VILLAGE OF SPENCERPORT

SOUTHSIDE WATERFRONT REDEVELOPMENT CONCEPT PLAN

Prepared for:
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Monroe County, New York

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Southside Waterfront Redevelopment Concept Plan
Final Report to the Village of Spencerport, New York

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I. Introduction

Over the past ten years or so, the Village of Spencerport, in partnership with the Town of Ogden and other public and private enterprises, has worked to understand local needs and opportunities. The project was initiated because the Village was ready to proceed to the next level in its planning: to update the previous work of others, seek public input, and "marry" all the issues and opportunities into a consolidated and thematic work plan. The Genesee Transportation Council provided direction and resources for this planning effort. The Final Report of the Southside Waterfront Redevelopment Concept Plan is the summary of this effort to create such a work plan.

A. Background

The process of developing a Southside Waterfront Redevelopment Concept Plan was initiated to create a vision for the southeastern waterfront area in the Village of Spencerport (and portions in the Town of Ogden). The plan is designed to achieve three primary objectives:

1. Strengthen the community's character, improve access for residents and visitors to the Erie Canal, and expand economic opportunities in a manner consistent with that of a "Canal Town";

2. Protect and enhance the natural resources associated with the Erie Canal, including water quality, open space, and scenic value; and

3. Expand partnerships between public, private, neighborhood, and regional stakeholders to create stewardship and insure a commitment to implement the Plan upon its completion.

Based on these objectives, the Southside Waterfront Redevelopment Concept Plan will revitalize the Village's commercial center, conserve open space and other critical environmental resources, encourage sustainable development, enhance transportation choices that make for a more livable and accessible community, and create and sustain Spencerport's image as a quality community.

B. Project Description

The concept plan focused on a study area defined by Village residents. The study area is bounded by the Erie Canal to the north, South Union Street to the west, Lyell Avenue to the south, and Hickory Hollow complex in the Town of Ogden to the east.

Key issues to address as identified by Village residents:

1. The need for preliminary architectural standards to adequately reinforce the "Canal Town" theme throughout the central business district and study area.

2. Lack of visibility and accessibility to the Village Plaza and to the south bank of the Erie Canal. Irregular vehicular traffic movements within the Plaza cause congestion that compound accessibility problems.

3. Challenges in non-vehicular transportation: irregular bicycle and pedestrian movements; limited sidewalk, pathway, and bike trail connections and amenities; and poor accommodations for public transportation.

4. Underutilization of both public and private land along the south bank of the Erie Canal. The canal bank is poorly maintained, mostly overgrown, and not easily accessed. The adjacent Village Plaza contains an overabundance of asphalt.

5. Significant infrastructure improvements are planned for the land within the study area. Storm water conveyance and a new sanitary main and pump station along East Avenue are planned. The extension of period lighting throughout the central business district has been discussed.

C. Concept Planning Process

The planning process used in developing the Southside Waterfront Redevelopment Concept Plan built from the foundation laid by other planning studies and initiatives, and also utilized the input and knowledge of local residents.

Relationship to Other Plans and Studies

The Southside Waterfront Redevelopment Concept Plan builds on the following previously completed planning initiatives:

Inventory of Existing and Planned Conditions: Southside Waterfront Redevelopment Concept Plan - This document was prepared in May 2005 by the Genesee Transportation Council to summarize the findings and recommendations of existing plans and reports. Additionally, the report summarizes information retrieved from other sources to describe: land use, traffic studies, infrastructure, planned improvements, and environmental and community resources. This document is included in this report as Attachment 1.

Village of Spencerport Comprehensive Plan - The Village's Comprehensive Plan was adopted in 2002, and provides an overview of the Village in relation to the rest of Monroe County. It also provides an inventory of land use, population, community facilities, finances, the economy, and transportation infrastructure and services.

Town of Ogden Comprehensive Plan - Adopted in 2003, this plan provides community vision, and policy implementation strategies. The document discusses the process used to develop the plan, an inventory of current conditions within the Town, and its relationship with the Village of Spencerport.

Village of Spencerport Canal Plan - This plan, prepared in 1996 by Environmental Design and Research, explored and identified distinct resources and opportunities that would influence the planning and design of canal amenities within the Village of Spencerport. The document outlines the methodology used to create the plan, identifies community issues and resources, discusses Town and Village planning concepts, and outlines design and funding options for development. At present, three of the four recommendations from the plan have been implemented. The Southside Waterfront Redevelopment Concept Plan addresses the fourth (and final) area for canal redevelopment.

Main Street Transportation Tools - This study, completed by the Genesee/Finger Lakes Regional Planning Council in 2003, identifies the various tools available to enhance "Main Streets" as viable community centers. This study summarizes information collected for the Village of Spencerport in order to clearly identify the Village's assets and needs and how these can be applied to South Union Street as the focal point for improvement.

Village of Spencerport Parking and Traffic Flow Study - This study, adopted in 1996, provides a profile of all parking lots within the Central Business District (CBD), the number of available parking spaces, information on businesses, analysis of parking demand and supply, review of zoning code regulations for parking, and recommendations for possible parking and traffic flow solutions.

Engineer's Report: West Branch of Northrup Creek - This report prepared in 2002 by MRB/group outlines issues related to storm water retention and drainage within the CBD. Recommendations include increasing storm water storage, increasing culvert capacity, and/or floodproofing affected properties. It also outlines the costs, pros and cons, required agency involvement, and funding opportunities associated with each recommendation.

Town of Ogden Open Space Plan – This report prepared in 2005/2006 by Behan Planning Associates outlines the community's vision for town-wide open space resource protection in the Town of Ogden. Resources identified include agricultural landscapes, water resources, ecological resources, recreational areas, scenic roadway corridors, and non-working lands. The plan, which also includes recommendations and actions, is scheduled for adoption in June 2006.

Regulations, Local Laws and Ordinance - Rules affecting land use and development in the Village of Spencerport and Town of Ogden.

Public Participation

Public participation was an important component of the Southside Waterfront Redevelopment planning process. Project staff regularly communicated with the Village Planning Board, and attended Board meetings as appropriate. The general public was informed about the first public meeting through a lengthy article in the local paper, *Suburban News*, on November 27, 2005. In addition, informational poster boards were displayed throughout the Village at schools, banks, businesses, organizations and government buildings, which served to invite the general public to attend the meeting. Personal invitations were also sent to: Spencerport Village officials, Ogden Town officials, and County, Regional and State Agency representatives.

The residents of the Village of Spencerport showed great enthusiasm when offered an opportunity to comment on the possibilities for redeveloping the southside waterfront. Approximately 90 people attended the first public meeting, held on November 30, 2005. At the meeting, participants were asked to review design alternatives, provide feedback on various options, and discuss Village concerns. Attendees were also asked to fill out surveys about their thoughts on the Village, and about the importance and timing of various improvements. Feedback was generally positive from meeting participants regarding the improvements suggested for the Village.

II. Vision and Goals

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A. Vision

The vision for the future, as defined by the residents of the Village of Spencerport, is to use resource-based development to build on their proximity to the Erie Canal, and develop a stronger sense of "Canal Town character". Canal Town character celebrates the heritage of the Erie Canal, with its present day bucolic existence and quiet echoes of a bustling past. Spencerport wishes to maintain and enhance the ambiance and identity of being a canal village by remembering their rich history, addressing the challenges of today and embracing new opportunities for tomorrow.

Enhancing the richness of Canal Town character should be done at both the land use level as well as the built, architectural level. Canal character at the land use level in the Village of Spencerport includes views and access to the Canal, treatment of the Canal edge, and careful management of water traffic, as well as other site planning issues. Architectural character should be considered in both the design of new structures as well as the rehabilitation of historic buildings.

Spencerport residents want their village to be an authentic place, with an integrated and balanced mix of uses that is designed not just for how it looks, but for how residents live, work and play. The Village hopes to create a balance of private and public entities that will work together to create a good quality of life. The Erie Canal, at one time, was a vital component of how the Village of Spencerport functioned. Building on the recreational and tourism opportunities of this historic waterway would allow the Canal to once again be a vital part of the Village, and would establish Spencerport as a destination point along the Erie Canal for visitors arriving by boat, car and bicycle.

B. Goals

The Village has three goals that support the overall vision of enhancing Canal Town character. These goals address gateways, pedestrian experience and redefining underutilized spaces. The Village of Spencerport wishes to:

Enhance gateway entrances

Gateways to the Village center are a place to create a clear sense of arrival and departure. Points of entry are an opportunity to emphasize Canal Town character, enhance a sense of identity, and celebrate the uniqueness of place. The Village has both land and water entry points, and both should be addressed by gateway improvement efforts.

Improve the pedestrian experience

The experience of walking and biking in the Village should be safe and convenient, as well as comfortable and enjoyable. Village businesses and attractions should be walkable and easy to navigate. Spencerport has a range of pedestrian options, from an urban experience in the Village core to a more rural and natural experience along the Erie Canal. The pedestrian scale offers a place to emphasize the historic, cultural and natural features of the area. Access to the canal is a key component to the Spencerport pedestrian experience, as well as the development of the Trolley Trail Corridor.

Redefine underutilized spaces

To develop a walkable community with charming character, the Village should redefine underutilized spaces, such as the Village Plaza and the Canal corridor. The Village Plaza presents an opportunity to transform an automobile-dominated strip development into a pedestrian-friendly commercial area consistent with Canal Town character. East Avenue could be extended through the Village Plaza, and provide better access to the Plaza and the central business core. Access to the Erie Canal can be accomplished by reducing parking areas in the Plaza and capturing underused spaces, such as the Trolley Trail Corridor.

III. Canal Town Character

III. Canal Town Character

A. Site Development Standards

Site Issues

Site Issues include building siting, mass, and height, as well as vehicular issues such as parking, and circulation, and other issues of vegetation, lighting and signs.

1. Building Siting

Appropriate siting and visual elements create commercial centers that reflect traditional development patterns. New buildings should be located close to the public street. Parking areas should be located behind, or if necessary, alongside the buildings. Buildings and plantings should form an attractive edge to the roadway instead of a dominance of pavement and parking lots. Variety in building types, massing and small variations in setbacks should be encouraged, yet the general consistency of a building edge near the sidewalk should be maintained. New construction should also attempt to respect the common setback distance of the neighboring buildings or be sited near the edge of the sidewalk. The new proposed buildings should work with any pre-existing patterns in the neighborhood, (e.g. splayed or rounded corners.)

For major new developments and redevelopments, buildings should be arranged in a logical pattern, designed after successful, classic examples of New Urbanism planning. Major buildings can be placed as a terminus to major interior streets, or otherwise properly placed on the site. Minor buildings can be placed along this street or as connectors between more dominant buildings. Infill buildings within commercial plazas should be placed along a main internal street. Several smaller buildings can be placed opposite each other along these streets and at intersections to create a feeling of enclosure and a sense of place.

Distances between buildings/building clusters should be minimized to create a connection between uses. A more pleasant experience can be created with an interesting façade and window scheme designed to stimulate pedestrian interest, as opposed to a blank wall or parking lot. This will enhance both the attractiveness and economic vitality of the businesses present.

Lines of sight should end on important visual elements such as significant structures, fountains, towers, archways, or turrets. The line of sight should never end on a blank wall. Garbage dumpsters, air handling units and other mechanical elements should be screened by vegetation or a fence and not visible from the street. Corner buildings should be designed to wrap the corner by continuing design elements like horizontal bands of cornices. With large structures, building components should be broken into smaller masses, which should be in scale with the streetscape.

2. Building Mass

In order to form a strong architectural and visual grouping, buildings should be located close to the sidewalk and facing the street. Commercial buildings facing Union Street should be built up to the sidewalk. A small setback for plantings or entry features would be acceptable. This will allow screening of rear parking and vacant spaces, and make the store fronts more pedestrian friendly. New buildings should also be scaled down into smaller, human-scaled environments. Strategic openings in building lines provide access to important vistas and public spaces.

3. Building Height

Two and sometimes three-story buildings should be encouraged in commercial areas. Three-story buildings can be located along the corner lots. Single-story commercial structures, typical of newer construction, often do not create the strong sense of enclosure that is so inviting in older areas, and unnecessarily consume the landscape. The height of the proposed building should also take into account the heights of buildings in the neighboring area. The proposed height should be as tall as

the lowest of the two neighboring buildings but not less than two stories. In areas where more height is desired, using strong vertical elements on the facade can imply additional height.

4. Traffic Calming
To achieve the goal of reducing the adverse impacts of vehicular traffic on pedestrian traffic, several methods may be applied. A first option is to create clear vehicular movement patterns, which upgrade pedestrian movement to an equal priority with vehicle movement, and minimize pedestrian conflicts and driver confusion, thus optimizing safety for both. Traffic calming could also be achieved by installing bump outs and pedestrian crossing signal lights at key intersections where there is a conflict between pedestrian and vehicular traffic. Finally, the Village may seek the assistance of the New York State Department of Transportation through the local Pedestrian/Bicycle Coordinator.

5. Linkage and Curb Cuts
Adjacent commercial areas are encouraged to share parking areas and curb cuts and to provide connections between them. This will reduce traffic problems caused by drivers having to pull into roadway traffic to access multiple establishments. They also create conflict between pedestrian and vehicular traffic. These points of conflict could be eliminated by consolidating the curb cuts, reducing their number, and by providing alternative back street access for movement of vehicular traffic. However, some definition should be given to parking areas such as the Village Plaza, where parking areas are linked but not well defined.

6. Pedestrian and Non-motorized Traffic
Developing attractive pedestrian-oriented environments is important. Sidewalk corridors should be scaled to the pedestrian, not to the automobile, through careful placement of buildings and plantings. Sidewalks built to current performance standards increase pedestrian safety and accessibility for the physically challenged. Walks should be expanded near buildings to highlight the entry, link streets and parking lots, and provide safe and obvious pedestrian ways. To increase safety, crosswalks should be highlighted by constructing them in a different material than the pavement or by striping the pavement in a prominent way. Pedestrian crossing signals should be installed wherever required. Non-motorized transportation access should be considered with each commercial project. Creating connections between existing and proposed trails and sidewalks is particularly important (e.g. constructing a bike path with bike racks from Union Street to the canal).

7. Parking
Parking should be subservient to the buildings and pedestrian system. It should be located behind, or occasionally along the side of commercial structures to visually screen it from the road, and to create a more interesting streetscape. Smaller parking areas are preferred. Creating additional side and back entrances to buildings will render side and back parking lots more attractive to customers. Establish the minimum and maximum number of parking spaces required (3-4 spaces/1000 square feet for retail/office), and design the parking lot for average parking demand, not peak demand. “Backyard” development such as utilities, dumpsters, service areas, and parking should respect adjacent residential uses. Parking bays and driveways should have both minimum and maximum widths to ensure safety and flow while avoiding excessive pavement, which is not environmentally or visually sensitive.

8. Internal Circulation
Internal circulation should be logically configured to serve the buildings. The drive lanes should be designed to link and unify the uses in a project and provide pedestrian and vehicular connections to the public realm along existing frontage streets. Main streets within a commercial project should include the amenities associated with a pedestrian-scale environment. These may include curbing, trees, sidewalks, and lighting.

9. Transit
Transit options should be identified and implemented to reduce the number of automobile trips in and through Spencerport. Park-and-Ride lots, bus shelters, and other commuter services should be planned into the construction and rebuilding of larger commercial areas. This will be essential as part of a regional solution to the transit problem.

10. Landscaping
The Village would be enhanced by the addition of landscaping to parking areas, which would provide visual relief, shade, and a buffer between adjoining uses. Trees, shrubs, flowers, and ground covers should be used as appropriate. Large areas of asphalt should be divided into smaller units through the use of landscaping or other techniques. Planting islands should be large enough to support mature plantings. However, if that is not practical, the use of strategically placed, tasteful container plantings is encouraged.

11. Street Trees
The addition of street trees is recommended to shade and enclose the street and to define the edge of the public realm and private space. The addition of street trees also reduces and defines the scale of the pedestrian space. They should be planted between the walkway and the street, to create a sense of security and place for the user. Species selected for planting should be hardy for this region and the microclimate of the setting. Examples of appropriate street trees can be obtained from a local landscape architect. Planting design and material selection can address a number of opportunities including shade, as well as permit strategic visual access to building entrances and signage. Selective pruning and an active feeding and fertilization program for the street trees is encouraged for the form and health of the trees.

12. Stream Corridors
The one stream corridor in the study area currently runs under the Village Plaza parking lot. This stream should be considered in any Plaza redevelopment. Streams are primary habitats for different species of plants, fish and animals, and provide educational and linkage opportunities. The Village of Spencerport has a unique opportunity to address the flooding problem and simultaneously build up the resources of its stream crossings by reintroducing them into the streetscape.

13. Open Space and Amenities
Creating active and attractive pedestrian-oriented open space would enhance the character of the Village. In existing commercial strips, thoughtful expansion of green space and planting areas can improve the aesthetic nature of the site. In new projects, open space should be an integral component of the design scheme, rather than a remnant of the development process. The thoughtful designation of open space that serves multiple purposes greatly enhances the quality of life for Village residents. Enhancing the Trolley corridor along the Erie Canal is one opportunity to protect open space and natural resources.

In addition, open space effectively buffers different uses. For example, open space can serve as a buffer between commercial service areas and residential neighborhoods. The provision of plazas, outdoor dining courts, fountains, sculpture and other amenities at key locations in these areas creates an attractive, “human-scale” sense of place for the user in commercial projects.

14. Lighting
Pedestrian-level lighting should be on fixtures not exceeding fifteen feet in height. These can be freestanding fixtures located along the sidewalks. Luminaries without cutoffs are acceptable for pedestrian-level lights. The fixture and luminary should fit the design palette of the project, while complementing other nearby architectural styles that are considered acceptable examples by the Village. Lighting fixtures for parking lots should be between 15 and 25 feet in height. Parking and circulation lighting fixtures should include a cutoff type luminary to prevent spillage of direct light

above the fixture. Shields or hoods should screen all outdoor lighting to prevent glare onto adjacent premises. Using more light poles of a smaller size can reduce intensity levels of individual fixtures. In small pedestrian areas, incandescent lights and high-pressure sodium lights with a warm yellow glow can be used to improve the quality of lighting. Metal halide lights should be avoided as they emit harsh blue light.

15. Signs and Awnings

A village standard for all signs (Public, Parking, Exit, Enter, etc.) should be established to promote consistency. In addition, a centrally located directory should be placed in a suitable location within the Village Center. The directory would preferably contain a map directing pedestrians to points of interest in the community.

Visual communications or signs used as design elements are important components of the urban environment. Commercial signs should be at a scale appropriate to the use and volume of the facility, but also must fit with village, not highway, scale. Commercial use requires a greater signage level than office or other limited use commercial facilities. Public signs can help unify a commercial district or corridor, and create a positive image regarding the goods and services available within. Both commercial and public signage must be managed to avoid visual blight and to provide a fair and competitive economic environment. The addition of signage should be selective and not cumbersome to the streetscape.

Tasteful building design and appropriate signage can play an important role in identifying a business, while contributing positively to community character. Special consideration should be taken when developing architectural treatments as they may serve a function similar to signage. Street numbers should be clear, simple and located directly above or next to the entrance door.

Primary signs should be restricted to displaying the name of the business. They should be simple and easy to read from a distance and located directly above the door or on one side near the door, or on the awning face. Secondary signs, such as details about the business or hours of operation, should be located at pedestrian level. Signage lettering should be applied to the building facade itself instead of onto a sign that is tacked on. Colors of the lettering should be kept to a minimum, and should complement the facade of the building.

Exterior illuminated signs can be utilized as long as they do not throw off more light than required. Exterior box-type backlit, moving, flashing and neon lights are discouraged. Exterior façade lighting is encouraged as long as the light is directed straight up or down the facade.

Site Development Standards: Checklist

As Village boards evaluate proposals for development and redevelopment in the study area, the following checklist can be used to decide the proposal's fit with Canal Town character.

Yes	No	*Buildings*
☐	☐	1. Do the buildings and plantings form an attractive edge to the roadway?
☐	☐	2. Is there variety in building types, massing and small variations in setbacks?
☐	☐	3. Does the new construction respect the common setback distance of the neighboring buildings?
☐	☐	4. Does the proposed building work with any pre-existing patterns in the neighborhood (e.g. splayed or rounded corners)?
☐	☐	5. For major new developments and redevelopments, are buildings arranged in a logical pattern?
☐	☐	6. Are major buildings placed as a terminus to major interior streets, or otherwise properly placed on the site?
☐	☐	7. Are minor buildings placed along the street or as connectors between dominant buildings?
☐	☐	8. Within commercial plazas, are infill buildings placed along a main internal street?
☐	☐	9. Are smaller buildings placed opposite each other along these streets and at intersections?
☐	☐	10. Are distances between buildings/building clusters minimized to connect uses?
☐	☐	11. Is an interesting façade or window scheme used to create a pleasant pedestrian experience?
☐	☐	12. Do lines of sight avoid ending on a blank wall and instead end on important visual elements such as significant towers, fountains, archways, or turrets?
☐	☐	13. Are corner buildings designed to wrap the corner by continuing design elements like horizontal bands of cornices?
☐	☐	14. Are buildings located close to the sidewalk and facing the street? (A small setback for entry features or plantings is acceptable.)
☐	☐	15. Are rear parking and vacant spaces screened?
☐	☐	16. Are new buildings scaled down into smaller, human-scaled environments?
☐	☐	17. Are there strategic openings in building lines to allow access to important vistas and public spaces?
☐	☐	18. If in commercial area, does the building have two or three stories?
☐	☐	19. Is the proposed height as tall as the lowest of the two neighboring buildings, but not less than two stories?

Yes	No	*Traffic Calming*
☐	☐	20. Are there clear vehicular movement patterns?
☐	☐	21. Are bump outs and pedestrian crossing signal lights used at key intersections?

Yes	No	*Linkage and Curb Cuts*
☐	☐	22. Are adjacent commercial areas planning to share parking areas and curb cuts?
☐	☐	23. Have curb cuts been avoided that would be too numerous and/or too close together?
☐	☐	24. Is back street access available as an alternative for vehicular traffic?

Yes	No	*Pedestrian and Non-motorized Traffic*
☐	☐	25. Are sidewalk corridors scaled to pedestrians through carefully placed buildings and plantings?
☐	☐	26. Are sidewalks built to current standards for increased safety and accessibility for pedestrians, including the physically challenged?

Yes	No	
☐	☐	27. Are sidewalks expanded near buildings to highlight the entry, link streets and parking lots, and provide safe and obvious pedestrian ways?
☐	☐	28. Are crosswalks highlighted by use of materials or prominent stripes?
☐	☐	29. Has non-motorized transportation access been considered for commercial projects?
☐	☐	30. Have connections been created between existing and proposed trails and sidewalks?

Yes	No	*Parking*
☐	☐	31. Is parking located behind, or if necessary, along the side of buildings?
☐	☐	32. Have additional side and back building entrances been created to make side and back parking lots more attractive to customers?
☐	☐	33. Is the parking lot designed for average parking demand, not peak demand?
☐	☐	34. Does backyard development such as utilities, dumpsters, service areas, and parking respect adjacent residential uses?
☐	☐	35. Do parking bays and driveways have minimum and maximum widths to ensure safety and flow while avoiding excessive pavement? Is the parking area as small as possible?

Yes	No	*Internal Circulation*
☐	☐	36. Is internal circulation logically configured to serve the buildings?
☐	☐	37. Do the drive lanes link and unify the uses in the project?
☐	☐	38. Do the drive lanes provide pedestrian and vehicular connections to the public realm along existing frontage streets?
☐	☐	39. Do the main streets within a commercial project include pedestrian amenities such as curbing, trees, sidewalks, and lighting?

Yes	No	*Transit*
☐	☐	40. Have transit options been identified to reduce the number of automobile trips?
☐	☐	41. Have Park-and-Ride lots, bus shelters, or other commuter services been planned into the construction and rebuilding of larger commercial areas?

Yes	No	*Landscaping*
☐	☐	42. Will landscaping be included in parking areas?
☐	☐	43. Will the landscaping provide visual relief, shade, and a buffer between adjoining uses?
☐	☐	44. Are trees, shrubs, flowers, and ground covers used as appropriate?
☐	☐	45. Are large areas of asphalt broken up by landscaping or other techniques?
☐	☐	46. Are planting islands large enough to support mature plantings?
☐	☐	47. If that is not practical, will strategic, tasteful container plantings be used?

Yes	No	*Street Trees*
☐	☐	48. Will existing shade trees be preserved?
☐	☐	49. Will street trees be planted in the space between the walkway and the street?
☐	☐	50. Are the selected plant species hardy for this region and the microclimate of the setting?
☐	☐	51. Do the planting design and material selection address shade?
☐	☐	52. Do the planting design and material selection permit strategic visual access to building entrances and signage?

Yes	No	*Open Space and Amenities*
☐	☐	53. Will active and attractive pedestrian-oriented open spaces be created?

Yes	No		
☐	☐	54.	In existing commercial strips, are green space and plantings used to improve site aesthetics?
☐	☐	55.	In new projects, is open space an integral component of the design scheme, rather than a remnant of the development process?
☐	☐	56.	Is open space thoughtfully designated to serve multiple purposes?
☐	☐	57.	Are plazas, outdoor dining areas, fountains, sculpture or other amenities provided to create an attractive, "human-scale" sense of place for users in commercial projects?

Yes	No	*Lighting*	
☐	☐	58.	Are pedestrian-level light fixtures less than fifteen feet in height?
☐	☐	59.	Does the pedestrian-level lighting consist of freestanding fixtures located along the sidewalks?
☐	☐	60.	Do the fixtures and luminaries fit the design palette of the project and complement other acceptable architectural styles nearby?
☐	☐	61.	Are the parking lot light fixtures between 15 and 25 feet in height?
☐	☐	62.	Are the parking and circulation light fixtures a cutoff type luminary that prevents spillage of direct light above the fixture?
☐	☐	63.	Do shields or hoods screen all outdoor lighting and prevent glare onto adjacent premises?
☐	☐	64.	Are smaller light poles used in higher quantities to reduce intensity levels of individual fixtures?
☐	☐	65.	In small pedestrian areas, will incandescent or high-pressure sodium lights be used to improve the quality of lighting?
☐	☐	66.	Will the harsh blue light of metal halide lights be avoided?

Yes	No	*Signs and Awnings*	
☐	☐	67.	Is there a village standard for all signs (Public, Parking, Exit, Enter, etc.)? Do the signs meet this standard?
☐	☐	68.	Are commercial signs at a scale appropriate to the use/volume of the facility?
☐	☐	69.	Do commercial signs comply with village, not highway, scale?
☐	☐	70.	For commercial uses, is there an appropriate amount of signage?
☐	☐	71.	Do the public signs help unify the commercial district or corridor, and create a positive image regarding the goods and services available?
☐	☐	72.	Is the addition of signage selective and not cumbersome to the streetscape?
☐	☐	73.	Are street numbers clear, simple and located directly above or next to the entrance door?
☐	☐	74.	Are primary signs restricted to displaying the name of the business?
☐	☐	75.	Are signs simple and easy to read from a distance?
☐	☐	76.	Are signs located either a) directly above the door, b) on one side near the door, or c) on the awning face?
☐	☐	77.	Are secondary signs, such as hours of operation, located at the pedestrian level?
☐	☐	78.	Is the lettering applied to the building facade itself instead of onto a sign that is tacked on?
☐	☐	79.	Have lettering colors been kept to a minimum? Do they complement the building facade?
☐	☐	80.	If using exterior illuminated signs: Do they avoid throwing off more light than necessary?
☐	☐	81.	Have exterior box-type backlit, moving, flashing and neon lights been avoided?
☐	☐	82.	If using exterior façade lighting: Is the light directed straight up or down the façade?

B. Architectural Guidelines

Architectural Planning

Canal town architecture in Western New York is often of the sturdy, noble Greek Revival, an architectural style enthusiastically developed by Americans in the nineteenth century. Greek Revival architecture was at its height between 1815 and 1850, during the heyday of the Erie Canal. Architectural design of new buildings and reutilization of existing buildings should build upon and complement the historic architecture of the Village in relation to scale, massing, roof shape, spacing, and exterior materials. New building design should creatively reflect these concepts, while not necessarily replacing them.

The Village Architectural Review Board's function is to ensure that architectural guidelines are adhered to when practical, and should be contacted prior to physical changes to a structure. Architectural proposals for any physical changes to a building should first begin with the issues of massing, scale and spatial definitions (also see *Site Design* section), and end with the development and refinement of architectural details. Special attention should be paid to adjacent buildings and the context of the project site with its surroundings, particularly when these are historic or of otherwise redeeming design value. Commercial and institutional structures should be oriented to the sidewalk, pedestrians and the street.

Architectural Guidelines for New Construction

New construction should adhere to the following guidelines, which address building design, rooflines, scale, proportion, rhythm, fenestration, storefronts, and materials.

1. Building Design

Building design should creatively reflect traditional elements of the village. Main entrance doors should face the main streets. Retail and other active uses should be incorporated on the first floor. Diversity that is in tune with the massing, proportion, decorative design elements, and street relationships of traditional buildings should be encouraged. Clusters of buildings with internal open spaces are desired, rather than single buildings separated by vast expanses of parking lots. Old and new structures should appear as a consistent sequence in size and shape. Architectural detailing can be used to create variety and interest on new buildings.

2. Roof Lines

A variety of roof types, heights and gable orientations in proportion with the volume of the building, will help to retain the village's diverse, yet traditional, character. Extensive use of very steep, flat or very low-pitched roofs should generally be avoided. Sloping roofs can be broken up by the use of dormers and gables to give the façade more visual prominence. Longer buildings should provide fluctuations in the roofline that would break up the façade, and make entryways more prominent. Antennas, air handling units and other mechanical equipment should not be visible from the street.

3. Building Scale

New building facades should be coordinated with datum lines of the adjacent historic buildings. The base of the façade should sit on a plinth and the top level should be large enough to provide a visual cap. The overall façade scale should be small and in scale with buildings on the street that are reflections of the Village's architectural heritage. A small-scale impression can also be achieved by breaking down the façade elements into smaller portions. Windows and bays should complement the size and scale of the neighboring buildings. Materials such as brick, stone and wood that are smaller in scale and that complement the historic character of the street, are encouraged instead of metal or glass panels. Large areas of blank walls are strongly discouraged, and the use of decorative designs and ornamentation are encouraged to make the façade more interesting and pedestrian friendly. Garage doors, service areas and vehicle entries should not face the main street.

4. Building Proportions
New construction should complement the proportions of the adjacent buildings or be in scale with the smaller structure. Windows and bays should be of a consistent proportion and size especially at the street level. Buildings with strong horizontal elements are discouraged in new construction. Vertical elements on the façade can give the impression that a building is taller than it actually is.
The proportion of window grouping should also conform to the adjacent buildings. Long rows of windows give a strong horizontal impression, which would be offset by grouping the windows vertically. Columns, posts and pilasters should not appear too thin or spindly to carry the weight above them.

5. Rhythm
The rhythm of the façade should be of a clear and simple pattern. It should be relatively consistent, but may deviate in places to highlight entryways or corners. The façade could have a strong but simple pattern along the main streets, but need not be rigidly structured for side street elevations. Smaller patterns should be used on upper levels to reinforce a base, middle and top composition.

6. Fenestration
The proportion and the placement of windows are important in terms of blending new construction with the old. Ground-floor windows should permit pedestrian views. A variety of traditional windows can be used to create new concepts. Windows should be designed and placed in proportion to the general scale and mass of the building. Window areas for display with appropriate lighting, awning canopies, window boxes and the overall creation of store identity are strongly encouraged.

The surface of fenestration in a façade should be roughly equal to the area of fenestration in the adjoining buildings. The ground floor façade area should provide the highest amount of fenestration and depth so as to be inviting to the pedestrian. Decreasing percentage of window openings on the higher floors is encouraged. Windows set back in the wall to highlight them is encouraged, instead of mounting them flush to the wall. The use of arches and lintels over doors and windows is encouraged to “blend” in with the historic character of the district.

7. Store Fronts
The storefront is one of the most important street-level architectural features of commercial buildings. Storefronts that are similar in design create a strong visual image for a commercial district. The design of the storefront on the ground floor should be complementary to the façade layout on the upper floors. The storefront entrance should be recessed to allow the door to swing out without obstructing the sidewalk.

8. Building Materials
Surface qualities of structures like color, texture, patterns and their impact on the entire project or district are extremely important. The use of traditional materials, such as painted or stained wood clapboards and trim, natural brick, shingles and stone, should be encouraged to create connection with the existing buildings. Examples of inappropriate façade materials are vinyl siding, enameled steel panels, artificial stone, and cement block.

A single material should be used as the dominant theme for the façade, with secondary materials used as highlights. Use of multiple materials should be separated by a boundary such as a ledge or a groove. Natural materials should be used around pedestrian areas.

Renovating Existing Structures
Creative improvements to existing, non-historic buildings can enhance the vitality of the project and commercial district. Consider the historic content of the Village architecture when proposing renovations such as: additions of appropriate window and entry architectural elements, construction of second floors, and provision of additional entrances in side and back buildings. Coordinate

building improvements with site improvements such as walkways and plantings. Materials used for renovating existing structures should be consistent with the materials used when the structure was originally built. Original details should be preserved and restored whenever possible.

Identification and Restoration of Historic Properties and Buildings

The oldest remaining structures within the study area were built in the mid 19th century. Examples of historic properties include the Trolley Museum, and select commercial buildings along Union Street. It is important to examine all of the historic structures for their potential for façade restoration. The restoration should take into consideration the original construction details and architectural statements. Details such as porches, pilasters, lintels, dentils, and distinctive chimneys should be accurately preserved and restored.

A review of the historic structures within the Village should be undertaken to assess the benefits of creating an historic district or to have individual buildings put on the historic register. In addition, a review of historic structures could be used to create more detailed Canal Town Architectural Guidelines for future development. Whenever possible, reuse and rehabilitation of existing structures that are a part of the Village's cultural fabric is encouraged.

The materials used for façade revitalization should be consistent with the construction practices of the existing 19th and 20th century architectural styles, to revive the character of the period and to create a new architectural vocabulary by using signage, color coordination and lighting. A cohesive fusion of the old and new traditions will go a long way in reviving the essential character of the Union Street corridor. Façade improvements to historic buildings along the corridor will strengthen the historic character of Spencerport.

Architectural Guidelines Checklist

As Village boards evaluate proposals for development and redevelopment in the study area, the following checklist can be used to decide the proposal's fit with Canal Town character.

Yes	No	*Building Design*
☐	☐	1. Does the design of the building reflect traditional elements of the village?
☐	☐	2. Do the main entrance doors face the main street?
☐	☐	3. Are retail and other active uses incorporated on the first floor?
☐	☐	4. Is the building in tune with the massing, proportion, decorative design elements, and street relationships of traditional buildings?
☐	☐	5. Are the buildings clustered, with internal open spaces, rather than arranged as single buildings separated by vast expanses of parking lots?
☐	☐	6. Do old and new structures appear as a consistent sequence in size and shape?
☐	☐	7. Is architectural detailing used to create variety and interest on the new building?

Yes	No	*Roof Lines*
☐	☐	8. Are a variety of roof types, heights and gable orientations used?
☐	☐	9. Are the roof types, heights and gable orientations in proportion with the volume of the building?
☐	☐	10. Does the building avoid a roof that is a)very steep, b)flat or c)very low-pitched?
☐	☐	11. Are dormers or gables used to break up a sloping roof and make the façade more prominent?
☐	☐	12. Are fluctuations in the roofline used to break up the façade on long buildings?
☐	☐	13. Are antennas, air handling units, & mechanical equipment hidden from street?

Yes	No	*Building Scale*
☐	☐	14. Does the building façade coordinate with lines of adjacent historic buildings?
☐	☐	15. Is the base of the facade large enough to provide a visual cap?
☐	☐	16. Is the overall façade small and in scale with buildings on the street that reflect the Village's architectural heritage?
☐	☐	17. Are façade elements broken down into smaller portions?
☐	☐	18. Are materials such as brick and wood used instead of metal or glass panels?
☐	☐	19. Are large areas of blank walls avoided?
☐	☐	20. Are garage doors and service areas kept from facing the main street?

Yes	No	*Building Proportions*
☐	☐	21. Does the new structure complement the proportions of the adjacent buildings? Or, is it in scale with the smaller structure?
☐	☐	22. Are windows/bays of a consistent proportion & size, particularly at street level?
☐	☐	23. For new construction: Does the building avoid strong horizontal elements?
☐	☐	24. Does the building use vertical elements to make the building look taller?
☐	☐	25. Are the windows grouped in proportion to adjacent buildings?
☐	☐	26. Are long horizontal rows of windows offset by grouping the windows vertically?
☐	☐	27. Do columns, posts and pilasters avoid appearing too spindly to carry the weight above them?

Yes	No	*Rhythm*
☐	☐	28. Does the rhythm of the façade have a clear and simple pattern?
☐	☐	29. Is the rhythm relatively consistent, deviating only in places to highlight entryways or corners?
☐	☐	30. Is a smaller pattern used on upper levels to reinforce a base, middle and top composition?

Yes	No	*Fenestration*
☐	☐	31. Do the proportion & placement of windows blend new construction with the old?
☐	☐	32. Do the ground-floor windows permit pedestrian views?
☐	☐	33. Are a variety of traditional windows used to create new concepts?
☐	☐	34. Are the windows placed in proportion to the general scale/mass of the building?
☐	☐	35. Do the display window areas have appropriate lighting?
☐	☐	36. Do the display windows have awning canopies and window boxes that enhance store identity?
☐	☐	37. Is the surface of fenestration in the façade roughly equal to the area of fenestration in the adjoining buildings?
☐	☐	38. Does the ground floor façade have a high amount of fenestration and depth?
☐	☐	39. Is there a decreasing percentage of window openings on the higher floors?
☐	☐	40. Are the windows set in the wall, instead of mounting them flush to the wall?
☐	☐	41. Are arches/lintels used over doors & windows to blend with historic character?

Yes	No	*Store Fronts*
☐	☐	42. Are the storefronts similar in design, creating a strong visual image for the commercial district?
☐	☐	43. Does the storefront design on the ground floor complement the façade layout on upper floors?
☐	☐	44. Is the entrance recessed, allowing the door to swing out without obstructing the sidewalk?

Yes	No	*Building Materials*
☐	☐	45. Do the color, texture and pattern of the building materials positively impact the district?
☐	☐	46. Are traditional materials, such as painted wood clapboards & trim, natural brick, shingles and stone, used to create connection with the existing buildings?
☐	☐	47. Are inappropriate façade materials such as vinyl siding, enameled steel panels, artificial stone, or cement block avoided?
☐	☐	48. Is a single material used as the dominant theme for the façade?
☐	☐	49. Are secondary materials used as highlights for the façade?
☐	☐	50. If multiple materials are used, are they separated by a boundary such as a ledge or a groove?
☐	☐	51. Are natural materials used around pedestrian areas?

Yes	No	*Renovating Existing Structures*
☐	☐	52. Was the historic content of the Village architecture considered when proposing renovations such as: a) additions of appropriate window and entry architectural elements, b) construction of second floors, and c) provision of additional entrances in side and back buildings?
☐	☐	53. Were building improvements coordinated with site improvements, i.e. walkways and plantings?

Yes	No	*Identification and Restoration of Village Historic Properties and Buildings*
☐	☐	54. If historic, was the structure examined for potential façade restoration?
☐	☐	55. Does the restoration preserve the original details and architectural statements?
☐	☐	56. Are porches, pilasters, lintels, dentils, and distinctive chimneys accurately preserved and restored?
☐	☐	57. If the structure is part of the Village's cultural fabric, have reuse or rehabilitation been eliminated as a possibility prior to considering new construction?
☐	☐	58. Do the choice of signs, colors and lighting revive the character of the period and create a new architectural vocabulary?

IV. Implementation and Phasing

IV. Implementation and Phasing

A series of detailed recommendations for the southside waterfront in Spencerport were developed after working with local residents to develop a concept. These recommendations are the specific ways in which the vision and goals should be implemented in the Village of Spencerport. The recommendations are broken into three segments: short, mid and long-term improvements.

A. Phase I - Short Term Improvements

Short-term improvements are changes that can be addressed in the next 2-3 years. The main categories of improvements are: gateways, pedestrian experience, and canal town character.

Gateways

Gateways are significant land and water entry points into the Village. Land entry points are critical for pedestrian and vehicular traffic, while water entry points are critical for boat traffic along the Erie Canal. One land gateway is the bridge over the Canal. This gateway is an opportunity to announce the arrival and departure to and from the Village. The gateway presents an opportunity to enhance the visual axis of the Central Business Core and the Erie Canal landing points. The gateway at the bridge also offers an opportunity to link parks on the northern shore to the Village Center. A second major land gateway is at the existing railroad bridge, which frames the view of Union Street. This entry point could be utilized as a potential gateway for the Central Village Business Core. The gateway expresses historical layers of transportation development in the Village.

The major water gateway in the Village is the boat landing area along the southern and northern Erie Canal shores. This water entry presents an opportunity to enhance access points to the Erie Canal, and highlight the historic significance of the area, such as linkages to the Trolley Museum. The Canal gateway offers an opportunity to increase recreational amenities and link the Canal Trail to the potential Trolley Trail. This water gateway to Spencerport also presents a chance to develop links to the Central Village Business Core and to the Village Plaza.

The intersection at the Village Plaza and Union Street is a major transition area. This area also presents opportunities similar to those presented by the gateway areas. This intersection offers the opportunity for a main entrance into the Village Plaza, as well as improved vehicular and pedestrian connections. The intersection provides an opportunity to enhance the visual and aesthetic links between Union Street and the Plaza.

Pedestrian Experience

In the short-term phase, the pedestrian experience in the Village of Spencerport would be greatly enhanced by targeting a variety of issues that will improve safety and convenience for pedestrians. The improvements should emphasize traffic calming, and enhance links to existing attractions. Improvements will include:

- Restore and enhance building facades. This will require historical research and documentation for any significant buildings.
- Encourage use of the sidewalk for store-related and eatery uses. This might include adding building awnings, tables and seating areas.
- Integrate historical and natural features into pedestrian walks and paths, such as interpretive signage, kiosks, and gathering areas.
- Minimize hard surface parking areas by organizing and optimizing on-street and off-street parking layouts based on their relationship to the Canal and existing Village fabric.
- Screen undesired views of utility boxes, electrical wiring and extensively paved areas.

Canal Town Character

The location along the Erie Canal is a defining feature for the Village of Spencerport, and should be enhanced and celebrated. Canal town character can be enjoyed by local residents as well as

utilized to enhance tourist destinations and attractions. Expanding upon existing cultural components would be a key part of this. Any improvements should express a unique Canal Town character through architecture and site amenity details.

In addition, exploiting views between buildings through existing alleyways to the Canal would enhance local character. This will also increase awareness of the Canal and will provide additional access and physical connections to the water. Increasing public use areas along the Canal, such as trails and gathering areas, would further enhance local character.

Canal town character and the pedestrian experience would be improved by addressing the following streetscape amenities:

- Lighting, such as street lights, parking areas, and canal frontage
- Paving patterns in crosswalks and walkways
- Signage design - gateways, wayfinding, dockside orientation, interpretation and street names
- Site furniture, such as benches, bollards, waste receptacles, and planters
- Pedestrian and bicycle improvements
- Planting and landscaping, such as recommended street trees, shrubs, perennials, and ground covers.

Many of these site amenities are specified in the Site Amenities Catalog of Recommended Design Standards in this document, and can be used to define the Canal Town image.

B. Phase II - Mid Term Improvements

Mid-term improvements are changes that can be addressed in the next 2-7 years. The main categories of improvements are: Village Plaza enhancements, Canal access, and the extension of East Avenue.

Village Plaza Enhancements

Current developments at the Village Plaza could potentially present an opportunity to transform an automobile-dominated strip development into a pedestrian-friendly commercial area consistent with Canal Town character. This would involve integrating the Village Plaza with the larger community context. Village Plaza improvements should address existing buildings, façade improvements, streetscape improvements, and relocating parking.

Existing buildings offer an opportunity to re-evaluate vacant buildings and propose infill projects. Façade improvements present a chance to encourage architectural details, such as gabled roofs, that would promote appealing visual impressions. Streetscape improvements could promote a unified sidewalk and crossing system, as well as informational kiosk signs at pedestrian and vehicular nodes. Streetscape improvements could also include Canal Town site furniture that is consistent with Union Street. Evaluating parking would present an opportunity to limit lot coverage areas and encourage softening hard surfaces with landscaping.

Canal Access

Increased boating and pedestrian access to the Erie Canal would greatly enhance Village character. Increased access can be achieved by connecting the Village Plaza to natural resources and tourist destinations, such as the Erie Canal, Trolley Museum and the Village Central Business core. Canal access would be enhanced by material choices, such as varied use of pavement surfaces. Access can be both formal and informal. Adjacent to urban development, the access should be more formal, while near rural spaces, access can be aligned more informally. Access to the Canal would also be improved by providing directional, way-finding and interpretive signage.

East Avenue Extension
East Avenue could be extended through the Village Plaza, and should be investigated as a potential opportunity that could accompany improvements at the Plaza. Currently, the parking lot in the Village Plaza has asphalt that exceeds the requirements of the parking bays and access drive. This space could be reorganized to be more efficient. The square footage of pavement areas should be re-evaluated within 100 feet of the access drive. Connecting East Avenue with Lyell Avenue or some other terminus would provide better access to the Village Plaza, the Erie Canal and businesses within the Central Business core.

C. Phase III - Long Term Improvements
Long-term improvements are changes that can be addressed in the next 2-10 years. The main area for improvements is the Trolley Trail Corridor.

Trolley Trail Corridor
The Trolley Trail Corridor runs along the south side of the Erie Canal in the historic path of the Trolley, and presents an opportunity to be developed as a multi-use trail. The trail corridor will connect the Central Business core to Lyell Avenue developments and the school campus. The trail will also create connections to neighboring canal towns. Corridor developments should increase connections, nodes and accessibility to the trail. Trail enhancements should include seating and resting areas and viewpoints, as well as screening and buffering for adjacent properties. Signage for the trail should be consistent with the signage proposed in Phase I's Recommended Design Standards.

V. Opportunities

V. Opportunities

A number of opportunities exist in the Village of Spencerport that are not discussed in great detail elsewhere in this report. Many of these opportunities fall into three categories: recreational enhancements, canal-based economic development, and community involvement. This section further develops some of these exciting opportunities.

A. Recreational Enhancements

Activity in and around the canal presents a chance for the Village of Spencerport to define itself as a canal town. Enhancing recreational opportunities will improve the quality of life for local residents, as well as attract visitors to the area. Recreational opportunities include: a trail system, ice-skating, and water-based recreation.

Trail Development and the Southside Walkability System

The local residents who attended the community meeting were enthusiastic about developing trails for walking, hiking and biking. The Trolley Trail Corridor runs along the south side of the Erie Canal in the historic path of the Trolley, and presents an opportunity for developing a multi-use trail with a series of interconnected loops. The Trolley corridor would function as the main spine of the walkability system, and would connect the existing Erie Canal trail to Village facilities and the Village sidewalk grid, while taking advantage of the natural features in close proximity to the Village.

The primary trail loop would connect the existing trail on the north side of the Erie Canal to the proposed Trolley Trail along the south side, via the Union Street and Gillett Road bridges, with a possible western extension to the Trimmer Road bridge. Two secondary loops would connect existing facilities to the Trolley Trail: the Hickory Hollow Loop would connect to a senior living community, and the Spencerport Schools Loop would connect the schools to the trail system. Two tertiary loops would provide additional walking destinations. First, the Boardwalk Loop would be a spur trail through existing wetlands to the canal edge. Second, the Village Plaza Loop would create walkability within the Plaza and connect the trail to the existing sidewalk grid and Union Street Core.

Trail development could be done in a variety of ways, and the Concept Plan proposes two possibilities. Option A is a curvilinear trail alignment, and Option B is a linear, double-track trail alignment. Both options could ultimately connect to the Erie Canal Trail, and both options would provide recreation and leisure activities in a safe historic environment. The existing Canal trail is a linear trail. To provide variety, a curvilinear trail alignment is recommended for the Trolley Trail.

A key part of the trail development is timing. Village sewer improvements are needed in the near future, and there would be substantial economy in developing the two projects simultaneously. The Trolley trail is a potential location for the sewer improvements, and the earthwork necessary could serve as both site finishing for sewer improvements and preliminary steps to trail construction.

Rowing Facilities

Rowing is currently one of the fastest growing sports in the country, with programs for high school students surging (Democrat and Chronicle, July 2005). The Erie Canal is ideal for rowing, with long straight stretches of water, as well as little current and wind. The first rowing club in the region was developed in 1997 in Pittsford, with clubs in Fairport and Brighton following soon after. McQuaid Jesuit High School and Our Lady of Mercy High School, both in Brighton, have varsity crew teams. Fairly new boathouses exist along the Erie Canal in Pittsford and Fairport, and along the Genesee River in the City of Rochester.

Another boathouse is proposed in Brighton along the Erie Canal, but there is not currently a rowing facility on the western side of Monroe County. With such significant local interest in rowing, the Village of Spencerport should gauge the potential within the area for developing a crew club and the associated boathouse and facilities. Many programs within the county are separate from the high

schools. These non-profit clubs sustain themselves through member dues, donations, and outside funding sources, such as the New York State Canal Corporation's canal revitalization program.

Ice Skating

The idea of ice-skating was a popular idea with local residents. Despite the fact that a seasonal ice rink might be difficult due to the dependence on appropriate weather, the possibility should be explored. Even if sporadic, ice-skating would still be a fairly inexpensive recreational amenity for the area. Potential redevelopment in the Village Plaza could incorporate a water collection area that would double as a skating rink in the winter. Skating on the Erie Canal should be explored, but the option is not as feasible. Other locations might be better options for the community. Even if the skating were to be seasonal, around the Christmas and New Year holidays, Village residents are likely to enjoy the amenity when available.

Walk-In Boat Launch

Both local residents and the surrounding community desire better access to boating on the canal. A walk-in boat launch where boaters could launch a small watercraft, such as a canoe or kayak, would be a significant enhancement of the Village's waterfront. The existing docking facilities are sufficient and in good condition, and the port is attractive and welcoming. But the opportunity for launching a small boat does not currently exist, due to a lack of walk-in access to the water.

A potential location for such a launch would near the Trolley Museum, where the two facilities could share infrastructure and utilities, such as lighting. The Trolley Museum location would provide adequate visibility to allow for safe boating and a lesser potential of vandalism. The boat launch would also create an opportunity for a boat rental business in the Village.

B. Canal-Based Economic Development

The Erie Canal has been successfully used to drive economic development in other scenic canal villages across New York State. The Village of Spencerport has many assets from which to build. Canal-based economic development would be a good foundation for Village leaders to consider. If a walk-in boat launch were developed, a logical business that could result is a boat rental facility. A boating business could rent and sell canoes, kayaks, and other boating equipment, as well as offer lessons and guided tours. Other such small businesses could be developed as a result of the improvements suggested for the Village of Spencerport.

One key to facilitating such economic development is public-private cooperation. If the Village invests in a walk-in boat launch, it will allow residents and visitors access to the canal, but also create an opportunity for an entrepreneur to develop a boat-based business. A boating business would attract more visitors to the Village, who would frequent other businesses, such as an ice cream shop, restaurant, and coffee shop. The Village would reap the rewards of such an investment by seeing increased vitality in the Village business core. Public-private partnerships are a key element in fostering canal-based economic development.

C. Community Involvement

Many of the projects mentioned in this report would benefit from the involvement of volunteers. Young adults could be involved in trail maintenance and construction, as well as safety patrols. Senior citizens currently volunteer at the Trolley Museum, and could be encouraged to assist in developing some of the other ideas for revitalizing the Southside Waterfront. Volunteers of all ages could be involved in signage design for trail markers, interpretive signs, and other amenities. Incorporating citizen volunteers will give residents a greater sense of ownership, and will also make many projects more feasible, due to reduced development costs.

VI. Next Steps

VI. Next Steps

The following list represents a number of great ideas that developed during the Southside Waterfront Redevelopment planning process, but are outside the scope of this effort. These ideas would be great projects for Village officials to consider next.

- Relocate the electrical substation from the Village Plaza to another location
- Improve the sanitary sewers that parallel Lyell Avenue to complement trail development
- Reconfigure the streetscape along Union Street, from Lyell Avenue to the Erie Canal bridge
- Work on Village Plaza improvements
- Extend East Avenue through the Village Plaza to connect with Lyell Avenue
- Coordinate open space and recreation development with the Ogden Open Space Plan
- Work with a local architect to develop more detailed Canal Town Architectural Standards for new and infill development, as well as for renovations and additions to existing structures
- Maintain the Southside Waterfront Redevelopment Concept Plan as a living document. Every two years the document should be reviewed, and opportunities evaluated along the canal. The document should be updated as necessary.

Appendix A
Inventory of Existing and Planned Conditions
Prepared by the Genesee Transportation Council

Inventory of Existing and Planned Conditions

Southside Waterfront Redevelopment Concept Plan

Village of Spencerport, New York

Prepared by:

GENESEE TRANSPORTATION COUNCIL

May 16, 2005

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I. Introduction

The purpose of this inventory of existing and planned conditions is to provide information for the analysis and decision-making necessary to advance the *Southside Waterfront Redevelopment Concept Plan* for the Village of Spencerport.

This document provides information related to land uses and zoning, existing environmental and community resources, physical conditions of the roadways within and immediately adjacent to the study area, bicycle and pedestrian facilities, as well as the identification of planned improvements within the study area.

The study area is defined by the Erie Canal to the north, South Union Street to the west, Lyell Avenue to the south, and approximately a half-mile to the east of the Spencerport Village boundary line within the Town of Ogden. For purposes of this inventory, approximately 100 feet beyond this boundary was included in the assessment to ensure consideration of all available resources relevant to the study area. The location of the study area boundary is presented in Map 1.

Information used to compile this inventory consisted of numerous resources, including planning studies, town code and local laws, Geographic Information System (GIS) analysis, and relevant data from local, state, and federal sources. A site visit was completed on May 5, 2005 to verify data from these and other sources and to gather information on items for which no data exists.

A complete list of resources can be found in Appendix A.

II. Relevant Studies

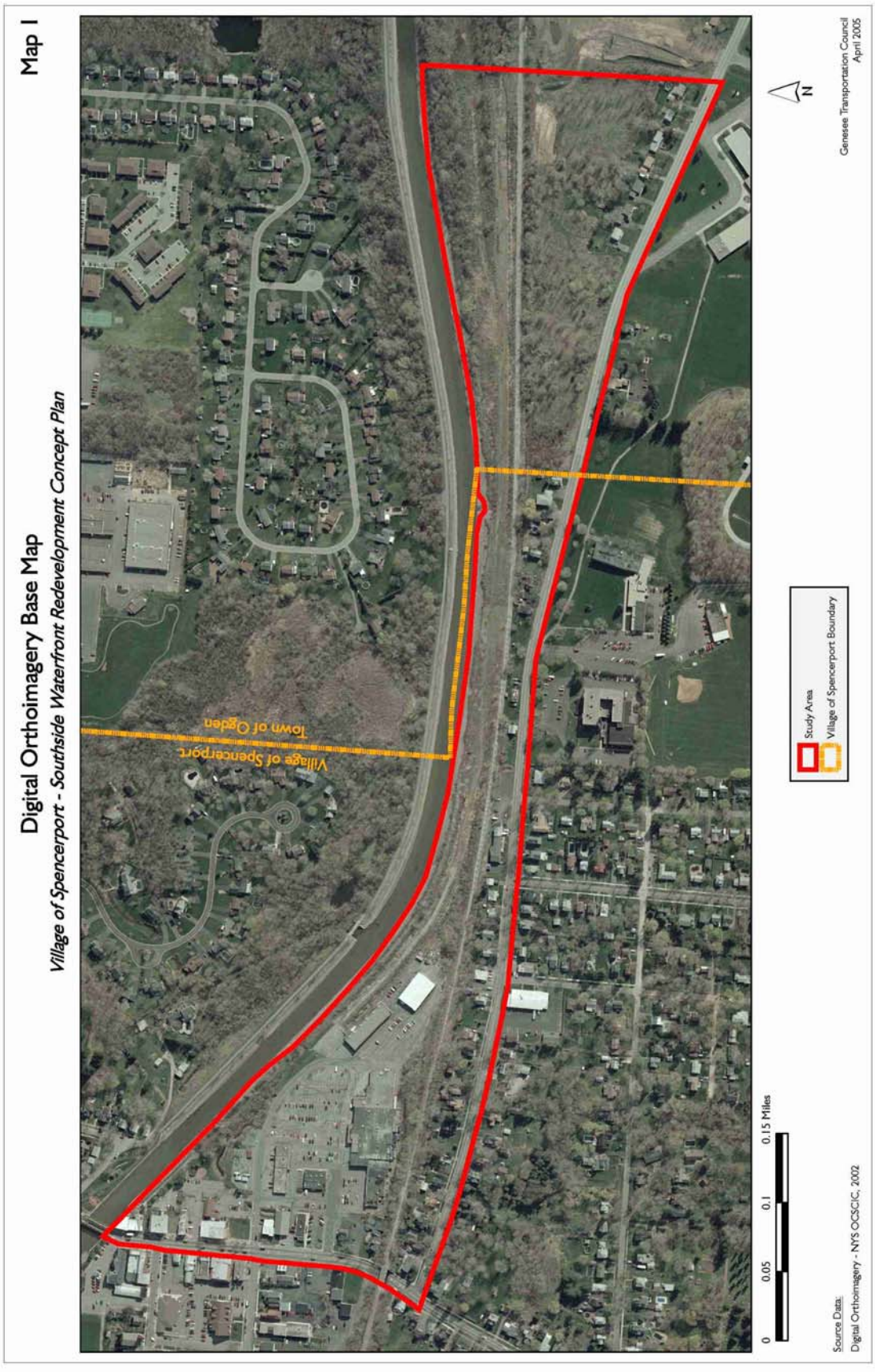
Studies and plans that pertain to the study area were reviewed in order to ensure that this project is consistent with the larger, comprehensive planning process established by the Village and the Town. Key components of these plans that specifically refer to the study area are included here for reference and use in the development of the *Concept Plan*.

A. Village of Spencerport Comprehensive Plan

The Village's *Comprehensive Plan* was adopted in 2002. It provides an overview of the Village in relation to the rest of Monroe County. It also provides an inventory of land uses, the economy, population, transportation infrastructure and services, community facilities, and finances.

Specific policies and goals from the *Comprehensive Plan* relevant to the formulation of the *Concept Plan* are:

- Focus on the redevelopment of existing buildings (page 4).
- Extend East Avenue to Lyell Avenue to improve the efficient and safe movement of vehicular and pedestrian traffic in and through the Village (page 19).


Map I
Digital Orthoimagery Base Map
Village of Spencerport - Southside Waterfront Redevelopment Concept Plan
Village of Spencerport
Town of Ogden
N
Study Area
Village of Spencerport Boundary
0
0.05
0.1
0.15 Miles
Source Data:
Digital Orthoimagery - NYS OGS/GIC, 2002
Genesee Transportation Council
April 2005

- Extend Slayton Avenue to East Avenue (page 19).
- Increase the ease of pedestrian movement throughout the Village. Specifically, the installation of sidewalks within the Village to fill gaps in the system and the connections of these sidewalks to recreation and shopping areas is an objective under the *Pedestrian Policies* section (page 19).
- Develop more green space and recreational facilities from vacant land within the Village (page 25).
- Development of additional docking facilities along the canal east of South Union Street within the study area (page 25).

B. Town of Ogden Comprehensive Plan

This plan, adopted in 2003, provides a concise background, community vision, and direct policy implementation strategies, all the while providing information in an easily understood format. The plan discusses its inception, the planning process utilized to develop the plan, and an inventory of current conditions within the Town of Ogden.

While written solely for the Town of Ogden, the plan states several times that the Town recognizes the Village of Spencerport as the center of economic and social activity and its desire to support the Village in this role (pages 23, 27, 30). Therefore, the *Town of Ogden Comprehensive Plan* supports the development of the *Concept Plan* in order to enhance the Village's role as the community center for both municipalities.

C. Village of Spencerport Canal Plan

This plan was written to explore and identify distinct resources and opportunities that would influence the planning and design of the canal within the Village of Spencerport. The document outlines the methodology used to create the plan, identifies community issues and resources, discusses Town and Village planning concepts, and outlines design and funding options for development. At present, three of the four recommendations from the plan have been implemented. These include the development of Lester Merz Towpath Park, the park shelter, and the Clyde W. Carter Memorial Gazebo. Part of the *Concept Plan* may address the fourth (and final) area for canal redevelopment which could include additional docking facilities.

D. Main Street Transportation Tools

This study, completed by the Genesee/Finger Lakes Regional Planning Council in 2003, identifies the various tools available to enhance "Main Streets" as viable community centers. This study summarizes information collected for the Village of Spencerport in order to clearly identify the Village's assets and needs and how these can be applied to South Union Street as the focal point for improvement.

The *Main Street* study included a block analysis and inventory along South Union Street. Blocks were rated by condition of street characteristics, such as curbs, sidewalks, parking lots, crosswalks, etc. Within the *Main Street* study area, blocks G, H, I, J, K, and L are within the defined study area for the *Concept Plan*.

Of importance to the development of the *Concept Plan*, the following findings and recommendations were made, as outlined on pages 30 and 31 in the *Main Street* study:

- Examine the feasibility of establishing bicycle lanes.
- Improve crosswalk delineation.
- Improve and/or enhance signage that indicates where free parking is available.
- Proceed with streetscape improvements in order to enhance the existing appearance.
- Continue to embrace the importance of the Erie Canal as a cultural and natural resource and as a conduit for people to enter into and travel out of the Village.
- Promote the walkability of the Village so pedestrians can interact on a different level with "Main Street" than those driving through. As a positive residual effect of promoting walkability, the Village can potentially capture a greater market of "Main Street" and commercial patrons.
- Communicate with the New York State Department of Transportation (NYSDOT) regarding traffic concerns and ways to effectively and equitably address those traffic related concerns.

E. Village of Spencerport Parking and Traffic Flow Study

This study, adopted in 1996, provides a profile of all parking lots within the Central Business District (CBD), the number of available parking spaces, information on businesses, analysis of parking demand and supply, review of zoning code regulations for parking, and recommendations for possible parking and traffic flow solutions.

Lots 1 and 2 as identified in this study are relevant to the *Concept Plan*. In total, there are 498 parking spaces in Lot 1 that encompasses the Village Plaza area. Eighteen of these are reserved for handicapped parking. Lot 2, located east of South Union Street and north of East Avenue, has a total of 107 parking spaces and two of these are reserved for handicapped parking.

Key observations, alternatives, and suggestions for Lot 1 included in the study are:

- Designate employee parking.
- Consider making East Avenue a two-way street.
- Consider making Slayton Avenue one-way towards South Union Street.
- Consider parking lot segmentation by business through the use of landscaping, signage, and median placement.
- Consider the extension of East Avenue to Lyell Avenue to help ease access issues along South Union Street.

Key observations, alternatives and suggestions for Lot 2 include:

- Enforcement of parking time limits.
- Designate employee parking area for the Post Office.
- Consider lot redesign.
- Review placement of short-term parking signs on South Union Street.
- Clearly identify private parking areas.

The study provides several recommendations, as briefly mentioned above, that may be explored further in the *Concept Plan* design process.

F. Engineer's Report for the Village of Spencerport West Branch of Northrup Creek Drainage Improvements Recommendations

This report outlines issues related to stormwater retention and drainage within the CBD. Recommendations include increasing stormwater storage, increasing culvert capacity, and/or flood proofing affected properties. It also outlines the costs, pros and cons, required agency involvement, and funding opportunities associated with each recommendation. Recommendations are also prioritized by level of importance and feasibility for implementation.

Since a portion of the study area is located in 100-and 500-year flood zones, this report may be helpful in the construction or alteration to the drainage system should East Avenue be extended, as well as for any other type of development within the study area.

III. Land Use

A. Current Land Uses

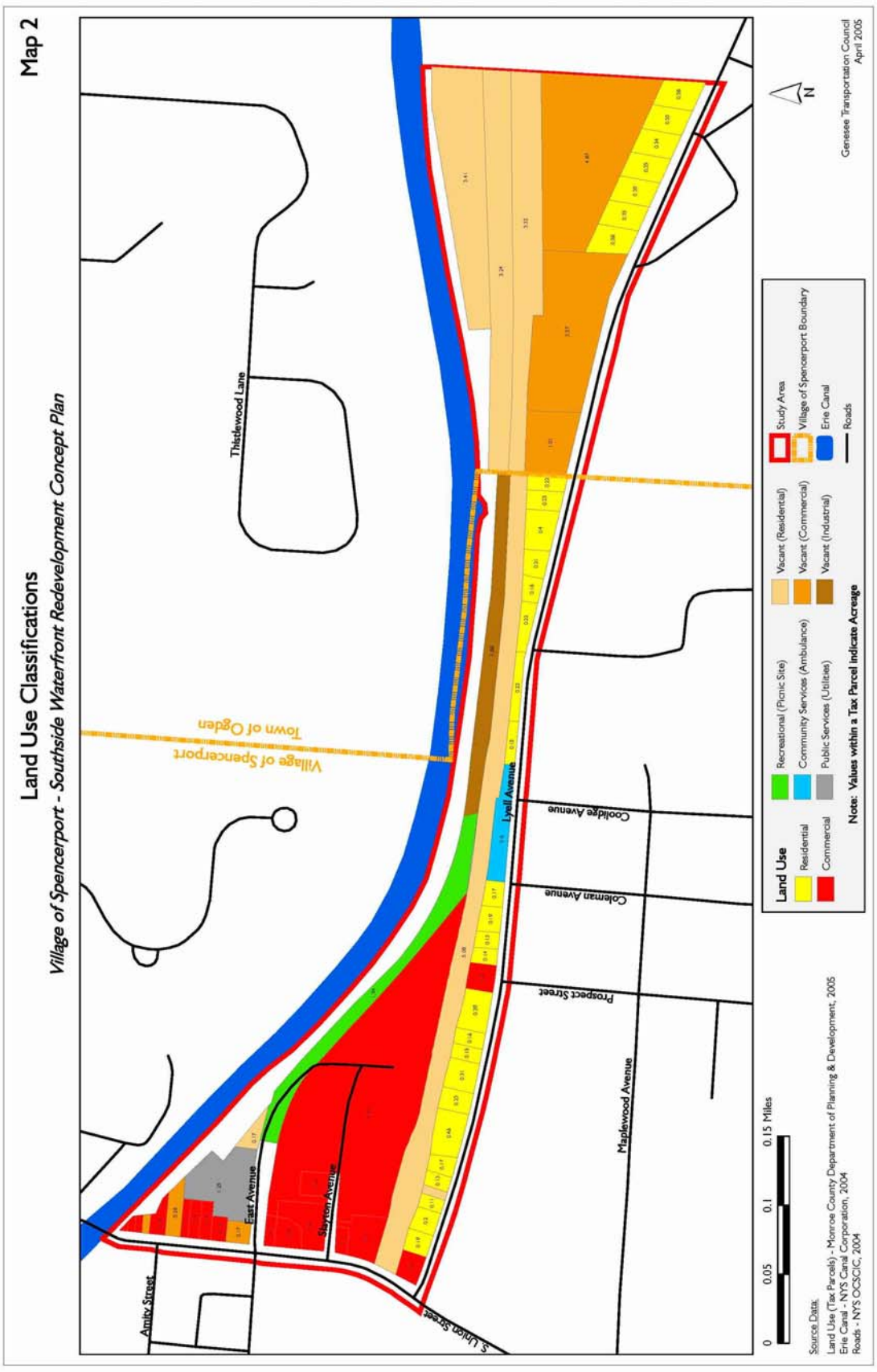
The New York State Office of Real Property Services developed a uniform classification system to identify the primary use of parcels for assessment purposes. The system consists of numeric codes in nine different categories, with divisions identified by the second digit, and subcategories defined by the third. Additional information on property class codes and the meaning of each category, division, and sub-category can be found at the website link provided in Appendix A.

The nine categories are: 100 Agriculture; 200 Residential; 300 Vacant Land; 400 Commercial; 500 Recreation and Entertainment; 600 Community Services; 700 Industrial; 800 Public Services; and 900 Conservation Lands and Public Parks.

The entire study area is approximately 50 acres in size. Of the study area, approximately 28 acres are in the Village of Spencerport (approximately 7% of the Village's total 750 acres) and approximately 22 acres are in the Town of Ogden.

Based upon GIS analysis, there are 21 individual land uses within the study area. These range from single family residences to vacant lands. The GIS analysis categorizes parcels by their specific dominant land use. For example, there are several parcels that have a mix of uses (i.e., the Neighborhood Shopping Center). However, the most dominant use is how the parcel is classified. The existing land uses in the study area are presented in Map 2.

Within the study area, vacant lands are the largest land use covering about 27 acres (53%). Commercial uses comprise approximately 12 acres (24%); residential uses comprise approximately 7 acres (15%); recreation and entertainment uses comprise


Map 2
Land Use Classifications
Village of Spencerport - Southside Waterfront Redevelopment Concept Plan
Thistlewood Lane
Village of Spencerport
Town of Ogden
Lyell Avenue
Coolidge Avenue
Coleman Avenue
Prospect Street
Maplewood Avenue
East Avenue
Skyton Avenue
Amity Street
S. Union Street
Land Use
Residential
Commercial
Recreational (Picnic Site)
Community Services (Ambulance)
Public Services (Utilities)
Vacant (Residential)
Vacant (Commercial)
Vacant (Industrial)
Study Area
Village of Spencerport Boundary
Erie Canal
Roads
Note: Values within a Tax Parcel indicate Acreage
N
0
0.05
0.1
0.15 Miles
Source Data:
Land Use (Tax Parcels) - Monroe County Department of Planning & Development, 2005
Erie Canal - NYS Canal Corporation, 2004
Roads - NYS OCSCIC, 2004
Genesee Transportation Council
April 2005

approximately 2 acres (4%); public utilities comprise approximately 1.25 acres (3%); and community services comprise approximately 0.60 acres (1%).

Table 1 outlines the total amount of acreage for each land use located within the Village portion of the study area. It is important to note the high number of acreage that is classified as vacant.

Table 1: Village Land Use Acreages & Percentages

Land Use Classification	Acreages	% of Total Land
Commercial	12	43%
Vacant	7	27%
Residential	5	18%
Recreation and Entertainment	2	7%
Public Utilities	1.25	4%
Community Services	0.60	2%

It should be noted that there are smaller vacant areas interspersed with commercial land use classifications as illustrated on Map 2. The remaining vacant lands shown on Map 2 are part of the current CSX and Canal Corporation right-of-ways.

B. Current Zoning

The zoning districts within the study area are presented in Map 3.

1. Village of Spencerport

There are four of the Village's zoning districts within the study area. They are:

- **Residential R-2**
- **Commercial B-1**
- **Commercial B-2**
- **Industrial**

The districts are divided within Chapter 140 of the Village's code into "A", "B" or "C" districts. "A" districts are residential districts, "B" districts are commercial districts, and "C" districts are industrial districts. The following table outlines permitted, specially permitted, and prohibited uses for each district.

Table 2: Schedule of Uses - Village of Spencerport

USE	ZONING DISTRICT			
	Residential R-2	***Commercial B-1***	***Commercial B-2***	***Industrial***
Accessory Structures	Permitted	Not Permitted	Not Permitted	Not Permitted
Adult Uses	Not Permitted	Not Permitted	Not Permitted	Permitted

Table 2: Schedule of Uses - Village of Spencerport (continued)

USE	ZONING DISTRICT			
	Residential R-2	***Commercial B-1***	***Commercial B-2***	***Industrial***
Baking & Confectionary Stores	Not Permitted	Permitted	Permitted	Not Permitted
Banks	Not Permitted	Not Permitted	Permitted	Not Permitted
Barber & Beauty Shops	Not Permitted	Permitted	Permitted	Not Permitted
Billboards	Not Permitted	Not Permitted	Not Permitted	Not Permitted
Boarding houses	Special Permit	Not Permitted	Not Permitted	Not Permitted
Bowling Alleys	Not Permitted	Not Permitted	Permitted	Not Permitted
Cemeteries	Special Permit	Not Permitted	Not Permitted	Not Permitted
Churches	Special Permit	Not Permitted	Not Permitted	Not Permitted
Day-Care Centers	Not Permitted	Not Permitted	Special Permit	Not Permitted
Drugstores	Not Permitted	Permitted	Permitted	Not Permitted
Dry-Cleaning (No on-site solvents)	Not Permitted	Permitted	Permitted	Not Permitted
Dry-Cleaning (On-site solvents)	Not Permitted	Special Permit	Special Permit	Not Permitted
Electrical Supplies Manufacturing	Not Permitted	Not Permitted	Not Permitted	Permitted
Farms & Customary Agricultural Operations	Permitted	Not Permitted	Not Permitted	Not Permitted
Flea Markets	Not Permitted	Permitted	Permitted	Not Permitted
Florists	Not Permitted	Permitted	Permitted	Not Permitted
Garden Stores/Nurseries	Not Permitted	Not Permitted	Permitted	Not Permitted
Gift Stores	Not Permitted	Permitted	Permitted	Not Permitted
Governmental Buildings	Special Permit	Not Permitted	Not Permitted	Not Permitted
Grocery Stores	Not Permitted	Permitted	Permitted	Not Permitted
Hardware & Home Appliance Stores	Not Permitted	Permitted	Permitted	Not Permitted
Home Occupations	Permitted	Not Permitted	Not Permitted	Not Permitted
Hospitals & Health Care Facilities	Special Permit	Special Permit	Not Permitted	Not Permitted
Hotels/Motels	Not Permitted	Special Permit	Not Permitted	Not Permitted
Ice Cream Parlors	Not Permitted	Permitted	Permitted	Not Permitted
Industrial Uses	Not Permitted	Not Permitted	Not Permitted	Not Permitted
Insurance Agencies	Not Permitted	Permitted	Permitted	Not Permitted
Junkyards	Not Permitted	Not Permitted	Not Permitted	Not Permitted
Landfills or Garbage Dumps	Not Permitted	Not Permitted	Not Permitted	Not Permitted
Libraries	Special Permit	Not Permitted	Not Permitted	Not Permitted
Liquor Stores/Licensed	Not Permitted	Permitted	Permitted	Not Permitted
Manufacturing	Not Permitted	Not Permitted	Not Permitted	Permitted
Movie Theaters	Not Permitted	Not Permitted	Permitted	Not Permitted
New Car Dealerships	Not Permitted	Special Permit	Not Permitted	Not Permitted
Nursing Homes	Special Permit	Permitted	Permitted	Not Permitted
Office Buildings	Not Permitted	Permitted	Permitted	Not Permitted
Photographic Supplies Manufacturing	Not Permitted	Not Permitted	Not Permitted	Permitted

Table 2: Schedule of Uses - Village of Spencerport (continued)

USE	ZONING DISTRICT			
	Residential R-2	***Commercial B-1***	***Commercial B-2***	***Industrial***
Photographic/Camera Manufacturing	Not Permitted	Not Permitted	Prohibited	Permitted
Pool/Billiard Rooms	Not Permitted	Special Permit	Not Permitted	Not Permitted
Printing Establishments	Not Permitted	Permitted	Permitted	Permitted
Public Parking Garages	Not Permitted	Not Permitted	Permitted	Not Permitted
Public Parks & Recreation Areas	Permitted	Not Permitted	Not Permitted	Not Permitted
Public Utilities	Not Permitted	Special Permit	Not Permitted	Not Permitted
Residential Use Secondary to Commercial	Prohibited	Special Permit	Prohibited	Prohibited
Restaurants (Drive-through)	Prohibited	Prohibited	Prohibited	Prohibited
Restaurants (No drive-through)	Prohibited	Special Permit	Special Permit	Prohibited
Retail Shops/Businesses	Prohibited	Permitted	Permitted	Prohibited
Schools & Higher Educational Institutions	Spec. Permit.	Not Permitted	Not Permitted	Not Permitted
Single-family dwellings	Permitted	Not Permitted	Not Permitted	Not Permitted
Tailoring	Not Permitted	Permitted	Permitted	Not Permitted
Toolmaking	Not Permitted	Not Permitted	Not Permitted	Permitted
2 & 3 Family Dwellings	Spec. Permit.	Not Permitted	Not Permitted	Not Permitted
Used Car Lots/Dealerships	Not Permitted	Not Permitted	Not Permitted	Permitted
Vending carts	Not Permitted	Permitted	Permitted	Not Permitted
Woodworking Shops	Not Permitted	Not Permitted	Not Permitted	Permitted

** Table format adapted from the Genesee/Finger Lakes Regional Planning Council's model.*

Table 3: Schedule of Area Requirements - Village of Spencerport

AREA REQUIREMENTS	ZONING DISTRICT			
	Residential R-2	***Commercial B-1***	***Commercial B-2***	***Industrial***
Lot Area	25% (includes accessory bldg)	80%	50%	50%
Lot Width, minimum	80 feet	45 feet	90 feet	90 feet
Lot Depth, minimum	150	120 feet	150 feet	150 feet
Front Yard Setback	50 feet	n/a	50 feet	50 feet
Side Yard Setback	8% of width	n/a	5 feet; 20 ft. next to residential	5 feet; 20 ft. next to residential
Rear Setback	5% of the depth	15 feet	30 feet; 50 ft. next to residential	30 feet; 50 ft. next to residential
Building Height	35 ft. max	35 ft. max, 20 ft. min	35 ft. max	35 ft. max
Lot, Square Foot Minimum	12,000	n/a	n/a	n/a

Table 3: Schedule of Area Requirements - Village of Spencerport (continued)

AREA REQUIREMENTS	ZONING DISTRICT			
	Residential R-2	***Commercial B-1***	***Commercial B-2***	***Industrial***
1 Story, min. floor area	900 sq. feet	n/a	n/a	n/a
1.5 Stories, min. floor area	800 sq. feet on first floor	n/a	n/a	n/a
2 Stories, min. floor area	625 sq. feet on both floors	n/a	n/a	n/a

** Table format adapted from the Genesee/Finger Lakes Regional Planning Council's model.*

2. Town of Ogden

There are two zoning districts within the Town of Ogden that are included in the study area. They are:

- **Single-Family Residential District – R-1**
- **Senior Citizens Housing District – SC**

While the Village is the lead agency for the *Concept Plan*, this section is included to provide related information about the types of uses that could possibly be developed in the portion of the study area that is within the Town's boundary. Tables 4 and 5 outline the uses and area requirements for these two zoning districts.

Table 4: Schedule of Uses - Town of Ogden

USE	ZONING DISTRICT	
	Single-Family Residential District (R-1)	**Senior Citizens Housing District (SC)**
Accessory uses and buildings	Permitted	Special Permit
Adult Uses	Not Permitted	Not Permitted
Cemeteries	Special Permit	Not Permitted
Child-care centers	Special Permit	Not Permitted
Cluster Subdivision	Permitted	Not Permitted
Commercial Agriculture	Special Permit	Not Permitted
Community Centers	Special Permit	Not Permitted
Customary Agricultural Operations	Permitted	Not Permitted
Excavating/Mining	Not Permitted	Not Permitted
Funeral Homes	Special Permit	Not Permitted
Garages	Permitted	Not Permitted
Golf Courses	Special Permit	Not Permitted
Government Buildings	Permitted	Not Permitted
Hospitals & Health Care Facilities	Special Permit	Not Permitted
Places of worship	Permitted	Permitted
Public Buildings	Permitted	Permitted
Public Libraries	Permitted	Not Permitted

Table 4: Schedule of Uses - Town of Ogden (continued)		
USE	**ZONING DISTRICT**	
	Single-Family Residential District (R-1)	**Senior Citizens Housing District (SC)**
Public Parks	Permitted	Not Permitted
Public Utilities	Special Permit	Not Permitted
Recreational Buildings	Not Permitted	Special Permit
Schools & Higher Education Institutions	Permitted	Not Permitted
Senior Citizen Dwellings	Not Permitted	Permitted
Single - family dwelling w/ attached garage	Permitted	Permitted

** Table format adapted from the Genesee/Finger Lakes Regional Planning Council's model.*

Table 5: Schedule of Area Requirements - Town of Ogden

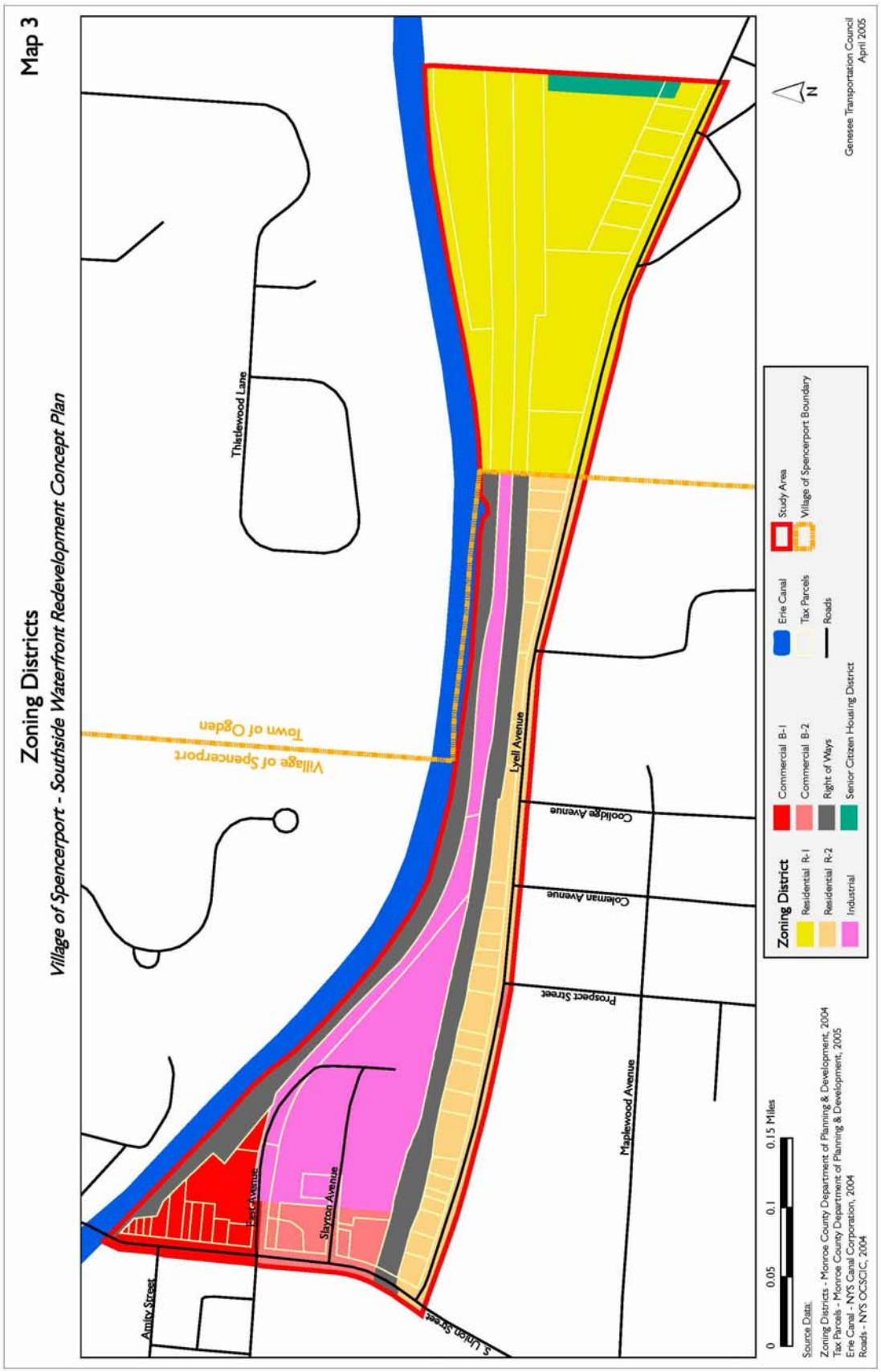
AREA REQUIREMENTS	**ZONING DISTRICT**	
	Single-Family Residential District (R-1)	**Senior Citizens Housing District (SC)**
Lot size	30,000 square feet, minimum	Determined via site plan review
Lot width, minimum	150 feet (200 w/out water/sewer)	Determined via site plan review
Lot depth, minimum	200 feet	Determined via site plan review
Maximum Land Coverage	20% (1% accessory structures)	Determined via site plan review
Front setback	60 feet	Determined via site plan review
Side setback	15 ft. principal building, 5 ft. accessory structure	Determined via site plan review
Rear setback	30 ft. principal building, 5 ft. accessory structure	Determined via site plan review

** Table format adapted from the Genesee/Finger Lakes Regional Planning Council's model.*

C. Architectural Review – Village of Spencerport

Architectural review is required in B-districts and C-districts which constitute the Architectural Review District (ARD) as an overlay zoning district. Any alterations, restoration, reconstruction, removal, demolition, new construction, relocation, or changes to the exterior of a building that are visible from a public street or alley, or from the Erie Canal, requires a certificate of appropriateness from the ARD board. If the alteration is perceived by the owner to be minor, the owner may apply to the ARD board for fast-track approval, where a certificate of appropriateness is not required. Ordinary maintenance, repair, or alterations ordered by a governmental authority are not required to obtain a certificate of appropriateness.

Districts within the ARD are also subject to performance standards for architectural theme, exterior materials, parking, landscaping, massing, and other design elements. Signs for buildings in the ARD are also under the purview of architectural review.


Map 3
Zoning Districts
Village of Spencerport - Southside Waterfront Redevelopment Concept Plan
Thistlewood Lane
Village of Spencerport
Town of Ogden
Lyell Avenue
Coolidge Avenue
Coleman Avenue
Prospect Street
Maplewood Avenue
Elm Avenue
Slayton Avenue
Amity Street
S. Union Street
Zoning District
Residential R-1
Residential R-2
Industrial
Commercial B-1
Commercial B-2
Right of Ways
Senior Citizen Housing District
Erie Canal
Tax Parcels
Roads
Study Area
Village of Spencerport Boundary
N
0
0.05
0.1
0.15 Miles
Source Data:
Zoning Districts - Monroe County Department of Planning & Development, 2004
Tax Parcels - Monroe County Department of Planning & Development, 2005
Erie Canal - NYS Canal Corporation, 2004
Roads - NYS OCS/CIC, 2004
Genesee Transportation Council
April 2005

D. Site Plan Review – Village of Spencerport

The developer must obtain site plan approval by the Planning Board in order to build, alter any structure, change the use or occupancy, or change the parking requirements for a structure or use. Singe-family and two-family dwellings are exempt from this requirement.

In relation to the study area, by default of being mostly within the ARD, nearly all projects go through site plan review via architectural review.

IV. Environmental and Community Resources

A. Topography

Within the study area, the topography is generally flat. There is roughly a fifty foot change in elevation within the entire study area. The study area is also the lowest area in elevation in the Town of Ogden and Village of Spencerport at 500 feet. The land throughout the rest of the Town rises gently to the west, south west, south and southeast, up to 600 feet in elevation. The topography of the area is comprised of gently rolling hills, or drumlins, that are representative of the glacial land formation that dominates the region.

While there are not any significant viewsheds apparent from within the study area, there are views eastward and westward along the canal path, as well as from the South Union Street lift bridge.

Photo 1: ***View of the Erie Canal eastward from the study area.***

B. Soils

Approximately 75% of the land area within the Village is composed of well-drained soils. These areas are located roughly around the residential areas west of the CBD, south of the canal, and east of South Union Street along Nichols Street. Soils with fair drainage

are located along Northrup Creek. Soils with poor drainage are found primarily in the northerly half of the Village and are comprised of low-lying areas or marshlands. The six different soil types within the study area are shown on Map 4.

The following information was taken from the *Monroe County Soil Survey* (1973) for the soils in the study area:

- Alton Gravelly Sandy Loam 3-8% Slopes (AnB)
- Arkport Very Fine Sandy Loam 6-12% Slopes (ArB)
- Hilton Loam 3- 8% Slopes (HIB)
- Made Land (Mb)
- Madrid Fine Sandy Loam 3-8% Slopes (MdB)
- Wayland Silt Loam (Wg)

1. Alton Gravelly Sandy Loam 3-8% Slopes (AnB*)*

- High rate of permeability.
- Fairly stable, depending upon the underlying materials, and can be used easily for most development.
- Should not be used for any type of use that may cause a pollution hazard due to its high rate of permeability.

2. Arkport Very Fine Sandy Loam 6-12% Slopes (ArB)

- High rate of permeability.
- Undesirable for uses that may cause a pollution hazard.
- Can be used for the development of homes, parking lots, roadways, recreation areas, or other such uses. Use of this soil for roadways or parking lots may be limited due to the consistent potential for frost heaving in the sub-grade.

3. Hilton Loam 3- 8% Slopes (HIB)

- Moderate rate of permeability.
- These soils are moderately limited to development due to the seasonal high water table being one and a half feet to two feet below the surface. Additional measures to ensure adequate drainage below a depth of 17 inches should be considered in order to offset the slower permeability of these soils below this depth.

4. Made Land (Mb)

- Areas next to the Erie Canal consist of material cleaned from the canal and may include stumps, sediment, trash, masonry material, structural components, and blasted rock.
- Where properly filled, compacted, and leveled, these areas can be used for development.
- Made land has a wide range of variability and onsite investigation is needed to determine the feasibility of a specific use.

5. Madrid Fine Sandy Loam 3-8% Slopes (MdB*)*

- High rate of permeability.
- Overall, these soils are well suited for any type of development use, except for land fills due to its permeability rate and the potential for hazardous pollution impacts.

6. Wayland Silt Loam (Wg)

- Poor to very poor rate of permeability.
- Soils are subject to flooding and prolonged wetness.
- Drainage and flood control measures are necessary for the possibility of any type of development and these soils are measured as severely limited for any type of use, either farm or non-farm.

C. Floodplains and Major Waterways

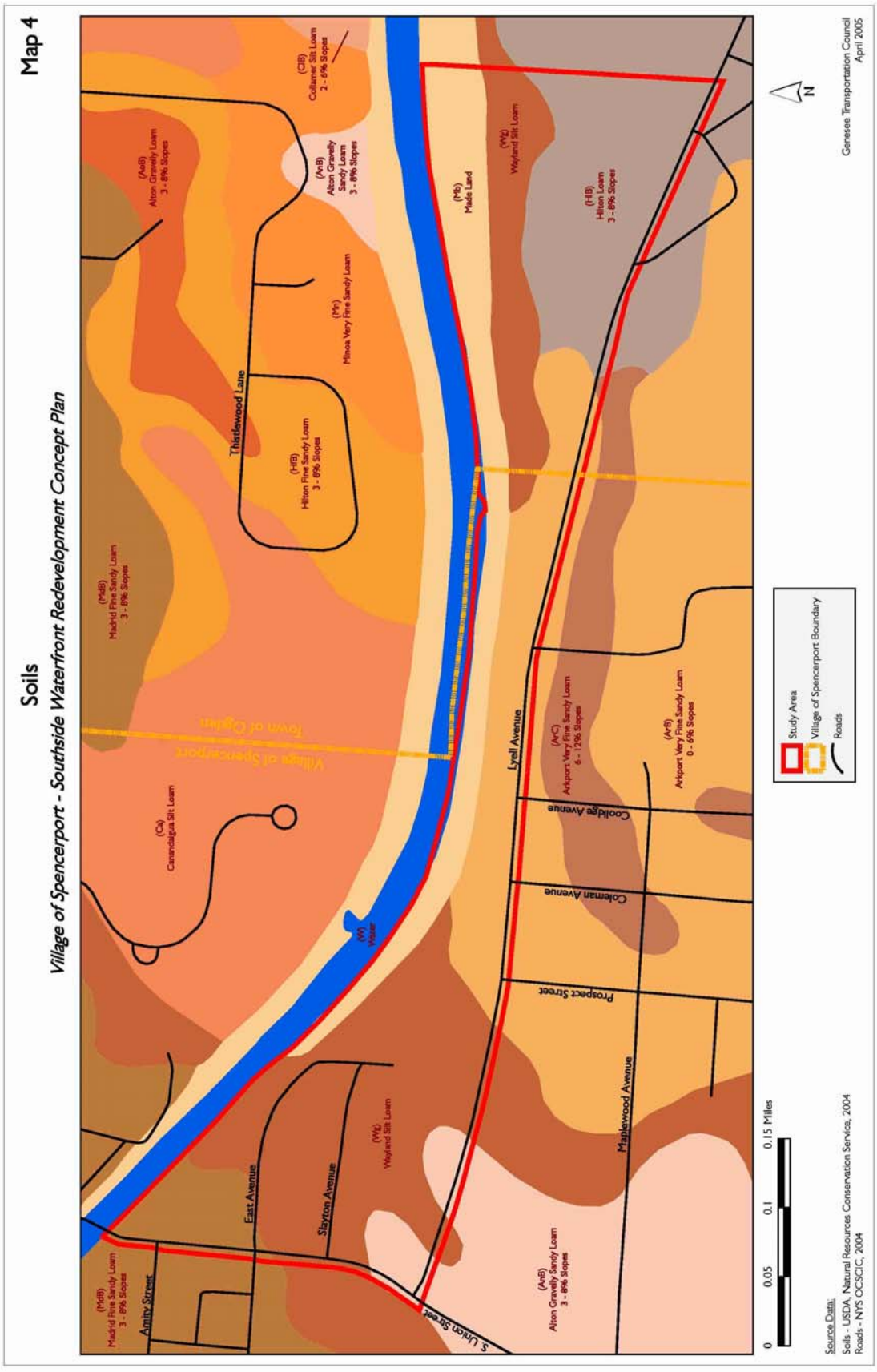
Flood Insurance Rate Maps (FIRM) are the primary tool for state and local governments to mitigate the effects of flooding in their communities. The information on these maps is based on historic, meteorological, hydrologic, hydraulic data, open space conditions, flood control works, and development.

Within the study area, there are two flood zones – 100-and 500-year. The 100-year flood is used by the National Flood Insurance Program (NFIP) as the basis for insurance requirements nationwide. A 100-year flood area is an area that is subject to inundation by a flood that has a one percent or greater chance of being equaled or exceeded during any given year. It does not mean that a flood occurs every one-hundred years. The same logic applies towards a 500 year flood area, which means that an area is subject to inundation by a flood at a 0.2% probability or greater each year. These zones and major waterways are presented in Map 5.

Flooding within the CBD of the study area is a well-documented occurrence. Significant floods have taken place since 1997 that have repeatedly damaged several businesses in the CBD area. Several engineering reports were completed in response to the flooding that outlined mitigation measures for the Village to implement in the future. The most recent report in November 2002 is outlined above, in Section 2, *Overview of Relevant Studies*.

According to GIS analysis, no wetlands are located within the study area. The closest wetlands are to the southeast and across the canal to the northwest of the study area.

The west and east branches of Northrup Creek converge just south of Slayton Avenue. The creek begins just south of the Village and flows northward, under the Erie Canal, and into Long Pond, an embayment off of Lake Ontario. It drains approximately 24 square miles through the Towns of Ogden, Parma, and Greece. This stream is also classified by the New York State Department of Environmental Conservation (NYSDEC) as a Class C stream, meaning that it is suitable for fish propagation and surface recreation.


Map 4
Soils
Village of Spencerport - Southside Waterfront Redevelopment Concept Plan
(MdB) Madrid Fine Sandy Loam 3 - 8% Slopes
(AnB) Alton Gravelly Loam 3 - 8% Slopes
(CtB) Collamer Silt Loam 2 - 6% Slopes
(AnB) Alton Gravelly Sandy Loam 3 - 8% Slopes
(HfB) Hilton Fine Sandy Loam 3 - 8% Slopes
(Mn) Minoa Very Fine Sandy Loam
(Mb) Made Land
(Wz) Wayland Silt Loam
(HtB) Hilton Loam 3 - 8% Slopes
(Ca) Canandaigua Silt Loam
(W) Water
(AnC) Arkport Very Fine Sandy Loam 6 - 12% Slopes
(AnB) Arkport Very Fine Sandy Loam 0 - 6% Slopes
Village of Spencerport
Town of Ogden
Thistlewood Lane
Lyell Avenue
Coolidge Avenue
Coleman Avenue
Prospect Street
Maplewood Avenue
Stayton Avenue
East Avenue
Amity Street
S Union Street
Study Area
Village of Spencerport Boundary
Roads
N
0
0.05
0.1
0.15 Miles
Source Data:
Soils - USDA, Natural Resources Conservation Service, 2004
Roads - NYS OCS/CIC, 2004
Genesee Transportation Council
April 2005

The Eric Canal forms the study area boundary to the north. The history of the canal is well documented, and the Village's growth and prominence as a "canal" town is due to its proximity to the canal. In the late 1800's, Spencerport was a very busy commercial and trade center. Today, the canal is primarily used for recreational and educational purposes and its role in the Village's economy has changed accordingly. The *Village of Spencerport Canal Plan* formulated a community vision along this resource to develop it into an area that provides gathering places, passive and active recreational opportunities, and facilities, such as docks and port-a-potties for those that "sail" the canal.

D. Parks

Within the study area, there are no formally designated parks. There is a canal path that is approximately a tenth of mile long and includes a dock. The dock requires updating and plans for this are outlined in the Village's *Canal Plan*.

The path begins on South Union Street, with a landscaped entryway located between two buildings. This entryway is paved with a mix of brick pavers and concrete. The path proceeds east and is paved just beyond the dock area. After the dock, the path is a primarily grass with a mix of dirt and gravel. The path leads to and ends at the wooden stair access-way within the Village Plaza. At the time of the site visit, there was a picnic bench and garbage can available at this site for public use.

Photo 2: ***View westward along the canal path in the study area.***

Photo 3: ***The wooden stairs located in the Village Plaza that provide access to the canal path.***

E. Historic Resources

Both the *National Register of Historic Places* and the *New York State Historic Preservation Office* were consulted and there are no historic places listed within the study area. However, as stated earlier, it is important to recognize the contribution of the canal to the Village's historical heritage.

F. Community Resources

Numerous community resources are found within, or in close proximity to, the study area. There are private and religious schools that operate within the Village and the Post Office is located within the Village center on Amity Street. The Village Plaza contains a grocery store, a fitness center, a bank, and several other services for the community.

V. Infrastructure

A. Roadways and Bridges

In order for a municipality to plan accordingly for its future, it must assess the ability of its existing transportation system to serve projected future demand. Therefore, it is necessary to determine existing levels of service and to identify existing deficiencies within the transportation system.

1. Functional Classification of Roadways

Functional classification is the process by which roadways are grouped into a hierarchy according to the character of service they are intended to provide. The functional classes of roadways found within the study area are:

Principal Arterial: Main roadway that carries a majority of through-traffic.

Minor Arterial: A roadway that carries a mix of through and local traffic and may connect with local roads, principal arterials, and/or collector roads.

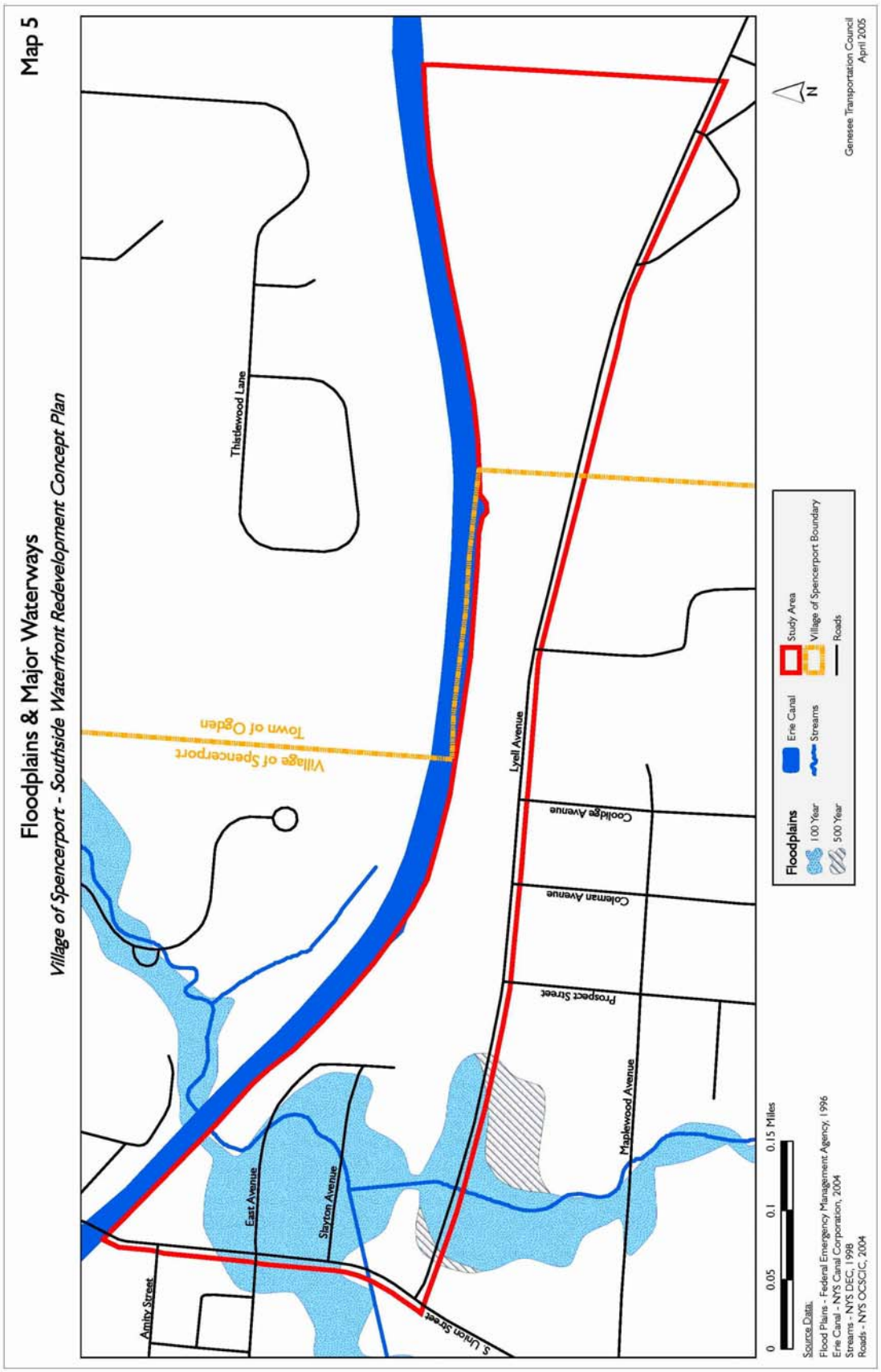
Collector: A roadway that provides links from local roads to minor and principal arterial roadways.

Local Road: A local road serves individual residences or businesses and may link to collector or minor arterial roadways.

2. Existing Transportation Network

The existing transportation network within the study area consists of South Union Street (principal arterial), Lyell Avenue (minor arterial), and East and Slayton Avenues (local roads). Beyond the study area, the system within the Village consists of five major roadways. Two are state highways (Route 259 and Route 31) and two are county highways (Lyell Avenue and Big Ridge Road). The fifth is Brockport Road (a local road). There are also eight collector streets and 32 local streets within the remainder of the Village.

Looking at the connections of the major roads within the study area regionally, NYS Route 259 (South Union Street) originates in the Town of Chili and continues north through the Towns of Ogden and Parma, where it then meets with the Ontario State Parkway. Lyell Avenue starts at NYS Route 259 and heads east to the Village line. Lyell Avenue becomes Spencerport Road within the Town of Ogden.


Map 5
Floodplains & Major Waterways
Village of Spencerport - Southside Waterfront Redevelopment Concept Plan
Thistlewood Lane
Village of Spencerport
Town of Ogden
Lyell Avenue
Coolidge Avenue
Coleman Avenue
Prospect Street
Maplewood Avenue
East Avenue
Slayton Avenue
Amity Street
S. Union Street
Floodplains
100 Year
500 Year
Erie Canal
Streams
Study Area
Village of Spencerport Boundary
Roads
N
0
0.05
0.1
0.15 Miles
Source Data:
Flood Plains - Federal Emergency Management Agency, 1996
Erie Canal - NYS Canal Corporation, 2004
Streams - NYS DEC, 1998
Roads - NYS OCS/CIC, 2004
Genesee Transportation Council
April 2005

Posted speeds along South Union and Lyell Avenue are thirty miles per hour. It was observed during the field visit that many motorists appeared to be traveling faster than the posted limit in both directions along South Union Street.

3. Turning Lanes

Along South Union Street, the existing turning lanes appear to function well, as observed during the site visit. There appears to be sufficient stacking room to turn left onto Slayton Avenue when traveling south on South Union Street. The same was also observed for left turns onto West Avenue heading north on South Union Street.

Lyell Avenue and South Union Street form a two-lane "T" intersection. There are no designated turning lanes on Lyell Avenue for motorists turning right or left onto South Union Street. In particular, it was observed that motorists turning left onto South Union Street from Lyell Avenue create stacking lengths of greater than five vehicles. Sight distance to the south of this intersection to turn left also appears to be hampered somewhat by the topography at the intersection. The high speeds of those traveling north on South Union Street towards the Village also impacts the ability of motorists to turn left.

4. Traffic Volumes

Traffic Volumes were derived from NYSDOT's *New York State Traffic Volume Report* and from *Highway Sufficiency Ratings* for the years outlined in tables 6, 7, and 8. NYS Route 259 (South Union Street) shows an increase of approximately 78% from 1990 to 2004 in Average Annual Daily Traffic (AADT). There is a noticeable increase between 1995 and 2000 for the segment from Route 31 to CR 177, and between 2001 and 2002 for the segment between CR 177 and CR 175.

Potential factors that may have resulted in this increase include, but are not limited to, increases in the number of trucks utilizing the route, increases in population within the Town of Ogden and surrounding municipalities, roadwork that occurred during those years that may have shifted travel patterns, more people utilizing NYS Route 531, or changes in job locations for those that live in the area which would result in changes in travel patterns.

Overall, the general trend shows an increase in the number of vehicles that utilize this roadway and it can be hypothesized that it will continue to increase and/or plateau in the future. However, Lyell Avenue shows an approximate 40 percent decrease in the total amount of Average Daily Traffic (ADT)[1] from 1993 to 2001. This may be due to people's decisions to use other routes, such as NYS Routes 531, 31, and 104 to travel east and west.

Of the AADT numbers for the two segments of South Union examined for this inventory, truck traffic increased approximately four percent between 1990 and 2004, according to

[1] Monroe County calculates Average Daily Traffic and not Average Annual Daily Traffic.

NYSDOT's Highway *Sufficiency Ratings* data. There is no truck volume data for Lyell Avenue.

AADT FOR SOUTH UNION STREET (NYS ROUTE 259) SEGMENTS

Table 6: Segment from Spencerport Road (NYS Route 31) to Lyell Avenue (CR 177)

YEAR	AADT	Actual/Estimate
1990	8,950	A
1995	8,550	E
2000	14,200	A
2001	14,400	E
2002	14,400	E
2003	19,400	A
2004*	19,560	E

Sources: New York State Department of Transportation, *New York State Traffic Volume Report*; 1990, 1995, 2000, 2001-2003.
*New York State Department of Transportation, *Highway Sufficiency Ratings*, Region 4, 2004.

Table7: Segment from Lyell Avenue (CR 177) to Canal Street (CR 175)

YEAR	AADT	Actual/Estimate
1990	13,800	A
1995	14,600	A
2000	12,800	A
2001	13,000	E
2002	20,500	A
2003	20,800	E
2004*	20,840	E

Sources: New York State Department of Transportation, *New York State Traffic Volume Report*; 1990, 1995, 2000, 2001-2003.
*New York State Department of Transportation, *Highway Sufficiency Ratings*, Region 4, 2004.

Table 8: Intersection of Lyell Avenue (CR 177) and South Union Street (NYS Route 259) *As measured east of South Union Street on Lyell Avenue*

YEAR	ADT	Actual/Estimate
1993	6,183	A
1995	5,324	A
1997	3,572	A
2001	3,686	A

Source: Monroe County Department of Transportation, *Traffic Summary Report,* 2001

5. Bridges

There are two bridges within the study area. The first is the CSX bridge (Photo 4) located just north of the intersection of Lyell Avenue and South Union Street. This bridge crosses South Union Street and has a height restriction of 11' 7". It has been noted in previous studies that this bridge causes issues for truck traffic due to its low clearance.

Photo 4: ***View of the CSX railroad bridge facing north. The bridge crosses South Union Street.***

The second bridge in the study area is the South Union Street lift bridge (Photo 5) which crosses the Erie Canal. This bridge is an important historical and community feature within the Village. It is one of the last lift bridges along the canal and was built in 1912.

Photo 5: ***View of the South Union Street lift bridge from the pathway along the canal in the study area.***

6. Pavement & Curb Condition

According to the *New York State Highway Sufficiency Ratings* (2004), the pavement on South Union Street is in fair condition (distress is clearly visible). The pavement on Lyell Avenue is rated in poor condition, meaning that stress is frequent and may be severe (*Monroe County Pavement Management System Report*, 2004). Visible evidence of stress on both roads, particularly along the edge of the road where the pavement was breaking up, cracking, and starting to form shallow depressions, was observed during the site visit.

Curbs tend to vary more in their condition and presence. Some portions along Lyell Avenue did not have curbs, or they have lost reveal to the point where they are only an inch or two above the roadway surface. Curbs along South Union Street are more prevalent and tend to be in better condition. However, chipping, cracking, and wear is evident on these curbs as well.

Photo 6: ***View eastward along Lyell Avenue. Note condition of the road, the curbs, and location of the sidewalks.***

Photo 7: ***Curbs along South Union Street.***

Curb heights around the corners of intersections along South Union Street tend to be recessed, to ease pedestrian crossing and turning movements of larger vehicles which may be difficult due to the road alignment.

The curb around the corner of the intersection of Lyell Avenue and South Union Street looks as though it was built as a standard sized curb, but has been depressed and broken down due to vehicles traveling over it, as shown in photo 8.

Photo 8: ***Curb at the intersection of Lyell Avenue and South Union Street. Note the condition of the pavement and curb, as well as the tire marks indicating this curb is breached regularly.***

B. Parking & Shoulders

There are 605 total off-street parking spaces throughout the study area. Twenty of these are reserved for handicapped parking.

There is limited on-street parking along South Union Street in the study area. Between 6 a.m. and 6 p.m., Monday through Saturday, motorists may park for a maximum of two hours in on-street parking spaces. The areas that can accommodate on-street parking already do so and have sufficient shoulder to accommodate the use.

Significant portions of South Union Street around Slayton Avenue do not have enough shoulder space to accommodate on-street parking. In this area, the road is wide enough to accommodate travel lanes only.

Photo 9: ***Shoulders on South Union Street facing south. Note the condition of the roadway, curbs, and sidewalks.***

The same is true of Lyell Avenue. There are no shoulders along this road until the Town/Village line, where shoulders become more prevalent. The shoulders along Town roads within the study area are deteriorated.

C. Public Transit

Along South Union Street within the study area, there is one northbound and one southbound bus stop located near Slayton Avenue. These are "stick" stops and do not have amenities, such as benches or shelters. The number 20 Brockport route services this area and also loops through to the Park & Ride lot located between West Avenue, Church Street, and Amity Street adjacent to the study area.

Bus stops are also located along Lyell Avenue. Both westbound and eastbound "stick" stops are located near the intersections of South Union Street, Prospect Street, Coleman Avenue, and the Trowbridge Court Apartments. There are no amenities at these stops for transit users. These stops are also served by the number 20 Brockport route.

The current schedule for the number 20 route indicates that it is primarily used by commuters that travel to or work in the city of Rochester. The route offers morning, late afternoon, and evening services that are coordinated around a typical 9 a.m. to 5 p.m. work schedule.

D. Bicycle and Pedestrian Amenities

1. Crosswalks

The site visit confirmed that there are no pedestrian crosswalk signals and/or signage alerting drivers to pedestrians in the right of way or to direct pedestrians when to cross the roadway at any intersection marked with a crosswalk.

There are a total of 13 crosswalks within the vicinity of the study area. All crosswalks are painted white-stripes and do not utilize any other visual or textural features to indicate their presence.

A majority of the crosswalks are faded. Crosswalk locations within the study area are:

- One-block south of the South Union Street lift bridge across Amity Street.
- Four crosswalks at the intersection of East Avenue and South Union Street.
- Lyell Avenue at the "T" intersection of South Union Street.
- South Union Street from the southern corner of Lyell Avenue.
- Three crosswalks across Slayton Avenue from the grocery store to the adjacent parking area.
- Prospect Street at the "T" intersection of Lyell Avenue.
- Lyell Avenue from the western corner of Coleman Avenue. There is not a crosswalk across Coleman Avenue.
- Coolidge Avenue at the "T" intersection of Lyell Avenue.

Photo 10: ***Crosswalk at Slayton Avenue facing south.***

Photo 11: ***Crosswalks at South Union Street and East Avenue facing north. Note how the parking area creates a gap in the sidewalk system (right hand portion of the photo).***

2. Sidewalks

The Village has a sidewalk system that encompasses both sides of Lyell Avenue and South Union Street within the study area and they are in excellent condition. Specifically, sidewalks along South Union Street in the CBD area are wider and this creates a pedestrian space that supports pedestrian movement. The sidewalks outside of the Village's CBD along South Union Street are in excellent condition as well.

Photo 12: ***South Union Street looking south (Central Business District).***

Sidewalks are evident on both sides of Lyell Avenue to Coleman Avenue, where the sidewalk ends on the north side of Lyell Avenue and continues only on the south side of Lyell Avenue where it connects to a footpath that crosses the Spencerport School District property and provides a route for children to walk or bicycle to school.

There are no designated pedestrian sidewalks or walkways within the Village Plaza area itself.

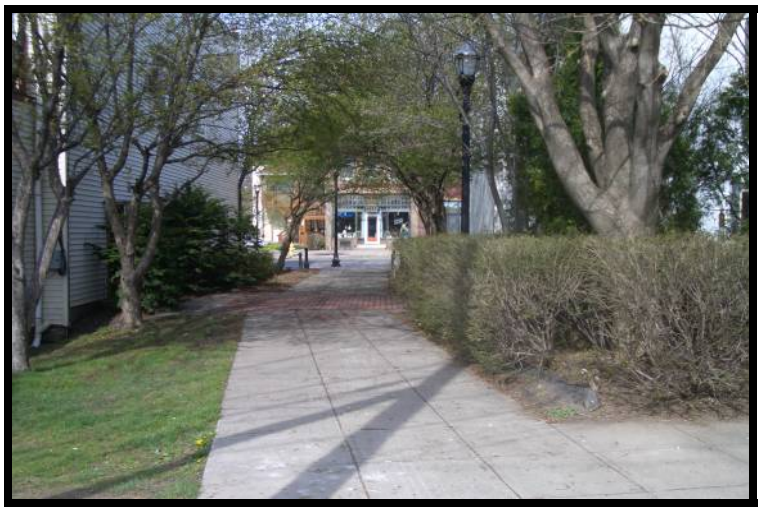


Photo 13: ***Pedestrian pathway connection South Union Street to the canal in the Central Business District.***

3. Trees

There are both mature and young trees along South Union Street and Lyell Avenue. There appears to be very little landscaping or use of trees within the study area, except for the undeveloped portions along the canal, the planted medians in front of the grocery store in the parking lot, and the street trees located in the CBD.

Photo 14: ***Planted median in front of the grocery store in the Village Plaza.***

4. Buffering

There are significant vegetative buffers around the CSX right-of-way between the residences on Lyell Avenue and the Village Plaza. There is also significant vegetative buffering between the canal, the canal path, and the Village Plaza.

There are no man-made buffers (i.e., berms, retaining walls, etc.) of any kind in the study area.

5. Bicycle Lanes

There are no designated bicycle lanes in the study area. The towpath on the north side of the canal is the nearest bicycle pathway to the study area. There are no bicycle racks located in the study area.

6. Streetscape Amenities

Street lighting along South Union Street is new and consists of decorative black-metal, vintage style lighting fixtures that have the capability to hang banners or flags. Street lighting along Lyell Avenue consists of the less decorative and typical halogen or metal halide lighting mounted to wood utility poles.

Window flower boxes, planters, and other such streetscape landscaping were not present during the site visit; probably due to the timing of the site visit being in early May before most flowers are planted.

Photo 15: ***Example of the type of lighting prevalent along South Union Street within the Central Business District.***

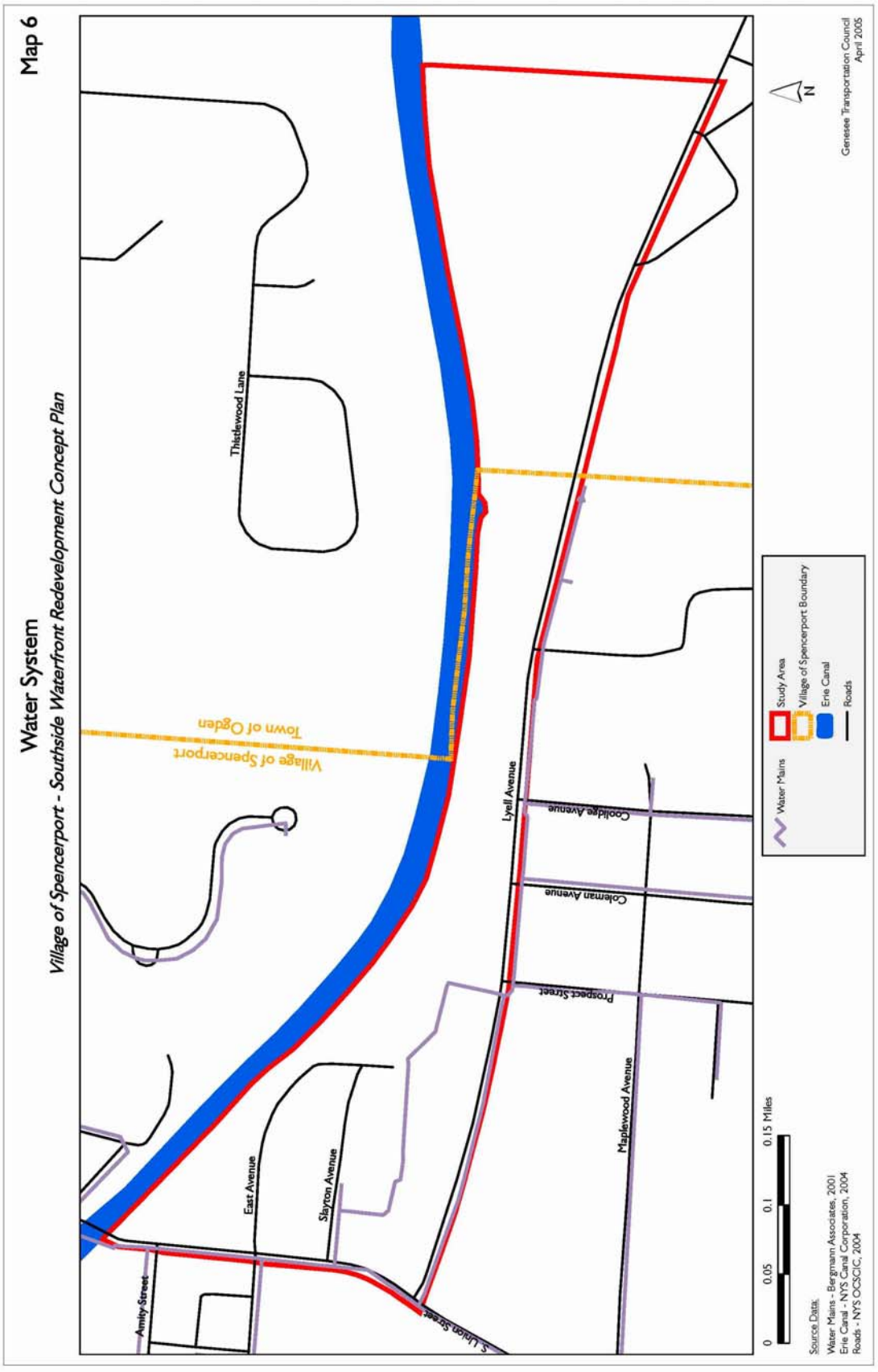
There were only a few benches in the study area and public garbage receptacles were non-existent along South Union Street within the pedestrian area of the CBD.

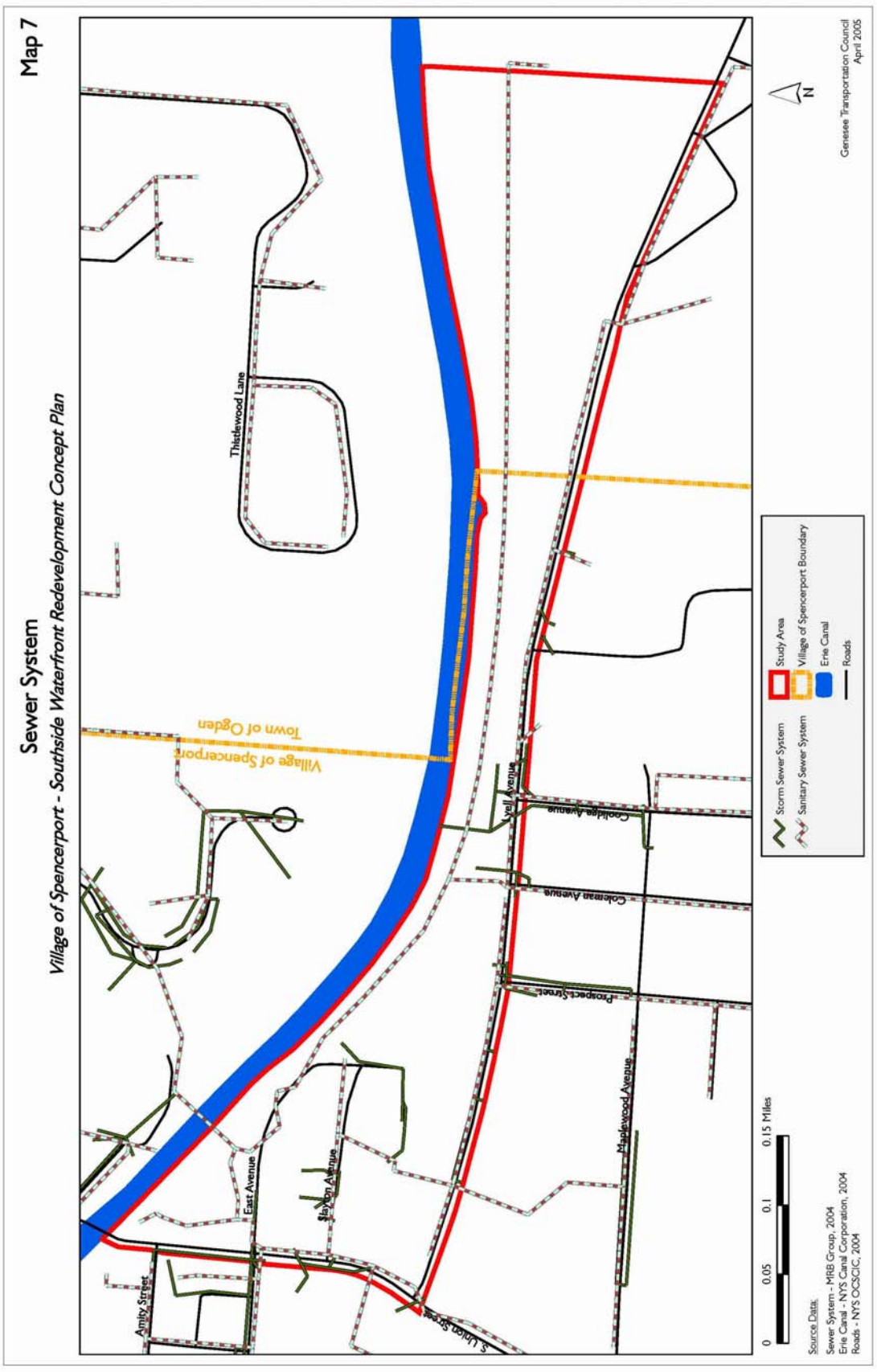
E. Utilities

The Village leases the water distribution system to the Monroe County Water Authority. This system includes a one million-gallon water storage tank and twelve miles of water main. Map 6 illustrates the locations of water mains within the Village.

The Village electric franchise provides electricity at low costs to Village residents and parts of the Towns of Parma and Ogden. The Village also owns and operates a sanitary sewer collection system and sewage treatment plant that provides these services to the Village. Map 7 illustrates the locations of the storm and sanitary sewer systems within the Village.

Photo 16: ***The Village's electric facility located in the Village Plaza between Northrup Creek and East Avenue.***


Map 6
Water System
Village of Spencerport - Southside Waterfront Redevelopment Concept Plan
Genesee Transportation Council
April 2005
N
Thistlewood Lane
Village of Spencerport
Town of Ogden
Lyell Avenue
Coolidge Avenue
Coleman Avenue
Prospect Street
Maplewood Avenue
East Avenue
Slayton Avenue
Amity Street
S Union Street
Water Mains
Study Area
Village of Spencerport Boundary
Erie Canal
Roads
0
0.05
0.1
0.15 Miles
Source Data:
Water Mains - Bergmann Associates, 2001
Erie Canal - NYS Canal Corporation, 2004
Roads - NYS OCSCIC, 2004


Map 7
Sewer System
Village of Spencerport - Southside Waterfront Redevelopment Concept Plan
Thistlewood Lane
Village of Spencerport
Town of Ogden
Yell Avenue
Coolidge Avenue
Coleman Avenue
Prospect Street
Maplewood Avenue
East Avenue
Hayton Avenue
Amity Street
S. Union Street
Study Area
Village of Spencerport Boundary
Erie Canal
Roads
Storm Sewer System
Sanitary Sewer System
0
0.05
0.1
0.15 Miles
N
Genesee Transportation Council
April 2005
Source Data:
Sewer System - MRB Group, 2004
Erie Canal - NYS Canal Corporation, 2004
Roads - NYS OCSCIC, 2004

Other utilities include:

- Natural gas provided by Rochester Gas and Electric (RG&E).
- Wireless telecommunications systems provided by Nextel, Verizon, and Sprint.
- Cable service provided by Time Warner.
- Telephone services provided by Frontier Communications.

There are also several culverts throughout the study area that channel Northrup Creek. These are discussed in detail in the *Northrup Creek Drainage Improvements Recommendations* report mentioned in the relevant studies section of this inventory.

V1. Planned Improvements

A. Roadways

There is no immediate state, county, town, or village planned improvements for the roadways within the study area.

B. Infrastructure

A new sanitary force main and pump station will be constructed within the study area. The County will undertake an infrastructure improvement along Big Ridge Road, from the Village boundary line to Gillett Road. This project is outlined in the *2005 - 2010 Capital Improvement Program* (*CIP)* for Monroe County. This project will reconstruct Big Ridge Road, including bicycle lane(s), drainage, catch basins, base and surfacing, gutters, and shoulder improvements. Otherwise, there is no other immediate state, county, town, or village planned improvements for the infrastructure within the study area.

C. Development

The only development taking place within the study area is the re-location of the restored Trolley building. Otherwise, there is no other development or changes to existing buildings planned within the study area.

V11. Conclusion

Based on this inventory, the main opportunities and issues that should be considered as part of the subsequent needs assessment phase are:

- Determine the need for streets serving the study area to pursue traffic calming techniques to support the Village's pedestrian environment goals.
- Determine the need for pedestrian and bicycle amenities (both internally and externally to the study area) that will support the pedestrian environment.
- The consideration of the design, placement, and signage of parking for both residents and visitors.
- Vehicle, bicycle, and pedestrian access into and out of the Village Plaza via Slayton and East Avenues.

- Extension of East Avenue to intersect with Lyell Avenue to facilitate access to and from the Village Plaza.
- Changes to internal vehicle, bicycle, and pedestrian movement within the Village Plaza that could be made in conjunction with new or re-designed development to promote a pedestrian friendly environment.
- Road design to accommodate future traffic volumes, turning movements, and other modes of transportation.
- Necessary and cost effective infrastructure upgrades for the Village and business owners to alleviate flooding.

APPENDIX A: ***List of Resources***

Engineer's Report: West Branch of Northrup Creek Drainage Improvement Recommendations, Prepared by MRB Group, (2002).

Monroe County Pavement Management System Report (2004)

Monroe County Soil Survey (1973).

Monroe County Capital Improvement Program: 2005 – 2010

National Park Service National Register of Historic Places
http://www.cr.nps.gov/nr/

New York State Department of Transportation, *Highway Sufficiency Ratings*, Region 4, 2004.

New York State Department of Transportation, *New York State Traffic Volume Report*; 1990, 1995, 2000, 2001- 2003.

New York State Historic Preservation Office
http://nysparks.state.ny.us/shpo/environ/part426.htm

New York State Office of Real Property Services, *Property Type Classification and Ownership Codes* (2003).

Town of Ogden Comprehensive Plan (2003)

Town of Ogden Zoning Code, Chapter 210 of the *Town Code*

Village of Spencerport Canal Plan

Village of Spencerport Comprehensive Plan (2002)

Village of Spencerport Parking and Traffic Flow Study (1996)

Village of Spencerport Zoning Code, Chapter 140 of the *Village Code*

Village of Spencerport, *Main Street Transportation Tools* (2003).

Appendix B
Site Amenities Catalog

Site Furniture

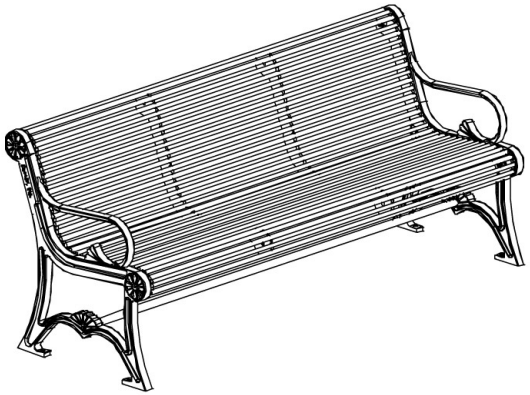
Benches

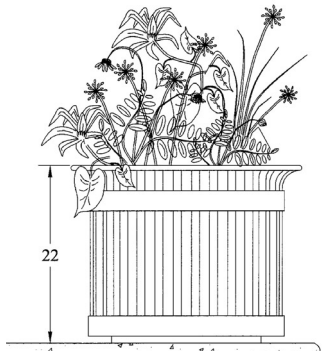
Planters

Downtown Business Core
Village Plaza

Benches and planters should be of a contemporary- heritage style, constructed of pre-finished metals and cast iron components when possible. The site furniture should be painted black in color to match the other Downtown Business Core and Village Plaza elements.

The Benches shall be no less than six feet in width, and shall have both backs and arms.

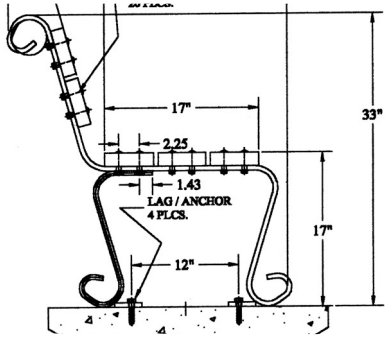


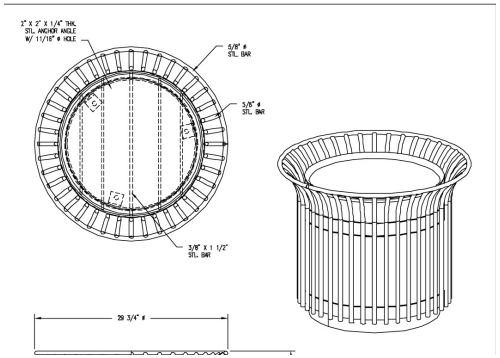


Canal Front

Benches should be of a nautical, industrial style, and be constructed of pre-finished metals and cast iron components when possible. The benches shall be no less than six feet in width, and shall have both backs and arms. Site furniture should be painted black in color.

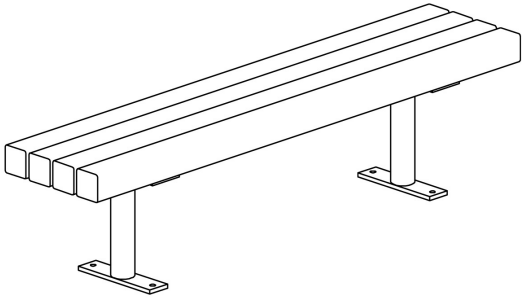
The planters are to match those selected for the Downtown Business Core and Village Plaza.





Trolley Trail Corridor

Benches should be of a rustic style, constructed of wood and pre-finished metals when possible. A clear, natural finish is recommended for treatment of wood surfaces. The benches shall be no less than six feet in width.



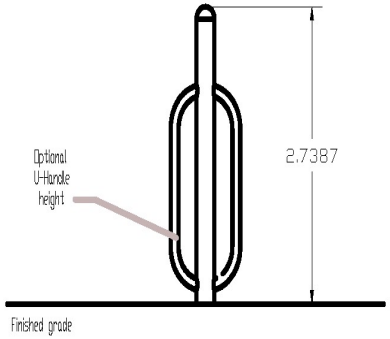
Site Furniture

Bollards

Bicycle Racks

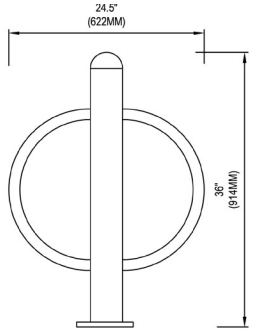
Downtown Business Core
Village Plaza

Bollards and bicycle racks should be of a contemporary, Canal heritage style, constructed of pre-finished metals, cast iron, and brass components when possible. The site furniture should be painted black in color to match the other Downtown Business Core and Village Plaza elements. Where possible, bicycle racks may be used as bollards.



Canal Front

Bollards and bicycle racks should be of a nautical, Canal heritage style. The site furniture should be constructed of pre-finished metals and cast iron components when possible. A clear, natural finish is recommended for treatment of wood surfaces. The site furniture should be painted black in color. Where possible, bicycle racks may be used as bollards.



Trolley Trail Corridor

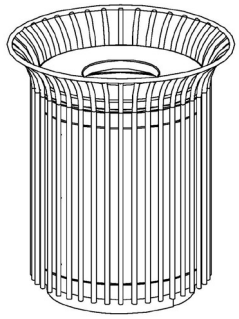
Posts and bicycle racks should be of a rustic style, constructed of wood and pre-finished metals when possible. A clear, natural finish is recommended for treatment of wood surfaces.

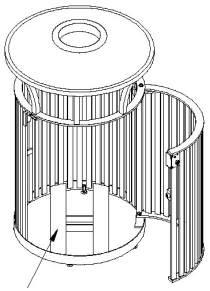
Site Furniture

Waste Receptacles

Downtown Business Core
Village Plaza
Canal Front

Waste receptacles and street signs should be of a contemporary, Canal heritage style, constructed of pre-finished metals, cast iron and brass components when possible. A clear, natural finish is recommended for treatment of wood surfaces. The site furniture should be painted black in color to match the other Downtown Business Core, Village Plaza, and Canal Front elements.





Trolley Corridor

The Trolley Trail is to promote a “carry-in -carry-out” policy for dealing with trash and other on-site waste. Trash receptacles are not specified.

Signage is to be mounted on kiosks. Please refer to the Signage Section.

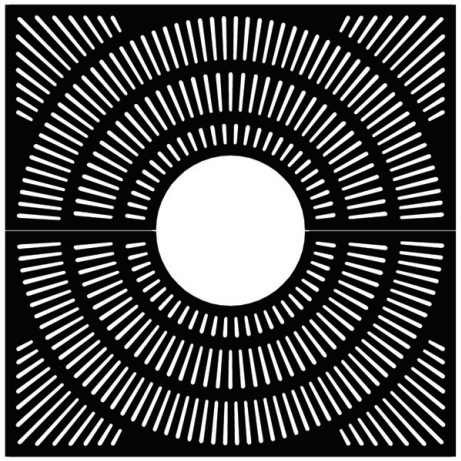
Street Signs

Tree Grates

Downtown Business Core
Village Plaza
Canal Front

Tree grates should be of a contemporary style, with a simple radial slot pattern. Grates should be constructed of cast iron, and left unfinished or painted black in color to match the other site furniture found in the Downtown Business Core, Village Plaza, and Canal Front areas. Natural unfinished cast iron will develop an attractive rust patina that is structurally sound and maintenance free. Grates must be ADA compliant.

Tree grates should be square, and either 36 or 48" in width.



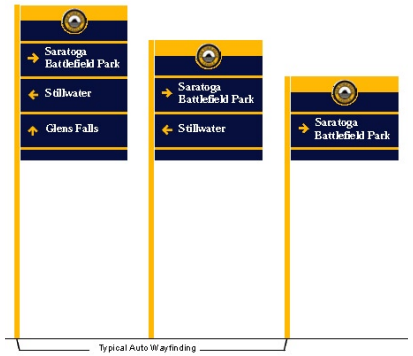
Site Signage

Typical Automobile Way Finding Sign

Visitors to the Village of Spencerport typically rely on signs in the process of searching for a destination. The ability to locate the destination without extensive searching is important to travellers as well as service providers. The increased amount of vehicular traffic reinforces the need for well marked commercial, historical, and recreational areas.

Signs shall be erected in safe locations, where they will be visible to the traveling public. Signs shall be placed in public rights-of-way.

*For Dimension Recommendation, refer to *Signage Design Guidelines of the NYS Canal System*, March 1999. Pages 6-9, 25-34.



Typical Trail Marker

Typical trail markers are to convey messages in a clear and simple way, including the following information:

•Indicate what usage is to be tolerated in the off-road trail segment.

•Use logos to designate the identity of the trail and the trail segment.

•Describe the accepted right-of-way hierarchy in which, for example, cyclists yield to runners and both yield to walkers and hikers.

•Warn trail users that they are about to leave the trail and return to more highly trafficked areas.

•Indicate the distance and direction to the next segment of off-road rail.

•Provide additional cautionary signs as necessary.

*For Recommended Sign and Font Dimensions, refer to *Signage Design Guidelines of the NYS Canal System*, March 1999. Pages 6-9, 25-34.

Site Signage

Typical Gateway Signs

Two natural gateways form primary entrances into the Village of Spencerport. The first, at the underpass of the CSX Railroad along Union Street, marks a logical and distinct change where urban intensification begins. A civic gateway within the right of way would improve the sense of arrival. The second gateway occurs on the northern side of the Erie Canal bridge, also along Union Street. This area highlights a significant view of the Central Business District corridor connecting to the Erie Canal. A secondary gateway entrance into the Village Plaza is recommended.

Gateway signs and structures should be visible from a distance of at least one block, to signal the point of arrival for vehicular drivers. Parameters for gateway signs and their supporting structures will vary, corresponding to restrictions resulting from placement location. All signs, however, should include the Village of Spencerports's landmark illustration (see corresponding image) and respect existing Village of Spencerport codes.

The gateway sign could be mounted to either an existing structure, or a structure that reflects the historic and cultural character of the Village. Utilizing historic, architectonic elements from Village structures in the sign design is recommended. Such elements could include industrial steel as used in the truss bridge, or stonework that resembles wall structures.

Typical Temporary Event Banners

Temporary banners ensure adequate planning, and effectively advertise safe and successful local events. Commercial information such as advertisements, logos, web addresses, and radio call signs are not allowed on banners. All proposed banners are subject to review by the Village of Spencerport, which reserves the right to deny permission to hang banners.

Site Signage

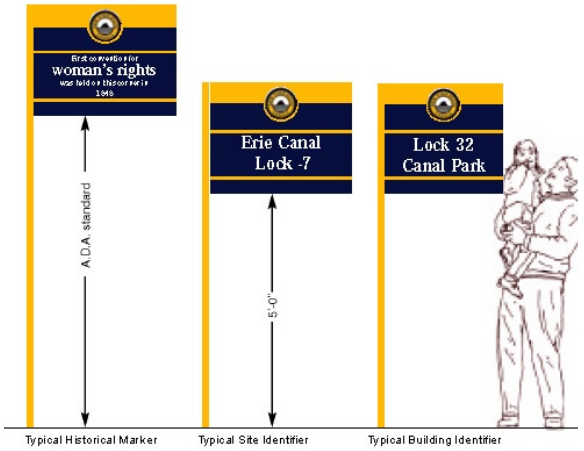
Typical Site Identifier Sign

Markers and signs are to commemorate facts, persons, events, and places prominently identified with the history of the Village of Spencerport.

Markers shall be erected in safe locations, at or near the places being commemorated, and where they will be visible to the traveling public. Markers shall be placed in public rights-of-way.

The markers shall match existing site elements in color.

*For Recommended Sign and Font Dimensions, refer to *Signage Design Guidelines of the NYS Canal System*, March 1999. Pages 6-9, 25-34.



Typical Site Regulatory Sign

Regulatory signs are essential for safe pedestrian movements within each zone of the Village of Spencerport. Associated signs are the stop, speed limit, sidewalk crossing, and parking signs. They are to be erected in places where they will be visible to the traveling public. Signs shall be placed in public rights-of-way, and shall match existing site elements in color.

*For Recommended Sign and Font Dimensions, refer to *Signage Design Guidelines of the NYS Canal System*, March 1999. Pages 6,10, 25-34.

Site Signage

Typical Interpretive Wayside Kiosk & Signs

Wayside kiosks and signs are recommended as an essential element in educating the public about information pertaining to the history, culture, and current facilities of the Village of Spencerport.

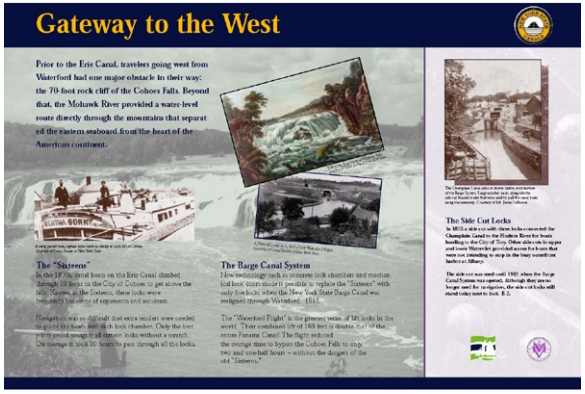
(Dockside Orientation)

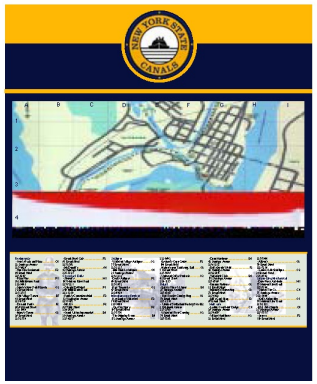
It is recommended that signage be placed in strategic areas that are authentic to the content of the sign, which harbour a sense of place, and which enhance view corridors. The signs are to answer questions of site visitors and to preserve the Village of Spencerport's identity.

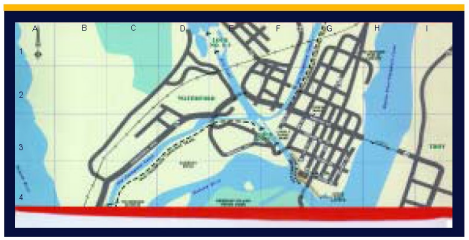
Dockside orientation signs are recommended to encourage increased business in the Central Business District and the Village Plaza, and to encourage effective use of the Erie Canal Trolley Trail. The public must know where, when and how often they can access the services provided in each zone. Orientation maps have been traditionally used to provide this information.

Low profile and vertical exhibition panels are recommended to provide information about historic and cultural events, themes, or artifacts. The information can be categorized, for example, by a time-line of significant events: their causes, consequences, and placement in a larger context.

*For Recommended Sign and Font Dimensions, refer to *Signage Design Guidelines of the NYS Canal System*, March 1999. Pages 17-34.







Site Furniture	Benches	Planters
Downtown Business Core **Village Plaza**	1) Manufacturer: DuMor, Inc. P.O. Box 142 Mifflinton, PA 17059-0142 Model: 19 Series Bench 2) Manufacturer: Custom Fabrication, Inc. P.O. Box 431 Harpersville, NY 13787 Tel. 607.693.3223 Fax. 607.693.3226 Model: CFPB-018-02 3) Manufacturer: Victor Stanley, Inc. P.O. Drawer 330 Dunkirk, MD 20754 Tel. 800.368.2573 Fax. 410.257.7579 Web. http://www.victorstanley.com Model: CR-138 (Classics Series)	1) Manufacturer: Custom Fabrication, Inc. P.O. Box 431 Harpersville, NY 13787 Tel. 607.693.3223 Fax. 607.693.3226 Model: CFPL_001_01 2) Manufacturer: DuMor, Inc. P.O. Box 142 Mifflinton, PA 17059-0142 Model: 159-00 Planter 3) Manufacturer: Victor Stanley, Inc. P.O. Drawer 330 Dunkirk, MD 20754 Tel. 800.368.2573 Fax. 410.257.7579 Web. http://www.victorstanley.com Model: TP-36
Canal Front	1) Manufacturer: Custom Fabrication, Inc. P.O. Box 431 Harpersville, NY 13787 Tel. 607.693.3223 Fax. 607.693.3226 Model: CFPB-010-01	
Trolley Trail Corridor	1) Manufacturer: DuMor, Inc. P.O. Box 142 Mifflinton, PA 17059-0142 Model: 105 Series Bench 2) Manufacturer: Custom Fabrication, Inc. P.O. Box 431 Harpersville, NY 13787 Tel.607.693.3223 Fax. 607.693.3226 Model: CFPB-002-02	

Site Furniture

	Bollards	Bicycle Racks
Downtown Business Core **Village Plaza**	1) Manufacturer: Keystone Ridge Design P.O. Box 2008 Butler, PA 16003 Model: Harbor Series- HRE-6A 2) Manufacturer: URBACO USA, Inc. 135 West Oxmoor Road Suite 307 Birmingham, AL 35209 Tel. 205.942.5333 Fax. 205.942.5776 Model: Cabestan - BSCBTF57F	1) Manufacturer: Victor Stanley, Inc. P.O. Drawer 330 Dunkirk, MD 20754 Tel. 800.368.2573 Fax. 410.257.7579 Web. http://www.victorstanley.com Model: BKR-35 T -Series
Canal Front	1) Manufacturer: Schoellhorn-Albrecht Machine Co., Inc. 575-105 Rudder Road St. Louis, MO 63026 Tel. 314.351.3333 Fax. 314.351.5780 Model: 18” Bollard- Single Bitt 2) Manufacturer: URBACO USA, Inc. 135 West Oxmoor Road, Suite 307 Birmingham, AL 35209 Tel. 205.942.5333 Fax. 205.942.5776 Model: Cabestan - BSCBTF57F	1) Manufacturer: Huntco Supply, Inc. P.O. Box 10385 Portland, OR 97296-0385 Tel. 800.547.5909 Tel. 503.224.8700 Fax. 503.274.2055 Model: Circle Bike Rack
Trolley Trail Corridor	1) Manufacturer: Bryson Products Inc. 224 Nazareth Pike Suite 22 Bethlehem, PA 18020 Model: Post : Cart Guard (6” x 8 x 4’ 0”)	

Site Furniture

Downtown Business Core
Village Plaza
Canal Front

Waste Receptacles

1) Manufacturer: DuMor, Inc
P.O. Box 142
Mifflinton, PA 17059-0142
Model: 158-22-FTO -Receptacle

2) Manufacturer: Custom Fabrication, Inc.
P.O. Box 431
Harpersville, NY 13787
Tel. 607.693.3223
Fax. 607.693.3226
Model: CFTR_ 003_01

3) Manufacturer: Victor Stanley, Inc.
P.O. Drawer 330
Dunkirk, MD 20754
Tel. 800.368.2573
Fax. 410.257.7579
Web. http://www.victorstanley.com
Model: A-36 (Steelsites Series)

Street Signs

1) Manufacturer: Lake Shore Industries
1817 Poplar Street
P.O. Box 59
Erie, PA 16512
Tel. 800.458.0463
Fax. 814.453.4293

Tree Grates

Downtown Business Core
Village Plaza
Canal Front

1) Manufacturer: Syracuse Castings
P.O. Box 1821
South Bay Rd
Cicero, NY 13039
Tel. 315.699.2601
Fax. 315.699.2982
Web. http://www.syrcast.com
Model: 9188936C (36”)
9188740C (48”)

2) Manufacturer: Neenah Foundry Company
Albany Regional Office
Albany, NY
Tel. 518.458.2278 (888.769.2278)
Fax. 518.458.2280
Web. http://www.nfco.com
Model: Avenue Collection R-8704-A (36”)
Avenue Collection R-8710 (48”)

3) Manufacturer: Ironsmith
P.O. Box 10868
Palm Desert, CA 92255-0868
Tel. 760.776.5077
Fax. 760.776.5080
Web. http://www.ironsmith.biz
Model: Sunrise M3648 (36”)
Sunrise M4848 (48”)

Company	Item(s)	Materials Cost
DuMor (PA)		
1-800-598-4018	19 Series Bench (6')	$900 +/-
	159-00 Planter	$650 +/-
	105 Series Bench (6')	$400 +/-
	158-22-FTO Receptacle	$750 +/-
Custom Fabrication (NY)		
607-693-3223	CFPB-018-02 (Bench)	$750 +/-
	CFPB-010-01 (Bench)	$650 +/-
	CFPB-002-02 (Bench)	$400 +/-
	CFPL-001-01 (Planter)	$450 +/-
	CFTR-003-01 (Receptacle)	$750 +/-
Keystone Ridge Design (PA)		
1-800-284-8208	HRE-6A Harbor Series Bollards	$350 +/-
Urbaco (AL)		
205-942-5333	BSCBTF57F - Cabestan Bollard	$850 +/-
Schoellhorn-Albrecht (MO)		
314-351-3333	18" Bollard - Single Bitt	$500 +/-
Bryson Products (PA)		
1-800-482-4559	Post/Railing - Cart Guard (6"x8"x4')	$10/foot delivered
	(price per linear foot or something similar)	(3000 feet per tractor trailer load)
Huntco Supply (OR)		
1-800-547-5909	Circle Bike Rack	$300 +/-

Note: Costs listed are for materials only. Installation typically doubles the cost. As of March 2006

Company	Item(s)	Materials Cost
Lake Shore Industries (PA)		
1-800-458-0463	Street Signs	depends on style, $50-200
	(price range for cast aluminum street signs)	
Syracuse Castings (NY)		
315-699-2601	9188936C (tree grate)	$500 +/- (unpainted)
	9188740C (tree grate)	$600 +/- (unpainted)
Neenah Foundry (NY)		
1-888-769-2278	R-8704 A (tree grate)	$500 +/- (unpainted)
	R-8710 (tree grate)	$750 +/- (unpainted)
Ironsmith (CA)		
760-776-5077	Sunrise M3648 (tree grate)	$250 +/- (unpainted)
	Sunrise M4848 (tree grate)	$550 +/- (unpainted)
Victor Stanley (MD)		
1-800-368-2573	CR-138 (6' bench)	$950 +/-
	TP-36 (planter)	$400 +/-
	BKR-35 (bike rack)	$350 +/-
	A-36 (trash receptacle)	$900 +/-
Trails		
Stone Dust Trail	8' wide stone dust walking path	$16 per linear foot
Asphalt Bike Path	10' wide asphalt bike path	$35 per linear foot
Boardwalk	6' wide boardwalk on helical steel piers	$140 per linear foot

Note: Costs listed are for materials only. Installation typically doubles the cost.

Appendix C
Supplemental Figures

SOUTHSIDE WATERFRONT REDEVELOPMENT CONCEPT PLAN

(SHORT, MID & LONG TERM PHASES)

VILLAGE OF SPENCERPORT, NY

November 2005

SCALE= 1"-200'-0"

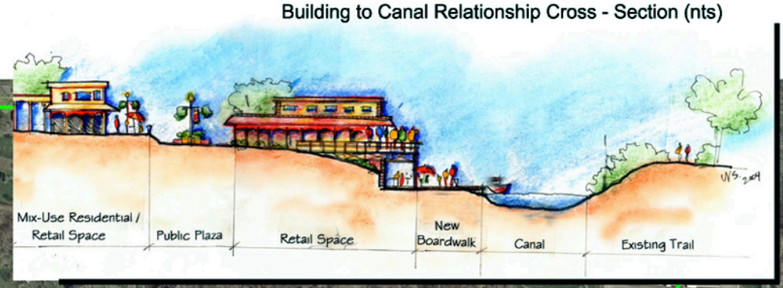
Defined Bench Style

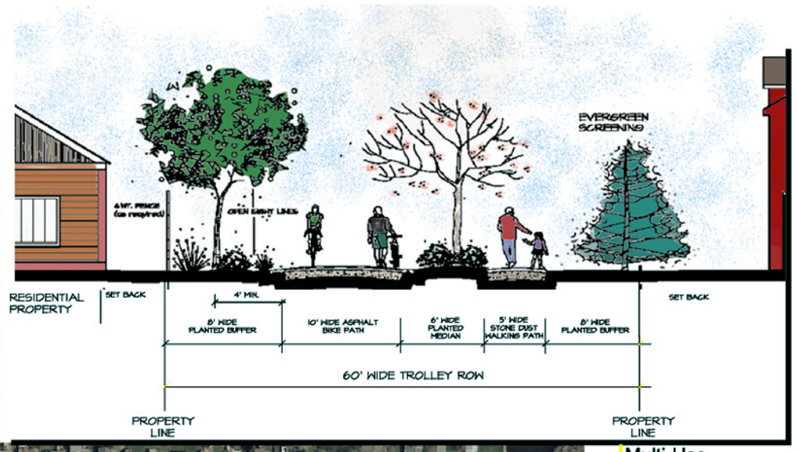
Defined Light Fixture Style

Defined Nautical Bollard Style

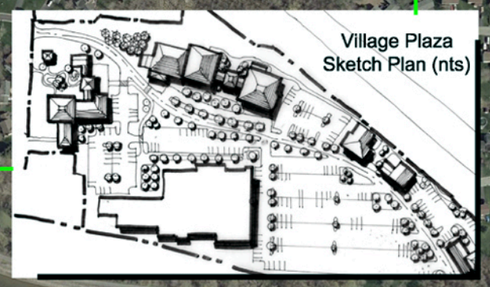
Defined Historical Period Street Signs

Building to Canal Relationship Cross - Section (nts)





Multi-Use Trolley Trail (nts)



Screening Techniques

Trolley Trail Character Sketch

Near Term Improvements
2-3 Yrs.

1) Develop & Catalog Recommended Design Standards to Define Canal Town Image

Streetscape Amenities:
- -Lighting (street lights, parking areas, canal frontage, etc)
- -Paving Patterns
- -Signage Design (Gateway, Way finding, Dockside Orientation, Interpretation, Street names)
- -Site Furniture (Benches, Bollards, Waste Receptacles, Planters, etc.)
- -Pedestrian and Bicycle Improvements
- -Planting and Landscaping: recommended street trees, shrubs, perennials and ground covers

Mid Term Improvements
2-7 Yrs.

1) Create Concept Plan Recommendations
   - a. Pedestrian Improvements
   - b. Develop Streetscape Amenities (Consistent with Phase I - "RDS")
   - c. Waterfront Development
   - d. Facade Enhancements
   - e. Parking & Traffic Enhancements
   - f. Vehicular Circulation:
     - -Potential East Avenue (&/or Slayton Avenue) Extension
   - g. Improve Canal Access Points

Long Term Improvements
2-10 Yrs.

1) Trolley Trail Corridor: Multi-use trail development
   - a. Connect CBD to Lyell Avenue Developments & School Campus
   - b. Increase Connections, Nodes, & Accessibility to Trail
   - c. Trail Enhancements: seating/ resting, viewpoints, etc.
   - d. Canal Signage (Consistent with Phase I - "RDS")
   - e. Create Connections to Neighboring Canal Towns
   - f. Develop screening and buffering for adjacent properties.

NORTH

EDR

Figure 1

SOUTHSIDE WATERFRONT REDEVELOPMENT CONCEPT PLAN
(SHORT TERM PHASE)
VILLAGE OF SPENCERPORT, NY
November 2005

GATEWAYS

Significant Land and Water Entry Points into the Village

Major Land Gateway: Bridge Over Erie Canal

- Opportunity to announce arrival/ departure into Village

- Opportunity to enhance visual axis of Central Business Core and Erie Canal landing points

- Opportunity to link parks on northern shore to Village Center

Major Water Gateway: Boat Landing Area Along Southern And Northern Erie Canal Shores:

-Opportunity to enhance access points to Erie Canal. Highlight historical significance (i.e.. Trolley Museum,) and increase recreational amenities

- Create links to Central Village Business Core, & Village Plaza

-Link Canal Trail to potential Trolley Trail

Major Transition Area : Village Plaza & Union Street

- Opportunity for main entrance to Village Plaza & improved vehicular and pedestrian connections

- Opportunity to enhance visual and aesthetic links between Union Street and Village Plaza

Major Land Gateway: Utilize Existing Rail Road Bridge

- Potential gateway for Central Village Business Core
- Frames view of Union Street
- Expresses historical layers of transportation development in Spencerport

Figure 1

PEDESTRIAN EXPERIENCE

- Improve safety and convenience for pedestrians

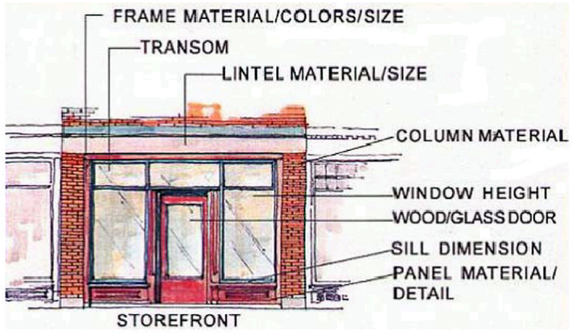
- Emphasize traffic calming

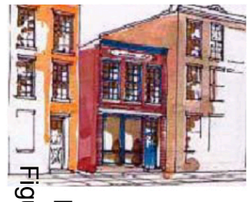
- Enhance links to existing attractions

-Restore & enhance building facades (repair building cornices, etc.) Require historical research and documentation for any significant buildings

- Encourage use of sidewalk for store related and eatery uses (i.e.. Add building awnings, tables, and seating areas)

- Integrate historical and natural features into pedestrian walks and paths (I.e.. interpretive signage, kiosks, gathering areas)



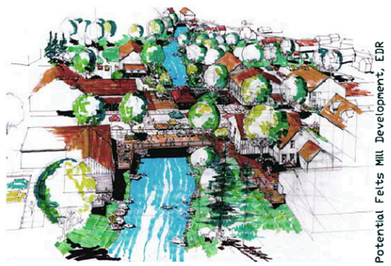


- Minimize hard surface parking areas (organize and optimize on-street and off-street parking layouts based on their relationship to the Canal and existing village fabric)

-Screen undesired views of utility boxes, electrical wiring, and extensively paved areas

CANAL TOWN CHARACTER

Image photos and sketches



- Express a unique "Canal Town Character" through architecture and site amenity details.

- Enhance tourist destinations and attractions

- Exploit views through existing alleyways between buildings to Canal

-Increase public use areas along Canal (trails and gathering area)

- Expand upon existing cultural components

- Increase awarenes of the Canal by providing additional access and physical connections

EDR
Figure 2

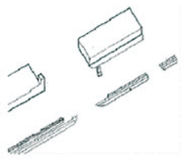
SOUTHSIDE WATERFRONT REDEVELOPMENT CONCEPT PLAN
(MID TERM PHASE)
VILLAGE OF SPENCERPORT, NY
November 2005

(potential) VILLAGE PLAZA ENHANCEMENTS

Transform an automobile- dominated strip development into a pedestrian-friendly commercial area consistent with Canal Village Character. Integrate the Village Plaza with the larger community context.

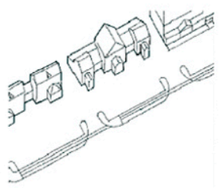
Existing Buildings

-Opportunity to reevaluate existing vacant buildings, and propose infill programs



Facade Improvements

- Opportunity to encourage architectural details (i.e., gabled roofs) to promote appealing visual impressions

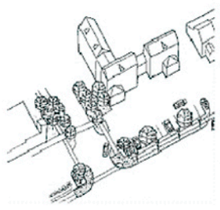


Streetscape Improvements

- Promote unified sidewalk and crossing systems.

-Promote informational kiosk signs at pedestrian and vehicular nodes

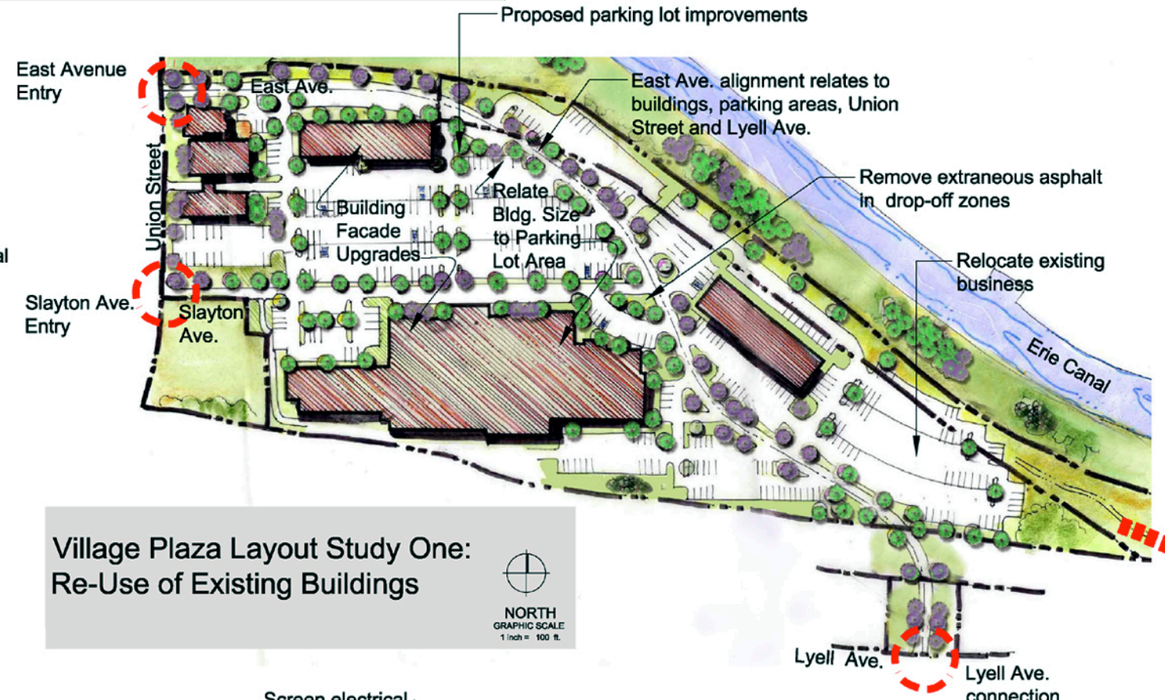
-Promote "Canal Town" site furniture to connect with Union Street



Relocate Parking

- Limit lot coverage area

-Encourage softening hard-surface with landscaping.



Village Plaza Layout Study One:
Re-Use of Existing Buildings

NORTH
GRAPHIC SCALE
1 inch = 100 ft.

Village Plaza Layout Study Two:
Orienting new building development adjacent to Canal

NORTH
GRAPHIC SCALE
1 inch = 100 ft.

Promote economic development while enhancing Canal Village Character

CANAL ACCESS

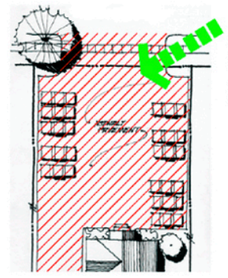
- Connect village plaza to natural resources, & tourist destinations (i.e., Erie Canal, Trolley Museum, Village Central Business core).

- Vary pavement surfaces

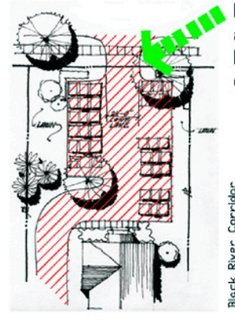
- Formal (adjacent) to urban development and informal (rural) alignments

- Provide directional, way finding, & interpretive signage

EAST AVENUE EXTENSION



Asphalt exceeding requirements of parking bays and access drive



Needed amount of asphalt for parking bays and access drive

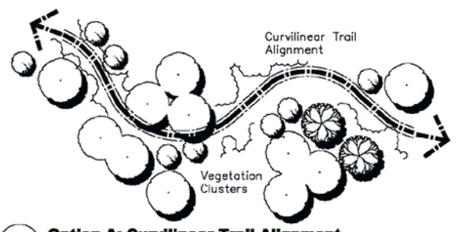
Pavement Areas

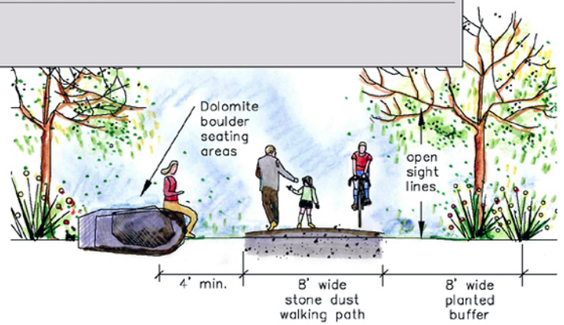
-Reevaluate square footage of hard surface within 100' of access drive

EDR

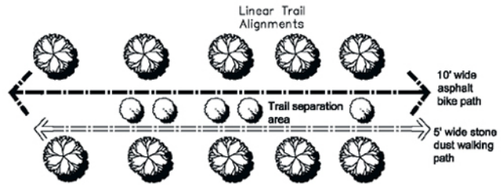
Figure 3

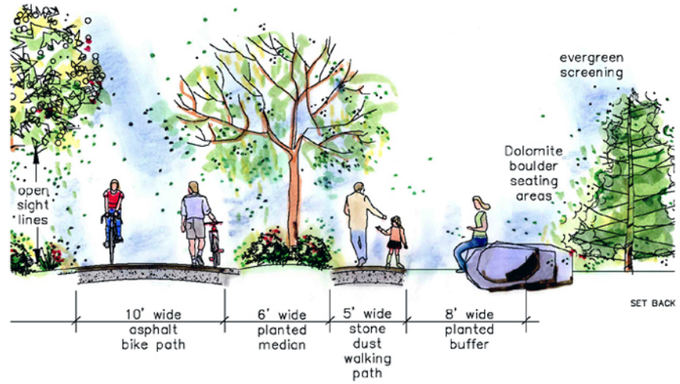
SOUTHSIDE WATERFRONT REDEVELOPMENT CONCEPT PLAN
(LONG TERM PHASE)
VILLAGE OF SPENCERPORT, NY
November 2005



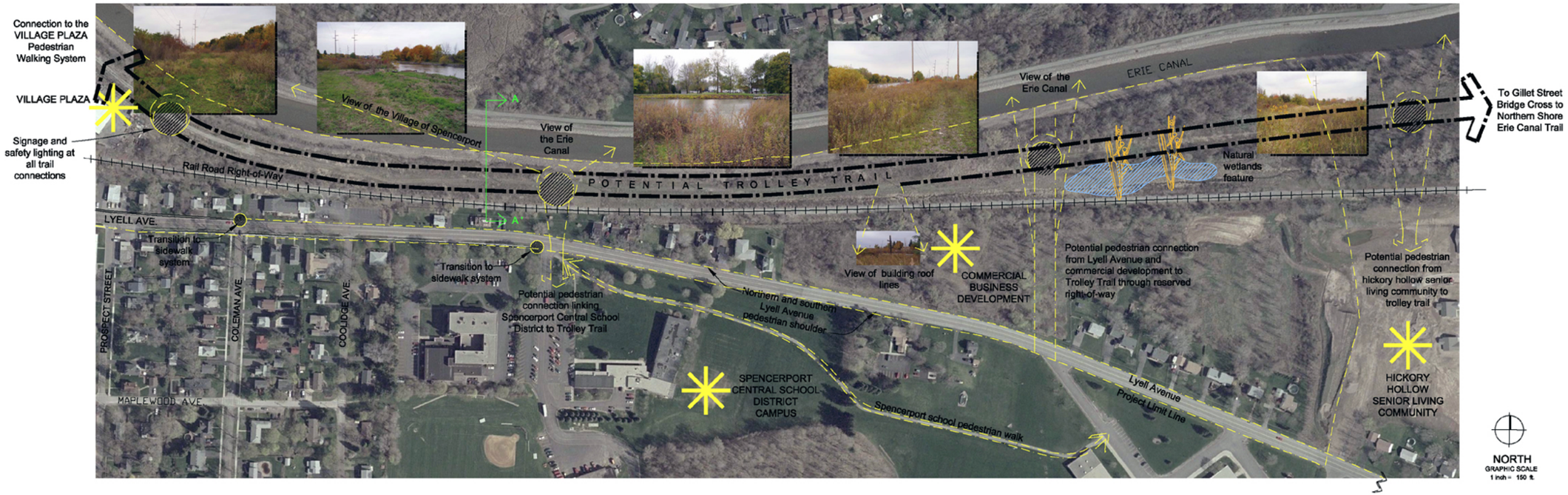


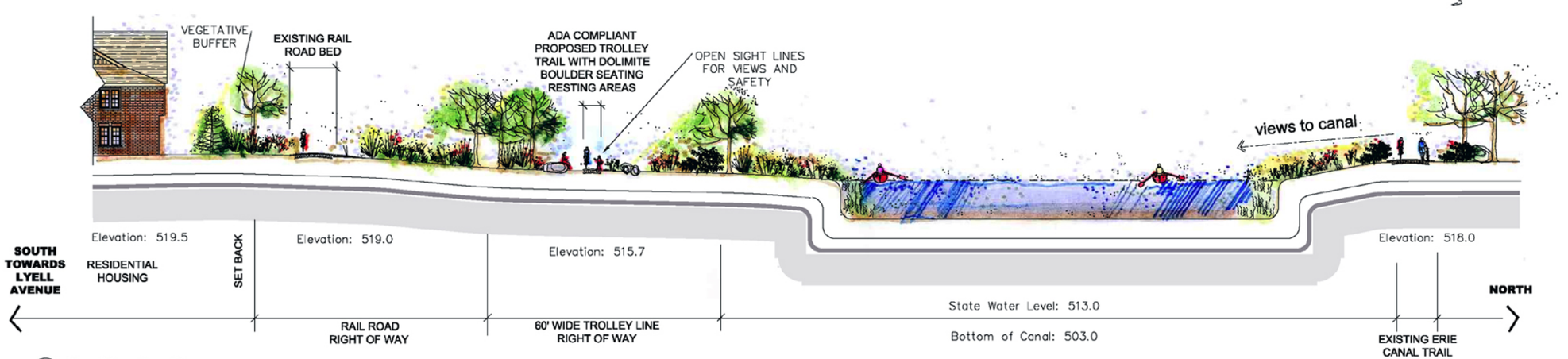
A **Option A: Curvilinear Trail Alignment**
Scale: (Plan: NTS) & (Section: 1/4"= 1'-0")





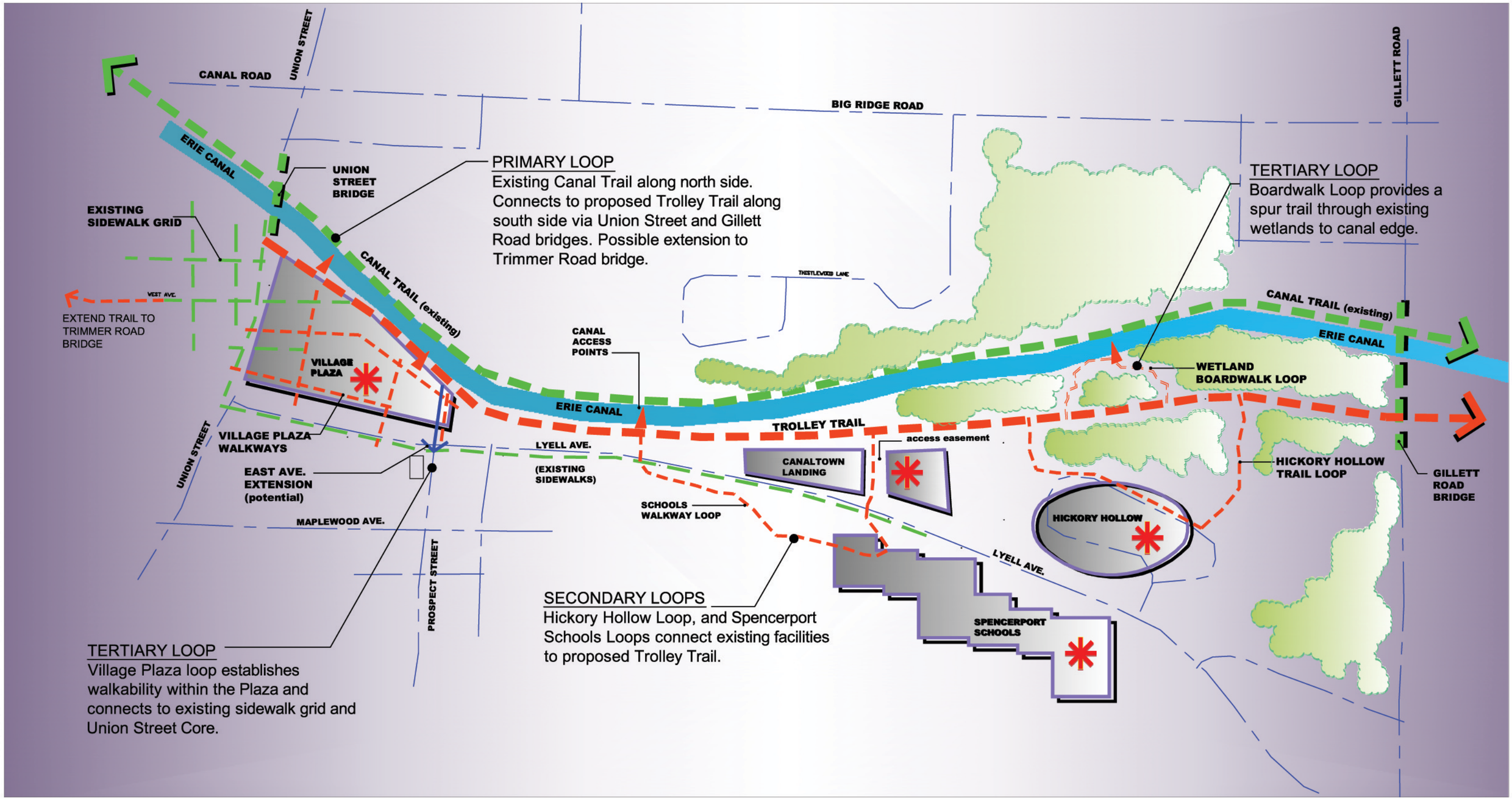
B **Option B: Linear, Double Track Trail Alignment**
Scale: (Plan: NTS) & (Section: 1/4"= 1'-0")





Section A - A'
Scale: (NTS)

EDR
Figure 4



Village of Spencerport

SOUTHSIDE WALKABILITY SYSTEM:

Establish a hierarchy of walkway types, and a system of inter-connected loops.
Provide access to key areas, and new connections between existing functions.
Emphasize safety, walkability, and Canal Village character.

EDR

Figure 5

Appendix D
Public Input Workshop Questionnaire Results

Southside Waterfront Redevelopment Concept Plan
Public Input Workshop Questionaire Results

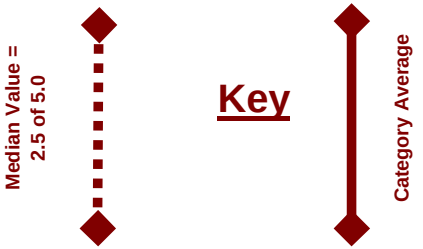
	Resondent:	1		2		3		4		5		6		7		8		9 (Highest)		10 (Lowest)		11		12		13		14		15		Average Importance (less High & Low)	Average Timing (less High & Low)
1	I would like to see improved traffic flow and parking along Union St.	1	1	2	1	5	4	5	3	3	3	4	4	5	5	3	3	5	5	1	1	2	2	5	5	3	3	3	2	5	5	3.54	3.15
2	I think adding paving features with contrasting and historically correct patterns/textures/colors (such as brick-styled crosswalks) would enhance the driving and pedestrian experience	2	2	2	2	4	3	4	3	3	3	3	3	3	2	1	0	5	3	1	1	2	2	5	5	1	1	2	2	3	3	2.69	2.38
3	I would like improved traffic flow into, through, and exiting Village Plaza	1	1	1	1	5	5	5	3	5	5	3	3	5	5	5	5	5	5	1	1	2	2	5	5	4	5	3	3	5	5	3.77	3.69
4	I'd like to see "one-way" traffic patterns in to and out of the village plaza become "two-way"	0	0	0	0	5	5	1	0	1	1	1	1	5	5	5	5	5	5	0	0	0	0	4	4	0	0	2	3	5	5	2.23	2.23
5	I think a new road connecting Union St. & Lyell Ave. through the plaza should be built to provide better access to the central business district (CBD) and emergency service providers, and provide "another way into and out of Dodge"	4	3	3	3	5	5	3	2	5	5	2	2	5	5	5	5	5	5	2	2	0	0	4	4	5	4	3	3	5	5	3.77	3.54
6	I think our street signage should be improved, and perhaps stylized	4	1	4	1	4	3	2	2	5	5	4	4	5	5	5	5	5	5	0	0	4	3	5	5	3	3	2	2	3	3	3.85	3.23
7	I think signage noting public parking locations should be added to the streetscape	3	1	3	1	4	3	4	3	5	5	3	3	5	5	5	5	5	4	0	0	3	3	5	5	2	1	2	2	4	4	3.69	3.15
8	I would like to see pedestrian amenities such as information kiosks and pedestrian shelters added in the central business district	2	1	2	2	0	0	1	0	4	4	4	4	4	4	3	2	2	2	0	0	2	2	5	5	3	1	4	4	2	2	2.77	2.38
9	I think "gateway" features which note entrances to the central business district and plaza would be welcome streetscape additions	4	3	4	4	2	2	2	1			5	5	4	4	3	3	4	3	1	1	4	4	5	5	2	1	2	2	4	4	3.42	3.17
10	I believe it would be useful to have directory style signage throughout the village to note business locations and points of interest	2	1	2	2	2	2	1	0	4	4	5	5	4	4	4	5	4	4	1	1	4	3	5	5	4	3	2	2	3	3	3.23	3.00
11	I'd like to see improved pedestrian links from existing facilities along the canal to the plaza area	4	4	4	5	5	4.5	3	2	5	5	3	3	5	5	5	5	4	3	0	0	3	3	5	5	5	4	4	4	5	5	4.31	4.19
12	I think a pedestrian link from Hickory Hollow and school campus to the CBD is important	4	4	4	4	5	4.5	5	5	5	5	3	3	3	3	5	5	5	5	1	1	3	3	5	5	5	5	5	5	4	4	4.31	4.27
13	I'd like to see better utilization of the abandoned trolley and railroad right-of-ways	5	5	5	5	5	4.5	4	3	5	5	5	5	3	3	5	5	5	4	2	2	3	3	5	5	5	5	4	3	2	2	4.31	4.12
14	I'd like to see the village become a destination spot along existing and new hiking/biking trails	5	5	5	5	5	4.5	4	3	5	5	5	5	4	4	5	5	5	5	1	1	3	3	5	5	5	5	4	4	4	4	4.54	4.42
15	I think biker amenities should be improved and constructed	4	2	3	1	5	4.5	3	2	5	5	4	4	3	3	5	5	5	5	1	1	2	2	5	5	3	3	4	3	4	4	3.85	3.35
16	I think the south side of the canal should be better utilized and should become more accessible	4	4	5	5	5	5	3	2	5	5	5	4	4	4	4	4	5	5	1	1	3	3	5	5	5	3	5	5	4	4	4.38	4.08
17	I think public safety is important and features should be incorporated into your plan which enhance the pedestrian/biker experience and encourage these activities	1	0	5	4	5	5	3	2	5	5	5	5	4	4	4	4	5	4	1	1	4	4	5	5	4	5	4	4	5	5	4.15	4.00
18	I'd like to see the canal be promoted to the area's youth-perhaps a crewing/rowing facility could be constructed	1	1	2	2	5	3	1	1	5	5	5	5	3	3	5	3	5	5	0	0	2	2	4	4	5	4	1	1			3.25	2.83

Southside Waterfront Redevelopment Concept Plan
Public Input Workshop Questionaire Results

	Resondent:	1		2		3		4		5		6		7		8		9 (Highest)		10 (Lowest)		11		12		13		14		15		Average Importance (less High & Low)	Average Timing (less High & Low)
19	I think more dockage should be added along the south side of the canal to encourage transient boaters to stop	4	4	3	3	5	4	2	2	5	5	4	4	4	4	5	5	5	5	0	0	2	2	5	5	5	5	4	5	4	4	4.00	4.00
20	I like the idea of "building renewal" - removing some buildings and adding new buildings in the CBD (particularly in the plaza area)	5	4	5	4	4	4	1	1	5	5	3	3	3	3	5	5	5	5	0	0	4	4	4	4	4	3	3	4	3	3	3.77	3.62
21	I like the idea of "mixed-use" buildings in the CBD- with both commercial and residential activities occurring side-by-side	5	4	5	4	4	3	2	2	5	5	3	3	3	3	5	5	5	5	1	1	2	2	1	1	5	3	1	1	2	2	3.31	2.92
22	I think new development in the CBD should reflect a "Canal Town" theme	3	3	3	2	4	3	4	4	5	5	5	5	4	4	5	5	5	5	4	4	5	4	5	5	5	3	3	3	4	4	4.23	3.85
23	I think existing building facades (and building backs) could use a facelift	5	4	4	4	4	4	2	2	5	5	3	3	5	5	5	5	5	5	1	1	5	4	5	5	4	2	2	2	2	2	3.92	3.62
24	I think remodeling efforts in the CBD should be consistent and reflect and promote a "Canal Town" theme	3	3	3	2	5	4	4	4	5	5	4	4	5	5	5	5	5	5	4	4	5	4	5	5	5	2	3	3	2	2	4.15	3.69
25	I see a benefit to stylized building signage	4	1	4	1	4	4	2	2	5	5	5	5	4	4	5	5	3	3	3	3	4	4	5	5	2	1	2	2	2	2	3.69	3.15
26	I see a benefit to stylized sandwich-style advertising signs along pavement curb lines	1	0	2	0	3	3	0	0			4	4	3	3	5	5	3	3	1	1	4	4	1	1	0	0	1	1	0	0	2.00	1.75
27	I think street furniture (i.e. benches, bollards, waste receptacles, planters) should be added to the landscape, and done so it is consistent with a "Canal Town" theme	5	4	4	4	4	4	1	1	5	5	4	4	4	4	5	5	5	5	1	1	4	5	5	5	1	1	3	4	4	4	3.77	3.85
28	I think outdoor "café-style" tables and seating should be added in the CBD	5	5	5	5	4	4	1	1	5	5	5	5	5	5	3	3	5	5	3	3	3	3	4	4	3	2	3	3	3	3	3.77	3.69
29	I'd like to see additional "greenery" in the CBD	5	5	5	5	2	2	1	1	5	5	5	5	5	4	3	2	5	5	1	1	3	3	5	5	4	3	2	2	4	4	3.77	3.54
30	I think tourism in the Spencerport area is, or could be viable	3	2	3	3	4	4	3	2	5	5	5	5	4	4	4	4	5	4	1	1	3	3	5	5	3	2	1	1	4	4	3.62	3.38
31	I believe community assets could be better leveraged to bring in new and substantial businesses	5	5	5	5	4	4	2	2	5	5	5	5			4	4	5	5	1	1	4	4	5	5	5	4	3	3	4	4	4.25	4.17
32	I think public/private cooperation is essential to getting things done and would support active government involvement in addition to private sector initiatives to support business in Spencerport	5	5	5	5	4	4	3	3	5	5	5	5	5	5	5	5	5	5	4	4	5	5	5	5	5	5	4	4	4	4	4.62	4.62
	Average Response by Resondent:	3.41	2.75	3.50	2.97	4.09	3.70	2.56	2.00	4.67	4.67	4.03	4.00	4.13	4.06	4.41	4.28	4.69	4.44	1.22	1.22	3.09	2.97	4.59	4.59	3.59	2.88	2.84	2.88	3.52	3.52	3.73	3.48

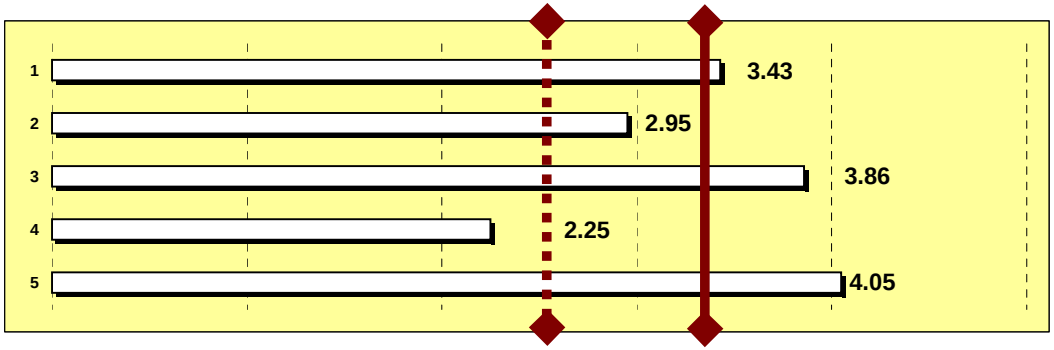
Southside Waterfront Redevelopment Concept Plan
Public Input Workshop Questionnaire Results

23 Respondents

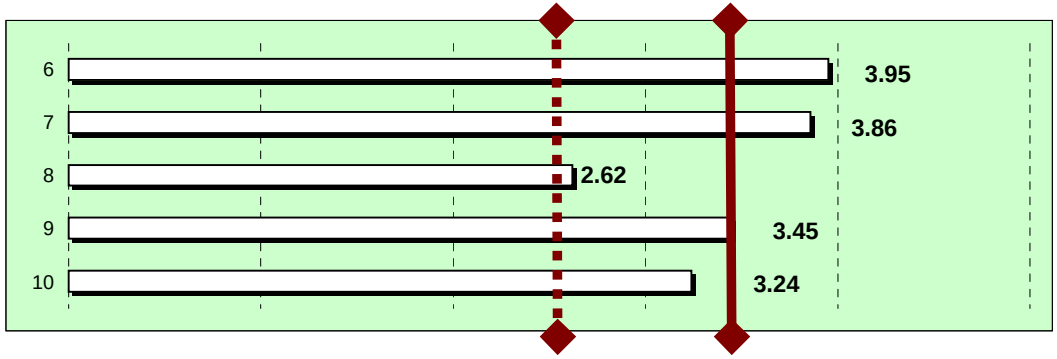


		Average Importance	Average Timing
Vehicular Traffic			
1	I would like to see **improved traffic flow and parking** along Union St.	**3.43**	3.14
2	I think adding **paving features** with contrasting and historically correct patterns/textures/colors (such as brick styled crosswalks) would **enhance the driving and pedestrian experience**	**2.95**	2.50
3	I would like **improved traffic flow** into, through, and exiting **Village Plaza**	**3.86**	3.62
4	I'd like to see **"one-way" traffic patterns** in to and out of the village plaza become "two-way"	**2.25**	2.11
5	I think a **new road connecting Union St. & Lyell Ave.** through the plaza should be built to provide better access to the central business district (CBD) and emergency service providers, and provide "another way into and out of Dodge"	**4.05**	3.71
	Category Average:	**3.31**	**3.02**

0 = Not important at all — very important to me and the community =**5**



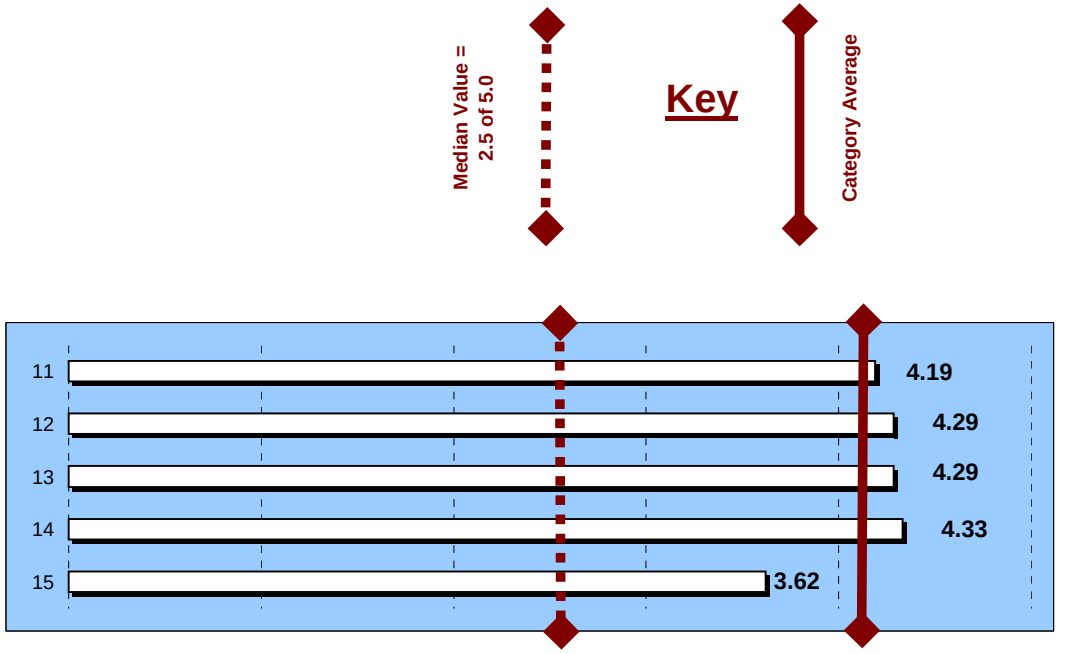
Public Signage and Wayfaring			
6	I think our **street signage should be improved**, and perhaps stylized	**3.95**	3.43
7	I think **signage noting public parking** locations should be added to the streetscape	**3.86**	3.43
8	I would like to see pedestrian amenities such as **information kiosks and pedestrian shelters** added in the central business district	**2.62**	2.40
9	I think **"gateway" features** which note entrances to the central business district and plaza would be welcome streetscape additions	**3.45**	3.37
10	I believe it would be useful to have **directory style signage** throughout the village to note business locations and points of interest	**3.24**	3.05
	Category Average:	**3.42**	**3.13**



Southside Waterfront Redevelopment Concept Plan
Public Input Workshop Questionnaire Results

23 Respondents

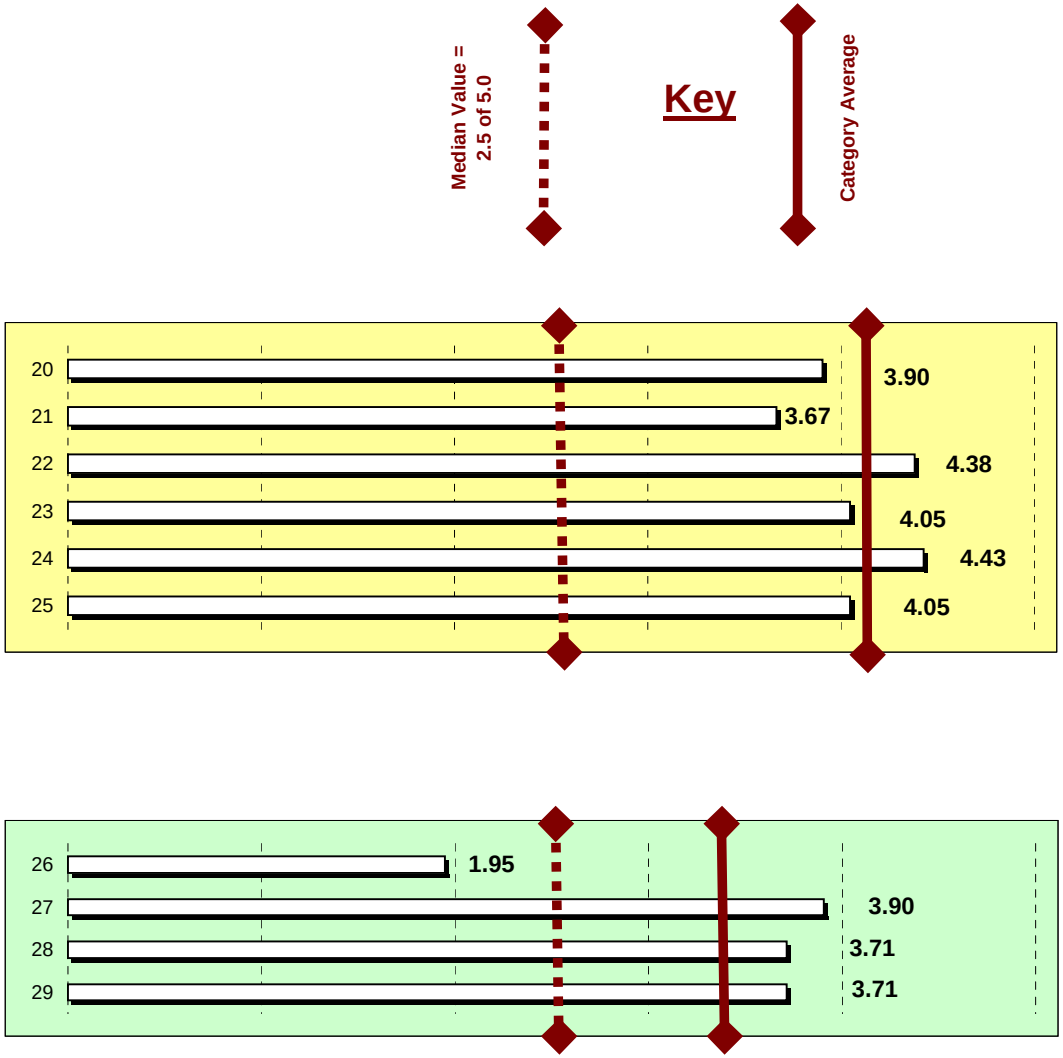
		Average Importance	Average Timing
The Pedestrian/Hiking/Biking Experience			
11	I'd like to see improved **pedestrian links** from existing facilities along the **canal to the plaza area**	**4.19**	4.02
12	I think a **pedestrian link** from **Hickory Hollow and school campus to the CBD** is important	**4.29**	4.02
13	I'd like to see better **utilization of the abandoned trolley and railroad right-of-ways**	**4.29**	3.79
14	I'd like to see the village become a **destination spot along existing and new hiking/biking trails**	**4.33**	3.98
15	I think **biker amenities** should be improved and constructed	**3.62**	3.17
	Category Average:	**4.14**	**3.80**
The Canal Experience			
16	I think the **south side of the canal** should be **better utilized** and should become **more accessible**	**4.24**	3.90
17	I think **public safety** is important and features should be incorporated into your plan which enhance the pedestrian/biker experience and encourage these activities	**4.19**	4.00
18	I'd like to see the canal be promoted to the **area's youth**- perhaps a crewing/rowing facility could be constructed	**3.50**	3.15
19	I think more **dockage** should be added along the south side of the canal to encourage **transient boaters** to stop	**3.81**	3.81
	Category Average:	**3.93**	**3.72**



Southside Waterfront Redevelopment Concept Plan
Public Input Workshop Questionnaire Results

23 Respondents

		Average Importance	Average Timing
Building Renewal			
20	I like the idea of "**building renewa**l" - removing some buildings and adding new buildings in the CBD (particularly in the plaza area)	**3.90**	3.76
21	I like the idea of **"mixed-use" buildings** in the CBD- with both commercial and residential activities occurring side-by-side	**3.67**	3.15
22	I think **new development** in the CBD should reflect a **"Canal Town" theme**	**4.38**	3.90
23	I think existing **building facades** (and building backs) could use a facelift	**4.05**	3.81
24	I think **remodeling efforts** in the CBD should be consistent and reflect and promote a **"Canal Town" theme**	**4.43**	3.90
25	I see a benefit to **stylized building signage**	**4.05**	3.57
	Category Average:	**4.11**	**3.67**
Streetscape Amenities			
26	I see a benefit to stylized **sandwich-style advertising signs** along pavement curb lines	**1.95**	1.74
27	I think **street furniture** (i.e. benches, bollards, waste receptacles, planters) should be added to the landscape, and done so it is consistent with a "Canal Town" theme	**3.90**	3.81
28	I think outdoor **"café-style" tables and seating** should be added in the CBD	**3.71**	3.52
29	I'd like to see additional "greenery" in the CBD	**3.71**	3.43
	Category Average:	**3.32**	**3.12**



Southside Waterfront Redevelopment Concept Plan
Public Input Workshop Questionnaire Results

23 Respondents

		Average Importance	Average Timing
Leveraging Community Assets			
30	I think **tourism** in the Spencerport area is, or could be viable	**3.81**	3.50
31	I believe **community assets could be better leveraged** to bring in new and substantial businesses	**4.26**	4.21
32	I think **public/private cooperation** is essential to getting things done and would **support active government involvement** in addition to private sector initiatives to support business in Spencerport	**4.67**	4.62
	Category Average:	**4.01**	**3.86**
	Average Response:	**3.78**	**3.50**