wetlands along Marsh Creek ³
	NYSDEC – Excavation and Fill in Navigable Waters; Section 401 Water Quality Certification	Later Phases	Proposed kayak launch
	NYSDEC – A State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activities, as needed	Phase 1 and Later Phases	For proposed construction activities disturbing areas greater than one acre ⁴
	NYSDEC – Industrial SPDES Discharge Permit for any temporary dewatering discharge required to construct the project, as needed	Phase 1 and Later Phases	For any temporary dewatering discharge
Federal Agencies	SHPO – Initial consultation for historic and cultural resources	Phase 1	For potential archaeological impacts related to the cemetery shortcut trail at the perimeter of St. Patrick’s Cemetery; consultation for potential architectural impacts to the State/National Register-eligible (S/NR-eligible) Lehigh Gardens Historic District, related to the Lehigh Valley Rail Trail
	USACE – Nationwide Permit 36 – Boat Ramps (under Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act)	Later Phases	Proposed kayak launch

Govt. Entity	Agency and approval(s) required	Phase	Description of proposed activity
	USACE – Section 408 Permit	Phase 1 and Later Phases	For any work proposed in Marsh Creek (civil works project) below the ordinary high water (OHW) line
	USACE	Phase 1 and Later Phases	A permit will be required if any fill, not just bank stabilization, is proposed below OHW in a Section 404 water (including wetlands)
	USACE – Section 10 Permit	Phase 1 and Later Phases	Section 10 waters (Seneca Lake and section of the creek extending upstream from the lake sharing the Lake’s OHW) would require a permit if any fill or work is proposed in or above the water

Notes:
A joint permit application to NYSDEC/USACE may be required to implement the conceptual design alternatives as per meeting with the City’s consultant team and NYSDEC/USACE representatives on July 19, 2022.

¹ <https://www.dec.ny.gov/permits/6554.html>, last accessed July 11, 2022.

² Based on an informational meeting with the City’s consultant team and NYSDEC representatives on July 19, 2022, this permit, which ties into the USACE Section 408 permit, is required as Marsh Creek is the site of a USACE flood protection project that has been handed over to NYSDEC for management and regular inspection; there may be an additional permit required for any work that is proposed on NYSDEC-owned land. However, an ordinary pathway or work above the mean high water line would typically not be of concern. Other features beyond a path could present regulatory hurdles; NYSDEC would not approve additional features that result in maintenance.

³ <https://www.dec.ny.gov/permits/6279.html>, last accessed July 11, 2022; based on an informational meeting with NYSDEC representatives and the City’s consultant team on July 19, 2022, a Freshwater Wetlands Permit would be unlikely given the location of the nearest wetlands off Forge Avenue and the nature of the project.

⁴ For proposed walkways or projects under 5 acres only the erosion and sediment controls would apply (otherwise post-construction stormwater management measures would also apply). A Notice of Intent (NOI) and then a Storm Water Pollution Prevention Plan (SWPPP) would be required before construction starts.

Sources:
AKRF, July 2022; U.S. Army Corps of Engineers and New York State Department of Environmental Conservation representatives, July 19, 2022.

APPENDICES

A	Design Alternatives Challenges & opportunities analysis Open space & connectivity vision Lakefront access Routes 5 & 20 reconfiguration Marsh Creek greenway Lehigh Valley rail trail Planting strategy
B	Engagement Public engagement summary Stakeholder meeting notes Project Advisory Committee presentations
C	Cost Estimates Bridges & pedestrian crossings – Routes 5 & 20 Routes 5 & 20 reconfiguration Marsh Creek greenway Rail trail & bridges
D	Site Reconnaissance Site reconnaissance report Doran Ave survey East North St & Clark St survey Marsh Creek hazardous material reconnaissance
E	Environmental Assessment Full Environmental Assessment Form EAF Appendices A & B

one architecture



RESOLUTION # 54 - 2022

RESOLUTION DECLARING THE CITY OF GENEVA'S BROWNFIELD OPPORTUNITY AREA OPEN SPACE AND CONNECTIVITY STRATEGY AS A TYPE I ACTION UNDER SEQRA WILL NOT RESULT IN ANY ADVERSE ENVIRONMENTAL IMPACT

WHEREAS, the City of Geneva intends to adopt the *City of Geneva's Brownfield Opportunity Area Open Space and Connectivity Strategy*; and

WHEREAS, the City Council of the City of Geneva, as Lead Agency, has determined the plan qualifies as a Type 1 Action under SEQRA; and

WHEREAS, the City Council has determined that the proposed plan will not result in any adverse environmental impacts.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Geneva, New York that the *City of Geneva's Brownfield Opportunity Area Open Space and Connectivity Strategy* dated August 2022, a Type 1 Action pursuant to SEQRA will result in no adverse environmental impacts.

RESOLUTION # 55 - 2022

RESOLUTION ADOPTING THE CITY OF GENEVA'S BROWNFIELD OPPORTUNITY AREA OPEN SPACE AND CONNECTIVITY STRATEGY DATED AUGUST 2022

WHEREAS, the City Council of the City of Geneva wishes to create a Brownfield Opportunity Area Open Space and Connectivity Strategy, and;

WHEREAS, the City Council of the City of Geneva, has completed an inclusive and participatory process in cooperation with the steering committee, City residents, and community stakeholders to plan for said strategy; and

WHEREAS, the inclusive and participatory process resulted in the creation of a document entitled *City of Geneva's Brownfield Opportunity Area Open Space and Connectivity Strategy* and dated August 2022; and

WHEREAS, the City Council of the City of Geneva wishes to advance the community's vision, values, planning principles and priorities through adoption of the document entitled *City of Geneva's Brownfield Opportunity Area Open Space and Connectivity Strategy* and dated August 2022; and

WHEREAS, the City Council of the City of Geneva has completed the necessary review pursuant to SEQR;

NOW, THERE, BE IT RESOLVED by the City Council of the City of Geneva, New York that document entitled *City of Geneva's Brownfield Opportunity Area Open Space and Connectivity Strategy* and dated August 2022 is hereby adopted.



CITY COUNCIL AGENDA BRIEFING

To: Geneva City Council
From: Midey, Mirras & Ricci, LLP
Meeting Date: November 2, 2022
Agenda Item Title: Seneca Apartments Parking Lot Easement.

Action required:

Passage of a resolution granting the new owner of Seneca Apartments a agreement to allow employees and residents to park in a City parking lot, tax map no. 104.4.12-2-19. The proposed easement agreement is attached to the resolution. We have requested some changes and will submit the final version prior to the Council meeting.

Background:

Seneca Apartments is being transferred to secure refinancing to pay for repair and rehabilitation of the property. A parking lot easement has been in effect since 1982, allowing Seneca Apartment employees and residents to use up to 12 spaces in the City parking lot. DPW Director Joe Venuti did review the agreement and the parking lot in question.

Financial impact

The proposed Parking Lot Easement Agreement calls for payment to the City of up to \$12,000 per year depending on the number of spaces used.

Office of the City Manager, Amie Hendrix

CITY HALL- 47 CASTLE STREET- GENEVA, NEW YORK 14456

RESOLUTION # 56 - 2022

RESOLUTION AUTHORIZING 529 EXCHANGE STREET PARKING LOT EASEMENT

WHEREAS, the Seneca Apartments, hereafter referred to as "the project", located at 529 Exchange Street in the City of Geneva, now owned by Lake Area Development Corporation, is being transferred to 529 Exchange Housing Development Fund Company, Inc., to permit refinancing of the project for the purpose of repairing and rehabilitating the property, and

WHEREAS, repair and rehabilitation of the project will allow the property to continue to be used to provide 50 units of housing for seniors and disabled individuals with incomes of less than 50 % of the Area Median Income for Ontario County; and

WHEREAS, a parking lot easement has been in effect since 1982 allowing employees and residents of Seneca Apartments to use up to 12 spaces in the City parking lot adjacent to the property, Tax Map No. 104.4.12-2-19; and

WHEREAS, 529 Exchange Housing Development Fund Company, Inc. wishes to enter into a Parking Easement Agreement with the City concerning the continued use of up to 12 spaces in the City parking lot and an annual payment to the City of \$1,000.00 per space; and

WHEREAS, the proposed Parking Easement Agreement attached to this Resolution, has been reviewed by the City Attorney and the Commissioner of Public Works; and

WHEREAS, entering into the Parking Easement Agreement will facilitate the refinancing and the repair and rehabilitation of the property and continued use of the property as public housing.

NOW, THEREFORE BE IT RESOLVED that the Geneva City Council, hereby and in due form, does grant to 529 Exchange Housing Development Fund Company, Inc., an easement to use up to 12 spaces in the City parking lot adjacent to the property, Tax Map No. 104.4.12-2-19, pursuant to the terms of the attached Parking Easement Agreement, and it is further,

RESOLVED , That the City Manager is authorized to execute the attached Parking Easement Agreement,

RECORD AND RETURN TO:

Cannon Heyman & Weiss, LLP
54 State Street, 5th Floor
Albany, New York 12207
Attention: Jeremy R. Root, Esq.

AMENDED AND RESTATED PARKING EASEMENT AGREEMENT

(Tax Map Numbers: 104.12-2-19 and 104.12-2-17.100)

This **AMENDED AND RESTATED PARKING EASEMENT AGREEMENT** (the “**Agreement**”) is made and entered into and effective as of this ____ day of _____, 2022 (the “**Effective Date**”), by and among **CITY OF GENEVA, NEW YORK** (the “**City**”), a municipal corporation, organized by the Laws of the State of New York having an address of 47 Castle Street, Geneva, New York 14456, **LAKE AREA DEVELOPMENT CORPORATION**, a New York not-for-profit corporation with a business address of c/o Geneva Housing Authority, 41 Lewis Street, Geneva, New York 14456 (the “**Current Owner**”) and **529 EXCHANGE HOUSING DEVELOPMENT FUND COMPANY, INC.**, a New York not-for-profit corporation with a business address of c/o Geneva Housing Authority, 41 Lewis Street, Geneva, New York 14456 (the “**HDFC**”)(the HDFC and Current Owner individually and collectively the “**Owner**”).

WHEREAS, the City is the owner of certain real property, which currently consists of a surface parking lot, located in the City of Geneva, Ontario County, New York and designated as Tax Map Number 104.12-2-19, and being more particularly described on Exhibit “A1” annexed hereto and made a part hereto (the “**Parking Lot**”); and

WHEREAS, the City entered into a certain redevelopment contract dated September 3, 1982 (the “**Redevelopment Contract**”) wherein Seneca Associates, a New York limited partnership (“**Seneca Associates**” and predecessor in interest to Current Owner), was obligated to construct a fifty one (51) unit apartment complex known as Seneca Apartment (the “**Building**”) which is situated at 529 Exchange Street, New York and designated as Tax Map Numbers 104.12-2-17.100 and being more particularly described on Exhibit “B” annexed hereto and made a part hereto (the “**Property**”)(the Building and the Property together the “**Project**”); and

WHEREAS, in connection with the construction of the Project, the City granted that certain easement dated November 15, 1982, to Seneca Associates (the “**Initial Parking Easement**”) which was recorded in the Ontario County Clerk’s Office on November 24, 1982 in Liber 816 of Deeds at page 842, and which provides the exclusive right, privilege and authority to park up to twelve (12) automobiles, in consideration of an annual fee of One Thousand Dollars (\$1,000.00), on the Parking Lot (the “**Easement Area**”) as more particularly described on Exhibit “A2” annexed hereto and made a part hereto; and

WHEREAS, the City consented to the sale of the Project to Current Owner and consented to the assumption of the Redevelopment Contract by Current Owner by resolution of the City Council adopted at a meeting held on December 3, 1997; and

WHEREAS, pursuant to that certain Assignment of Redevelopment Contract dated March 31, 1998, Seneca Associates assigned to Current Owner all of its rights, title, interest, both legal and equitable in the Redevelopment Contract; and

WHEREAS, pursuant to that certain Warranty Deed dated July 1, 1998, by Seneca Associates and recorded in the Ontario County Clerk's Office August 10, 1998, in Liber 999 page 734, Current Owner acquired fee ownership of the Project; and

WHEREAS, the Current Owner owns and operates the Project for the purposes of providing residential rental accommodations for person of low and moderate income; and

WHEREAS, it is anticipated that the Project will be repositioned and rehabilitated, and in connection therewith the HDFC has, or will, acquire fee title to the Project as legal record title holder by deed from the Current Owner; and

WHEREAS, the HDFC will continue to own and operate the Project for the purposes of providing residential rental accommodations for persons of low and moderate income; and

WHEREAS, the City now desires to memorialize the Initial Parking Easement and hereby enters into this Agreement and grants this Parking Easement (as defined herein) in favor of the Owner allowing the Owner, its employees and the tenants of the Project to use said the Easement Area in said Parking Lot on the terms and conditions hereinafter set forth:

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereby covenant and agree as follows:

1. The recitals set forth above are and for all purposes shall be interpreted as being an integral part of this agreement and are incorporated in this Agreement by reference.
2. City hereby grants to the Owner and the tenants of the Project, as well as their respective guests, invitees, licensees, employees, agents, contractors and service providers: (i) the exclusive right to use the Easement Area for parking of automobiles, and (ii) a non-exclusive easement in, over and across the Parking Lot for ingress, egress, passage and accommodation of automobiles and pedestrians and doing of such other things as are authorized, permitted or necessary to be done in order to have the uses and benefits of the Easement Area, including access to any walkways in and around the Parking Lot (the rights granted in subsections (i) and (ii) above being collectively referred to herein as the "**Parking Easement**"), which Parking Easement shall commence on the date hereof and continue for so long as the Project is operated

for the purpose of providing residential rental accommodations for persons of low and moderate income.

3. The parties hereto agree that the Owner shall annually mark the parking spaces within the Easement Area for use by the residents and employees of the Project to coincide with the number of parking spaces to be utilized pursuant to the Parking Utilization Notice (as defined in Section 7 of this Agreement). Notwithstanding the foregoing, however, the City represents and warrants that the Easement Area contains adequate parking spaces to ensure that the Owner and the tenants of the Project, as well as their respective guests, invitees, licensees, employees, agents, contractors and service providers will be able to use the Easement Area, and the Parking Easement granted in Section 1 of this Agreement, twenty-four (24) hours a day, three hundred sixty five (365) days a year, subject only to force majeure. Pursuant to the foregoing, the City, hereby, further represents and warrants to Owner, that Owner, the residents and employees of the Project parked in the Easement Area shall not be subject to or restricted by any and all City-wide parking rules or regulations which may be reasonably implemented by the City during snow-related restriction periods, the declaration of a snow emergencies and/or other special city approved events. In the event that such rules and/or regulations are inadvertently applied to the Owner, the residents and/or the employees of the Project parked in the Easement Area, resulting in violations and/or citations the City shall grant such occupants an exemption from such violations and/or citations and cause the same to be summarily dismissed and expunged from all public records.
4. The Owner shall maintain a policy of general liability insurance (“**Liability Insurance**”) with commercially reasonable single and combined liability limits in force at all times, insuring all of the Owner’s activities, conditions, operation and usage on or about the Easement Area. Such Liability Insurance shall be issued by insurance companies with a reliable general policyholder’s rating and financial rating and qualified to do business in New York State. The Owner shall, upon request of the City, provide evidence of Liability Insurance coverage in accordance with this section.
5. The City shall be responsible for the normal day-to-day operation of the Parking Lot and Easement Area, and shall operate and maintain, or cause to be operated and maintained, the Parking Lot and Easement Area in good order, condition and repair, and in compliance with applicable laws; provided, however, that notwithstanding the foregoing or anything in this Agreement to the contrary, the Owner shall be responsible for the costs and expenses of any snow removal from the Easement Area and any restoration, repair and/or rebuilding of the Easement Area for damages caused by the gross negligence or willful misconduct of the Owner, its tenants, its permittees and/or its invitees.
6. The use and operation of the Parking Easement granted herein may be subject to such reasonable rules, regulations and restrictions which are agreed to by the City and the

Owner from time to time, which shall be subject to the terms of this Agreement, including those described in section 3 hereof (the “**Parking Regulations**”). Notwithstanding the generality of the foregoing, the City shall charge the Owner and the Owner shall pay to the City an annual fee of One Thousand Dollars (\$1,000.00) per parking space up to a maximum of Twelve Thousand Dollars (\$12,000.00)(the “**Easement Area Fee**”), for the right of the Owner, its tenants, its permittees and/or its invitees to park vehicles in the Easement Area, and for the use of Parking Lot for the passage through, including ingress and egress thereto. The Easement Area Fee payment shall be due and payable in advance of the calendar year and such payment shall be made on or before January 30th annually, commencing on January 30, 2023 for the 2023 calendar year.

7. On an annual basis, prior to the end of each calendar year, the Owner shall notify the City Engineer of any increase or decrease in the number of parking spaces in the Easement Area utilized by the Owner, its tenants, its permittees and/or its invitees (the “**Parking Utilization Notice**”). Upon receipt of the Parking Utilization Notice and pursuant thereof, the City shall increase or decrease the Easement Area Fee based on number of parking spaces in the Easement Area to be utilized, but not to exceed One Thousand Dollars (\$1,000) per parking space up to a maximum of Twelve Thousand Dollars (\$12,000.00) annually for twelve parking spaces. Pursuant to the Parking Utilization Notice the City shall be responsible for annually issuing a parking fee invoice and delivering it to the Owner for payment.
8. The Parking Easement granted herein shall run with the land and each covenant and condition contained in this Agreement shall inure to the benefit of, and be binding on, the parties to this Agreement and their respective heirs, executors, administrators, personal representatives, successors and assigns, in accordance with their respective interests herein.
9. This Agreement (including exhibits attached) constitutes the entire agreement and understanding between the parties with respect to the subject matter contained herein, and supersedes any prior agreement and understanding about the subject matter hereof, including, without limitation, the Initial Parking Easement. This Agreement may be modified or amended only by a written instrument executed by the parties hereto.
10. This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, and all of which, taken together, shall constitute one and the same instrument.
11. Including but not limited to the Initial Parking Easement, this Agreement, replaces, supersedes and nullifies all other recorded or unrecorded agreements, including any and all liabilities, benefits and obligations thereunder, relating to the Parking Lot, the Easement Area, the Parking Easement and the use thereof by Owner, the residents and Employees of the Project.

[Remainder of Page Intentionally Left Blank]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date first written above.

CITY:

CITY OF GENEVA, NEW YORK

By: _____

Name: Amie Hendrix

Title: City Manager

Current Owner:

LAKE AREA DEVELOPMENT
CORPORATION

By: _____

Name: Robert Doeblin

Title: Chief Executive Officer

HDFC:

529 EXCHANGE HOUSING
DEVELOPMENT FUND COMPANY,
INC.

By: _____

Name: Robert Doeblin

Title: Chief Executive Officer

STATE OF NEW YORK)
) SS.:
COUNTY OF ONTARIO)

On the ____ day of _____ in the year 2022, before me personally appeared **Amie Hendrix**, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity, and that by his signature on the instrument, the individual, or person upon behalf of which the individual acted, executed the instrument.

Notary Public - State of New York

STATE OF NEW YORK)
) SS.:
COUNTY OF ONTARIO)

On the ____ day of _____ in the year 2022, before me personally appeared **Robert Doeblin** , personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity, and that by his signature on the instrument, the individual, or person upon behalf of which the individual acted, executed the instrument.

Notary Public - State of New York

EXHIBIT "A1"

Description of Parking Lot

ALL THAT TRACT OR PARCEL OF LAND, situate in the City of Geneva, County of Ontario and State of New York, bounded and described as follows: Beginning at a point in the north line of Franklin Street, a distance of 183 feet from the east line of Exchange Street, said point of beginning being distant easterly 68 feet from the east face of the Seneca Hotel Building: (1) thence northerly at right angles to said line of Franklin Street a distance of 82 feet, more or less to a point in lands formerly of Maria Hemiup (2) thence easterly at right angles with course 1 a distance of 114.36 feet to a point in the west right-of-way line of New York Central Railroad (3) thence in a southerly direction along the said New York Central Railroad Company's westerly line on a curve having a radius of 683.3 feet, a distance of 82.19 feet measured along said curve and westerly line of said New York Central Railroad Company's right-of-way to the point of intersection of said westerly line of said railroad company's right-of-way with the north line of Franklin Street (4) thence westerly parallel with course 2 and along said north line of Franklin Street a distance of 119.10 feet to the place of beginning. Being the same premises conveyed to the University of Rochester by the New York State Electric & Gas Corporation by deed dated December 23, 1941 and recorded in the Ontario County Clerk's Office on May 6, 1942 in Liber 410 of Deeds at page 293, subject however to the easement of the New York State Electric & Gas Corporation reserved therein. Being a portion of the same premises conveyed to the grantors herein by deed from Montgomery Ward & Co., Incorporated dated May 25, 1976 and recorded in the Ontario County Clerk's Office on June 2, 1976 in Liber 755 of Deeds at page 712.

LIBER 762 PAGE 117

EXHIBIT "A2"

Description of the Easement Area

ALL THAT TRACT OR PARCEL OF LAND situate in the City of Geneva, County of Ontario, and State of New York, bounded and described as follows:

Beginning at a railroad spike set in the northerly street line of Franklin Street, said railroad spike being S 60° 32' 30" E measured along said street line, a distance of 183.00 feet from the easterly street line of Exchange Street; thence N 29° 27' 30" E, a distance of 81.87 feet to a point; thence S 60° 17' 20" E, a distance of 82.00 feet to a point; thence S 29° 27' 30" W, a distance of 81.87 feet to a point; thence N 60° 32' 30" W, a distance of 82.00 feet to a railroad spike, said railroad spike being the point and place of beginning.

EXHIBIT "B"

Description of the Property

All that tract or parcel of land, situate in the City of Geneva, County of Ontario, and State of New York, bounded and described as follows:

Beginning at a point in the easterly line of Exchange Street at its intersection with the northerly line of Franklin Street; thence from the point of beginning N 29° 21' 30" E, a distance of 82.68 feet to a point at the joint building wall line; thence S 60° 17' 20" E and along the said wall line, a distance of 183.15 feet to an iron pin; thence S 29° 21' 30" W, a distance of 81.87 feet to a railroad spike set in the northerly line of Franklin Street; thence N 60° 32' 30" W along the said street line and the southerly building wall line, a distance of 183.00 feet to a point in the easterly line of Exchange Street, said point being the point and place of beginning.

RESOLUTION # 57 - 2022

**RESOLUTION AMENDING THE 2022 GENERAL FUND BUDGET FOR
125th ANNIVERSARY CELEBRATION**

WHEREAS, the City of Geneva filed a local law in 1897 going from a village to a city with the local law going into effect January 1, 1898; and

WHEREAS, a committee has been formed to look into holding a celebration on January 1, 2023 to celebrate the City of Geneva's 125th Anniversary as a city; and

WHEREAS, the Geneva City Council would like to assist with the celebration by providing funds for the January 1, 2023 celebration.

NOW, THEREFORE, BE IT RESOLVED, that the Geneva City Council, hereby, and in due form, does amend the 2022 General Fund Budget as follows:

REVENUES:

Add

APPROPRIATION FROM GENERAL FUND BALANCE	NOT TO EXCEED \$7,000
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EXPENSES:

Add

City Council:

CITY COUNCIL 125 th ANNIVERSARY CELEBRATION FUND	NOT TO EXCEED \$7,000
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RESOLUTION # 58 - 2022

RESOLUTION DECLARING CITY EQUIPMENT SURPLUS PROPERTY

WHEREAS, the City of Geneva no longer has use for the following item:

- 2014 Chevy Caprice, Black VIN: 6GNS5U27EL948476

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Geneva, New York, that the above vehicle be declared surplus property, and

FURTHER BE IT RESOLVED the proceeds from the sale of this vehicle be placed in the Equipment Amortization Fund Account.

TIMELINE OF 305 MAIN STREET PROPERTY
INCLUDING EVENTS DURING COUNCIL MEETINGS

Year 1927

The Central Service Station Was Designed by Local Architect I. Edgar Hill and served as a Vehicle Service Station with its unique curved front façade until

YEAR 2003

Several Council discussions about the condition and potential of 305 Main which was owned by Poole.

Staff was directed to secure ownership through tax foreclosure which required an IRS tax lien be discharged.

YEAR 2004

February 5, 2004 - City took title of 305 Main Street

Early 2004 - City did public RFP (published April 9, 2004) for possible private sale of the building and site

Mid 2004 - City received two proposals. City Council decided not to award and instead respond to interest expressed by the Smith Opera House

August 4, 2004 – City Council tabled authorizing contract for Environmental Assessment of 305 Main Street Property – Page 200 of minutes

Sept. 1, 2004 – Authorized contract for Environmental Assessment of – Page 211 of minutes

Sept. 1, 2004 – Established public hearing for the sale of – Page 212 of minutes

Oct. 6, 2004 – Public hearing on proposed sale of – Page 232 of minutes

YEAR 2005

Feb. 2, 2005 - Presentation by F. L. Reg. Arts Council on proposal for reuse of 305 Main St. - Page 17 of minutes

March 2, 2005 – City Council authorized public hearing for private sale of – Page 39 of minutes

March 16, 2005 - Discussed condition of building – Page 52 of minutes

April 6, 2005 – Public hearing on proposed sale of – Page 54 of minutes

June 15, 2005 – City Council discussion on – Page 118 of minutes

August 4, 2005 – Council received draft of formal proposal (agreement) from the Finger Lakes Regional Arts Council to purchase the site

October 5, 2005 – Established public hearing for sale of – Page 187 of minutes

- November 2, 2005
- Public hearing for sale of – Page 339 of minutes
 - Attorney Calvin Brainard of Seneca Falls informed council that he was at the meeting representing a client who wishes to purchase the property outright for the sum of \$25,000 from the City for a commercial venture that would keep the property on the tax rolls.
 - Steve O'Malley pointed out that a prominent local architect designed this building during the first part of the 20th century noting other prominent properties in the city designed by this local architect.
 - Discussed – Page 353 of minutes

December 7, 2005 – Council Authorized Application to the NYSDEC 1996 Clean Water/Clean Air Bond Act for the Restoration of 305 Main St – Page 375 of minutes

YEAR 2006

- Jan. 4, 2006 - 305 Main Street Group request additional time to study asbestos in – Page 5 of minutes
- Discussion on – Page 14 of minutes

Feb. 1, 2006 – 305 Main Street Group report – Page 19 of minutes

March 1, 2006 – 305 Main Street Group request additional time and a letter be sent to the Dept. of Labor – Page 33 of minutes

YEAR 2007

- July 11, 2007 - Public hearing pursuant to Brownfield Grant – Page 116 of minutes
- Contract Authorized for grant planning, management and regulatory liaison work – Page 126 of minutes
 - Authorized contract for engineering services – Page 127 of the minutes
- September 19, 2007 - Update from the City Manager – Page 369 of the minutes

YEAR 2008

May 7, 2008 - Grant Authorized Application to fund an historic structures report – Page 77 of minutes

October 7, 2008 – City Manager told council that the grant money came in less than what was needed to pay Bero Architects – Page 159 of minutes

October 15, 2008 - Discussion about shortfall of money for a study – Page 166 of minutes

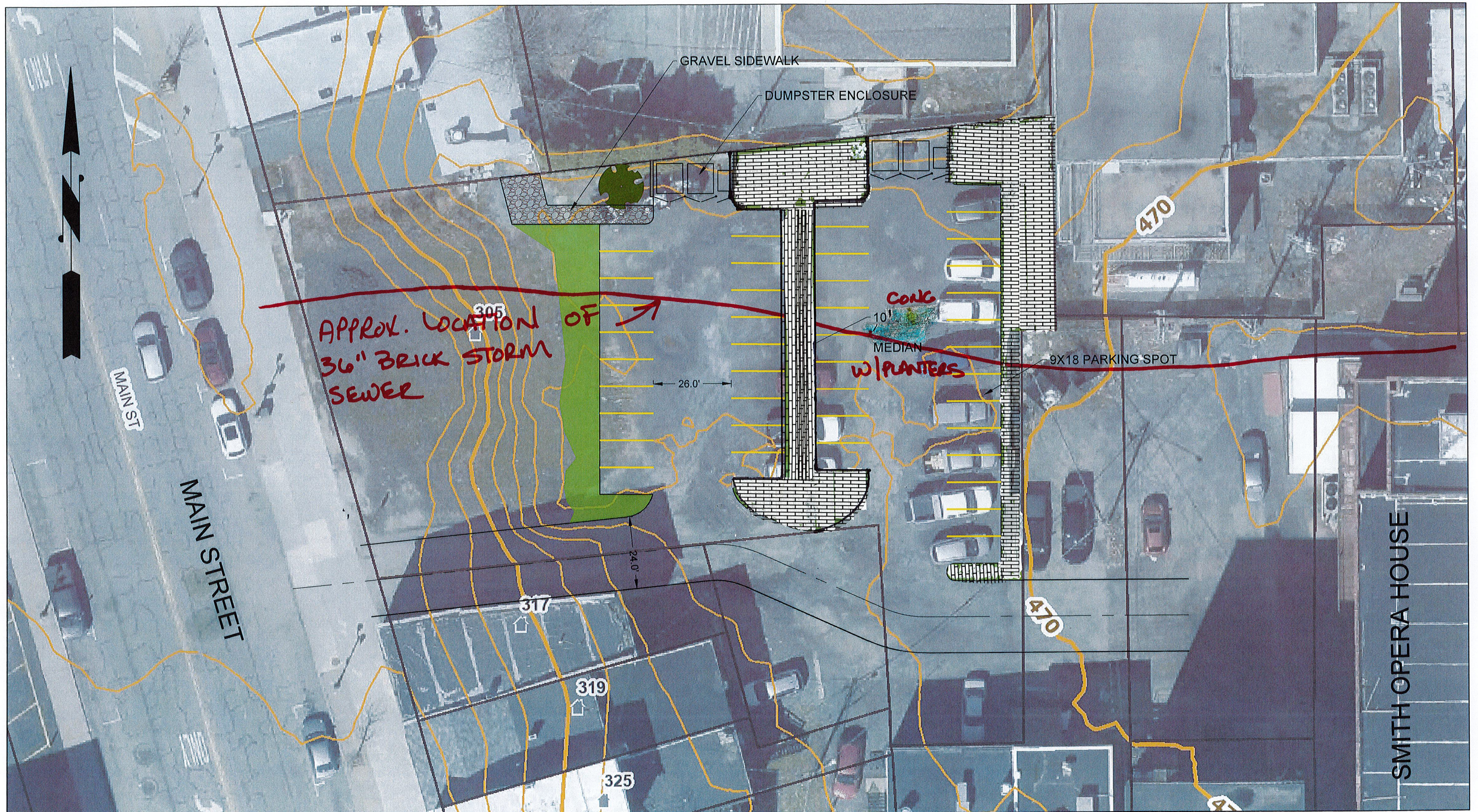
YEAR 2009

March 4, 2009 - Presentation of Historic Structures Report Page 37 of minutes

May 6, 2009 - Consideration of Submission of Bero report to SHPO – Page 80 of minutes

YEAR 2011

Demolition of 305 Main Street – April 2011



MarksEngineering

42 BEEMAN ST
CANANDAIGUA, NY 14424
www.marksengineering.com

Phone 585-329-6138
Fax: 585-485-6205
bmarks@marksengineering.com

305 MAIN STREET

PARKING LOT IMPROVEMENTS

6/30/2022
SCALE - 1"=30'



To: Clr. Camera and Clr. Gaglianese
From: Lori Guinan, City Clerk
Date: November 2, 2022
Subject: Appointments for Council Meeting

The Industrial Development Agency (IDA) wishes to reappoint Ben Vasquez & RJ Passalacqua.

Office of the City Clerk
Lori Guinan

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