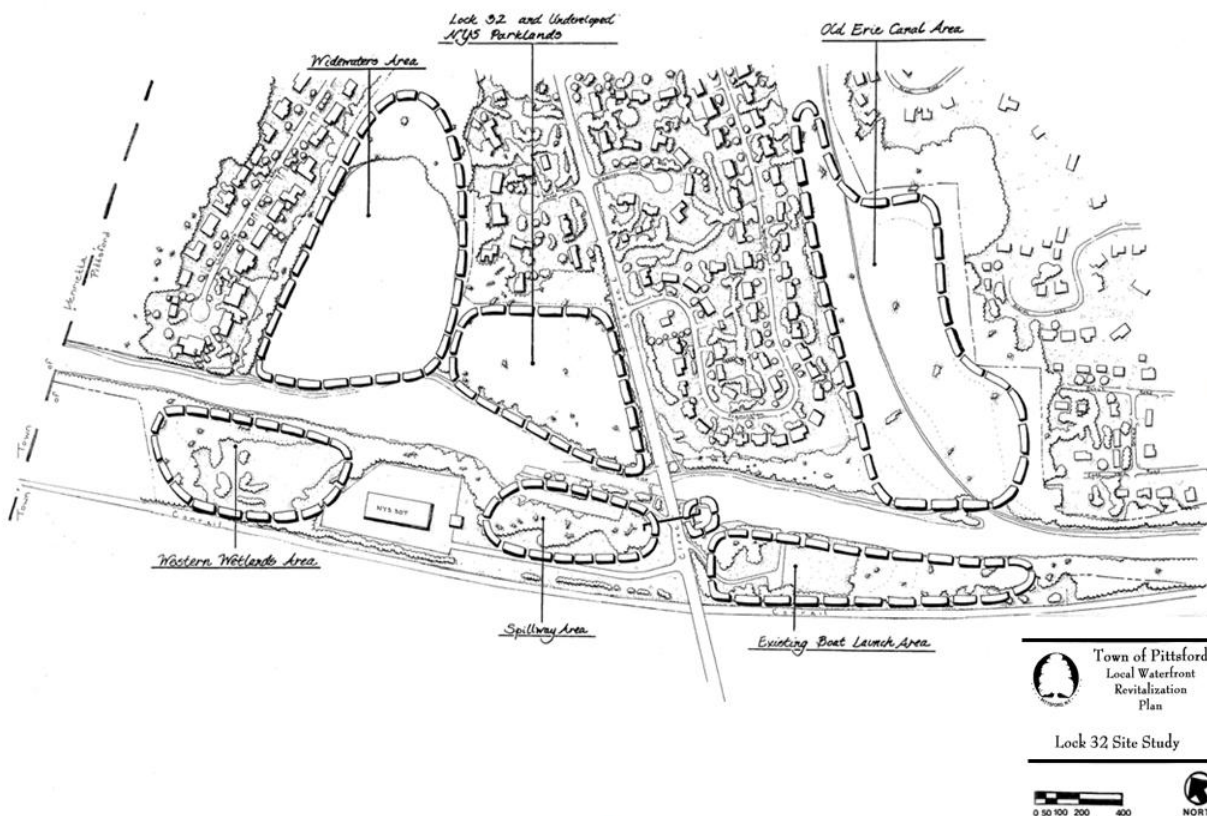


Section IV Proposed Land and Water Uses & Proposed Projects

Town Planning Areas

Lock 32 Area

The Town of Pittsford conducted a public visioning effort regarding potential development in this area of publicly owned land. The study area included: Lock 32 and undeveloped New York State-owned parklands; the Widewaters area; the western wetlands; the Lock 32 spillway area; the existing boat launch; and, the Old Erie Canal area. The community study group reached consensus on a number of recommended possible uses and amenities for each of the areas included in the study. (See [Lock 32 Site Study Map](#))



Recommended Uses:

Lock 32 Park and Undeveloped New York State Parklands

Playground facilities, maintenance of the area’s natural character; improved parking and access from Clover Street; improved north-south pedestrian and bicycle access along the Clover Street/railroad and canal crossings; better east-west trail connection under Clover Street (optimal); pedestrian friendly east-west crossing at pavement grade with landscaped median or other appropriate traffic calming methods including lane width reductions; extension of Lock 32 park; restrooms; improved year round access to the existing boat launch area and Pittsford Crew rowing facility; boat dockage; small food concession and bait shop; extended hours/season; pay telephone; and, historic/lock/town interpretive signage.

Widewaters Area

Ice skating (small area); maintenance of the surge basin; maintaining “forever wild” as the predominant theme; fishing docks; and, interpretative resource (history, canal, nature).

Western Wetlands

These areas should remain in wild state and could offer nature interpretation; and, trails.

Spillway Area

Whitewater kayaking and support structure, retail sales and equipment rental, human powered craft; park amenities; small benches and picnic tables; trail connection east to west; unpaved parking (small in size to match site); bathrooms; and, swift water rescue training facility.

Existing Boat Launch Area

“Small scale” boat launch; rowing/crew boat center; sheriffs’ water patrol substation; canal-side trail; passive recreation (e.g. picnicking, etc.); ice skating; improved boat dockage; public parking; boat rental (non- motorized); and, pedestrian connection under Clover Street and across canal.

“Old Erie Canal” Area

Encourage trail; cross country skiing along canal path; interpretive signage; and, benches. Given the proximity to the canal trail and access to the Monroe Avenue Commercial District, Lock 62 and the Historic Spring House transient boat dockage east of the Old Erie Canal District on the north side of the canal is recommended.



Lock 62 Area

This historically significant site (See Appendix A) provides a great opportunity for historic interpretation. The existing trail connection, which follows the former route of the canal, should be improved and better markings should be provided where it branches off from the existing canal trail. An historical marker, including photos, should be added at the site of the Odenbach Boat Works. An enhanced relationship between Wegmans and Lock 62 site would be desirable.

NYSDOT/NYS Canal Corporation Property

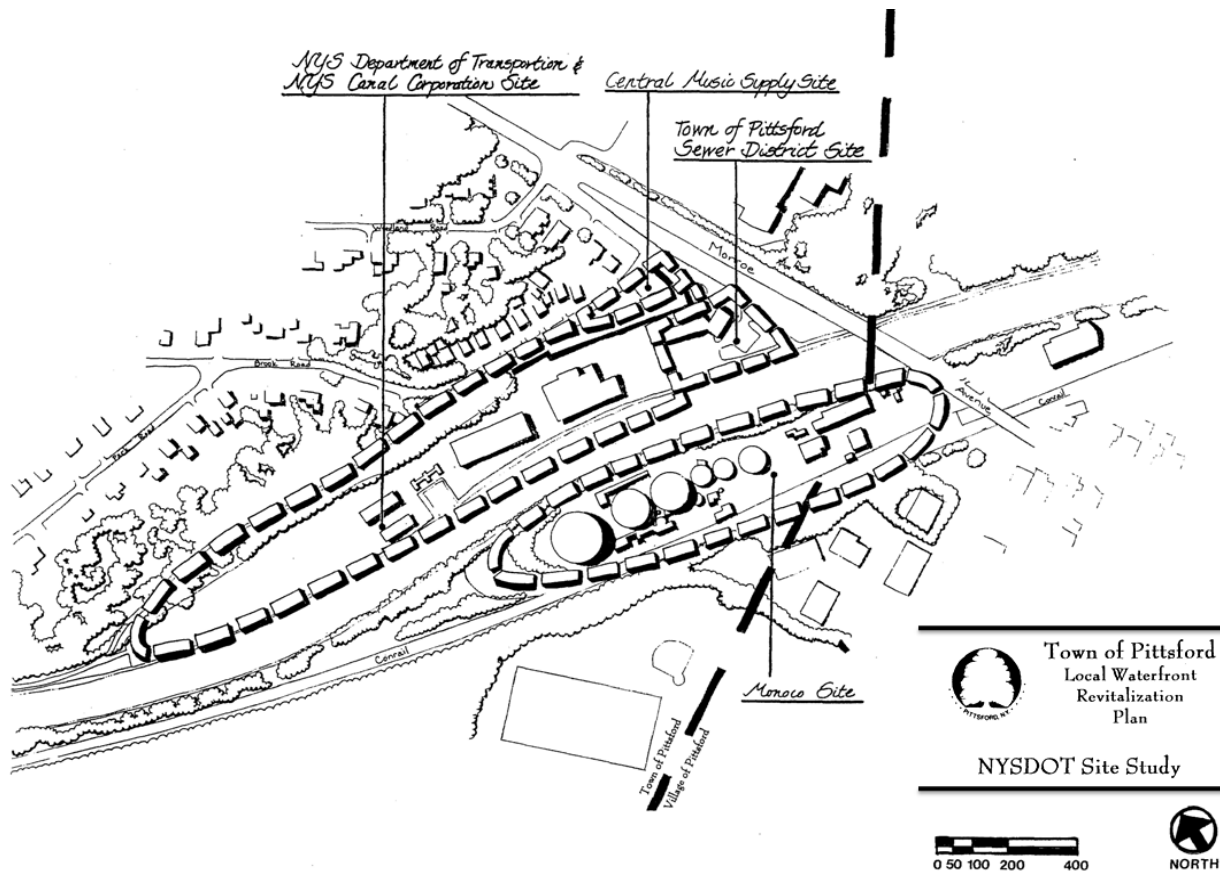
This group of buildings is the only impediment to passage on the canal trail as it traverses Pittsford. Gaining trail access in front of facility would not only create a desirable connection for canal travelers, but would increase their safety. The current set-up requires all people traveling on the canal path to go through the adjacent neighborhood to regain access to the trail. This creates a precarious situation as there are no sidewalks and there is a corner with very poor visibility that cars and canal users must navigate safely. There are existing buildings on this site that could be adaptively reused. As with any of the development proposed along the canal corridor, caution should be taken to maintain the scale, greens pace and style characteristic of the community. Any plans for this site should be compatible with the surrounding residential atmosphere and should consider water-related or water-enhanced use potential.

The Town of Pittsford conducted a public and private visioning process intended to inform and guide future development with regard to the NYSDOT/Canal Corp. property. The goal of this effort was to take a proactive approach by planning for and steering future change at the site rather than merely reacting to it. Public work group meetings were conducted to examine neighborhood and private property owners' desires and needs. The result of the visioning process was a clearer understanding of the issues among the interested parties and stakeholders. The NYSDOT study group discussed opportunities and concerns regarding the potential redevelopment of the NYSDOT/Canal Corporation and Town of Pittsford Sewer Department properties. The area is bounded by the New York State Barge Canal, Monroe Avenue, and East Brook Road. Also included in the study discussion were the Central Music property adjacent to these properties and the Monoco Oil property situated across the canal from the NYSDOT site. The study group reached consensus on a number of recommended new uses, adaptable re-uses of the existing buildings and grounds, and amenity improvements for the areas included in the study. (See [NYSDOT Site Study Map](#))

Recommended Uses:

NYS DOT/Canal Corporation Property

For the short term, the consensus was to allow the site uses to remain “as is” with some aesthetic improvements however, preferred future uses include; reuse the buildings for artisan/craftsman workshops; create community access workshop(s); small gift/antique shops; restaurant with patio dining; promote short-term canal side citizen green-up projects; park; safety/comfort station inside building(s); water taxi stop; continue NYS Canal Corporation boat storage/maintenance activities; canal related sheriff or state police sub-station; short-term transient boat dockage; boating services (e.g. pump out station, gas, restrooms, etc.); tour boat destination stop (not a start/end terminal with parking); allow the site to be used for small-scale special events; re-route the canal towpath to the canal edge, keeping the trail off Brook Road; improve the pedestrian/bicycle access from Monroe Avenue to the canal path. The study group felt that the buildings on the property would support a number of adaptive reuses. Further, the group stated that a preference for mixed use should be encouraged on the site but that a priority be put on preservation of the adjacent neighborhood.



American Music Co.

Current use could remain “as is”; allow potential future use such as small scale “mom & pop” scale convenience store; and, dress/tailor type shop. Commercial concerns discussed included: hours of operation (no night hours and no weekends); limited traffic generation; lighting; and, signage. Design characteristics should “fit” the adjacent residential neighborhood.

Town of Pittsford Sewer District

Current use could remain “as is”; restaurant; canal related sheriff or state police sub-station; community center; court; and interpretive center for the canal. The study group agreed that a canal-related reuse of the building would be preferable.

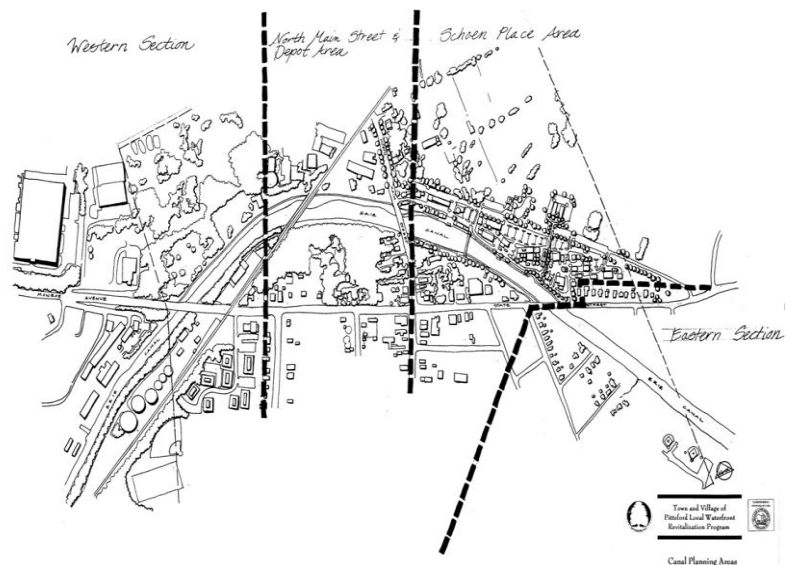
Former Monoco Oil Property

This canal-side property also has the potential for economic or recreational opportunities. In the long term, there may be several options for this site. The feasibility of a variety of development options may be possible. Short term development of an interim plan which includes visual buffering is desirable. Recommended site uses are: canal-side park (partial use); passenger rail station (commuter transportation node); office park/commercial; light industrial; hotel/motel; and, restaurant. The study group found that the property had limited potential for redevelopment due to the property’s elevation, steep canal embankment, site egress and the potential for significant environmental problems.

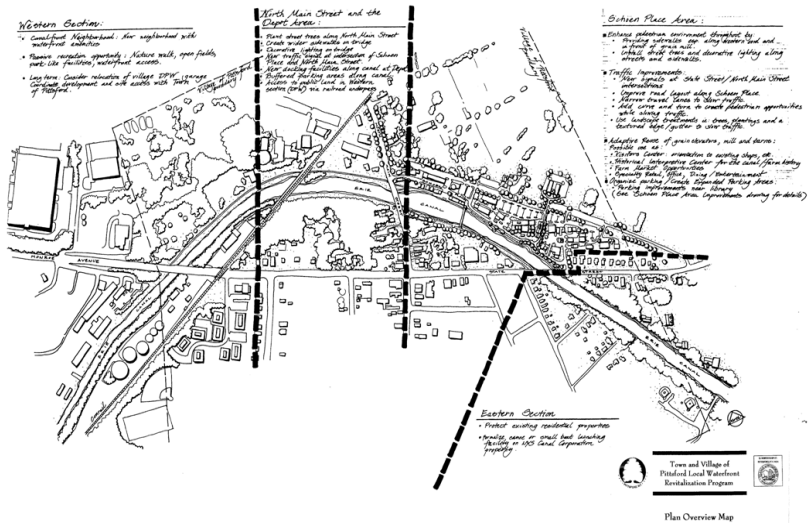
Village Canal Planning Areas

It is useful to consider the canal area in the village as comprising four sections (See [Canal Planning Areas](#) map and [Plan Overview](#) map):

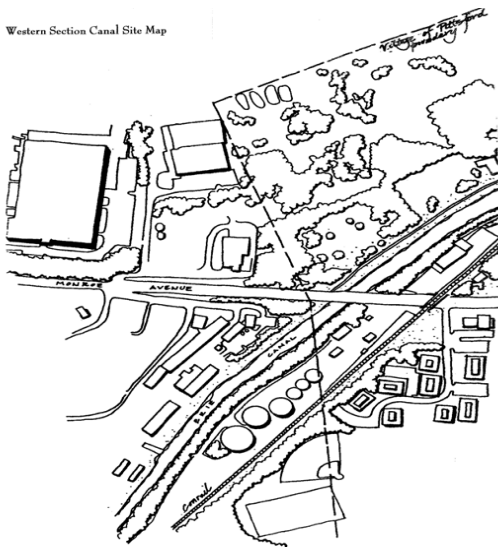
1. The western section from the village-town line to the DPW site
2. North Main Street and the depot area
3. Schoen Place and environs



4. The eastern section--from the State Street Bridge to the Bob Ford fields



Western Section



The western section has a large area of canal front in a natural setting. Old fields, a mature pine plantation, and some manmade ponds and wetland areas comprise about 20 acres of open land in this area. The several parcels which make up this section are bordered by the canal path and canal to the south and the Auburn Rail Trail to the north. (South of this area is The Talbots property which fronts on the canal, Monroe Avenue, and the railroad.)(See [Western Section Canal Site Map](#))

Planning Principles

This is the largest undeveloped tract of land in the village (with the exception of the Powers Farm, most of which has been protected as part of the Pittsford Greenprint resource protection program).

Any future use of this area must respond to the environmental setting. Waterfront access via the trail must be maintained. Expanded access to the canal may be possible here through additional docking facilities--potentially for both public and private users.

Specific natural features that need to be recognized and protected include the wetland areas, feeder streams, and wetland-upland edge habitat.

The pine plantation on the village-owned land is a noteworthy local resource.

Old fields, woodlands and wetlands, and the canal and path render a park like ambiance to the area. The waterfront connection should be emphasized as new uses emerge.

Protection of the existing freshwater wetland areas (which will need to be “flagged” and mapped prior to detailed site planning or development) and buffer areas will be important. The existing pine plantation offers a unique park like setting, hence offering a natural opportunity to explore the possibilities of a passive park use here. This ambiance speaks to the site’s potential to serve multiple purposes. Some sort of public development would be appropriate here--primarily on existing town and/or village-owned property. Perhaps this area could be used for community recreation facilities (nature walks, open field for casual ball play, etc.) and for some additional public access to the canal. A nature trail would be a nice addition here. Such a trail could connect from the Auburn Rail Trail at the northern boundary, wind along the edge of the wetland area, link through the evergreen plantation, and connect back to the canal path.

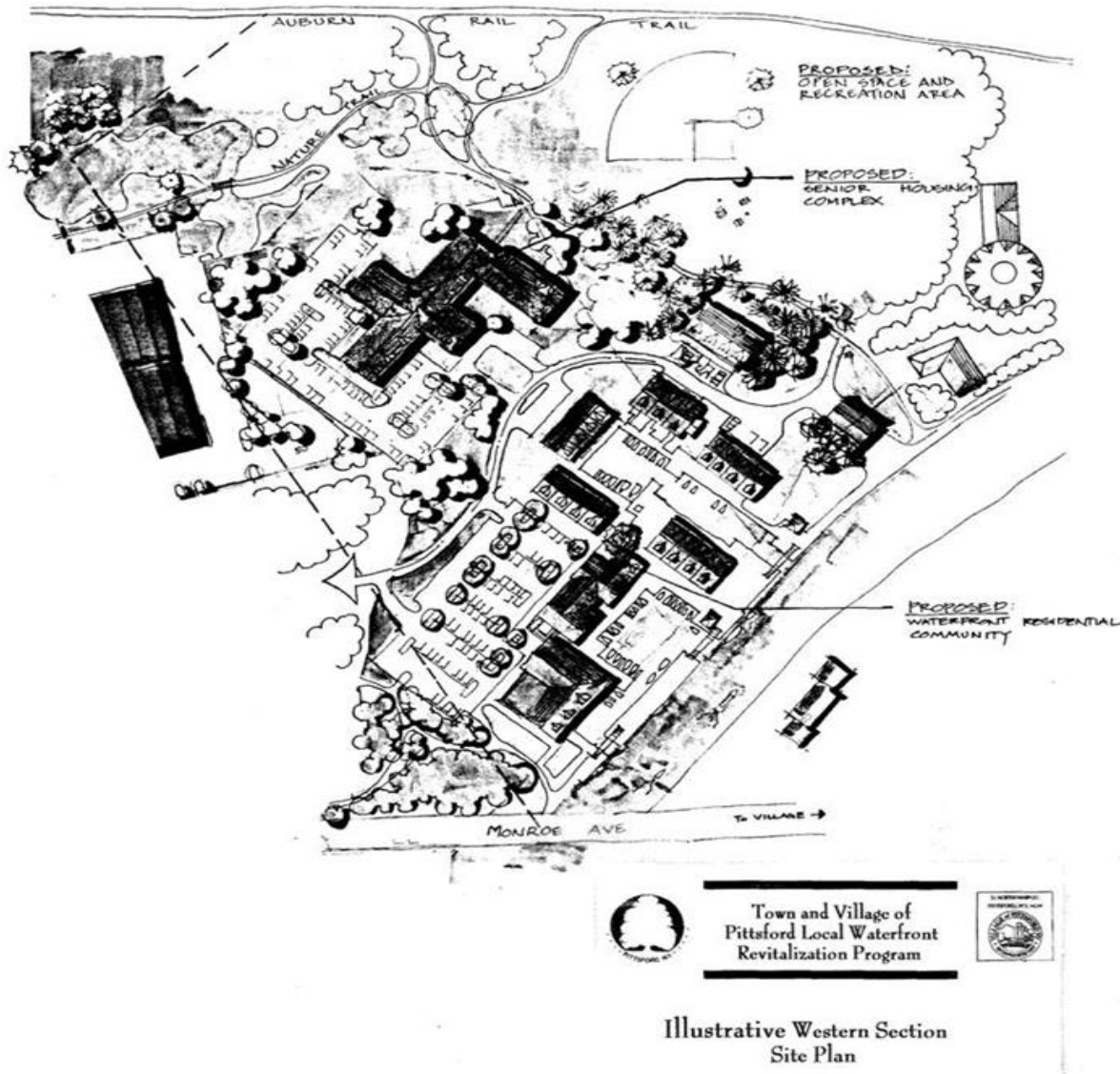


Shadblow in bloom in the western section of the canal in the village.



Wetland near the canal in the village

The park-like ambiance could be the inspiration for a design theme for any future plans to develop land in this area. This large waterfront site presents a strong development potential, given its setting in the heart of the village. Should this area be planned for development, a park-like waterfront theme is appropriate. New buildings should front primarily along the canal edge, in keeping with historic waterfront development patterns.



The intensity of development should be moderate--with a portion of the natural landscape maintained. Because this area is not well serviced by existing streets, any new development should be carefully designed to provide a pedestrian and physical connection with the center of the village. Regardless of the use, traditional neighborhood design principles should be used to ensure development is compatible with the building patterns, scale, orientation and physical character of the rest of the

village. Large buildings oriented toward parking lots rather than streets are not appropriate.

Any development should respond to the canal front setting and include a mixed use program primarily consisting of residential units and shops. Development of the parcel as a single-use commercial entity such as office, hotel, or light industrial purposes is not envisioned for this canal front site. An [Illustrative Western Section Site Plan](#) and [Potential Site Design](#) drawing are provided on the following pages. The site plan and site design drawings are conceptual in nature and illustrate a potential development scenario for the Western Section. As shown in the drawings, the site plan engages the waterfront through the proposed boat basins and docking slips



Town and Village of
Pittsford Local Waterfront
Revitalization Program



Potential Site Design Perspective

Public access is maintained through a continuous pedestrian path along the canal, which intersects with trails that lead back into the property and recreation amenities, such as a nature trail and athletic fields. The actual form that development ultimately takes in this area will be shaped by the local zoning regulations and will comply with Article 15.

This area may offer several opportunities for siting community facilities and/or parks which take advantage of the area's connection to the canal and its central location. Such public uses could strengthen this connection as the land uses here evolve over time. One of the challenges for any significant public use of this site is the difficulty in accessing the property. Access options need further exploration, recognizing the need to protect existing neighborhoods from adverse traffic impacts.

The key to development of this site is obtaining easier access. Through this planning process, a good deal of discussion has been conducted with the affected property owners regarding potential access. Several design options were drawn to identify potential solutions. Two of the design options included: access at the foot of the Monroe Avenue Bridge; or, the access drive at the existing traffic signal north of the bridge near 3750 Monroe Avenue.

Concurrent with this access review should be a look at the related access issues to Monroe Avenue in terms of the Sutherland Street and Village Green area to the east. Access issues from the canal front out to Monroe Avenue must be finally resolved collaboratively by the area property owners, the community leadership, affected neighbors, and the New York State Department of Transportation, the agency which is responsible for Monroe Avenue (NYS Route 31)

In the near-term, the village public works garage could be considered for site plan changes that would offer a more public “waterfront-friendly” front yard area. Long-term options for relocating some of the functions of this non water-dependent facility should be further explored. Options to be explored include moving the operation to a less sensitive location on the site or to other village property. A third option would be for the village to discuss ways to secure space in town public works facilities for some of its operations.

Recognizing the central location of this site to the village, it is obvious why the site provides a certain level of convenience in servicing community needs in the heart of the village.

North Main Street and the Depot Area

As one approaches the village from the north along East Avenue and North Main Street, the experience is quite pleasant and engaging. The streetscape which includes the college and attractive homes in a wooded setting creates an attractive and subtle “gateway” to the center of the community.



The village public works garage fronts on the canal. Options to lessen its visual impact on the canal should be explored.

However, the character of the experience changes after crossing under the railroad bridge. Wide expanses of

asphalt contrast sharply with the prior experience. This area includes several historic properties (a more detailed listing of historic properties is provided in a latter section) including the former New York Central Railroad Depot (“the Depot”) and the Pittsford Dairy Farm. In addition there are two older houses between the depot and the canal on North Main Street. One of these houses is a commercial establishment.

The south facing shore of the canal in this area has a few retail establishments at the west edge, but is otherwise privately-owned residential land.

Planning Principles



The Pittsford Farms Dairy, provides an attractive “gateway” into the Village of Pittsford.

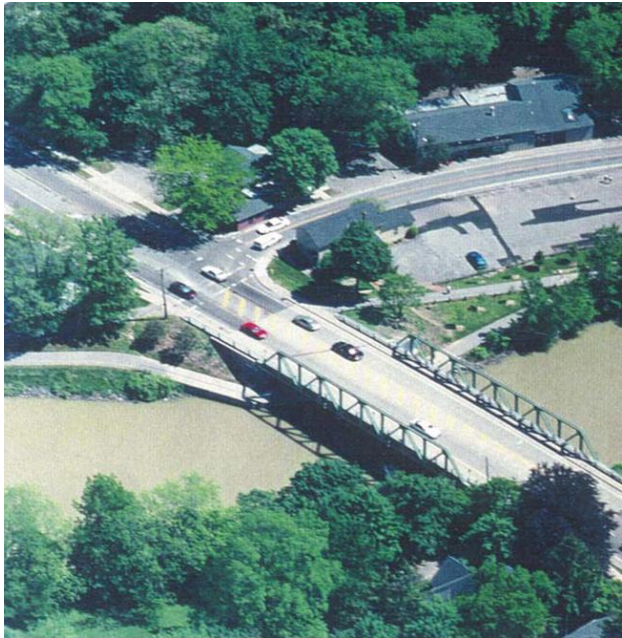
“Recapturing” North Main Street as an attractive village street is an appropriate goal. This area, between the four corners and the railroad bridge provides an important gateway from the north to the village center. Several properties contribute to the ambiance of the North Main Street corridor, including the Pittsford Dairy Farm, Village

Hall, and several other restored and renovated historic structures that frame the “street wall”. Improving the linkage between the four corners and the canal area will be beneficial to area businesses and will strengthen the sense of a community center.

As a gateway to the village, and to the canal area, North Main Street is an important corridor. Reintroducing street trees along the corridor will help redefine the edge between street traffic, pedestrians, and the building facades. This segment of street, in particular the bridge itself, should be evaluated for excessive pavement and lane width. It seems possible that some creative use of the existing street width on the bridge could be rededicated to pedestrian enhancements in the form of wider sidewalks.

Decorative lighting of the bridge for sidewalk illumination has been discussed for its potential to have a positive impact on the experience of crossing the bridge in the evening. Pedestrian-level street lighting will also help visually connect this part of North Main Street with the four corners. Lighting of the path under the bridge should also be considered. The safety of the intersection of Schoen Place with North Main Street could be improved greatly by the placement of a traffic signal. This should be explored with the New York State Department of Transportation along with the other transportation-related issues raised as part of the implementation of the plan.

The sidewalks on the canal bridge are narrow and very close to the road travel lanes--creating a perceived and potential safety hazard. It will be appropriate to reexamine options to widen the sidewalks and expand the tree planting strip in collaboration with



Pedestrian and vehicular safety would be significantly increased by the addition of a traffic light at the intersection of Schoen Place and North Main Street.



The former Depot Hotel, now the Depot Inn, is being converted to a luxury inn on the waterfront.

the New York State Department of Transportation, the agency that controls this stretch of road.

The former Depot Inn and Restaurant have been renovated with a significant investment of capital into this important property. The renovated facility offers an excellent opportunity to expand Pittsford's capture of visitor business. The waterfront setting of the hotel provides a chance to connect the lodging facility with navigation interests.

This section of the canal averages more than 150 feet in width. The excess width may allow the installation of docking along the canal bank without interfering with the navigation channel. The location is ideal for both overnight and short-term docking. Hotel amenities provide a nice opportunity for visitors to take advantage of the hospitality services offered at there. Excursions, weddings, parties, etc. could all be booked as part of a hotel package.

Due to the nature of parking demands, there will be parking areas created near the canal edge. This is generally not a recommended use of waterfront land, but is a necessary reality given the use program for the area.

Landscape treatments including trees, shrubs, and flower plantings along with berms (earth mounds) can help buffer the parking area from the canal and bike path.

Opportunities for access from North Main Street to the village public works site are convoluted. This access will play an important role in determining the ultimate public use of the public works property in the long term. It is recommended that an access plan be developed as a collaborative effort among the property owners and the village to help secure long-term access solutions for all of the stakeholders in the area.

As the canal trail on the north side grows in popularity, additional opportunities for canal paths are recognized. The potential for a path along the south side of the canal should be investigated further—perhaps as a westerly extension of the path at the Port of Pittsford Park, connecting through to the Monroe Avenue Bridge—and perhaps beyond to the Lock 32 area. Any path would need to respect private property issues. One method to build a path along the embankment would be as a boardwalk built on piers extending out over the canal along the shore. This solution would keep the path off the steep bank and visually removed from neighboring properties.

Schoen Place and Environs

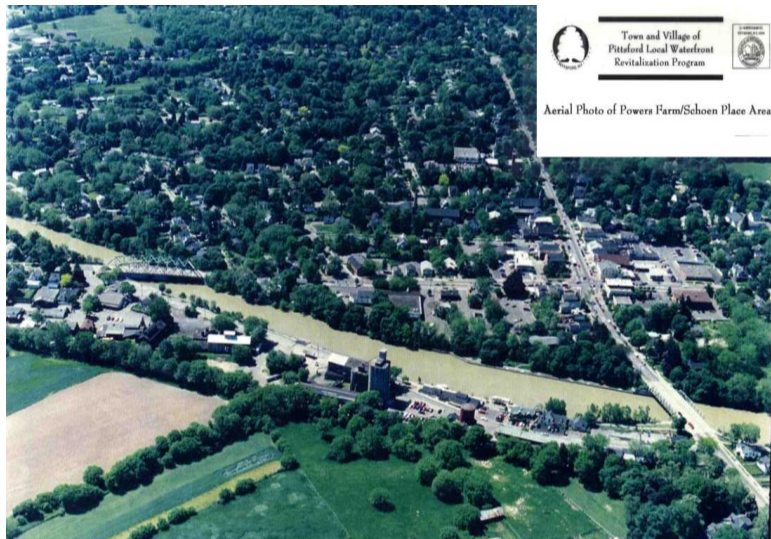
The north shore of this section contains one of the key attractions of the area: Schoen Place and Northfield Common. (See [aerial photo](#) of Powers Farm, Schoen Place area, the four corners, and the neighborhood beyond.) This stretch of retail establishments, restaurants, historical structures and other canalside attractions draws many shoppers, diners, and recreational users. The area is a living example of the transitions successful canal communities have gone through.



View of the Powers farm from Schoen Place

Pittsford's more industrial past is still evident in the rough hewn lumber yard buildings, bean and grain barns, grain elevators, and the former coal tower. The current use of some of these structures to house retail and eating establishments illustrates the change in character that the area has undergone.

Currently this busy area is accessed from two state highways without the benefit of traffic signals. There are no sidewalks along most of the street, creating a potentially dangerous situation for pedestrians; in particular for children, the elderly or others with mobility challenges. There are no comprehensive plans to



address parking and access to this growing area. Further, the current zoning designation for the mill and barn complex is manufacturing which may not be appropriate for the long-term use opportunities for these key properties. This plan is intended to address these issues. (See [Schoen Place Area Opportunities Plan](#))

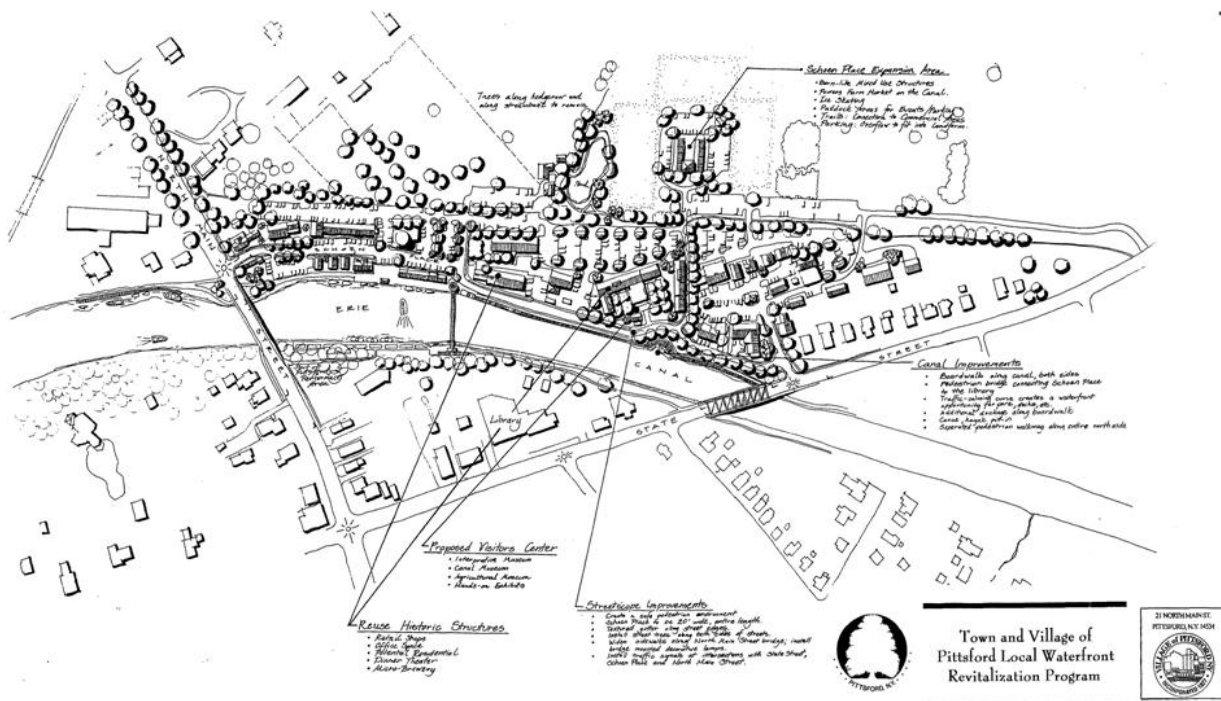
A waterfront vision is crucial for the Schoen Place area. For example, the grain mill complex--until recently in full operation--has ceased processing activities. The complex is now for sale. Nearby, the complex of bean storage barns are no longer being used for bean storage and these buildings are being developed for other uses.



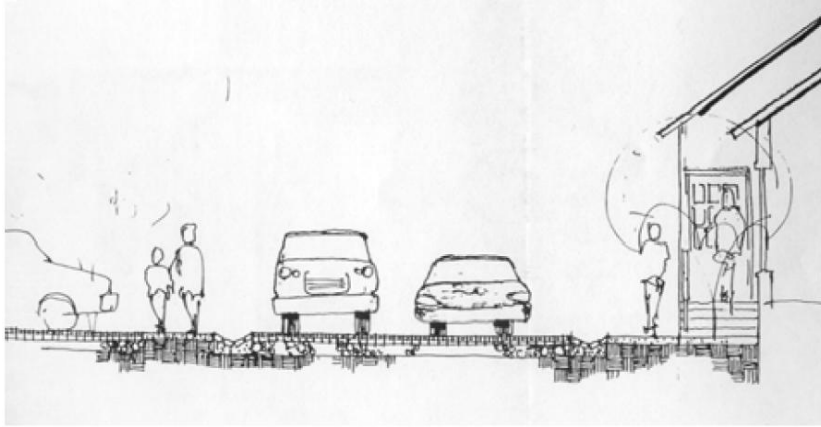
The Powers Farm, located immediately behind Schoen Place is privately-owned agricultural land, the majority of which will be permanently protected from development as part of Pittsford's Greenprint purchase of development rights program. A portion of the farm is being reserved from the purchase of development rights program to provide some expansion opportunities for the Schoen Place area. This area will see increased development pressure as a result of the sale and/or reuse of the vacant grain mill and barn complex.

The south shore of the canal here features the Port of Pittsford Park, which is located in the village but maintained by the town. Next to the park are a public parking lot and the Pittsford Public Library. The rest of this side is privately owned by the retail and office establishments along State Street.

Planning Principles

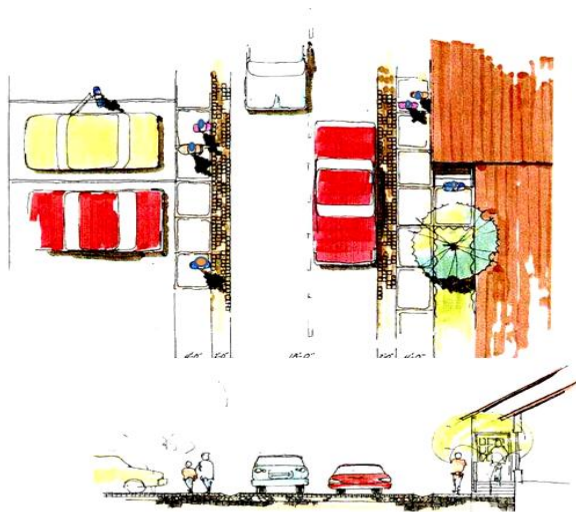


Schoen Place Area Opportunities



A sketch illustrating a more manageable separation of vehicles and pedestrians using a textured edge and gutter. Drawing by Environmental Design & Research, P.C., 1998.

One opportunity for Schoen Place and Northfield Common is to enhance the pedestrian friendly environment that makes the most valuable use of the prime waterfront real estate while enhancing and protecting the existing businesses, neighborhoods and the area's historical character. The plan helps address the needs for a parking and access



strategy to help provide creative solutions to these pressing issues.

These needs and opportunities can best be addressed by making several traffic related changes coupled with the creation of a conceptual parking master plan. The layout of the road can be improved with some fairly subtle enhancements.

Minor realignments of the travel lanes will open up the road edges for placement of a sidewalk. This is particularly critical at the west end of Schoen Place and near the grain mill. Introduction of some curves in the

straight section between the grain mill and the ice cream shop will provide a chance to introduce a future sidewalk on the grain mill side, create an "entry statement" for the barn complexes, and permit some subtle landscape improvements to the canal edge

Traffic movement on Schoen Place could be managed under the concept of "intended speed" (versus "design speed"--which is currently encourages excessive speeds--in particular along the straight section). The intended speed may be more appropriate at around 15 miles per hour.





A sketch illustrating a more manageable separation of vehicles and pedestrians using a textured edge and gutter - drawing by Environmental Design & Research, P.C., 1998-is presented in the Schoen Place Pedestrian and Safety Enhancements [diagram](#).

To achieve an intended speed, traffic calming features such as trees and other plantings can be selectively introduced. Travel

lanes may be slightly narrowed to slow traffic--yet remaining wide enough to ensure the adequate movement of larger vehicles including fire equipment. The edge of the traffic lanes might include a textured edge to serve as both a gutter and as a visual and textural statement to “slow down”.

These changes will return much of the waterfront streetscape, that is now somewhat overwhelmed by a road and vehicle traffic, to the pedestrian (See [Schoen Place Streetscape](#) and [Schoen Place Festival Streetscape](#) diagrams). They will also create a less hurried traffic flow pattern.

Another important feature for an improved pedestrian environment is the addition of better lighting--some of which has been recently placed along the canal trail.

Alignment Options

The conceptual plan for the Schoen Place area improvements (See [Schoen Place Area Improvements Plan](#)) illustrates one of the most favored options discussed in the planning process. This option recognizes existing circulation patterns and provides a more favorable treatment of the waterfront setting. Other options which have been discussed included making Schoen Place more of a pedestrian promenade, and locating part or the entire roadway to the rear of the existing buildings.

While this alternative did not receive a consensus of support, some of those ideas may actually become feasible as individual property owners develop long range plans for their properties. In particular, the area near the grain mill and bean barns offers an opportunity to move the road to the rear, making these locations fronting directly on a pedestrian-oriented waterfront. Hence, any physical improvement planning process for Schoen Place should include further consultation with each of the owners and tenants to fine tune the solution that maximizes the canal front setting.

Adaptive Reuse of Historic Grain Mill and Bean Barn Complex

(See Schoen Place Design Concept Perspective [diagram](#))

Well thought-out, appropriately scaled, adaptive reuse for the grain elevators, grain mill, and the barn complex at the east end of Schoen Place could greatly enhance the attraction of this already popular area. These clusters of buildings serve as a sort of landmark for the village.



An example of an historic structure used as a farmers market. This market is located in York, Pennsylvania.

Like the other buildings in Schoen Place that have been successfully adapted for other uses, these buildings offer economic development potential. The scale and historic character are important to the overall ambiance of Schoen Place and their reuse is strongly encouraged. There are challenges with adaptively reusing such large-scale buildings to new uses—yet their historic character makes them particularly interesting—and potentially very attractive to the right tenants.

The types of uses appropriate here include retail office, artists' lofts, and food, recreation and entertainment. Residential uses may be part of a mixed use program. A balance of low-traffic and parking generating uses with more intensive uses is appropriate.

Pittsford Visitors and Interpretive Center

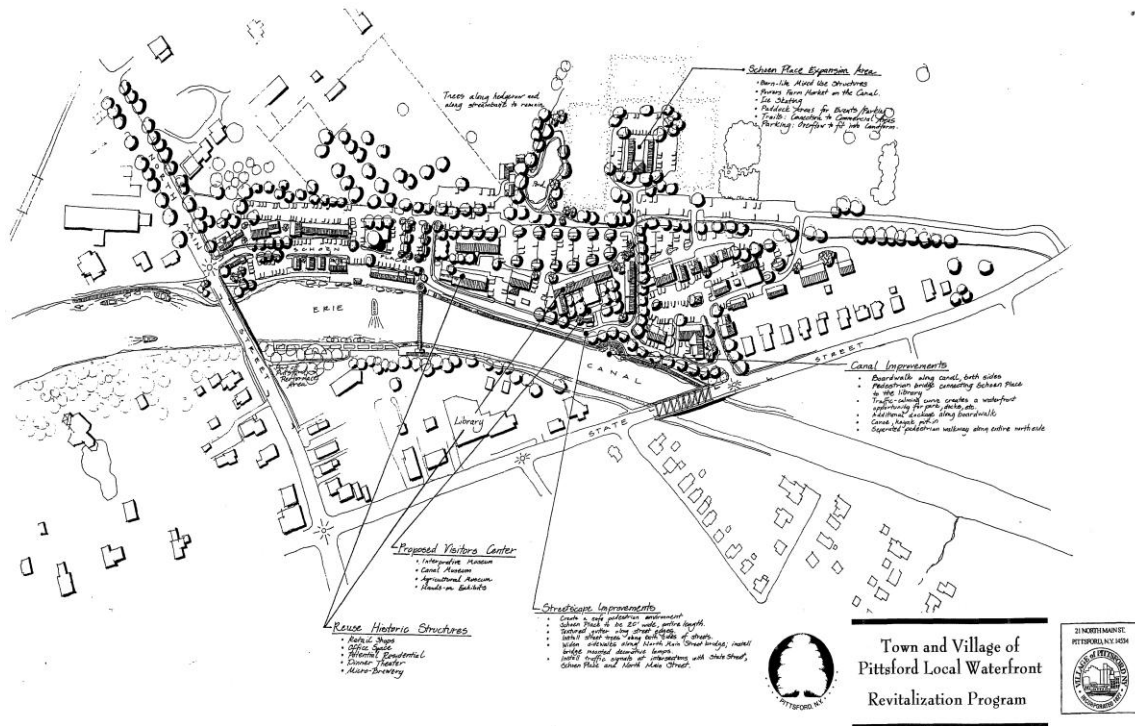
These historic agricultural-industrial buildings present the ideal setting for the creation of a visitors and interpretive center focusing on the area's history. This center could provide an orientation to the greater community, detailing existing businesses, historic sites, the influence of agriculture and the canal on local history, and examples of modes of canal transportation.

The center is envisioned to be used by Pittsford residents—including students—as part of a community heritage educational program. It will also be attractive to visitors, families and friend of residents as well as travelers from other areas stopping by Pittsford. Ideally the visitors' center will be a self-sufficient operation that would generate operating revenue from retail sales and special events to cover overhead costs. A canal museum could be a component of the visitors' center or perhaps developed as a separate project.

As one development option, perhaps some type of “urban cultural park” designation may be desirable. New York State Office of Parks Recreation and Historic Preservation support the Urban Cultural Parks program. Browns' Race area in Rochester is a

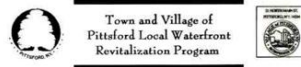
designated urban cultural park. Pittsford's cultural resources are extensive and a good opportunity exists that is worthy of further consideration.

Traffic signals at both the State Street and North Main Street intersections with



Schoen Place Area Improvements

Schoen Place will help provide safer access and egress from the popular Schoen Place area.



Schoen Place Design Concept Perspective

The current arrangements at either intersection present exiting drivers with a very difficult maneuver. Vehicles making the left exit from Schoen Place are faced with oncoming traffic coming over a canal bridge with limited sight distance.

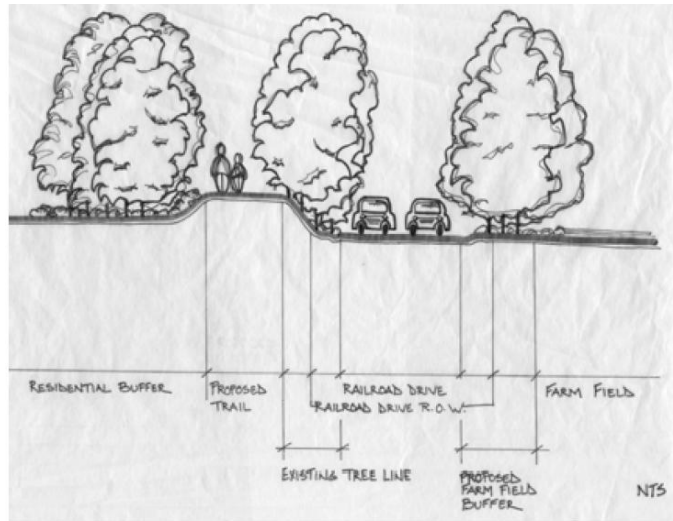
An intersection analysis should be performed to determine the extent to

which the current or future traffic flows will meet the required warrants for placing traffic signals at either or both of these intersections.

Traffic signal coordination for these proposed signals and the four corners area would help with traffic flow. Part of the signal analysis should include the timing and function of the pedestrian crossing signals at the four corners area and a look at the pedestrian crossing needs on State Street.

The proximity of the Powers Farm provides several valuable opportunities. A connection can easily be drawn between Schoen Place and the farm to exemplify the importance of agriculture in Pittsford’s history.

A section of the property may provide much needed space for parking as the traffic at Schoen Place increases. Also along these lines, the edge of the property could be used to extend the access road to Route 31 beyond the residential properties. This access drive would not interfere with the back yards of the homes along State Street, rather, it is conceived as a “below-grade” road build at a lower elevation that the existing homes. An additional possibility is the creation of a farm market to enable the sale of produce to customers via a Schoen Place location.



Drawing illustrating typical separation of pedestrian trails and vehicular access lanes through the use of a highly vegetative buffer.

Parking

The conceptual plan for the Schoen Place area has been designed to accommodate both current parking demands and needs for expanded activity with the adaptive reuse of the grain mill and barn complexes. The parking analysis shown in the table below summarizes the approximate parking demand and parking provided in the plan. (Please note that these figures are based on a compilation of existing approved plans, the concept plan, and rough field measurements of the existing vacant structures. All figures use current parking requirements per the village zoning code.)

Schoen Place Parking Analysis

Area	Approximate Parking Required for Area Build Out per Zoning Code	Approximate Parking Provided in Plan
West End including Coal Tower Restaurant area	210	230

Area	Approximate Parking Required for Area Build Out per Zoning Code	Approximate Parking Provided in Plan
Northfield Common	220	130*
Former Pittsford Flour Mill complex, Bean Storage complex, and Schoen Place expansion area on Powers Farm	210	350**
Total	640	710

* Represents current parking arrangement which, although undersized per zoning, appears to work do to shared parking by businesses that have varied customer peak periods. Note, the opportunity to share parking with the

** Includes proposed Schoen Place expansion area.

To secure these parking improvements, a cooperative approach among the village and property owners is recommended. In particular, there needs to be a better way to accommodate general area visitors and employees in designated parking areas, while offering the prime parking spaces to patrons of the area businesses. Hence, some type of common or public parking area should be developed in addition to the private parking lots. Perhaps state or county funding could be secured in addition to local and private funding for such a facility.

On the Port of Pittsford Park side of the canal, a natural opportunity exists to create an extension of the waterfront pathway from the park toward the State Street Bridge. One consideration for the performance area for bands, which currently play from a barge, is to create a performance platform in the hillside. This would help with the acoustics of the performance and allow listeners on both sides of the canal an opportunity to see the band play.

Parking on the Port of Pittsford side of the canal could be improved perhaps by better organized layouts. Parking improvements such as an attractively design parking structure will go a long way to securing the village of the village as a cultural and commercial community center. Any new parking should be designed to respond to the canal front setting and to maintain the ambiance there.

The site grade also offers an opportunity to connect this area near the library to the Schoen Place area with a pedestrian bridge. Given the level of pedestrian activity along Schoen Place and the library and four corners area, an attractive pedestrian bridge would help strengthen the relationship between these parts of the village. The bridge envisioned would begin “at- grade” near the library embankment above the canal, cross the canal in an attractively designed “landmark” statement about the community, and connect to Schoen Place at the end of the waterfront bulkhead.

Perhaps the Schoen Place side would include a silo-like structure to serve as both a winding staircase with an interior elevator. As a short-term option, a water shuttle or water taxi may be used to demonstrate the feasibility and interest in pedestrian crossings at this location.

Parking problems, such as those described above and throughout the rest of the community, demand the development of a parking management plan. Issues that should be explored in its creation include:

1. Employee parking
2. Better signage
3. Fewer restrictions on who parks where
4. The addition of new lots and/or garages
5. Use of a permit parking system
6. Establishing a fee for parking
7. Creation of a separate parking area for recreational users
5. Use of private lots by the public during off-peak hours
6. Creation of a parking area on Powers' property
7. The use of the RG&E right-of-way behind Schoen Place

The Eastern Village Section

The eastern section from the State Street Bridge to the village boundary at the Bob Ford field includes residential uses and the canal path. Most homes are screened from the canal by fences, trees or other plantings. Some of the homes take advantage of the canal front with small boat tie-ups. Many of the residences offer attractive landscaping as a feature along the canal path, making for an interesting setting for path users. The Bob

Ford Field hosts two youth little league baseball fields on land owned by the New York State Canal Corporation. An informal small boat launching site is adjacent to the ball fields.

Planning Principles

Respect and protect the residential setting. There are few opportunities in the village for public access to the canal to launch a canoe or small boat. A potential opportunity exists near the Bob Ford fields' site--perhaps near the electric transmission line--to improve an informal car top boat launch for local residents. The scale of the launch area could be small--perhaps limited to non-motorized craft. Should this concept be supported, a working group of neighborhood residents and the village could further refine this concept into a preliminary plan for presentation to the New York State Canal Corporation.

Along the canal path east of the State Street Bridge, there may be opportunities to provide some pedestrian-level lighting for a reasonable distance.

The Eastern Corridor-Village Line to Perinton

The green canal edge should be protected and enhanced as a recreation and open space corridor from the village line to the Town of Perinton. The Great Embankment Park is an important recreation resource in this area and continued enhancements as called for in the park master plan are supported. The floating docks along the canal near the park provide a nice water access facility. The historic resources near the Mitchell Road Bridge and in Cartersville near the Irondequoit Creek are recognized as special places. The establishment of clear design guidelines for this area should be developed. Suggestions include:

1. Address barriers to waterfront trails, and trail connections to surrounding neighborhoods.
2. Ascertain the most feasible way to deal with potential increases in traffic and parking demands due to the increased attraction of the canal area.
3. Protect existing residential areas.

Town-wide Circulation links

Pittsford has many partial trails connecting some of its areas to others, but valuable links, which would create a continuous network of trails, are missing. Suggested additions/changes include:

1. Creation of a pedestrian friendly, safe crossing of Monroe Avenue which connects the Auburn Trail and the historic Lock 62 Trail.
2. Where feasible, creation of a trail on the south shore of the canal.
3. Addition of a pedestrian bridge crossing the canal between the North Main and State Street bridges
4. Improvement of the North Main Street bridge. This should include; enlargement of the existing sidewalks or addition of a walkway outside the existing guard rail, and the addition of better lighting.
5. Creation of a better means to get across the canal, railroad tracks and Jefferson Road at Clover Street.
6. Gaining a right-of-way in front of the DOT facility between Monroe and Clover (as detailed above)
7. Connection of the surrounding neighborhoods to the village center through creation of needed linking trails, a bridge across the canal at the flood gate or former Auburn rail trestle, and a pedestrian bridge across the east end of Jefferson Road.

8. Creation of a trolley and/or water taxi service to link outlying activity centers with the village center. This could be a multi-faceted project with water taxis being used both for transportation and for short leisure rides.

There are several non project-specific needs that should be considered as final plans are developed. These include:

1. Better canal access points for car top boats
2. Improved access to the community's economic development sites.
3. Enhance streetscapes through the use of appropriate street trees, shrub and flower plantings, lighting, street furniture, curbing, sidewalks and other amenities in an architectural setting appropriate to the historic patterns.
4. Support increased offerings to rent and lease boats in the community via private service providers.
5. Develop visitor services including public orientation kiosks, restrooms, etc. and consider creating a centrally-located Pittsford visitors center.
6. Develop winter recreational activities such as an outdoor ice skating facility.

Alternatives

There are three alternative actions that the town and village can pursue. These are:

1. Adopt the Local Waterfront Revitalization Program as proposed
2. Adopt an altered plan
3. Do not adopt a Local Waterfront Revitalization Program

Of the available alternatives, adoption of the Local Waterfront Revitalization Program (LWRP) as proposed would provide the best combination of appropriately scaled growth, recreational and waterfront resource enhancement, and natural resource protection in accordance with the goals of the Comprehensive Plan. The overriding local goal, as stated in the Town of Pittsford Comprehensive Plan, is to preserve the historic canal- front character in the heart of the Village of Pittsford, and to provide improvements to existing facilities and infrastructure along the canal throughout the town, thus creating investment opportunities that will act as a catalyst for economic growth, community revitalization and job creation. The community's desire is to maximize use of the canal as an amenity for the town and to ensure that all uses complement, but do not compete with the village. The plan, as proposed, would go the farthest toward achieving this goal. Further discussion of the remaining two alternatives, adopt an altered plan and no action, are provided in Appendix A - Generic Environmental Impact Statement.

While the altered plan and no action scenarios would meet at least one of the community's objectives, each would do so at the expense of another important community objective. Neither would achieve the necessary balance between resource protection and economic growth, and neither would address the enhancement of Pittsford's canal waterfront in terms of community character.

Adoption of this Local Waterfront Revitalization Program would best ensure that the community's multiple goals for the waterfront are achieved. The plan's combination of projects, made in consideration of a careful analysis of the study area's natural and cultural resources, were derived with significant input from the community. As a result the LWRP, as proposed, will enhance the character of the Pittsford waterfront in a manner consistent with the community's desires and Comprehensive Plans.