
Main Street Transportation Tools

Village of Spencerport, New York



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Completed by:

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Genesee/Finger Lakes Regional Planning Council Mission Statement

The Genesee/Finger Lakes Regional Planning Council (G/FLRPC) will identify, define and inform its member counties of issues and opportunities critical to the physical, economic and social health of the region. G/FLRPC provides forums for discussion, debate and consensus building and develops and implements a focused action plan with clearly defined outcomes, which include programs, personnel and funding.

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Introduction and Overview

In early 2001, the Genesee/Finger Lakes Regional Planning Council (G/FLRPC) and the Genesee Transportation Council (GTC) discussed the condition of Main Streets from a programmatic perspective in their mutual nine county service area. This service area, referred to as the Genesee/Finger Lakes Region includes Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming and Yates County.

These discussions indicated that Main Streets are of importance to both agencies for several reasons. The G/FLRPC deems Main Streets as important because in many instances, Main Streets have been, currently are or have the potential to serve as community centers. The role of land use, environmental resources, economic development and geo-referenced data and the condition of Main Streets have a reciprocal relationship.

Further to this interrelated perspective, the general goals of the GTC are to create an efficient and equitable transportation network in the Genesee/Finger Lakes region. The objectives of those goals are to enhance the quality of life for residents in the area, retain existing residents and businesses and to attract new residents and businesses. These objectives are met by the GTC actively exploring transportation improvement strategies. As a regional agency, GTC is ultimately charged with studying the flow of goods and people in and out of communities – and Main Streets certainly are important conduits for goods and people.

Due to the evident role that these two regional agencies have in examining Main Streets, several members of the nine county region were engaged in conversations to identify the assets and liabilities of Main Streets. Specifically, it was identified that the Main Street Village setting in our region was one that required time and attention of both the Genesee/Finger Lakes Regional Planning Council and the Genesee Transportation Council in late 2001 and early 2002.

Consequently, the Main Street Transportation Tools project was developed. Main Street Transportation Tools is a study that intends to identify the various tools that can be used to enhance Main Streets as a center of viability in communities. Tools, for the purpose of this study refer to the elements that have been identified and when used properly, have the potential to reverse the trend of decline and rejuvenate downtown districts and surrounding neighborhoods.

The study area for this project is two communities within the Genesee/Finger Lakes Region, one being a rural village and the other being a suburban village. The rural village chosen was Warsaw, New York and the suburban village chosen was Spencerport, New York.

This study is seen as being a benchmark study in the Genesee/Finger Lakes Region because it will serve as a foundation for the development of models for revitalization in the region. This revitalization will be based on the integration of transportation and

design elements and development options. Several types of data were collected to further develop community inventories. This information included community based demographic data, along with parcel and block level transportation data.

This report itemizes the information that was specifically collected for the Village of Spencerport to develop a clear picture of this community's assets and liabilities and how the assets can be enhanced with Union Street as a focal point for that improvement. In order to understand the Village of Spencerport as a regional model for examining Main Streets, a general overview is provided below, followed by detailed community information and analysis.

What happened to America's Main Streets?

Historically, Main Streets served as both the commercial and civic core of communities. Downtown buildings had occupants on all levels, including a mix of what was typically a first floor retailer and second and third floor for offices and apartments. The presence of such institutions as the library, banks, local and county level government offices provided a flow of people – both vehicular and non-vehicular along Main Streets. Complimentary services such as grocery stores, restaurants, apparel stores, etc. kept people there.

Due in part to the increased use of automobiles and the creation of highway systems, there was a movement of people and services away from the central core of communities along Main Streets. Roads that once connected neighborhoods mixed with stores and apartments in downtown areas now carried residents to outlying regional malls, shopping strips and new homes.

While the diversification and proximity of land uses has given people more options with regard to where they can live, work and play, the implications of these changes in movement has been felt along Main Streets, which have lost businesses and patrons as a result.

Why Are Main Streets Important?

As we recognize that the Village of Spencerport's Main Street (Union Street) is not operating at its highest and best use, one might ask, "Why should investment be made along our Main Street Corridor?"

The National Trust for Historic Preservation has developed the Main Street Center. The Center is the nation's largest full-service commercial district revitalization organization, and is among one of the premier Main Street leadership, education and advocacy organizations in the country.

Due to the question "Why should investment be made along our Main Street Corridor?" being posed so frequently, the National Main Street Center has

developed a collection of compelling reasons¹ why your downtown or neighborhood commercial district is an important and worthwhile investment in the economic health and quality of life in your community. They are:

Main Street is a symbol of community economic health, local quality of life, pride, and community history. These are all factors in industrial, commercial and professional recruitment.

A vital Main Street retains and creates jobs, which also means a stronger tax base. Long-term revitalization establishes capable businesses that use public services and provide tax revenues for the community.

Main Street is also a good incubator for new small businesses - the building blocks of a healthy economy. Strip centers and malls are often too expensive for new entrepreneurs.

A vital Main Street area reduces sprawl by concentrating retail in one area and uses community resources wisely, such as infrastructure, tax dollars and land.

A healthy Main Street core protects property values in surrounding residential neighborhoods.

The traditional commercial district is an ideal location for independent businesses, which in turn:

- Keep profits in town. Chain businesses send profits out of town.
- Supports local families with family-owned businesses
- Supports local community projects, such as ball teams and schools
- Provide an extremely stable economic foundation, as opposed to a few large businesses and chains with no ties to stay in the community

A revitalized Main Street increases the community's options for goods and services: whether for basic staples, like clothing, food and professional services or less traditional functions such as housing and entertainment.

Main Street provides an important civic forum, where members of the community can congregate. Parades, special events and celebrations held there reinforce intangible sense of community. Private developments like malls can and do restrict free speech and access.

Many Main Street districts become tourist attractions by virtue of the character of buildings, location, selection of unique businesses, and events held there.

¹ <http://www.mainstreet.org/About/important.htm>, viewed August 14, 2002.

The Economics of Main Streets

The National Trust for Historic Preservation's Main Street program has tracked the economic impact of historic preservation and retaining community character from 1980 to date and reflect activity in over 1,650 communities²:

- The total amount of public and private reinvestment in Main Street communities is \$16.1 Billion
- Average reinvestment per community: \$9,659,000³
- Number of net new businesses generated: 56,300
- Number of net new jobs generated: 226,900
- Number of building rehabilitations: 88,700
- The Ratio of Reinvestment into the Community: the average number of dollars generated in each community for every dollar used to operate the local Main Street program: \$39.96 reinvested for every \$1 spent⁴
- Average program length, to date: 7.36 years
- Average cost per job created: \$2,504
- Average cost per business created in a main street district: \$10,090

Transportation and Main Streets

Why is transportation so important to Main Streets? There are several reasons. Transportation networks (such as local streets, county roads and state and federal highways) and transportation modes (such as air, rail, boat, bus, automobile, bike and foot) tie a community together and link it to other communities. Streets provide safe and reliable access to work, schools, shopping and residences. To reiterate a point previously mentioned, the livelihood of a community depends on how goods and services are imported or exported, thus there is a strong connection between Main Street viability and transportation networks.

The relationship of Main Streets and Transportation can be viewed in terms of Access Management. Access Management⁵ is a set of strategies that intend to improve the safety and efficiency of traffic by reducing congestion and decreasing the number of accidents while simultaneously preserving community character through land use planning and site design. Access Management can also promote economic development and protect the public's investment in the transportation network system.

² <http://www.mainst.org/About/numbers.htm>, viewed August 14, 2002

³ The **Average Reinvestment per Community** reflects investment in communities which have recently begun commercial district revitalization programs as well as those which have been actively involved in Main Street for more than a decade.

⁴ The **Reinvestment Ratio** measures the amount of new investment that occurs, on average, for every dollar a participating community spends to support the operation of its Main Street program, based on average annual program costs reported to the National Trust's National Main Street Center.

⁵ <http://www.gtcmppo.org/>, viewed February 17, 2003.

Main Street and Transportation Tools Models

Upon review of the general importance of Main Street's and Transportation to the viability of a community, it is helpful to look at how other communities have also examined these two items, and in doing so have created an outline for identifying where they are and where they would like to go. Below are model approaches, which were used as benchmarks for developing the methodology for this Main Street Transportation Tools study.

Pottsville, Pennsylvania's CBD Revitalization Goals and Recommendations

Pottsville, Pennsylvania critically examined the condition of their Main Street in the Central Business District (CBD) section of their Comprehensive Plan.⁶ As part of the City's new Main Street program, a survey of downtown shoppers, residents and local business owners was conducted. The results of this survey were used to help the City design an effective Main Street program that targets the CBD's weaknesses and attempts to build on its strengths. The following are some important highlights of the preliminary findings. The list has been modified to reflect some general concerns as they apply to Main Street.

Survey Results

- Building renovations and business recruitment efforts have improved the downtown in recent years.
- The spirit of partnership that exists between business owners and the City is one of downtown Pottsville's major strengths.
- Empty storefronts, perceptions about a parking problem and a feeling among some people that nothing has really changed are still significant concerns.
- The following are perceived as assets in the downtown area:
 - Public safety and crime prevention efforts
 - Relations between business and local financial institutions
 - Quality of Government services
 - Pedestrian and traffic circulation
 - Historic preservation
- The following are perceived as weaknesses in the downtown area:
 - The need for more enhancement of public spaces
 - Empty buildings and vacant storefronts
 - Lack of attractions that appeal to various age groups
 - Availability of convenient parking

As a result of the Comprehensive Planning Process and the information gathered from involved stakeholders along with data gleaned from surveys distributed in the Downtown area, the development of goals and recommendations followed, which are listed below.

⁶ <http://www.city.pottsville.pa.us/html/cp6.htm>, accessed September 18, 2002.

Central Business District Revitalization Goals

- Continue recruiting new business investment in the CBD that can capitalize on available properties and the CBD's competitive assets.
- Focus on making cultural attractions the next strength of the downtown to complement the downtown's current roles as a government center and a commercial center.
- Continue the strong cooperation that exists between the City and the non-profit agencies that currently work directly or indirectly for downtown revitalization.
- Ensure that financial incentives available for downtown revitalization assistance are promoted and used to the fullest extent possible.

Central Business District Revitalization Recommendations

- Continue the successful facade renovation program with special additional incentives for adapting downtown buildings for in-town residential uses.
- Proceed with plans to extend streetscape improvements.
- Consider banners, welcome signs, lighting improvements, landscape enhancements and other ways to beautify the entrance to the downtown.
- Amend the sign regulations in the City's zoning ordinance to help ensure business signs in the downtown are more compatible with the area's historic status.
- Work with a local architect to prepare a design guidelines brochure that illustrates the proper ways to complete exterior historic rehabilitation.
- Use highly visible vacant storefront windows as places to showcase the works of local artists.
- Encourage demolition of non-historic buildings not suitable for rehabilitation to create space for new buildings and additional parking.
- Prepare a self-guided walking tour map that highlights points of interest in and around the downtown area.
- Encourage downtown merchants to have periodic extended common hours, such as on certain Friday nights and during special events.
- Promote joint marketing and complementary merchandising opportunities among downtown merchants.
- Increase the potential for retail sales downtown by encouraging more downtown businesses to expand their lunch hours from 30 minutes to 60 minutes.
- Promote downtown through shopping bags, calendars, T-shirts, coffee mugs and other items that use a colorful common logo.
- Develop a pamphlet (with a map) that lists the names, phone numbers, business hours and location of retailers and service providers in the downtown.
- Expand the use of community-oriented special events to create more of an entertainment atmosphere that will attract people to the downtown.
- Use the results of the recent marketing assessment to help refine realistic targets for the Main Street Manager's future business recruitment efforts.

Pottsville, Pennsylvania's Transportation Goals and Recommendations

Included in the comprehensive plan for this municipality a transportation task force was formed to address the transportation problems associated with main routes in and out of the community. The key transportation issues⁷ addressed in the study were access, congestion and primarily safety.

Street System Classifications

During the preparation of the City of Pottsville's Comprehensive Plan in 1988, streets within the City were classified utilizing the standard classification system developed by the National Committee on Urban Transportation. Since 1988, the street classifications have not changed as related to that system.

Circulation

Following the recommendations of the 1988 Comprehensive Plan, the City undertook an in-depth analysis of the circulation patterns associated with the Downtown Area of the City. The purpose of the plan was to "develop recommendations for improvement to the safe and efficient operation of vehicles and pedestrians in the Downtown Area, with emphasis on cost effective, easily implemented alternatives."

Public Transportation

The Schuylkill Transportation System (STS) has been meeting the mass transit needs of the City of Pottsville and Schuylkill County since 1982. A County sponsored agency, STS is funded by Federal, State and County sources. STS operates a well maintained fleet of County-owned passenger buses utilized in a bus system County-wide fixed routes, including a "Pottsville Loop", which traverses and connects the City directly with its adjoining communities.

All vehicles are handicap accessible and available to residents of any age in the Shared Ride Van Program. Through this program, residents can make reservations to be transported to and from almost any desired local destination, including medical appointments and pharmacies, but also to banks, grocery stores and church services, to name a few. Passenger fares in this program are also affordable, and senior citizen fares are subsidized through senior citizen service agencies and the Pennsylvania Lottery Program. Additional programs offered by STS include ADA Fixed Route and Para transit Service, the Medical Assistance Transportation Program and even Group Charters.

STS has recently purchased a 1930 renovated 22 passenger "street car bus". This vehicle can be used by both municipal and private entities for special events. STS is also formulating a schedule for the bus to promote public transportation in and around the City.

⁷ <http://www.city.pottsville.pa.us/html/cp6.htm>, accessed September 18, 2002.

Workforce Transport

In an effort to meet workforce transportation needs, STS works together with local public agencies to evaluate current economic conditions and actively promote employment-based transportation services for economic development in the City and Schuylkill County.

Transportation needs and trends change. To accommodate future change, the Schuylkill Transportation System plans to always offer new or expanded programs and services to provide quality public transportation for Schuylkill County and the City of Pottsville.

Transportation Goals

- Provide for safe and convenient traffic circulation through and around the City.
- Provide for the safety of pedestrians.
- Provide for adequate parking to facilitate increased business in the Downtown Business District.

Transportation Recommendations

- Promote the use of public transportation.
- Complete the recommendations for traffic light upgrades.
- Develop a "Street Maintenance Program" for a capital street improvements program to be updated on a seasonal basis.
- Determine the need for installing a traffic signal
- Improve the perception of the circulation and parking in downtown. Add additional signage and provide merchants with information on parking availability for distribution.

Wellington, Ohio's Downtown Revitalization Program

Downtown Wellington, Ohio⁸ is using the national Main Street revitalization program. Main Street is a process based upon an implementation strategy for locally initiated goals and objectives. Participating communities receive various forms of assistance, all of which directly or indirectly help the local organization and manager develop their community's assets, as well as identify and strengthen their weaknesses. Being a Main Street community means implementing a comprehensive economic revitalization effort which is based upon:

1. Organization - Building partnerships to create a consistent economic development and revitalization strategy. Diverse groups, merchants, bankers, educators, public officials, the chamber of commerce, and civic groups must work together to improve the community.

⁸ <http://www.downtownwellington.com/program/index.php>, accessed August 25, 2002.

2. Promotion - Re-establishing the community's image as a compelling place for shoppers, investors, and visitors. This means not only improving sales but also sparking community excitement and involvement. Promotions can range from street festivals to retail merchandising, from community education to aggressive public relations.
3. Design - Enhancing the visual quality and image of the community. Attention must be paid to all elements of the business district not just buildings and storefronts, but also public improvements, rear entries, signs, landscaping, window displays, etc.
4. Economic Restructuring - Strengthening the existing economic assets of the business district while diversifying its economic base. Activities include recruiting new businesses to provide a balanced retail mix, converting vacant buildings into housing, offices, entertainment or cultural facilities, and sharpening the competitiveness of Main Street's traditional merchants.

The Main Street plan is being used successfully in towns all across the country. Main Street involves all aspects of the central business district and is based around eight principles of revitalization.

1. Main Street is a comprehensive approach to downtown revitalization. It must address all the areas in which action must take place. Design improvements alone will not bring about meaningful change; effective marketing, a strong organizational base, and solid economic development strategies are all necessary to reverse the cycle of decay from which many downtowns suffer.
2. Main Street relies on quality. The quality inherent in downtown commercial architecture and in the services downtown businesses offer their customers make the downtown unique in the marketplace and give it many marketing advantages.
3. Main Street is making meaningful long-term revitalization possible through public/private partnerships. Neither public nor private sectors can bring about change in downtown alone. Combining the talents and resources of both sectors brings all the skills necessary for revitalization to occur together in a unified program.
4. Main Street involves changing attitudes. Changing attitudes to reflect the positive changes happening downtown is central to the success of a downtown revitalization program.
5. Main Street focuses on existing assets. Each community is unique and each downtown has special characteristics that set it apart from all other downtowns in the country. Main Street has many assets to promote and market.
6. Main Street is a self-help program. Through the grass-roots effort of the volunteers, the will to succeed and the desire to work hard to bring about change is evident and crucial to downtown development.

7. Main Street's approach is incremental in nature. The Central Business District did not lose its economic strength overnight, it happened over a period of years. Main Street relies on a series of small improvements that change public attitude about the downtown. Gradually, the small changes will build into larger ones as resources and the organization will gain strength.
8. Main Street is implementation-oriented. By identifying and prioritizing the major issues the downtown must confront, Main Street can develop programs of work that break down the large issues into smaller tasks. Then, through the volunteer committees, Main Street will have the capability of achieving the quantifiable tasks the "Program of Work" maps out.

The Colorado Community Revitalization Association (CCRA)

The Colorado Main Street program is one of the Colorado Community Revitalization Association⁹ in which Main Street is a preservation-based economic and community development program. Central business district (CBD) revitalization can be addressed in many ways, the underlying premise of the Main Street approach is to encourage economic development, within the context of historic preservation that is appropriate to today's market place.

The Main Street approach is incremental and will not produce wholesale, immediate changes. If a long-term revitalization effort is to succeed, it will require careful attention to every aspect of downtown - a process that takes time and requires leadership and local capacity building.

The Main Street program should be seen as one of many tools that a community might utilize to generate economic and entrepreneurial growth. Also, while substantial public improvement projects may be an important component of an overall plan for CBD revitalization, communities should not confuse these improvements with the Main Street program.

Both the public and private sectors of the community must be involved and committed for a local Main Street program to succeed. Each sector has an important role to play and each must understand the other's needs, strengths and limitations so that an effective partnership can be created.

⁹ <http://ccraonline.org/MainStreet/index.shtml>, accessed September 18, 2002.

Village Assets and Liabilities

Upon clarification of the general importance of Main Streets, and an examination of model approaches, it is important to define the applicable community. Input was obtained from various stakeholders in each community ranging from local leaders to residents to business owners. On several occasions, the general strengths and the weaknesses were discussed and the following section outlines those attributes which were identified for the Village of Spencerport.

Assets of the Village of Spencerport

- Utility rates in Spencerport are the lowest in the state
- The village is very hospitable to Canal boaters, offering free overnight stays, a pump out, and port-o-potties
- All village parking is free
- The Architectural Review Board has deemed Spencerport a “Canal Town”
- A foot path, which travels along the Canal, carries pedestrians to Greece
- A Canal Waterfront Master Plan exists, which guides future development and preservation along the Canal
- The CBD is clearly defined
- The district school is located in the village
- The Town of Ogden is growing around the Village of Spencerport, which serves as the center for the town
- Traffic can be seen as a positive – people are driving through the village because they want to see what is going on
- Main Street has a quaint charm about it – it has attractive architecture and scale
- The housing market is good – there is a high quality housing stock and the school district has an excellent reputation
- Most sidewalks are in good condition
- There is a great network of roads in and out of the village
- People maintain their homes and businesses
- Intermunicipal cooperation is strong between the Village of Spencerport and the Town of Ogden

Liabilities of the Village of Spencerport

- Due to a limited sewer system, the village cannot support any further growth at the present time
- Some sections in the CBD need maintenance, such as the overgrown trees and crumbled brick streetscapes
- Although there are three municipal parking lots in the village, business owners still have an issue with the distance required to walk from parking to their business
- Although traffic brings people through the village and exposes them to local businesses, it also causes a problem because of the Union Street lift bridge

- When the bridge rises, traffic can get backed up all the way to Route 31, approximately 1 mile south from the bridge
- Second floors in the CBD have attracted businesses and residents that are transient. It would be ideal to attract permanent tenants to these spaces
- Due to a limited demand, smaller grocery stores seem to have trouble staying in business. When a grocery store leaves the area, it has a negative impact on other businesses in the CBD. Currently an IGA is located in the CBD and the village hopes that it will continue to serve the community
- One way streets in CBD are confusing
- The intersection of Lyle Avenue and Union can be problematic
- Due to railroad the overpass it is a challenge to serve local businesses with larger service vehicles – this impedes truck traffic due to height restrictions
- There is a limited left turn onto Maplewood
- There is a lack of hotel/bed and breakfast accommodations in village for canal boaters
- Local people do not always support local business
- There is no merchants association
- Green space in (and out) of village is not linked

Village Input

In meetings with municipal leaders and residents, property managers and business owners, input was gathered regarding the existing condition of “Main Street Spencerport” and how it could be better utilized. The questions and answers appear below.

Where do you see your Main Street as vibrant?

- West Avenue
- Along the canal
- In village parks
- When there are activities going on – primarily in the CBD

What could help those areas you do not see as vibrant become vibrant?

- Better signage
- Improve the appearance of the back of stores down one way streets or make double entrances
- Improve walk ability – do this by improving the perception that it is safe to walk through the village
- Get people to know the plazas

Is there available space that could be more effectively used?

- Second story of buildings – especially in the CBD

What suggested uses do you have for that space?

- Second story – residential (those who live Downtown will keep track of it)
- Second story – retail (potential to grow with the variety of services needed)
 - The electric rates can attract them

How do you think people move along Main Street?

- The village is pedestrian friendly

Where could movement be better?

- Crossing Union Street
- Between the CBD and school
- Canal bank

How do you think automobiles and other vehicular traffic moves along Main Street?

- There is a lot of traffic – it is a mixture of positive and negative. It is frustrating but it also brings residents and passers by through the village to see all that the CBD offers
- There is a lot of speeding due to a lot of traffic spilling over onto side streets

Where could movement be better?

- Anything south of the CBD during peak morning traffic
- The bridge – there are an estimated 1,500 lifts per year

Village Inventory

In order to further assess the assets and liabilities of the Village of Spencerport, a socio-demographic analysis was conducted along with a physical analysis (or inventory).

Socio-demographic Inventory

This section provides an overview of the Village of Spencerport in terms of population, gender, age and housing information from the 1990 and 2000 Census.

Village of Spencerport, Population by Year

Year	Population
1990	3,606
2000	3,559
Change	-47

Source: G/FLRPC & U.S. Census Bureau

Village of Spencerport, Population by Year and Gender

Year	Male	Female
1990	1,721	1,885
2000	1,699	1,860
Change	-22	-25

Source: G/FLRPC & U.S. Census Bureau

Village of Spencerport, Population by Year and Age Cohort

Year	Under 5	5-9	10-14	15-19	20-24	25-34	35-44
1990	222	273	258	255	255	581	634
2000	189	214	269	179	207	429	585
Change	-33	-59	11	24	-48	-152	-49

Source: G/FLRPC & U.S. Census Bureau

Village of Spencerport, Population by Year and Age Cohort, Continued

Year	45-54	55-59	60-64	65-74	75-84	85+
1990	386	163	158	228	153	40
2000	590	175	161	237	154	70
Change	204	12	3	9	1	30

Source: G/FLRPC & U.S. Census Bureau

Village of Spencerport, Household Size, Family Size and Housing Units by Year

Year	Average Household Size	Average Family Size	Total Housing Units	Occupied Housing Units	Vacant Housing Units
1990	2.62	3.13	1,392	1,357	35
2000	2.49	2.97	1,453	14,13	40
Change	0.13	-0.16	61	56	5

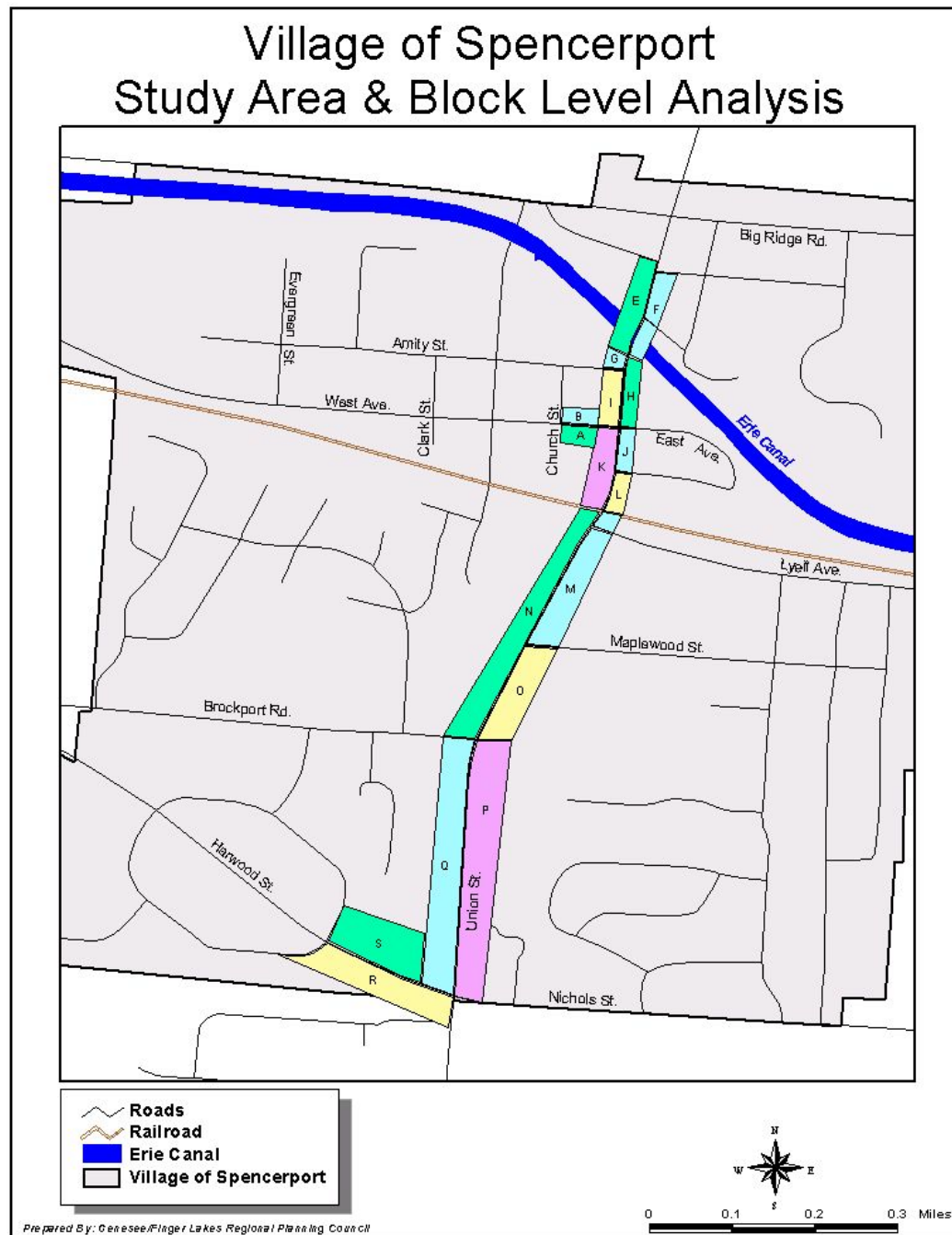
Source: G/FLRPC & U.S. Census Bureau

Physical Inventory

The first step in conducting the physical analysis was delineating the study area. "Main Street Spencerport" was identified as the areas of high concentrations of commercial activity. Union Street was the focus but areas that were within close proximity to Union Street were added. These additions included the Nichols Street area from Union Street to Harwood Avenue and the West Avenue area from Union Street to Church Street. Along with including some important commercial zones, the village offices were also in the area.

The physical inventory and analysis was done two ways. First it was done on a parcel by parcel basis. Next it was done on a block by block basis. Results of the inventories appear on the following pages. A map, which outlines the study area, appears below.

Study Area and Block Delineation Map



Parcel Inventory and Analysis

The goal of the parcel inventory¹⁰ and analysis was to identify the attributes of central space as it applies to Spencerport's "Main Street" study area. This analysis is based on the 120 sites inventoried which had a physical structure on the lot. The data used during this project was obtained from the office of real property services 2001 data.

Items were classified as follows: Excellent - no visible flaws; Good - generally good, a few flaws; Fair - a number of obvious flaws, in need of minor repair and; Poor - advanced state of deterioration.

Historic: 44 out of 120 [37%]



Building Material:

Wood	85 out of 120	71%
Brick	34 out of 120	28%
Brick and Wood	1 out of 120	1%

¹⁰The parcel inventory instrument can be viewed in its entirety in the appendix of this report.

Building Use¹¹:

Residential	43 out of 120	36%
Apartments/Multi-Family	19 out of 120	16%
Commercial	55 out of 120	46%
Community Service	3 out of 120	2%

Roofing Conditions:

Excellent	38 out of 120	32%
Good	52 out of 120	43%
Fair	29 out of 120	24%
Poor	1 out of 120	1%

***Window Conditions:***

Excellent	32 out of 120	27%
Good	71 out of 120	59%
Fair	17 out of 120	14%
Poor	0 out of 120	0%

¹¹ Building use in the section was based on a visual assessment and was not based upon zoning. Therefore, the distinction needs to be made that uses and zoning are not the same attribute.

***Landscaping:***

Present: 94 out of 120 [78%]

Not Present: 26 out of 120 [22%]

Excellent	29 out of 94	31%
Good	31 out of 94	33%
Fair	30 out of 94	32%
Poor	4 out of 94	4%

Painting:

Present: 88 out of 120 [73%]

Not Applicable: 32 out of 120 [27%]

Excellent	30 out of 88	34%
Good	37 out of 88	42%
Fair	17 out of 88	19%
Poor	4 out of 88	5%

Siding:

Present: 71 out of 120 [59%]

Not Present: 49 out of 120 [41%]

Excellent	29 out of 71	41%
Good	34 out of 71	48%
Fair	7 out of 71	10%
Poor	1 out of 71	1%

Foundation:

Excellent	18 out of 120	15%
Good	73 out of 120	61%
Fair	26 out of 120	22%
Poor	3 out of 120	2%

Signage:

Present: 60 out of 120 [50%]

Not Present: 60 out of 120 [50%]

Excellent	11 out of 60	18%
Good	27 out of 60	45%
Fair	16 out of 60	27%
Poor	6 out of 60	10%

***Awnings¹²:***

Present: 56 out of 120 [47%]

Not Present: 64 out of 120 [53%]

Excellent	8 out of 56	14%
Good	35 out of 56	63%
Fair	13 out of 56	23%
Poor	0 out of 56	0%

¹²**Awnings** can be defined as a temporary hood or cover that projects from the wall of a building and that may include a type that can be retracted, folded, or collapsed against the face of a supporting building. (Asheville, North Carolina)

***Façade¹³:***

Present: 113 out of 120 [94%]

Not Present: 7 out of 120 [6%]

Excellent	20 out of 113	18%
Good	65 out of 113	58%
Fair	25 out of 113	22%
Poor	3 out of 113	2%

Street Furniture¹⁴:

Present: 39 out of 120 [32%]

Not Present: 81 out of 120 [68%]

Excellent	13 out of 39	33%
Good	2 out of 39	5%
Fair	24 out of 39	62%
Poor	0 out of 39	0%

Street Lamps:

Present: 20 out of 120 [17%]

Not Present: 100 out of 120 [83%]

Excellent	20 out of 20	100%
Good	0 out of 20	0%
Fair	0 out of 20	0%
Poor	0 out of 20	0%

¹³**Façade** can be defined as the exterior wall of a building exposed to public view or that wall viewed by persons not within the building. (Iowa State University Extension Service)

¹⁴**Street Furniture** can be defined as those features associated with a street that are intended to enhance the streets physical character and use by pedestrians such as benches, trash receptacles, kiosks, lights, newspapers racks, etc. (Larkspur, CA)

Streetscape¹⁵:

Present: 75 out of 120 [63%]

Not Present: 45 out of 120 [37%]

Excellent	34 out of 75	45%
Good	38 out of 75	51%
Fair	3 out of 75	4%
Poor	0 out of 75	0%

Architectural Decorations¹⁶:

Present: 46 out of 120 [38%]

Not Present: 74 out of 120 [62%]

Excellent	13 out of 46	28%
Good	29 out of 46	63%
Fair	4 out of 46	9%
Poor	0 out of 46	0%

***Banners:***

Present: 18 out of 120 [15%]

Not Present: 102 out of 120 [85%]

Excellent	3 out of 18	17%
Good	13 out of 18	72%
Fair	2 out of 18	11%
Poor	0 out of 18	0%

¹⁵**Streetscape** can be defined as an area that may either abut or be contained within a public or private street right of way or access way that may contain sidewalks, street furniture, landscaping or trees, and similar features. (Prince William County, VA)

¹⁶**Architectural Decoration** can be defined as an element, design, or motif, other than an architectural feature, installed, attached, painted, or applied to the exterior of a building or structure for the purpose of ornamentation or artistic expression. (Columbus, Ohio)

Parking:

Present: 119 out of 120 [99%]

Not Present: 1 out of 120 [1%]

Excellent	15 out of 119	13%
Good	75 out of 119	63%
Fair	23 out of 119	20%
Poor	4 out of 119	4%

***Shared Parking:***

Existent: 35 out of 119 [29%]

Non-Existent: 84 out of 119 [71%]

Potential For Shared Parking:

Yes: 15 out of 84 [18%]

No: 69 out of 84 [82%]

Block Inventory and Analysis

The goal of the block inventory¹⁷ and analysis was to identify transportation items along the study area. In order to assess the items analyzed below, the blocks were broken up into sections. The block sections run along Union Street., and were analyzed from the North. The sections appear below.

- A) West Avenue's south side from Union Street to Church Street
- B) West Avenue's north side from Union Street to Church Street
- C) Union Street's west side from Canal Road to Upton Street
- D) Union Street's east side from Big Ridge to Mill Street
- E) Union Street's west side from Upton to Erie Canal
- F) Union Street's east side from Mill Street to Erie Canal
- G) Union Street's west side from Erie Canal to Amity Street
- H) Union Street's east side from Erie Canal to East Street
- I) Union Street's west side from Amity Street to West Avenue
- J) Union Street's east side from East Ave to Slayton Avenue
- K) Union Street's west side from West Ave to Railroad Overpass
- L) Union Street's east side from Slayton Ave to Railroad Overpass
- M) Union Street's east side from Railroad Overpass to Maplewood
- N) Union Street's west side from Railroad Overpass to Brockport Rd.
- O) Union Street's east side from Maplewood to Brockport Rd.
- P) Union Street's east side from Brockport Rd. to Nichols Street
- Q) Union Street's west side from Brockport Rd. to Nichols Street
- R) Nichols Street's south side from Union Street to Harwood
- S) Nichols Street's north side from Union Street to Harwood

Towpath - Spencerport's towpath was rated high for its accessibility, character, and condition which were all exceptional.

Condition	Number Existing	%	Blocks
Excellent	0 out of 3	0%	
Good	3 out of 3	100%	F, G, H
Fair	0 out of 3	0%	
Poor	0 out of 3	0%	

Yes: 3 out of 19 [16%]

No: 16 out of 19 [84%]

Could Be Useful: 0 out of 16 [0%]

¹⁷The block inventory instrument can be viewed in its entirety in the appendix of this report.

Bike Lanes: 0 out of 19 [0%]
Could Be Useful: 19 out of 19 [0%]
Blocks Useful: All 19 Blocks

Parking Lots:

Condition	Number Existing	%	Blocks
Excellent	1 out of 12	8%	G
Good	5 out of 12	42%	A, B, E, L, S
Fair	6 out of 12	50%	I, J, K, P, Q, R
Poor	0 out of 12	0%	

Yes: 12 out of 19 [63%]
No: 7 out of 19 [37%]
Could Be Useful: 0 out of 7 [0%]



Crosswalks:

Condition	Number Existing	%	Blocks
Excellent	0 out of 14	0%	
Good	2 out of 14	14%	B, O

Fair	3 out of 14	21%	F, G, K
Poor	9 out of 14	64%	A, H, I, J, M, P, Q, R, S

Yes: 14 out of 19 [74%]

No: 5 out of 19 [26%]

Could Be Useful: 5 out of 5 [100%]

Blocks Useful: C, D, E, L, N



Sidewalks:

Condition	Number Existing	%	Blocks
Excellent	0 out of 15	0%	
Good	5 out of 15	33%	A, B, C, E, F
Fair	10 out of 15	67%	D, G, H, I, J, K, L, M, N, O
Poor	0 out of 15	0%	

Yes: 15 out of 19 [79%]

No: 4 out of 19 [21%]

Could Be Useful: 4 out of 4 [100%]

Blocks Useful: P, Q, R, S

Curbs:

Condition	Number Existing	%	Blocks
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Excellent	2 out of 19	10.5%	A, E
Good	2 out of 19	10.5%	I, K
Fair	11 out of 19	58%	B, C, D, G, H, J, L, P, Q, R, S
Poor	4 out of 19	21%	F, M, N, O

Yes: 19 out of 19 [100%]

Historic Landmark: The village should consider adding historic landmark designations downtown and along Union Street.

No: 19 out of 19 [100%]

Could Be Useful: 12 out 19 [63%]

Blocks Useful: D, E, F, G, H, I, K, L, M, N, O, Q

Gateway¹⁸:

Condition	Number Existing	%	Blocks
Excellent	1 out of 4	25%	C
Good	3 out of 4	75%	E, P, Q
Fair	0 out of 4	0%	
Poor	0 out of 4	0%	

Yes: 4 out of 19 [21%]

No: 15 out of 19 [79%]

Medians: The village has 4 medians. Although there is nothing physically wrong with the medians, the medians could benefit from being raised and from the addition of landscaping.

Condition	Number Existing	%	Blocks
Excellent	0 out of 4	0%	
Good	1 out of 4	25%	S
Fair	3 out of 4	75%	R, T, Q
Poor	0 out of 4	0%	

¹⁸ **Gateway** can be defined as an arrival point followed by a zone that marks the transition between the arrival point and the objective destination (Rochester, NY Gateway Study).

Yes: 4 out of 19 [21%]

No: 15 out of 19 [79%]

Could Be Useful: 7 out of 15 [47%]

Blocks Useful: A, E, I, J, L, N, R



Waterway:

Condition	Number Existing	%	Blocks
Excellent	3 out of 4	75%	E, G, H
Good	1 out of 4	25%	F
Fair	0 out of 4	0%	
Poor	0 out of 4	0%	

Yes: 4 out of 19 [21%]

No: 15 out 19 [79%]

Could Be Useful: 0 out of 15 [0%]

Parking Spaces:

Condition	Number Existing	%	Blocks
Excellent	0 out of 4	0%	
Good	4 out of 4	100%	B, G, H, I
Fair	0 out of 4	0%	
Poor	0 out of 4	0%	

Yes: 4 out of 19 [21%]

No: 15 out of 19 [79%]

Could Be Useful: 2 out of 15 [13%]

Blocks Useful: A, P

Right of Way¹⁹:**No:** 19 out of 19 [100%]*Could Be Useful:* 0 out of 19 [0%]

Intersections: The village of Spencerport has 15 blocks with intersections and all of the intersections are either good or fair.

Condition	Number Existing	%	Blocks
Excellent	0 out of 15	0%	
Good	11 out of 15	73%	C, E, G, H, I, J, K, P, Q, R, S
Fair	4 out of 15	27%	A, B, D, F
Poor	0 out of 15	0%	

Yes: 15 out of 19 [79%]**No:** 4 out of 19 [21%]*Could Be Useful:* 0 out of 4 [0%]

Public Transportation: Spencerport has three blocks that have bus stops, but in order to improve the system the stops should be more clearly marked so that pedestrians can distinguish them more easily

Condition	Number Existing	%	Blocks
Excellent	0 out of 3	0%	
Good	0 out of 3	0%	
Fair	3 out of 3	100%	L, N, O
Poor	0 out of 3	0%	

Yes: 3 out of 19 [16%]**No:** 16 out of 19 [84%]*Could Be Useful:* 11 out of 16 [69%]*Blocks Useful:* A, B, C, E, G, H, I, J, K, P, Q

¹⁹**Right of Way** can be defined as public or private area that allows for the passage of people or goods. Right-of-way includes passage ways such as freeways, streets, bike paths, alleys, and walkways. A public right-of-way is a right of way that is dedicated or deeded to the public for public use and under the control of a public agency (Portland, OR).

Shoulders:

Condition	Number Existing	%	Blocks
Excellent	0 out of 18	0%	
Good	4 out of 18	22%	B, G, H, I
Fair	13 out of 18	72%	C, D, E, F, J, K, L, M, O, P, Q, R, S
Poor	1 out of 18	6%	N

Yes: 18 out of 19 [95%]

No: 1 out of 19 [5%]

Could Be Useful: 1 out of 1 [100%]

Block Useful: A

Speed Limit:

30 mph – 16 out 19 [84%]

45 mph – 3 out of 19 [16%]

Turning Lanes: 19

Yes: 7 [37%]

Blocks Present: J, K, L, P, Q, R, S

No: 12 [63%]

Blocks Not Present: A, B, C, D, E, F, G, H, I, M, N, O

**Parking out of 7 Blocks:**

7 are shared parking spaces/lots.

4 are short term/shared parking spaces/lots.

Village Findings

Upon review of the inventories, there are several findings which are a useful outcome of the analyses process.

According to the physical inventory, which was conducted on a parcel by parcel basis, the village usually received either an excellent or good rating in this portion of the analysis. In very few instances items were classified as fair. As the village continues to work actively on its revitalization efforts, it is very likely that those parcel specific items that received a good or fair rating will improve to excellent or good. Specific items that need attention are:

- An increased integration of street furniture
- Improved signage

According to the block inventory, the village again usually received either an excellent or good rating in this portion of the analysis. As indicated on the block level there were a few instances where items were classified as fair. As the village continues to work actively on its revitalization efforts, it is very likely that those block items that received a good or fair rating will improve to excellent or good. Specific items that need attention are:

- An examination of the establishment of bike lanes
- Improved delineation of crosswalks
- An improved recognition of historic landmarks
- Better designation of public transportation stops and communication to the public regarding transportation routes

In the final analysis of the Village of Spencerport, it is important to remember that:

- Village assets far outweigh the liabilities
- Public participation is an integral component of revitalization.
 - In order for a community to successfully proceed with revitalization, village stakeholders must continually be engaged in the process
- It takes several years for a Main Street to decline and it will take several years for it to return to its highest and best use
- There are federal, state, regional and local resources available (these resources are listed in the section following Village Recommendations)

Village Recommendations

As a result of input gathered from the Village of Spencerport Focus Group after reviewing the contents of this report in several draft forms, the following recommendations were made:

- Actively work to change the commonly held belief that there is a parking shortage in the village.
 - Improve and/or enhance signage that indicates where free parking is available for Main Street patrons.
- Proceed with streetscape improvements in order to enhance the existing appearance of the overall Main Street corridor – especially in the areas with high commercial concentration, or potential to further develop commercial/retail viability.
- 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 walk ability of the Village of Spencerport – pedestrians can interact on a different level with Main Street that those driving through. As a positive residual affect of promoting walk ability, you can potentially capture a greater market of Main Street and commercial patrons.
- Pursue the use of signage that will reiterate the need for and enforcement of a pedestrian friendly environment along Main Street and commercial areas of the village.
- Continue to engage civic, municipal and business leadership by way of the Chamber of Commerce, Planning Board, Zoning Board, etc. meetings and activities that will promote collaborations in the Village of Spencerport.
- Actively promote the formal development of a Merchants Association.
 - Discuss hours of operation and try to streamline them for village and non-village patrons – consistency will help retain patrons.
 - Promote evening activities – Main Street is open beyond 9 a.m. to 5 p.m.!! There are restaurants, coffee bars & ice cream shops.
 - Engage landlords/property owners in the discussion regarding business attraction, expansion and retention in the village.
- Further identify the need for public transportation.
 - Provide better signage for public transportation
- Communicate with DOT regarding traffic concerns and ways to effectively and equitably address those traffic related concerns.

Village Resources

Listed below are federal, state, regional and local resources that can be tapped into in order to further develop and or enhance the condition of Spencerport's Main Street.

National Trust for Historic Preservation

For more than 50 years, the National Trust has been helping people protect the irreplaceable. A private nonprofit organization with more than a quarter million members, the National Trust is the leader of the vigorous preservation movement that is saving the best of our past for the future.

The need for the National Trust has increased since its founding in 1949. When historic buildings and neighborhoods are torn down or allowed to deteriorate, a part of our past disappears forever. When that happens, we lose history that helps us know who we are, and we lose opportunities to live and work in the kinds of interesting and attractive surroundings that older buildings can provide. For more information, please visit: <http://www.nationaltrust.org/index.html>

For more information on National Trust resources, contact:

*National Trust for Historic Preservation
1785 Massachusetts Ave., NW
Washington, DC 20036-2117
(202) 588-6000*

New York State Department of Transportation

The Department of Transportation manages the State's transportation system, promotes economic growth and provides taxpayer relief. This is done by: maintaining and operating the State's highways and bridges in a safe, cost effective and environmentally sound manner; by planning, coordinating, and/or implementing strategies to improve the State's transportation network, the economic condition of the state is enhanced; and; continuously improving essential services, products, information and processes. This is done by:

- Coordinating and developing comprehensive transportation policy for the State; coordinating and assisting in the development and operation of transportation facilities and services for highways, railroads, mass transit systems, ports, waterways and aviation facilities; and, formulating and keeping current a long-range, comprehensive statewide master plan for the balanced development of public and private commuter and general transportation facilities.

- Administering a public safety program for railroads and motor carriers engaged in intrastate commerce; directing state regulation of such carriers in matters of rates and service; and, providing oversight in matters relative to the safe operation of bus lines, commuter railroads and subway systems that are publicly subsidized through the Public Transportation Safety Board. For more information, please visit: <http://www.dot.state.ny.us>

For more information on NYSDOT resources, contact:

*Charles E. Moynihan, Director
NYSDOT Region 4
1530 Jefferson Road
Rochester, New York 14623
(585) 272-3310*

OR

*Joan Dupont, Regional Planning & Program Manager
NYSDOT Region 4
1530 Jefferson Road
Rochester, New York 14623
(585) 272-3318
jdupont@gw.dot.state.ny.us*

Office of Parks, Recreation and Historic Preservation

OPRHP, through state and federal funding sources, provides a number of grant programs which can support Main Street Revitalization.

Certified Local Government Program (Federal)

A matching grant program for the expansion and maintenance of the National Register of Historic Places and support of historic preservation activities. Certified Local Governments may apply for survey and inventory activities. Source of funds: The National Park Service. For more information, please visit: <http://nysparks.state.ny.us/grants/index.html>

Historic Preservation Program (State)

A matching grant program for the acquisition and/or rehabilitation of properties listed on the National or State Registers of Historic Places. Funds are available to municipalities and not-for-profit organizations. Funded projects must be available to the general public for a specified period of years. For more information, please visit: <http://nysparks.state.ny.us/grants/index.html>

For more information on OPRHP resources, contact:

*Leo Downey, Regional Grant Representative
Office of Parks, Recreation and Historic Preservation
Letchworth State Park
Castile, New York 14427
(585) 493-3613*

Empire State Development

The New York State Department of Economic Development/Empire State Development (ESD) works with businesses to identify creative solutions to challenging problems generate enhanced opportunities for growth and help them achieve both their short and long term goals.

New York State's Economic Development Strategy is a continued effort to improve the State's business climate with continued efforts being made to reduce taxes and to reform the regulatory environment, worker's compensation statutes and utility deregulation. Each project that ESD is involved in is reviewed and worked with on a one on one basis. Programmatic assistance is offered by ESD when there is a potential for justification and jobs.

The overall goal of ESD is to negotiate incentive packages in cooperation with local partners while the company is in their decision making process. ESD can provide both loans and/or grants for capital acquisitions (building and equipment), for site work (roads, sewers, water, rail spurs, etc.), for interest subsidies, for job creation & job training, for relocation expenses (moving a company from outside of NYS to inside) and for competitiveness and productivity projects. For more information, please visit: <http://www.empire.state.ny.us>

For more information, please contact:

*Jack Kinnicutt, Director
Finger Lakes Regional Office
Empire State Development
400 Andrews Street - Suite 710
Rochester, NY 14604
(585) 325-1944
nys-fingerlakes@empire.state.ny.us*

New York State Small Business Development Center

As a business person in New York, the Small Business Development Center (SBDC) can assist in business development. The SBDC helps small business owners understand the importance of a business plan, discover sources of funding, prepare for e-commerce, develop marketing plans and comply with licensing & regulations. For more information, please visit: <http://www.nyssbdc.org/>

For more information, please contact:

Jan Pisanczyn Director
Small Business Development Outreach Center
350 New Campus Dr
Brockport, NY 14420-4420
(585)395-2334
sbdc@brockport.edu

NYSERDA and the New York Energy Smart Program

Among the local resources to enhance commercial activity along Main Streets are those provided by NYSERDA and the New York Energy Smart Program.

The New York Energy Research and Development Authority (NYSERDA) was established by 1975 law as a public benefit corporation. NYSERDA funds research into energy supply and efficiency, as well as energy-related environmental issues, important to the well-being of New Yorkers.

Since late 1998, in cooperation with the NYS Public Service Commission, (PSC), NYSERDA has managed the New York Energy Smart program. Funded by a System Benefits Charge (SBC) on electric transmission, this program offers energy efficiency, research and development, low-income and environmental disclosure funding and education to assist electric consumers as the regulated electricity market moves to more open competition.

NYSERDA derives its basic research revenues from an assessment on the intrastate sales of New York State's investor-owned electric and gas utilities, federal grants, and voluntary annual contributions by the New York Power Authority and the Long Island Power Authority. Additional research dollars come from limited corporate funds.

NYSERDA's various programs (such as residential, commercial, transportation, environmental) outline broad energy and environmental challenges, and then publicly request proposals, from any private or institutional entity, to submit project plans addressing those issues.

As applicable to this Main Street development, NYSERDA and the New York Energy Smart Program offer assistance in the areas of commercial/industrial, economic development, municipal, small business and other areas. For more information on NYSERDA's resources, please visit:

<http://www.gflrpc.org/Energy/Index.htm>

For more information on NYSERDA's resources, contact:

Will Poppe

Finger Lakes Energy Smart Coordinator

Genesee/Finger Lakes RPC

50 West Main Street, Suite 8107

Rochester, New York 14614

(585) 454-0190 extension 21

wpoppe@gflrpc.org

New York State Main Street Alliance (NYMSA)

From the neighborhoods of New York City, to the forests of the Adirondacks, to the Vineyards of the Southern Tier to the Orchards and dairy farms of the Hudson Valley and Western New York, NYMSA hears the cries of Main Streets.

The problems of suburban & rural sprawl combined with the proliferation of shopping centers and strip malls continue to erode our traditional Main Streets. Our sense of community--that which defines who we are and where we live--is quickly eroding.

Main Streets represent what is good about America. They represent a way of life that is increasingly becoming a preferable alternative both to shopping centers and e-commerce. For open space to be preserved and protected, we must revitalize and maintain the compact community, the village main street and the hamlet.

For more information on NYMSA's resources, please visit:

<http://www.cardi.cornell.edu/nymsa/resources.cfm>

For more information, contact:

Rod Howe, Associate Director

Cornell Community and Rural Development Institute

43 Warren Hall

Cornell University

Ithaca, New York 14853

(607) 255-9510

rlh13@cornell.edu

Genesee/Finger Lakes Regional Planning Council

The Genesee/Finger Lakes Regional Planning Council (G/FLRPC) was established in 1977 by a joint resolution approved by its eight original member counties, including Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, and Yates. Wyoming County was admitted in 1986. The Council was organized pursuant to Articles 5-G and 12-B of the New York State General Municipal Law.

The nine counties in the Genesee/Finger Lakes Region comprise 5,692 square miles, and have a population exceeding 1,199,588 residents. There are 33 voting members of the Council representing participating counties, the City of Rochester, and the minority community. These members include chief elected officials, local legislators, department heads, and key community leaders in the region.

The primary functions of G/FLRPC include Local, Regional and Water Resources Planning, Regional Economic Development, Strategic Planning, Program and Grant Development, Surveys, and Data, Technology, and Resource Center. For more information on G/FLRPC's resources, please visit: www.gflrpc.org

For more information, contact:

David Zorn, Executive Director

G/FLRPC

50 West Main Street, Suite 8107

Rochester, New York 14614

585-454-0190

dzorn@frontiernet.net

OR

Margaret M. DelPlato, Regional Planner/Economic Development

G/FLRPC

50 West Main Street, Suite 8107

Rochester, New York 14614

585-454-0190

mdelplato@gflrpc.org

Genesee Transportation Council

The U.S. Department of Transportation requires every metropolitan area with a population over 50,000 to have a designated Metropolitan Planning Organization (MPO) to qualify for receipt of federal highway and transit funds. The Governor of New York State designated the Genesee Transportation Council (GTC) as the MPO responsible for transportation planning in the nine-county Genesee-Finger Lakes region, which includes Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates counties.

Because of the size of the nine-county region, the primary focus of GTC's transportation planning efforts is the developed area surrounding the City of Rochester known as the Rochester Transportation Management Area (TMA). The Rochester TMA includes all of Monroe County plus the adjacent developed areas of Livingston, Ontario, and Wayne counties.

To establish and maintain the certifiable transportation planning process required by the federal government as a precondition for receipt of federal transportation funding, GTC is the designated MPO for the region. For more information on G/TC's resources, please visit: www.gtcmpo.org/

For more information, contact:

*Steve Gleason, Executive Director
Genesee Transportation Council
50 West Main Street, Suite 8112
Rochester, NY 14614-1227
(585) 232-6240
contactgtc@gtcmpo.org*

OR

*Richard Perrin, Program Manager/Regional Development
Genesee Transportation Council
50 West Main Street, Suite 8112
Rochester, NY 14614-1227
(585) 232-6240
rperrin@gtcmpo.org*

Monroe County Planning and Development

The Planning and Development Department provides and coordinates a broad range of programs focusing on job retention and creation, employment and training services, land use planning and resource conservation as well as housing and neighborhood preservation. The department integrates planning services with economic and community development activities through partnerships with local governments and the private sector. The Planning and Development Department consists of several divisions which include Community Development, Economic Development, Planning Division, and Workforce Development.

The Department is also affiliated with the County of Monroe Industrial Development Agency (COMIDA) and staffs the Monroe County Industrial Development Corporation (MCIDC) and the Monroe County Sports Development Corporation (MCSDC). For more information on Monroe County resources, please visit: <http://www.growmonroe.com/org>

For more information, contact:

*Paul Johnson, Acting Director
Department of Planning & Development
50 West Main Street, Suite 8100
Rochester, New York 14614
(585) 428-2970
PJohnson@mc.rochester.lib.ny.us*

Parcel Survey

ORPS code:	Tax parcel #:	ID #:	Photo frame #:
Acres:	SFLA:	Year:	

Municipality:

Street:

Business Name:

Property Owner's Name:

Property Owner's Address:

☐ Vacant Lot

If vacant, current use:

☐ Vacant Building☐ Historic Building (before 1952)Building type: ☐ Brick ☐ Wood ☐ Steel ☐ Other☐ Residential ☐ Apartments/ Multi-family ☐ Mobile Home/s☐ Commercial/ Office ☐ Mixed Use/ Residential ☐ Community Services☐ Recreation & Entertainment ☐ Public Services ☐ Industrial

	Present		General Condition			
Roofing	Yes	No	P	F	G	E
Windows/ Doors	Yes	No	P	F	G	E
Landscaping	Yes	No	P	F	G	E
Painting	Yes	No	P	F	G	E
Siding	Yes	No	P	F	G	E
Foundation	Yes	No	P	F	G	E
Signage	Yes	No	P	F	G	E
Awnings	Yes	No	P	F	G	E
Façade	Yes	No	P	F	G	E
Street Furniture	Yes	No	P	F	G	E
Street Lamps	Yes	No	P	F	G	E
Streetscape	Yes	No	P	F	G	E
Arch. Decoration	Yes	No	P	F	G	E
Banners	Yes	No	P	F	G	E
Parking	Yes	No	P	F	G	E

Shared Parking Yes No

Potential for Shared Parking Yes No

Number of Storefronts: _____ Number of Floors: _____

Storefront 1:

Storefront 2:

Storefront 3:

Storefront 4:

2nd Floor:

Block Survey

Block:

Does this
block have:

If yes, condition:

If no, Could they
be useful?

Towpath	YES	NO	P	F	G	E	YES	NO
Bike Lane	YES	NO	P	F	G	E	YES	NO
Parking Lot	YES	NO	P	F	G	E	YES	NO
Crosswalk	YES	NO	P	F	G	E	YES	NO
Sidewalk	YES	NO	P	F	G	E	YES	NO
Gateway	YES	NO	P	F	G	E	YES	NO
Curb	YES	NO	P	F	G	E	YES	NO
Historical Landmark	YES	NO	P	F	G	E	YES	NO
Medians	YES	NO	P	F	G	E	YES	NO
Waterways	YES	NO	P	F	G	E	YES	NO
Parking Spaces	YES	NO	P	F	G	E	YES	NO
Right of ways	YES	NO	P	F	G	E	YES	NO
Intersections	YES	NO	P	F	G	E	YES	NO
Public Transportation	YES	NO	P	F	G	E	YES	NO
Shoulders	YES	NO	P	F	G	E	YES	NO

Number of Lanes: _____

Speed Limit: _____

Roadway Width: _____

Width of Shoulders: _____

Parking: Short Term ☐ Shared ☐ Compact ☐Turning Lanes Present: Yes ☐ No ☐

General Comments on Block (Curb Cut, Street Furniture Count and Type): _____