
Main Street Transportation Tools

Village of Warsaw, New York



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Completed by:

Genesee/Finger Lakes Regional Planning Council

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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 a benchmark study for 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 Warsaw to develop a clear picture of this community's assets and liabilities and how the assets can be enhanced with Main Street as a focal point for that improvement. In order to understand the Village of Warsaw 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 Warsaw's Main 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.

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:

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

- 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 broad importance of Main Streets and Transportation and an examination of model approaches, it is important to define the applicable community. As a foundation, input was obtained from various stakeholders in the 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 Warsaw.

Assets of the Village of Warsaw

- The village is the county seat and has centralized medical services and serves as a retail center
- There is a strong presence of volunteers such as the Chambers of Commerce, Kiwanis and Garden Club
- Small locally owned drug stores are able to compete with Tops and Wal Mart
- Three supermarkets are located in the area and one is in the village
- The school system is a real asset – it is a centerpiece for the community
 - Warsaw B.O.C.E.S. ranks top out of 22 area facilities
- The Village of Warsaw is well regarded as a center for agriculture and agricultural support services
- The village is safe – there is a presence of local, county and state entities that enforce safety

Liabilities of the Village of Warsaw

- The lanes turning into 20A (both east and west) are intimidating
- There is not a lot of manufacturing in the village
- Snow removal is a concern
- A lot of growth is occurring outside of the village
 - Infrastructure can not handle growth in the village
- The village has to work on marketing attractive vacant land that is suitable for development
- The steep grade of land/slope provides a challenge for transportation and housing
- There is a lot of traffic into the village that could be captured Downtown
- There is a need for more diversified services Downtown

Village Input

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

Where do you see your Main Street as vibrant?

- Our post office is in the CBD (village needs to keep it there!)
- The monument announces entrance into the downtown portion of the village

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

- Stores lack parking - some vacant buildings can be leveled to create parking
- Better signage could direct non-residents to parking behind buildings on Main Street
 - Make the back ends of buildings better looking
- As you enter the village from E. Buffalo after the underpass – it needs to look better
- South side of Buffalo going west needs to improve its appearance with landscaping and sidewalks
- The creek side could be a major attraction (make it an outdoor recreational area for walking, biking, roller blading, etc.) if it was marketed correctly

Is there available space that could be more effectively used?

- The depot property
- Store frontage
- Second floors are difficult to fill

What suggested uses do you have for that space?

- The depot property – a restaurant or bus stop
- Store frontage – getting both appealing and functional businesses in and having them use their window space well
- Office and residential is a good use of second floor in the CBD

How do you think people move along Main Street?

- There is a lot of pedestrian movement along Main Street
- There is a need for a sidewalk system in all of the village to connect people to the CBD

Where could movement be better?

- Getting across Main Street is a real issue
 - Pedestrians need to feel safer
- Lack of sidewalks means an increase in school bus traffic
 - Students need to feel safe

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

- Flow is good on Route 19

Where could movement be better?

- If 20A could get a third (turning lane)
- It is hard to turn into Route 19 without lights

Other issues/concern?

- The findings of the Route 63 corridor study – a connector in Warsaw will impact the route 19 interchange
- Need for intra-county bus service and one taking people out as well
- No one is solely focused on Main Streets/Downtown revitalization in Wyoming County – a circuit rider could be beneficial

Village Inventory

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

Socio-demographic Inventory

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

Village of Warsaw, Population by Year

Year	Population
1990	3,830
2000	3,814
Change	-16

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

Village of Warsaw, Population by Year and Gender

Year	Male	Female
1990	1,730	2,100
2000	1,752	2,062
Change	22	-38

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

Village of Warsaw, Population by Year and Age Cohort

Year	Under 5	5-9	10-14	15-19	20-24	25-34	35-44
1990	257	313	250	246	219	592	516
2000	227	253	256	274	201	476	566
Change	-30	-60	6	28	-18	-113	50

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

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

Year	45-54	55-59	60-64	65-74	75-84	85+
1990	324	132	163	334	282	202
2000	475	127	130	265	328	233
Change	151	-5	-33	-69	46	31

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

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

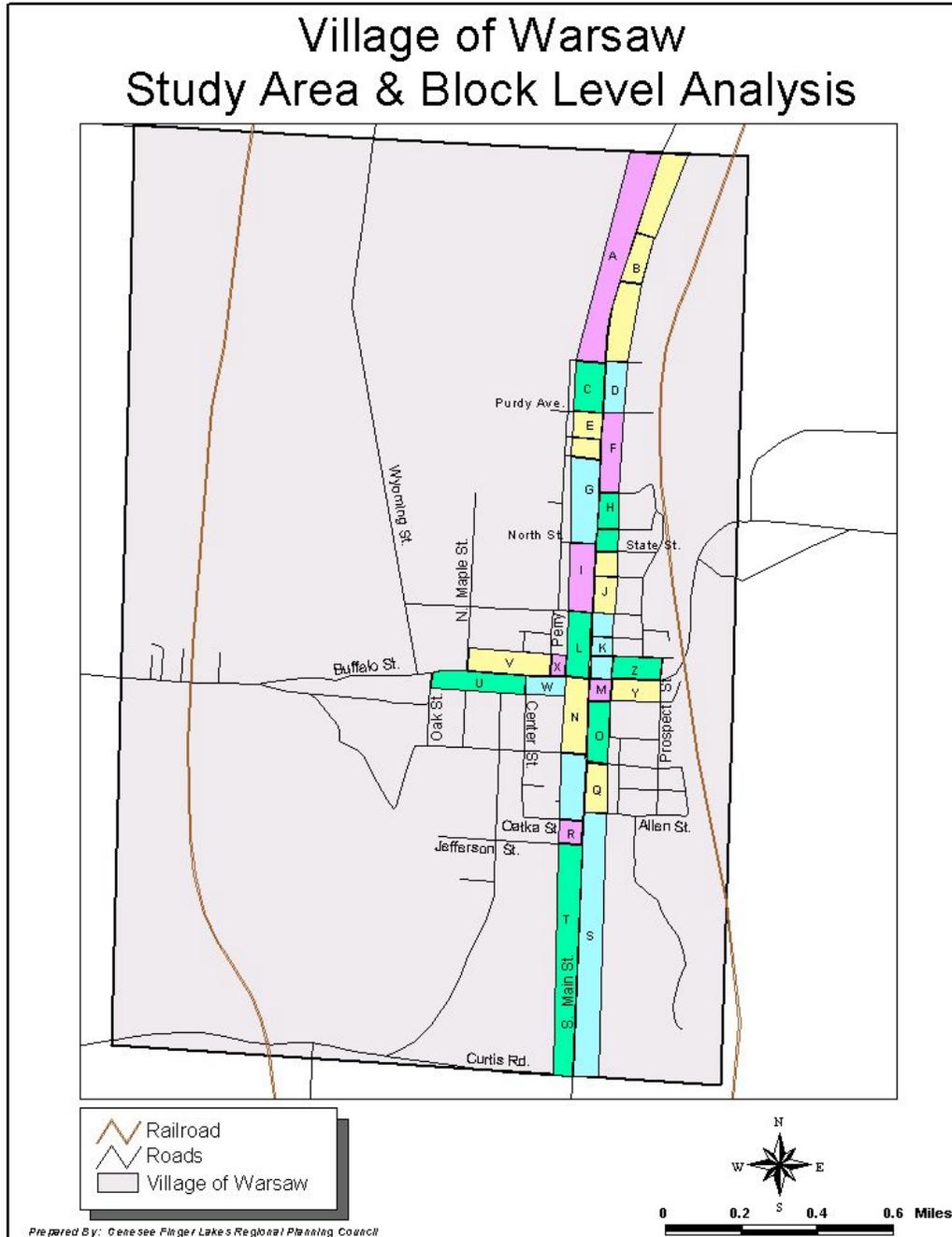
Year	Average Household Size	Average Family Size	Total Housing Units	Occupied Housing Units	Vacant Housing Units
1990	2.49	3.08	1,467	1,405	62
2000	2.32	3.01	1,575	1,484	91
Change	-0.17	-0.07	108	79	29

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

Physical Inventory

The first step in conducting the physical analysis was delineating the study area. “Main Street Warsaw” was identified as the areas of high concentrations of commercial activity. Main Street was the focus, however Buffalo Street was also included. A map, which outlines the study area, appears below.

Study Area and Block Delineation Map



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 below.

Parcel Inventory and Analysis

The goal of the parcel inventory¹⁰ and analysis was to identify the attributes of central space as it applies to Warsaw's "Main Street" study area. This analysis is based on the 230 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.



Historic¹¹: 74 out of 230 [32%]

Our inventory yielded us only a few historic sites. However, the Warsaw Historical Society inventories on a more thorough basis those structures in the village with historical significance. The historical inventory is provided in a following section of this report.

Vacant Buildings: 4 out of 230 [2%}

Building Material:

Wood	136 out of 230	59%
Brick	78 out of 230	34%
Stone	13 out of 230	6%
Brick and Wood	3 out of 230	2%

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

¹¹ **Historic** can be defined as an individual structure or group of structures on a single lot, site, and area, a district or combination thereof having a special historical, architectural, cultural, or aesthetic value. (Santa Clara, CA)



Building Use¹²:

Residential	66 out of 230	29%
Apartments/Multi-Family	28 out of 230	12%
Commercial	113 out of 230	49%
Community Service	16 out of 230	7%
Industrial	5 out of 230	2%
Mobile Home	1 out of 230	1%
Recreation & Entertainment	1 out of 230	1%

Roofing Conditions:

Visible: 172 out of 230 [75%]

Not Visible: 58 out of 230 [25%]

Excellent	46 out of 172	27%
Good	73 out of 172	42%
Fair	47 out of 172	27%
Poor	6 out of 172	3%

Windows/Doors:

Yes: 225 out of 230 [98%]

No: 5 out of 230

Excellent	40 out of 225	18%
Good	111 out of 225	49%
Fair	67 out of 225	30%
Poor	7 out of 225	3%

¹² Building use in the section was based on a visual assessment and was not bases upon zoning. Therefore, the distinction needs to be made that uses and zoning are not the same attribute.



Landscaping:

Present: 147 out of 231 (includes one vacant lot) [64%]

Not Present: 84 out of 231 [36%]

Excellent	34 out of 147	23%
Good	33 out of 147	22%
Fair	67 out of 147	46%
Poor	13 out of 147	9%

Painting:

Present: 203 out of 230 [88%]

Not Present: 27 out of 230 [12%]

Excellent	47 out of 203	23%
Good	73 out of 203	36%
Fair	67 out of 203	33%
Poor	16 out of 203	8%

Siding:

Present: 91 out of 230 [40%]

Not Present: 139 out of 230 [60%]

Excellent	39 out of 91	43%
Good	31 out of 91	34%
Fair	15 out of 91	16%
Poor	6 out of 91	7%

Foundation:

Present: 229 out of 230 [99.5%]

Not Present: 1 out of 230 [0.5%]

Excellent	20 out of 229	9%
Good	113 out of 229	49%
Fair	92 out of 229	40%
Poor	4 out of 229	2%

Signage:

Present: 126 out of 230 [55%]

Not Present: 104 out of 230 [45%]

Excellent	21 out of 126	17%
Good	35 out of 126	28%
Fair	57 out of 126	45%
Poor	13 out of 126	10%

**Awning¹³:**

Present: 38 out of 230 [17%]

Not Present: 192 out of 230 [83%]

Excellent	4 out of 38	11%
Good	25 out of 38	66%
Fair	9 out of 38	24%
Poor	0 out of 38	0%

Façade¹⁴:

Present: 100 out of 230 [43%]

Not Present: 130 out of 230 [57%]

Excellent	6 out of 100	6%
Good	38 out of 100	38%
Fair	53 out of 100	53%
Poor	3 out of 100	3%

¹³ **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)

¹⁴ **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)

Street Furniture:

Present: 23 out of 230 [10%]

Not Present: 207 out of 230 [90%]

Excellent	3 out of 23	13%
Good	10 out of 23	43%
Fair	8 out of 23	35%
Poor	2 out of 23	9%

Street Lamps:

Present: 29 out of 230 [13%]

Not Present: 201 out of 230 [87%]

Excellent	1 out of 29	3%
Good	23 out of 29	79%
Fair	4 out of 29	14%
Poor	1 out of 29	3%



Streetscape¹⁵:

Present: 32 out of 230 [14%]

Not Present: 198 out of 230 [86%]

Excellent	3 out of 32	9%
Good	26 out of 32	81%
Fair	2 out of 32	6%
Poor	1 out of 32	3%

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)

Architectural Decorations¹⁶:

Present: 36 out of 230 [84%]

Not Present: 194 out of 230 [16%]

Excellent	10 out of 36	28%
Good	21 out of 36	58%
Fair	4 out of 36	11%
Poor	1 out of 36	3%

**Banners:**

Present: 17 out of 230 [7%]

Not Present: 213 out of 230 [93%]

Excellent	0 out of 17	0%
Good	15 out of 17	88%
Fair	2 out of 17	12%
Poor	0 out of 17	0%

Parking:

Present: 227 out of 230 [99%]

Not Present: 3 out of 230 [1%]

Excellent	5 out of 227	2%
Good	146 out of 227	64%
Fair	70 out of 227	31%
Poor	6 out of 227	3%

Shared Parking:

Existent: 79 out of 230 [34%]

Non-Existent: 151 out of 230 [66%]

Potential for Shared Parking:

Yes: 20 out of 151 [13%]

No: 131 out of 151 [87%]

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)

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 Main Street, and were analyzed on both sides of the street. The sections appear below:

- A) North Main Street's west side from Doody Road to Highland Avenue
- B) North Main Street's east side from Doody Road to Highland Avenue
- C) North Main Street's west side from Highland Avenue to Purdy Road
- D) North Main Street's east side from Highland Avenue to Miner Street
- E) North Main Street's west side from Purdy Road to Culver Avenue
- F) North Main Street's east side from Miner Street to Gordon Terrace
- G) North Main Street's west side from Culver Avenue to North Street
- H) North Main Street's east side from Gordon Terrace to State Street
- I) North Main Street's west side from North Street to West Court Street
- J) North Main Street's east side from State Street to East Court Street
- K) North Main Street's east side from East Court Street to East Buffalo Street
- L) North Main Street's west side from West Court Street to West Buffalo Street
- M) South Main Street's east side from East Buffalo Street to Livingston Street
- N) South Main Street's west side from West Buffalo to Brooklyn Street
- O) South Main Street's east side from Livingston Street to Washington Street
- P) South Main Street's west side from Brooklyn Street to Oatka Street
- Q) South Main Street's east side from Washington Street to Allen Street
- R) South Main Street's west side from Oatka Street to Jefferson Street
- S) South Main Street's east side from Allen Street to Curtis Road
- T) South Main Street's west side from Jefferson Street to Curtis Road
- U) West Buffalo Street's south side from Center Street to Oak Street
- V) West Buffalo Street's north side from Perry Ave to Maple Street
- W) West Buffalo Street's south side from Main Street to Center Street
- X) West Buffalo Street's north side from Main Street to Perry Avenue
- Y) East Buffalo Street's south side from Main Street to Prospect Street
- Z) East Buffalo Street's north side from Main Street to Prospect Street

Towpath:

In order to qualify as having a towpath the village must be situated along a canal or some other sort of waterway.

N/A

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

Bike Lanes:

There was no evidence of bike lanes in the Village of Warsaw, although the addition of bike lanes would greatly increase non-vehicular traffic in the village.

No: 0 out of 26

Could Be Useful: 26 out of 26

Parking Lots:

Condition	Number Existing	%	Blocks
Excellent	0 out of 11	0%	
Good	2 out of 11	18%	A, B
Fair	7 out of 11	64%	E, L, N, O, Q, V, W
Poor	2 out of 11	18%	C, Z

Yes: 11 out of 26 [42%]

No: 15 out of 26 [58%]

Could Be Useful: 1 out of 15 [7%] *Block Useful:* Y



Crosswalks:

Condition	Number Existing	%	Blocks
Excellent	0 out of 23	0%	
Good	11 out of 23	48%	A, B, C, D, E, G, H, I, J, W, X

Fair	10 out of 23	43%	F, K, L, M, N, O, P, Q, R, Y
Poor	2 out of 23	9%	U, V

Yes: 23 out of 26 [88%]

Sidewalks:

Condition	Number Existing	%	Blocks
Excellent	0 out of 26	0%	
Good	17 out of 26	65%	A, B, C, D, E, F, G, H, I, J, K, M, N, O, R, S, T
Fair	8 out of 26	31%	L, P, Q, U, V, W, X, Z
Poor	1 out of 26	4%	Y

Yes: 26 out of 26 [100%]

No: 3 out of 26 [12%]

Could Be Useful: 2 out of 3 [67%] *Blocks Useful:* S, T



Curb:

Condition	Number Existing	%	Blocks
Excellent	2 out of 26	8%	C, D
Good	13 out of 26	50%	A, B, F, G, H, I, J, M, Q, S, T, U, W
Fair	11 out of 26	42%	E, K, L, N, O, P, R, V, X, Y, Z
Poor	0 out of 26	0%	

Yes: 26 out of 26 [100%]

Historic Landmark¹⁸:

Our inventory yielded us only a few historic landmarks. However, the Warsaw Historical Society inventories on a more thorough basis those structures in the village with historical significance. Please refer to the following section.

¹⁸ **Historic Landmark** can be defined as property, structure, or building designated as a landmark by ordinance of the city council as worthy of rehabilitation, restoration, and preservation because of its historic and architectural significance (Champaign, Illinois).



Gateway¹⁹:

Condition	Number Existing	%	Blocks
Excellent	0 out of 4	0%	
Good	0 out of 4	0%	
Fair	4 out of 4	100%	S, T, Y, Z
Poor	0 out of 4	0%	

Yes: 4 out of 26 [15%]

No: 22 out of 26 [85%]

Could Be Useful: 0 out of 22 [0%]

The village gateways could benefit from newer signage and more landscaping.

Medians:

There was one median in Warsaw. Flowers, landscaping, and/or being raised more could easily make the median look more attractive.

Condition	Number Existing	%	Blocks
Excellent	0 out of 1	0%	
Good	0 out of 1	0%	
Fair	1 out of 1	100%	J
Poor	0 out of 1	0%	

¹⁹ **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: 1 out of 26 [4%]

No: 25 out of 26 [96%]

Could Be Useful: 4 out of 25 [16%] *Blocks Useful:* K, L, M, and N

Waterway:

Oatka Creek runs through the Village of Warsaw and acts the only waterway. The creek has tremendous potential to be a recreational attraction for the village, however it does not appear as aesthetically attractive as it could be and seems to be unused.

Condition	Number Existing	%	Blocks
Excellent	0 out of 4	0%	
Good	0 out of 4	0%	
Fair	4 out of 4	100%	N, O, V, W
Poor	0 out of 4	0%	

Yes: 4 out of 26 [15%]

No: 22 out of 26 [85%]

Could Be Useful: 0 out of 22 [0%]

Parking Spaces:

Condition	Number Existing	%	Blocks
Excellent	0 out of 7	0%	
Good	6 out of 7	86%	K, L, M, N, W, X
Fair	1 out of 7	14%	O
Poor	0 out of 7	0%	

Yes: 7 out of 26 [27%]

No: 19 out of 26 [73%]

Could Be Useful: 1 out of 19 [5%]

Block Useful: J

Right of Way²⁰:

No: 26 out of 26 [100%]

Could Be Useful: 0 out of 26 [0%]

²⁰ **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).



Intersections:

The village of Warsaw has 8 blocks with intersections and all of the intersections are either excellent or good. An excellent intersection is one that is clearly marked, flows smoothly, and has updated and clean traffic lights. A good intersection is an intersection that has all of the same characteristics of an excellent intersection except that the lines are beginning to fade and the timing on the light is a little bit longer then it needs to be.

Condition	Number Existing	%	Blocks
Excellent	2 out of 8	25%	J, I
Good	6 out of 8	75%	A, B, K, L, M, N
Fair	0 out of 8	0%	
Poor	0 out of 8	0%	

Yes: 8 out of 26 [31%]

No: 18 out of 26% [69%]

Could Be Useful: 0 out of 18 [0%]

Public Transportation:

According to information available, bus service is available in the village, but there was no signage indicating where it operates.

No: 26 out of 26 [100%]

Could Be Useful: 13 out of 26 [50%]

Blocks Useful: A, B, C, I, J, K, M, N, O, W, X, Y, Z



Shoulders:

Condition	Number Existing	%	Blocks
Excellent	0 out of 26	0%	
Good	8 out of 26	31%	K, L, M, N, W, X, Y, Z
Fair	18 out of 26	69%	A, B, C, D, E, F, G, H, I, J, O, P, Q, R, S, T, U, V
Poor	0 out of 26	0%	

Yes: 26 out of 26 [100%]

Speed Limit:

30 mph – 26 out of 26 [100%]



Turning Lanes: 26

Yes: 4 [15%]

Blocks Present: K, L, M, N

No: 22 [85%]

Blocks Present: A, B, C, D, E, F, G, H, I, J, O, P, Q, R, S, T, U, V, W, X, Y, Z

Parking out of 26 Blocks:

11 are shared parking spaces/lots [42%]

6 are short term/shared parking spaces/lots [58%]

Historical Inventory

The Warsaw Historical Society, who participated in the input portion of this study as members of the Village of Warsaw Focus Group, feels strongly about the connection between the flow of goods and people along Main Street and the role that historic preservation has in regard to Main Street revitalization.

The Warsaw Historical Society began in the late 1800's and was chartered by the New York State Education Department in 1946. The objective of the Society is to: preserve and exhibit historical materials; to conduct historical meetings; and to promote the study of local history.

The Warsaw Historical Society has inventoried historically significant sites in the village. These sites appear in the chart below.

Main Street Warsaw's Historical Properties
Southwest Corner of South Main and Jefferson Streets
Northwest Corner of South Main and Jefferson Streets
North Main and Allen Streets
18 Livingston and Main Streets
235 North Main Street
73 South Main Street
United Church of Warsaw
35 South Main Street
North Main Business Blocks
The Warsaw Cinema
112 North Main Street
Civil War Monument
Wyoming County Government Buildings
Warsaw Public Library
140 North Main Street
150 North Main Street - Noble Tavern/Morris Home
160 North Main Street
164 North Main Street
170 North Main Street
174 North Main Street
180 North Main Street
188 North Main Street
189 North Main Street
207 North Main Street
Wyoming County Community Hospital

Source: Warsaw Historical Society²¹

²¹ <http://www.warsawhistory.org/tours/tour5.html>, accessed May 15, 2003.

The Warsaw Historical Society has also been actively involved in developing strategies that encourage revitalization of the Main Street business district. These activities have included, but are not limited to:

Signage

- Submitted application for a sign at the corner of North Main and East Courts designating the Monument Circle Historical District.

Plaque Program

- Launched a plaque program to encourage owners to display construction dates and/or other historical facts as they pertain to their buildings.
- Secured Charlotte Cook's permission to install a monument and plaque on her 140 North Main Street lot, the Augustus Frank Home, establishing the historical and architecture significance of the home.

Website

- Created a website highlighting the architectural and historical significance of the village/town from early settlement in 1803 through the turn of the century boom in construction and industry/business. Please refer to: www.warsawhistory.org

State and National Register Applications

- Submitted application for a new historic district on North Main Street. Currently working with Robert Englert of the State Parks Department of Historic Preservation to apply for designation of village/town as part of the Freedom Trail.
- Working to locate structures used in the Underground Railroad.
- Working to identify other individual structures eligible for nomination to the State and National Registers of Historic Places.

A Play: The Woman in the Box

- Sponsored a historical play written by local writer, Harvey Granite, which highlights the historical significance of the community taking a very early stand against slavery and being strongly committed to aiding runaway slaves.

Revitalization Project - Downtown Facade Restoration

- Presented the Society's plans to the Warsaw Village Planning Board asking for their assistance when owners wish to restore facades or use additional spaces. Secured the planning board's cooperation.
- Requested the New York State Department of Building Codes to authorize a representative to discuss changes in building code laws which encourage use and reuse of buildings.
- Requested and received a State Department of Parks' representative, Ms. Andrea Rebeck, agreement to assist with needs identification for facade restorations.
- Presently assembling a packet of information to be delivered to downtown owners including tax credits, building code law changes and photos of original facades.

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 a good or fair rating in this portion of the analysis. In very few instances items were classified as poor. As the village continues to work actively on its revitalization efforts, it is very likely that those parcel specific items that received good, fair or poor ratings will improve to excellent or good. Specific items that need attention are:

- An improved recognition of historic designation
- A greater attention to the aesthetic importance of landscaping
- Improved signage

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

- An examination of the establishment of bike lanes
- An improved recognition of historic landmarks
- Attention given to the visual appearance of gateways
- The development of the Oatka Creek as a village resource
- Better designation of public transportation stops and communication to the public regarding transportation routes

In the final analysis of the Village of Warsaw, 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 Warsaw Focus Group after reviewing the contents of this report in several draft forms, the following recommendations were made:

- Develop a preservation and/or restoration code to be adopted as part of the existing village code. This would provide the planning board with the ability to control the decline of the buildings in this area and at the same time provide assistance to the building owners by advising on potential restorations and uses.
 - Better enforce those that violate zoning and building code laws so as to improve the overall appearance of the village.
- Promote façade improvement where possible. As a result of most of the original facades of the buildings are in tact, restoring unattractive facades would not be as costly as in other villages because original details are still present covered by vinyl siding, wood panels, etc.
 - Concentration in sections K, L, N, W, X, Z would optimize the suggested façade improvement recommendation as there are approximately fifty buildings and of those fifty, twenty-five are restorable with existing structural components. Three are original, four are restored, twelve are modernized beyond restoration and six are new. Fifty percent of this area could be restored and the rest could be refurbished to at least replicate original structures.
- Wherever possible landscaping should be improved, i.e. trees, flowers and even hanging baskets on light posts.
- Continue to engage civic, municipal and business leadership by way of the Chamber of Commerce, Planning Board, Zoning Board, Garden Club, etc. meetings and activities that will promote collaborations in the Village of Warsaw.
- Embrace the importance of history in the Village of Warsaw. Encourage the Historic Society to continue to promote physical and written history of Warsaw.
- 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.
 - Make sidewalks clean, safe and connected to commercial/retail in the village.
- Examine the demolition of non-historic buildings which are eyesore and are positioned for rehabilitation in order to create space for new buildings and additional parking.

Village Resources

Listed below are federal, state, regional and local resources that can be utilized in order to further develop and or enhance the condition of Warsaw’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:

George Gotcsik, Director
Small Business Development Outreach Center
1 College Circle
Geneseo, NY 14454
(585) 245-5429
gotcsik@geneseo.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@glrpc.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

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.gtcmppo.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@gtcmppo.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@gtcmppo.org*

Wyoming County Planning and Development

The Wyoming County Department of Planning & Development's mission is to improve the quality of life for all county residents. This is done by:

- Encouraging appropriate development and growth by working cooperatively with the County Chamber of Commerce and the County Industrial Development Agency.
- Facilitating business investments that create job and economic opportunities, and provide additional tax revenues. A strong economy is essential to making Wyoming County a better place to live, work, and to conduct business.
- Providing planning assistance to help ensure that the county's future development is consistent with community character and goals.
- Effective and responsive planning results in communities that better provide for the many needs of its residents.

For more information, contact:

*Richard L. Tindell, Director
6470 Route 20A, Suite 4
Perry, NY 14530-9796
(585) 237-4110
econdev@wycol.com*

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			
	Yes	No	P	F	G	E
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): _____