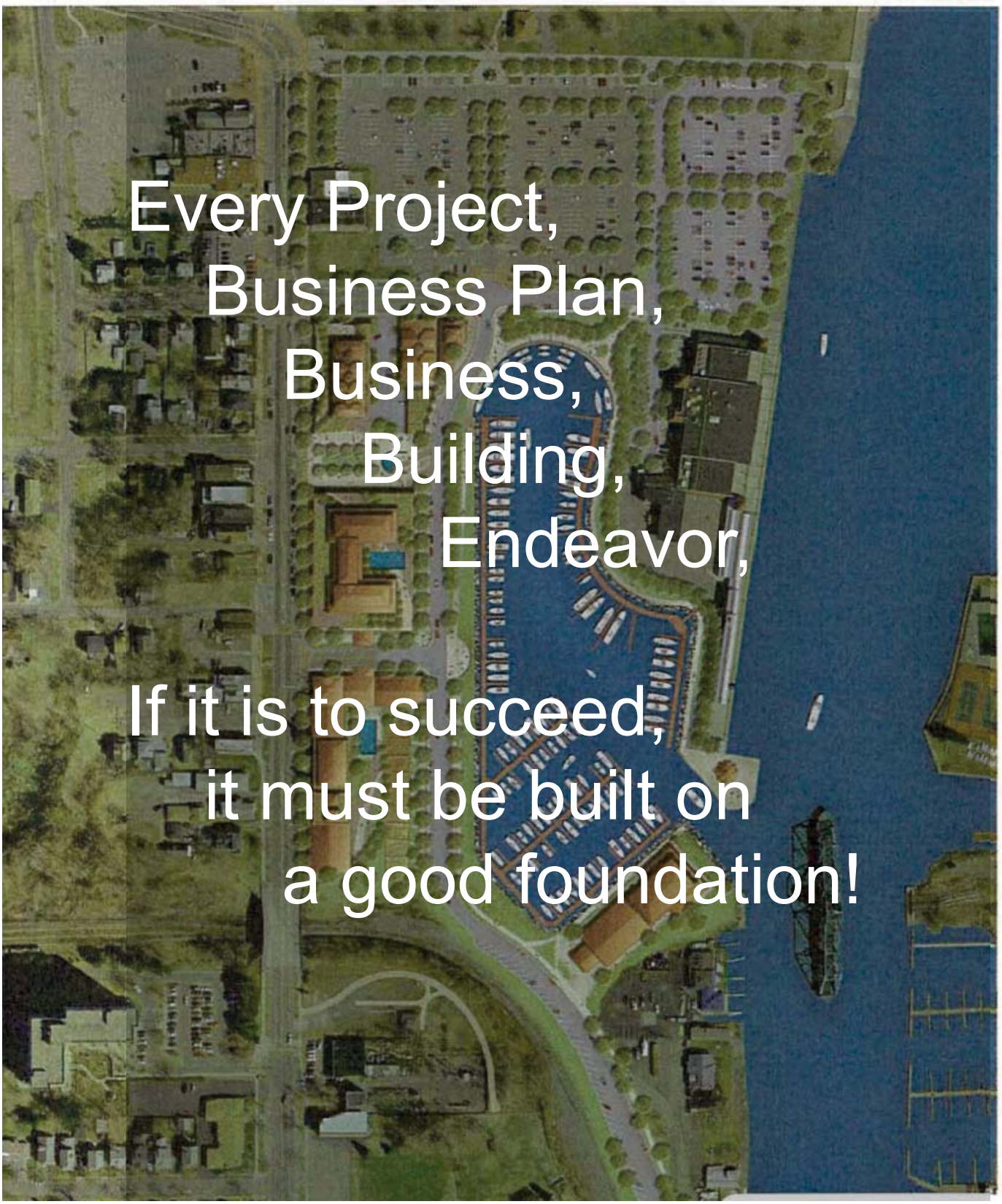

Every Project,
Business Plan,
Business,
Building,
Endeavor,
If it is to succeed,
it must be built on
a good foundation!

The Marina Project, City of Rochester

Is it based on a good foundation?
Is it right for the Citizens of the City of Rochester and County of Monroe?

You, as an elected representative and I as a fellow citizen, have choose to be involved in governing the City of Rochester because we care about the people of Rochester and this great asset called Rochester, NY.

The administration of the City of Rochester has completed extensive documentation about the Port of Rochester/Marina site and the plans to make it a year round resort and exciting community. With all of the documentation available, it is easy to be overwhelmed with the size.

It is my objective to describe the key issues of this project so that you can make the best decision as my represetative to vote for or against the sale of the Port of Rochester property.

We all have projects which we have put our heart and soul into. Some are successful and some arent'. And some fail miserably.

***For those that failed, what if ony someone not holding the project so close to heart would have spoke up? What if the project managers would have listened?* Maybe the disaster would not have happened.**

For all of us, this statement has real meaning in regards to recent city history .

We the citizens, who elected you, expect that you look at every city project from that distance to see beyond the dreams to the practicality. That is your expertise.

My expertise is to analyze systems, pull out the most important elements and examine them as related to the whole system involved. I determine the strengths, weaknesses and how to make systems work better.

My objective in presenting this material is to do exactly that for you.

Thank you for your time,

William J. Brown

First let me introduce you to how you can use this document:

Everything done so far on the Marina Project should form a good foundation for all that is to follow. It would appear that the City Administration has done its homework and they have re-enforced that belief many times.

The documentation has been created, some of the plans are now in motion (or were in motion until Pike and the City parted ways).

Has the administration shared the issues about the Pike situation openly with the community? The obvious answer is no.

If they have made it clear to you as a city council member, maybe there are good reasons for not disclosing the information, but maybe this is the first thing that has gone wrong because of holding this project too close to the heart.

So my objective on each of the following pages is to reference articles, research documents and items which like the Pike issue just seem to be a problem.

I want you to remember two questions throughout the pages which follow:

"Is there truly a good foundation to make the Marina Project successful?"

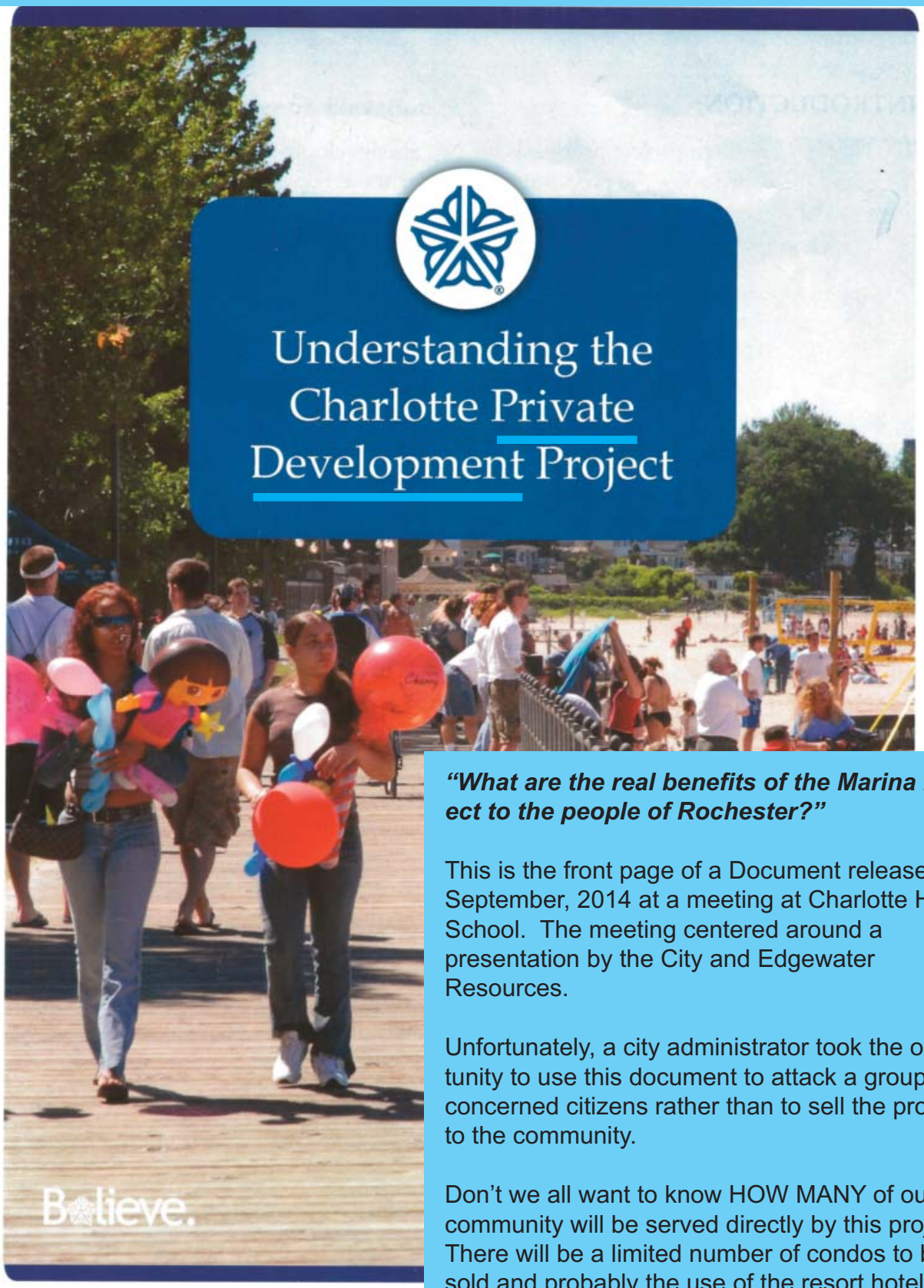
"What are the real benefits of the Marina Project to the people of Rochester?"

On each page you will find the following:

1. A title as to what document or image is referenced - where did it come from?
2. Possibly a highlighted area of the document
   I will always use Cyan to to identify those highlighted areas.
3. I will provide a block of text with a **Cyan** background to explain the issue or make my point.
4. If the document referenced has an online link, I will provide that link on the bottom of the page so that you can read more from the document or article to better understand the point I am making.

Now on with the show!

Understanding the Charlotte Private Development Project
Produced by the City of Rochester Communications Bureau, Sept 2014



"What are the real benefits of the Marina Project to the people of Rochester?"

This is the front page of a Document release September, 2014 at a meeting at Charlotte High School. The meeting centered around a presentation by the City and Edgewater Resources.

Unfortunately, a city administrator took the opportunity to use this document to attack a group of concerned citizens rather than to sell the project to the community.

Don't we all want to know HOW MANY of our community will be served directly by this project? There will be a limited number of condos to be sold and probably the use of the resort hotel by the Rochester community will be limited.

Incorrect Statement: "A RFQ is usually used in government procurement for services contract such as consulting, accounting, law or engineering design services. A RFQ usually is completed before a RFP for a development or construction project like this one. A RFP usually is sent only to the list of pre-qualified candidates vetted by the RFQ process. A RFP describes a specific, detailed (blueprint) of what is needed, along with the requirements and evaluation criteria. Once a RFP is released, major changes are rare or may be unlawful because other proposers were not able to compete fairly with regard those changes."

TRUTH: The preferred developer was selected based on qualifications, general concept of the proposal, financing approach and requirements under the adopted zoning code for the district. The City has used this approach in the past. Once selected, the preferred developer may revise the plans based on City and community input although keeping within the general concept of what was evaluated during the RFQ process. The procurement process undertaken for the port development is not "unlawful." The issuance of the RFQ was covered in all local media upon release and **the City notified approximately 100 developers directly through post mail.** The proposals were evaluated based on criteria outlined in the RFQ and rated by a cross-departmental City team.

TRUTH: Edgewater Dev
and 3. The RFQ does n
rina project and the dev
$18.5 million for the cos
the construction of the n

Incorrect Statement: "Th
project of this size and,
opment."

TRUTH: The process is
Charter. The project is c
ment Project Plan and z
tablished through a com

Incorrect Statement: "Th
1, and they have exclusi
ers' expense) waterfront

TRUTH: The developer
required under New Yor
rights to purchase Parce
the private development

"A Project only succeeds if it is built on a good foundation!"

The City of Rochester via Labella Consultants prepared a detailed Pre-Development Document with very well detailed information about the site and their objectives.

The city then sent via mail 100 RFQ (Requests for qualifications) to capable Rochester and Western New York Contractors.

ONLY TWO developers responded. One of the responders was a company owned by a Consultant to the City who helped design the Pre-Development Plans.

Remember that each step adds to the foundation for the following steps of the project. The city missed an opportunity to make the project plan stronger by determining more about the RFQ process.

Most important point, 100 requests were sent and two responded. Did the City ask any of those who did not respond why? What is wrong with this multi-million dollar project that 98 other developers choose to pass on it?

.....

http://www.cityofrochester.gov/portfaq/

Produced by the City of Rochester Communications Bureau, Sept 2014
Website Version = Understanding the Charlotte Private Development Project

INTRODUCTION

The City received two project proposals for private development at the Port of Rochester, but only one – the proposal received by the Edgewater/Edgemere group – was responsive to our request for qualifications (RFQ) and the Marina District Zoning Code.

During an extensive public outreach process, the most commonly heard desire was for the creation of a high-quality development reflective of the beautiful architectural character of upstate New York as expressed in communities such as Skaneateles, Sackets Harbor and many others.

The creation of a streetscape composed of beautiful buildings with highly detailed and high-quality materials such as brick, stone and wood as desired by the community and required by the form-based code requires sufficient height and density to create an economically viable project that can be privately funded.

The form-based code recognizes the need for the streetscape façade to be responsive to the existing buildings along the west side of Lake Avenue, and as such requires a minimum façade height of 30 feet. This height maintains an appropriate scale and relationship with the existing structures, and will be maintained consistently along all streetscape edges on Lake Avenue, Portside Drive and North River Street. Where taller structures are allowed, they are required to be set back at least 30 feet behind this elevation, which maintains the smaller scale street character and pedestrian scale environment desired by the community.

In this introduction it is noted that Edgewater got the contract for private development because they were responsive to the City requirements. It further states that the development be reflective of other western NY resort communities. The paragrah goes on to say that the community supported that style of development.

I heard first hand an extensive presentation by Gregory Weykamp talking about his research of the Western NY Resort communities explaining in detail the type of buildings he saw. He then added the deadly BUT. But I must construct buildings at least 10 stories high to break even.

This is another opportunity for the City to question the wisdom of his plan. Why do they have to be 10 stories or more? Why?

http://www.cityofrochester.gov/portfaq/

Sample Business Plan - Based on what is known from Edgewater Resources

Edgewater Resources
518 Broad St #200,
St Joseph, MI 49085
(269) 932-4502

Management Team:
Ronald E. Schults, PE
Gregory Weykamp, ASLA, LEED AP

Number of Employees: 30

Industry Sectors:
Water Front Development Projects

Amount of Financing Sought:
71.8 Million - Project Development

Use of Funds:
No Breakdown of uses is available at this time

Total Financing Received To Date:
Cannot be disclosed

Company Description:
Edgewater Resources was founded with the goal of enhancing communities and their waterfronts, with a focus on planning, design, and development solutions based in economic reality. We consider the built environment to be our final deliverable, with the work not complete until the project is built and open to the community. Our core skill set goes beyond traditional design, planning, and engineering expertise to include development finance and economics based on real world experience to create successful mixed-use waterfront developments.

Product/Service:
Waterfront Rochester will be a high quality mixed use development that
includes a 96 room Four Star hotel, conference facilities, commercial/ retail/office/restaurant opportunities, 120 for-sale condominiums, and 50
townhomes. While the primary market will be higher end snowbirds and
young professionals, it w
clude a meaningful affor
housing
component. Overall, we
an investment of more th
million for Parcel 1, resu
able values approaching
lion.

Business Strategy:
Edgewater Resources ha
cessful track record of si
ects valued in excess of
million, including project
components proposed fo
front Rochester. From a
perspective, we have re
completely filled all avail
scriptions for our active
ects. We have a significa
potential investors lookin
our next available projec
already reviewed early c
for the Waterfront Roche
ect with our investors, ar
significant interest in the
From a detailed design,
ture, and engineering pe
our design and engineer
of professionals at Edge
sources and the local La
sociates team both contr
the design and engineer
Port of Rochester Marina
This means that we are
to speed with the project
cluding all engineering a
permitting issues. Our w
you on the SEQR proces
given our team a deeper
standing of the City of R
goals, the desires of the Charlotte neighborhood, and the spirit and intent of the overall project.

Technology/Special Expertise:
Ron Schults - Brings from his previous business venture, Abonmarche Consultants a variety of

"IF a business plan, is to succeed, it must have a good foundation!"

This is my best attempt to provide a sample business plan executive summary based on the information available. It is not that of Edgewater Resources.

I hope you have at least seen an Executive Summary from their Business plan, but I doubt you have. Every bank in this country will ask for this document before lending money for a project.

The biggest weakness I see with Edgewater Resources is that it is a new company founded in 2008. Most staff members were hired in 2010 just four years ago.

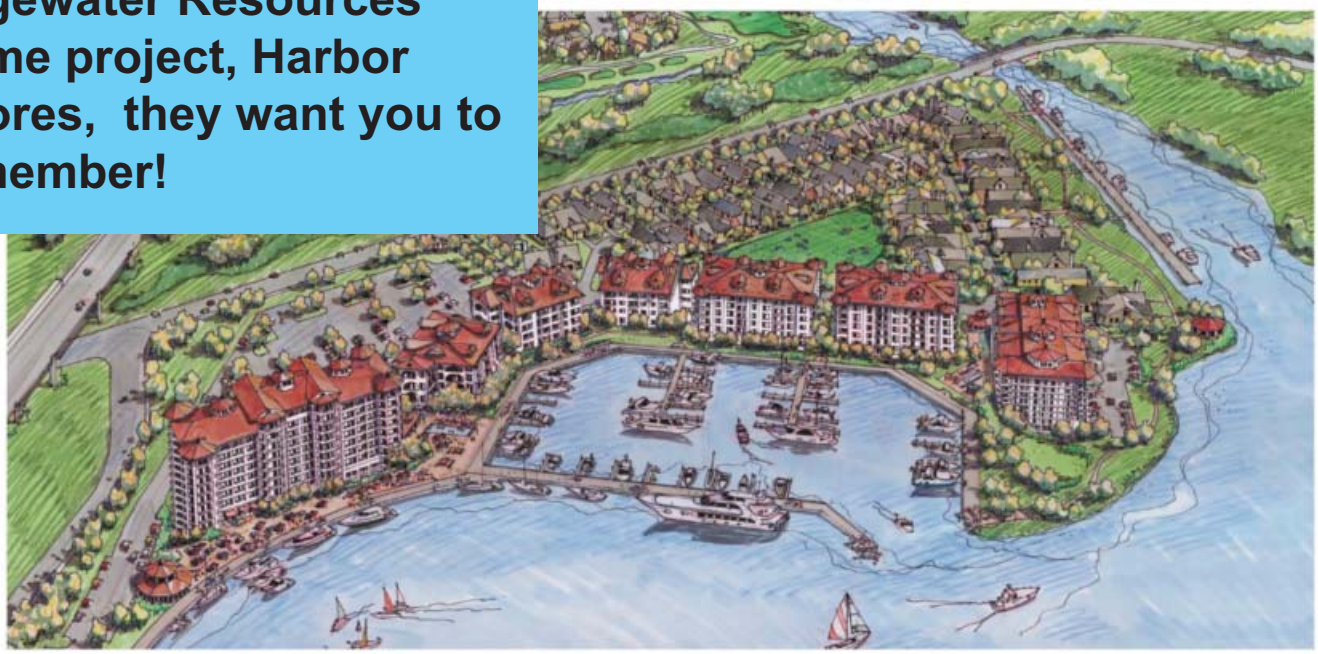
Next is that Edgewater has not built any project of this size on the side of a canyon on top a brownfield.

The only other brownfield development was for a golf course. The golf course was built over the brownfield leaving it undisturbed

It depended on large amounts of public funding both at the state and federal level.

This was another opportunity for the City to do additional research about this new company and maybe choose another, if one were available?

These are the views of Edgewater Resources' prime project, Harbor Shores, they want you to remember!



Harbor Shores

Benton Harbor, Michigan
Client: Harbor Shores Community Redevelopment, LLC

Harbor Village at Harbor Shores is a 19.3 acre mixed use waterfront revitalization project in Saint Joseph, Michigan. This mixed-use development consists of a boutique hotel, condominiums, single family homes and marina.

Edgewater Resources is the lead design, planning, and engineering firm for this project. Our principals are the project owners and lead the development/ finance team. The unique challenges of the site include working with multiple jurisdictions and funding sources, as well as flood plain issues resolved by raising the site utilizing excavated material from the internal marina basin.

There are a total of 198 dwelling units, with 10.25 dwelling units per acre. Three acres of the site are public park space, with almost 4,000 feet of waterfront promenade. Nearly $4 million in public parks and improvements will be constructed, and the project is expected to generate approximately $3 million in annual tax revenues.

Edgewater resources

From a New York Times Magazine article, December 15th, 2011 .....

Now That the Factories Are Closed, It's Tee Time in Benton Harbor, Mich.

On the northern edge of Benton Harbor, just beyond the grim grid of housing projects, shuttered storefronts, boarded-up homes and junk-laden yards that dominate much of the town, sits an emerald oasis known as Harbor Shores. As the name suggests, Harbor Shores is a resort development. At its heart is a pristine Jack Nicklaus-designed golf course that meanders along a river and creek; through woods and wetlands; and, most striking, across tall, white sand dunes overlooking Lake Michigan. .....

Given Benton Harbor's unfavorable history and demographics, no private developer would likely be willing to take on such an ambitious project there. But there was another way: Robinson's group, along with other nonprofits supported by Whirlpool, could secure enough federal and state grant money to help remediate the land, build the golf course and at least get Harbor Shores off the ground. The project's complicated financing deal closed in May 2008, right around the time that the national real-estate market crashed. .....

The juxtaposition of Benton Harbor's impoverished population and its two rising monuments to wealth — all wedged into a little more than four square miles — make it almost a caricature of economic disparity in America. But at the same time, it offers a window into one possible future for towns across the country, places that can no longer support their own economies or take care of their citizens and may ultimately have no choice but to turn their fate over to private industry and nonprofits. The way things are going, more and more states may start to look like Michigan, and more and more towns may start to look like Benton Harbor.

Read the full article at this link:
http://www.nytimes.com/2011/12/18/magazine/benton-harbor.html?pagewanted=all&_r=0

Edgewater Resources Website
Front Page - Examples of Ron Schults & Gregory Weykamp's Work

Chicago Gateway Harbor Master Plan, Chicago, Illinois
While with EDAW AECOM, Mr. Weykamp served as Principal in Charge.

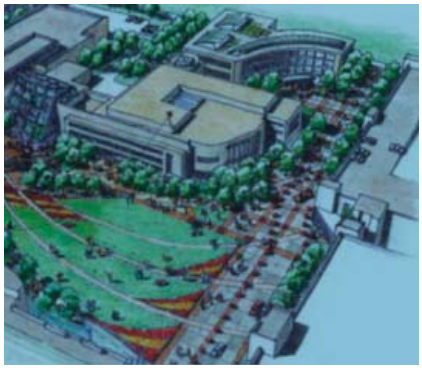
Note: Lake Front/No River Canyon/ No Brownfield Not Edgewater Resources Project

Dun Laoghaire Harbour, Dun Laoghaire, Ireland
Client: Dun Laoghaire Consortium
Ron Schults was invited to pursue an international tender to design/build/operate and transfer a large public marina in the main harbor area in Dublin Ireland.

Note: Harbour Project built by team in Ireland, not Edgewater Resources

Keppel Bay, Singapore
Client: Keppel Shipyard
Ron Schults was responsible for the initial **feasibility study** ..... leading to a successful waterfront project.

Note: Harbour Project on Keppel Bay, not on a river inside a canyon - not an Edgewater Resources Project



Loyola University Medical Center Campus Master Plan
Chicago, Illinois Client: Loyola University
While at EDAW, Greg Weykamp's team was selected as the **master planner** for LUMC, and tasked with providing a physical evaluation and program analysis of all campus facilities

Note: Not a waterfront project, or an Edgewater Resources Project and Greg did this work for a separate company with a different team.

Republic of Singapore Yacht Club, Singapore
Ron Schults worked with Republic of Singapore Yacht Club to create a **transition plan** to relocate the club to a new seaside location on a former industrial site.

Note: Waterfront Project on a bay, not a river, nor a gorge. Edgewater Resources was not the team, the building was two stories. The project was set on a brownfield from an old shipyard.

THIS PAGE SHOWS PICTURES OF PROJECTS COMPLETED BY EDGEWATER RESOURCES

The previous page references projects from their website.

- Not one was completed by Edgewater Resources

- Mr. Schults and Mr. Weykamp worked for other companies at the time they worked on these projects

- Not one is on a river and none involved multi-story buildings above two stories built on loose soil in a river gorge.

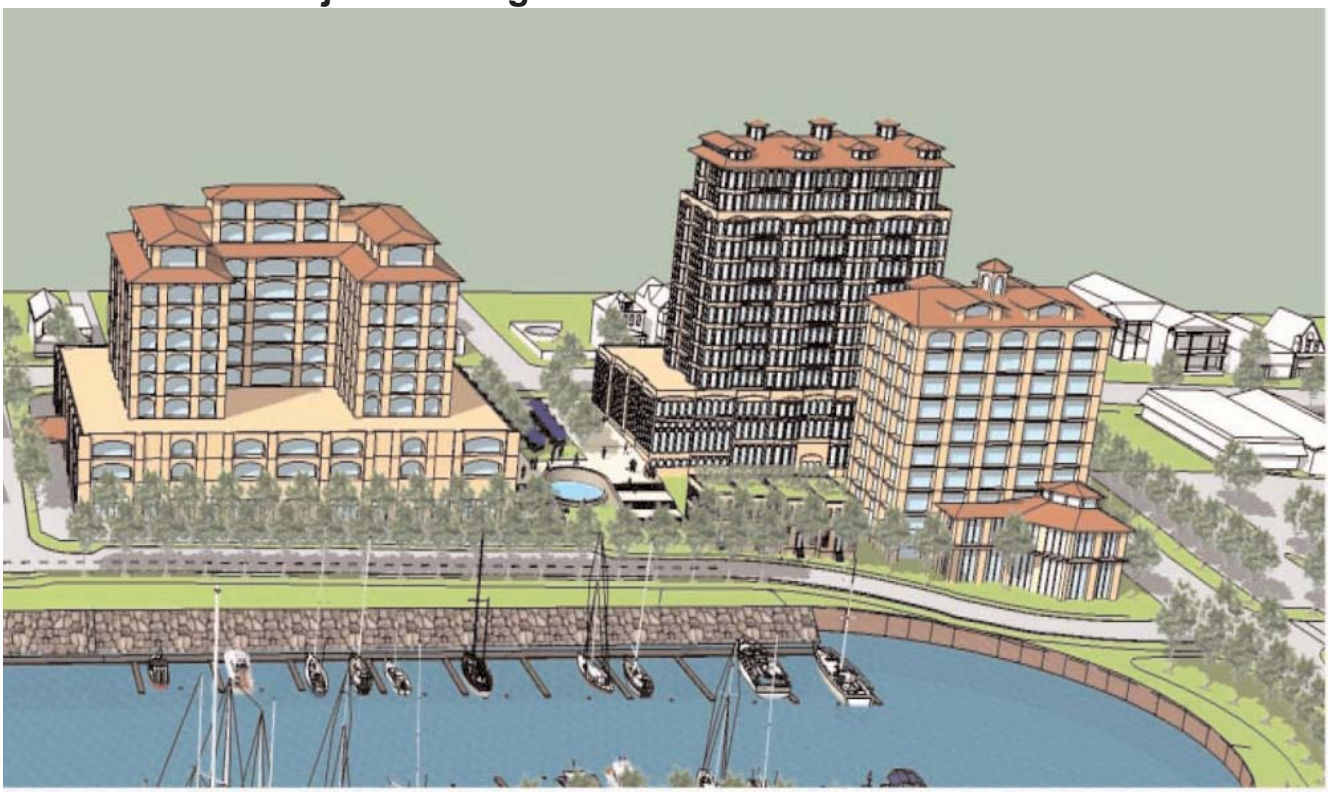
As a team Mr. Schults and Mr. Weykamp have great experiences as consultants. They have never been full project developers and have not handled one noteable project via their new company (since 2008).

The building of Harbor Shore was an opportunity a new company might jump at, but an established developer would walk away from.

The concern, based on this information, is the level of capability of this young Edgewater Resources Organization to complete a project the size of the Rochester Marina.

City of Rochester Marina Documents

Marina Project looking West towards the Hidden Lake Avenue

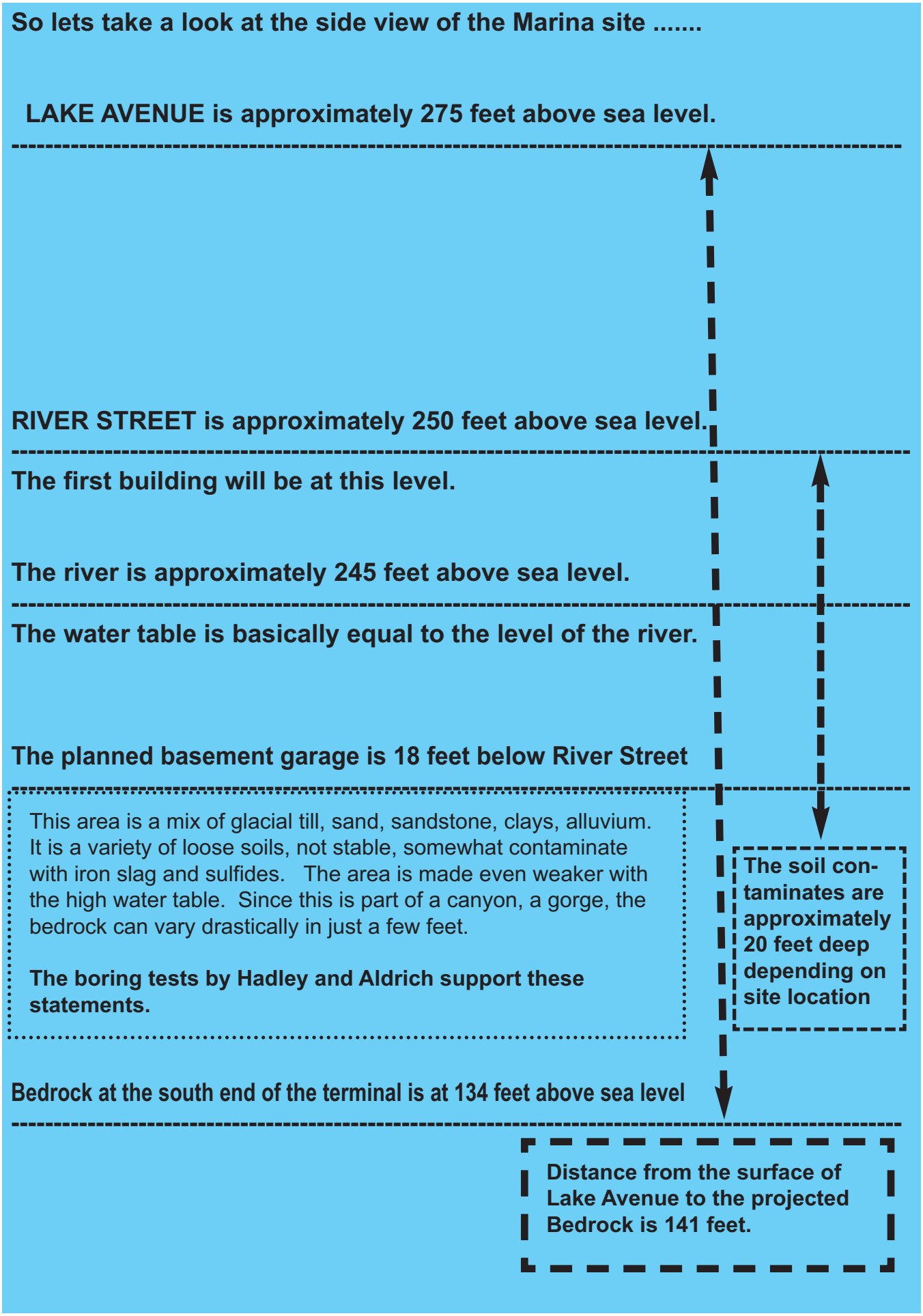


Overhead View of the Marina Project showing all parcels

REMEMBER ...

Every Great Building must be built on a good foundation!

So lets take a look at the side view of the Marina site .....



So why is the subsurface so important?

As the weight of the building increases, the downward pressure on the soil increases. Bedrock provides a strong base for foundations. Not all buildings need to be built on bedrock.

In the case of the Marina buildings there several issues all at play at the same time:

1. The river's constant flow provides changing pressure and water levels. It has its own tide effect on the soil along the river by it constantly changing levels. The water table rises and lowers with the river at that location.

2. The immediate subsurface is contaminated with a variety of both regulated and unregulated materials. They include slag from the iron ore, sulfides and a variety of other waste chemicals. Not all of these deposits are from the Iron mill.

3. The combination of the chemicals and the high water table create a corrosive liquid which canl damage just about all materials underground.

4. Based on the borings of Hadley and Aldrich, it has been determined that the soils besides being contaminated are also very soft/loose and will have a continued tendency to move.

5. The borings also provide some additional information about the total area. The depth of the borings vary greatly and many did not hit bedrock before they stopped drilling. So we have evidence that bedrock - that which is the best surface to mount large buildings on varies greatly in depth in that area. Thus for each building constructed, there needs to be a great amount of subsurface research beyond that completed to date. **There is also a great chance that the construction of safe and supportive foundations could be extremely expensive.**

6. **The research completed by Foundations Design, P.C. contracted by Lebella warns of these cost liabilities. Foundations Design did their research assuming only a four story building would be constructed. This would provide much less pressure on the surface. I have not found any document showing research on the subsurface area based on the 10 to 12 story buildings planned now.**
   (See Foundations Design Report starting at page175 of the document listed below)

7. Although the City of Rochester has contracted very qualified consultants to research the subsurface conditions and risks, they missed a very important geological point. Twelve thousand years ago, the lake level was 400 feet lower than it is today. This condition provided the glacier moving slowly down the river canyon to cut much deeper holes through the river basin. The bedrock depth at the mouth/harbor area could be more than 100 feet below the river surface. Every bit of soil/martial above it is very likely not condense and movable. I was able to verify this condition with a local geologist from the State University at Genesco.

City of Rocheser Marina Website & Personal Research
http://www.cityofrochester.gov/article.aspx?id=8589950280
PDF Documement: Appendix G_IV. A. Predevelopment Subsurface Conditions

The following summary of Previous Reports was taken from Appendix G_IV.A Predevelopment Subsurface Conditions.pdf from the City of Rochester Web Site:

3.0 Summary of Previous Reports

Several phases of investigation have been completed in the general vicinity of the Site, at the Port of Rochester. Some of the information gathered during these previous investigations was utilized to focus the scope of work for this investigation. The following reports were relied upon for this investigation and are summarized below**.**

3.1 Geotechnical Site Characterization, Port of Rochester Harbor Improvement and Harbor Ferry Terminal, Rochester, New York, Haley & Aldrich, Inc., September 2000

This geotechnical report represented the findings of a subsurface investigation in order to develop an understanding of the regional subsurface conditions, sufficient to complete initial planning efforts and preliminary engineering design.

The geotechnical report describes the general subsurface conditions at the Port of Rochester and provides some geotechnical engineering considerations for development of the Port of Rochester.

The Geotechnical Site Characterization Report concluded that,

"...uncontrolled fill materials and relatively shallow groundwater at the Port of Rochester present variable and potentially settlement-yielding support for streets and parking lots and possibly corrosive environment for utilities. The presence of the loose fill materials and shallow groundwater should be carefully considered in the planning and execution of all utility trenching and installation.

The buried slag and other waste and affected groundwater could pose threats to the long-term integrity of concrete or steel foundations. Removal and replacement or partial removal and insitu densifications of the existing fill materials and replacement with controlled fill may be appropriate for moderately loaded structures. Heavily loaded or settlement intolerant structures would most likely require deep foundations (piles or caissons) seated on or in the glacial till or bedrock.

The shallow groundwater and loose fill and alluvial sediments will exert considerable horizontal loadings on temporary and permanent earth retaining structures. Chemically aggressive groundwater could pose a threat to the long-term integrity of earth retaining walls, particularly those constructed of steel. Care must be taken to assure sufficient lateral support both at the top and at or below the bottom of the excavation or below grade floor.

The characterizations and geotechnical engineering considerations presented in the 2000 Haley and Aldrich Geotechnical Site Characterization Report are based, in part, upon the data obtained from previous subsurface investigations. The historic construction and uses of the Port of Rochester, together with the geotechnical information presented herein, should be carefully considered in establishing the need for additional exploration, testing, and evaluation to support the design and construction of the anticipated structures and Site improvements ....."

The following Remedial Investigation Report was taken from Appendix G_IV.A Predevelopment Subsurface Condiitons.pdf from the CIty of Rochester Web Site:

3.3 Remedial Investigation Report, Labella Associates, P.C. March 2007.

The Remedial Investigation report attempted to define the horizontal and vertical extent of Regulated Solid Waste (as defined by NYSDEC) and slag ast a portion of the Port of Rochester, to evaluate for localized areas of subsurface impacts due to historic operations and/or fill materials, and to analyze and characterize the Regulated Solid Waste to identify potential constituents of environmental concern.

Although, the Redmedial Investigation was not conducted specifically on the Site, the findings of this investigation are useful as the subsurface conditions encountered during this 2007 remedial investigation are similar to subsurface conditions encountered during this PSCAI at the Site. Some of the conclusions made in this remedial investigatioin report are as follows:

-Regulated Solid Waste is located in the subsurface of the Port of Rochester.

-Although select contaminants were encountered at concentrations exceeding soil and/or groundwater standards, if the Regulated Solid Waste is undisturbed these impacts do not appear to constitute a significant threat to the environment or human health. However, if disturbed the Regulated Solid Waste would require to be handled properly.

-Based on the relatively high hydraulic conductivity for the soils and fill material beneath the surface, any excavation work conducted below the water table should take into account the potential that large volumes of groundwater may accumulate and will require proper handling and/or treatment.

These last two pages of the subsurface report share information available back in 2000 about the likely problems one would encounter at the Port of Rochester site. I believe this full appendix which has page after page of research is the prime reason only 2 developers responded.

It may be why the consultant to the city for the Marina Project offered to develop the land. **He saw that no established developer would take on this water filled contaminated site on the side of a canyon to build anything!**

When Pike and the City parted ways with the Marina Project not completed and neither attempted to sue the other it surely caught my attention. Both were silent on why the relationship ended. Pike is a good and well-known Rochester company and the project had a remaining 13 million dollars in work, so what happend?

It has been stated that Pike wanted to revised the contract cost with the City due to their experience to date with removing the soils of the marina basin. Based on the subsurface remedial statements on the previous page, Pike did what that document advised not to do. They disturbed the soil contaminates. Those materials probably mixed with the ground water. Thus the cost to mediate the situation went up drastically.

On November 3rd, I presented much of my research about the unseen canyon at the mouth of the river to the Charlotte Strong group and other members of the Charlotte com-munity including Mike Parker, out-going president of the Charlotte Community Asso-ciation.

In the current publication of the Charlotte Community News there was a "PORT UPDATE" from Mark Gregor, the City Engineer. It read as follows:

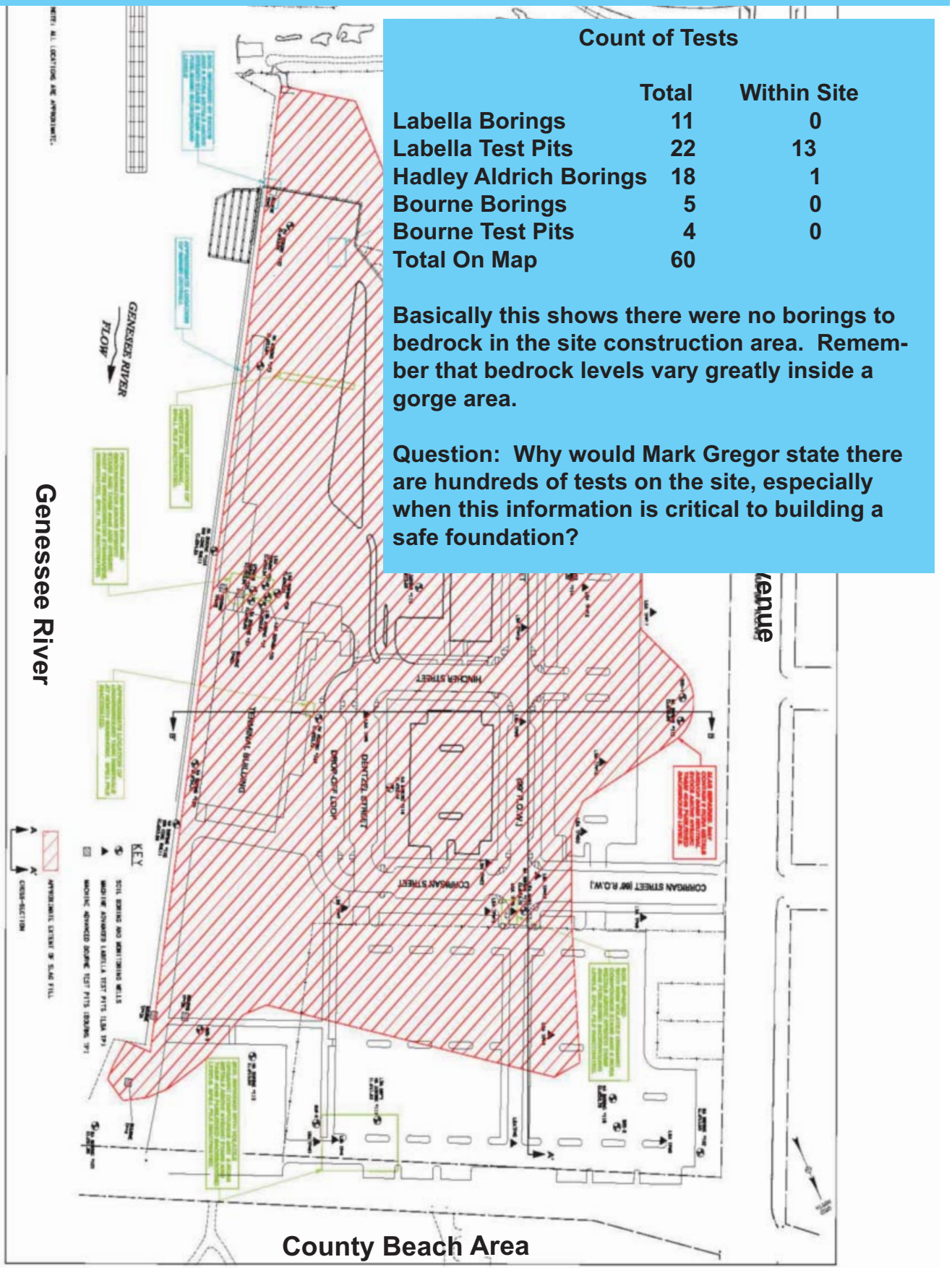
"The current schedule calls for advertising Contract 2 in December. This includes completion of the marina basin, road work, and finish work as well as the dock system installation. The contract bid award process typically takes about 3 months so contract award and notice to proceed would take place in late March 2015. The schedule for overall completion and opening of the marina would be the Spring of 2016.
The community for the most part knew about this activity.

With respect to the subsurface soil and bedrock conditions the site has been extremely well characterized with humdreds of soil borings over the last 20 years. The boring logs and other information on subsurface conditions were made available in 2013 to both the potential bidders on the first marina contract and to potential responders to the City's request for qualifications for the development of parcel 1."

Of all that is going on with the Marina Project, why would Mark speak about the subsurface research on the project now? Also why would he state that their are hundreds of boring tests (as oppose to test pits) when there are only the Hadley and Aldrich borings (about 20) which show any significant information about the planned base to the marina basin and 12 story building complex? Also why would he stop there? Does he not himself believe the site is safe for development? He did not discount my geological presentation in November, 2014.

Mark does know the site well, he presented a power point presentation in 2008 at a national EPA conference titled "The brownfields of Rochester NY" which included the Port of Rochester Site. He even provided a map showing every site test including the pits and borings. He knows exactly how bad the contamination is and should know enough about the soils to know they are not stable. He may not know how that translates to the cost of foundations or costs of the waste removal. The next pages show his map and a count of the borings and test pits.

City of Rochester Marina Project Informatioin
Page 256 of Apendix G_IV A. Predevelopment Subsurface Conditions.PDF
Used by Mark Gregor in his Power Point Presentation



Count of Tests

	Total	Within Site
Labella Borings	11	0
Labella Test Pits	22	13
Hadley Aldrich Borings	18	1
Bourne Borings	5	0
Bourne Test Pits	4	0
Total On Map	60	

Basically this shows there were no borings to bedrock in the site construction area. Remember that bedrock levels vary greatly inside a gorge area.

Question: Why would Mark Gregor state there are hundreds of tests on the site, especially when this information is critical to building a safe foundation?

Time to summarize my presentation

First what are the key questions?

"Is there truly a good foundation to make the Marina Project successful?"

"What are the real benefits of the Marina Project to the people of Rochester?"

Is there a good foundation"

1. ***City missed the opportunity to find out what was wrong with their RFQ request***

2. ***They awarded the developer privilege to the company owned by the consultant who helped design the RFQ***

3. ***The developer as a company has never built a structure in a gorge, on the side of a canyon with up to twenty feet of contaminated/regulated waste***

4. ***To determine the building worthiness of the site there have been only 60 borings/pits in the total site area with only 13 shallow pit tests and 1 boring in the area of the construction. Before they can even start construction, many more site borings need to be completed and analyzed in order to create a safe and reliable site.***

5. ***Labella and Foundation Design warned of the possible problems and costs to build on the site including high water table, regulated waste removal, water contamination, corrosives in the water and soil mixture, but it appears no one listened.***

6. ***To get that good foundation, the developers need to remove 1000's of cubic yards of soil, and properly handle/treat the soil. The city has stated they will monitor and pay for the removal of this contaminated soil without knowing either the amount to be removed nor the full costs.***

7. ***The developer will have to create a very expensive foundation system and contend with the corrosive nature of the water in the ground around the foundation and other substructure materials. The cost to control the water issue will remain with the buildings forever.***

Continued on Next Page

Time to summarize my presentation

8. *Labella and associated subcontractors did a good job on the Predevelopment work with one big exception. They did not consult either a local professional geologist who has studied the Genesse River nor did they reference current academic research on the river and lake.*

   IF THEY HAD, they would have known that the lake was at a much lower level (400 feet lower than today) 12,000 years ago. This would have caused them to require much more testing of the site, realizing that the area was inside a gorge with bedrock at vary levels anywhere within the area. Documentation showed at least one point where the bedrock appears to be at a depth of 116 feet below the surface (Hadley and Aldrich Boring #123).
   This should have been one of the many critical RED FLAGS about the site.

9. *Gregory Weykamp recently in an article in the Democrat and Chroncile that he knows the soil is crap and has dealt with these conditions in the past. That statement is not totally true. The key difference is that with his other projects there has not been a bedrock issue like this one. The amount of regulated waste which needs to be removed will be extremely expensive. This statement may be an example of the inexperience of a young company I pointed out earlier. For me it indicates he is willing to risk his organization and ignore all of the red flag indicators to take on this project. It appears to me he holds this project too close to his heart.*

10. *Why did Mark Gregor inaccurately describe the research on the marina site when it is critical that the city, the developers and contractors like Pike Construction know what they are dealing with. Someone asked a directed question, probably based on my presentation in November, 2014. Did Mark really not understand the importance of the borings or was he avoiding answering the real question, "Is this site a good place for a series of 10 story buildings".*

11. *Lastly in all of my research, the most disconcerning issue has been one which I see around the country these days. Where are the experts in the Rochester area willing to speak honestly about this project. Why are they not putting the welfare of the people of Rochester ahead of their worries that "they will never get another city contract if they tell the truth about this site" . Are we as a communtiy that ethically poor?*

So, without reading all of the City Documents that I have reviewed:

1. *Would you invest your personal money to build on this contaminatd site, inside a canyon wall?*

2. *Do you really believe or have evidence which supercedes everything I have shared about this young company which makes you believe they can overcome all of the complications of this site and build a safe beautiful building or buildings which will attract people from around the country and will offer affordable residences for a small segment of Rochester's community.*

3. *When and/or if it actually is completed, will it serve the Rochester community well? Will it create revenues as oppose to be another investment mistake.*

4. *Do you really know what this project is going to cost the City in real dollars?*
   - *How much will the disposal of the removed contaminated soil cost the City alone?*
   - *What happens if Edgewater fails to raise the funds and/or files for bankruptcy because they ignored the real complications and the real costs of this project?*
   - *What will happen if no other contractor comes forward to complete the Marina section, Pike walked away from?*

5. *Has the City Administration for over 40 years been dreaming about a Paradise Resort without acknowledging the truth that this site will never support that dream ?*

Again I thank you for your time.

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