

Town of Perinton

Bushnell's Basin Canal Access Plan



*Accepted by the Perinton Town Board
August 9, 2006*

*This document, including plans, was prepared for the New York State
Department of State with funds provided under Title 11 of the Environmental
Protection Fund.*

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August 2006

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Town of Perinton Bushnell's Basin Canal Access Plan

August 2006

Introduction

The Bushnell's Basin Canal Access Plan (BBCAP) is a Strategic Plan that is designed to address the community's needs for:

- improved boater access to businesses along the south side of the Canal in the Hamlet of Bushnell's Basin;
- improved pedestrian circulation in the Hamlet;
- improved environment for business development;
- a unified visual "theme"
- other public and private improvements.

The BBCAP includes the following components:

- Description and analysis of existing conditions
- Identification of issues and opportunities
- Analysis of alternative designs for canal access and other public improvements
- Recommendations for physical improvements and other actions

The Plan addresses the Erie Canal and adjacent land owned by the NYS Canal Corporation as well as public and private properties within the Hamlet of Bushnell's Basin.

Methodology

The creation of the Bushnell's Basin Canal Access Plan was funded in part by a grant awarded from the NYS Department of State through the Local Waterfront Development Program (LWRP) with funds provided under Title 11 of the Environmental Protection Fund.

In 2005, the Town of Perinton retained a team of consultants to prepare the Canal Access Plan and appointed a Steering Committee to guide the process. The Steering Committee included landowners, residents, business operators, trail enthusiasts, boaters, environmentalists, historic preservationists, land developers, and municipal officials.

Steering Committee Meetings

The Steering Committee held its "kickoff" meeting in 2005. Between October 2005 and June 2006, the Steering Committee met a total of four times. The consultants presented background information and distributed maps of the study area for reference. The Steering Committee discussed each of the potential improvements and assessed alternatives. During July 2006, the Steering Committee reviewed the draft report, recommended certain changes to the recommendations and agreed to forward the draft report to the Town Board.

Stakeholder Interviews

Town staff and the consultants met with key stakeholders to identify relevant issues and discuss potential initiatives. Stakeholders included key landowners, government agency officials and representatives of interest groups.

- During January 2006, the consultants met with Town Parks Department and Highway Department staff to discuss the proposed improvements and to identify potential concerns relating to the feasibility of the improvements and their implications for ongoing maintenance.
- The Town Building Department Director and the consultants met with representatives of the NYS Canal Corporation on March 1, 2006 and the NYS Department of Transportation on March 9, 2006 to discuss the potential recommendations and to identify any jurisdictional or feasibility concerns that would need to be addressed.
- On May 5, 2006, Town staff and the consultants met with two key property owners regarding the potential to create public parking on the south side of Route 96.

Public Meetings

A "walking tour" of the study area was completed on September 12, 2005. A public informational meeting was held on July 13, 2006. At this meeting, the consultants presented information about each of the recommended improvements and, in cooperation with the members of the Steering Committee, responded to questions and comments from the public.

Town Board Action

The Town Board accepted the Bushnell's Basin Canal Access Plan at its meeting on August 9, 2006.

Overview of Study Area

Study Area Boundaries and Descriptions

The study area for the Bushnell's Basin Canal Access Plan (BBCAP) encompasses: the Bushnell's Basin commercial district along Route 96 and the south side of the Erie Canal; the Burgundy Basin Inn, located along Marsh Road north of the Canal; Kreag Road Park; Lockwood townhouses; a "Park and Ride" lot located near the entrance to I-490 and other parcels adjoining these areas.

Figure 1 depicts the location of the project area. Figure 2 depicts the parcels included in the study area.

Several sub-areas within the study area have unique features. The Canal Walk complex includes the four business properties located on the north side of Route 96 adjoining the south side of the Erie Canal. Businesses in this area include Abbott's Custard and Finger Lakes Coffee Roasters. One residence adjoins the complex to the west.

Existing development along the south side of the Canal, east of the Marsh Road Bridge and Route 96 and north of Kreag Road, includes the Richardson's Canal House complex of buildings, the Lockwood townhouses, the Mobil station at the intersection of Kreag Road and Route 96, the new Fire Hall, and residences. The Town's Kreag Road Park is located to the east beyond I-490 between the Erie Canal and Kreag Road.

Commercial properties are located along the south side of Route 96 between the Kreag Road intersection and Thornell Road. Properties in this area include the Hitching Post Plaza as well as the former Fire Hall, Bruegger's Bagels and other businesses.

Businesses are located on properties on the southeast side of Route 96 and the south side of Kreag Road. The "Park & Ride" lot adjoining the I-490 interchange is located immediately east of this area.

The Burgundy Basin Inn is located on the north side of the Canal. This property is a conference center and party house and has access from Marsh Road.

Relationship and links to neighboring community

Although the study area is delineated narrowly for the purpose of identifying design alternatives to improve canal access, the study also examines the relationships between the Bushnell's Basin business district and nearby resources. For example, the people employed at the office complexes located along Route 96 east of Bushnell's Basin seek services and recreational opportunities in the Hamlet area. Boats embarking from the Ayrault Road boat

launch may seek fuel and other services in Bushnell's Basin. Residents of nearby neighborhoods would benefit from improved pedestrian access to businesses and recreational opportunities in the Basin. Figures 1 and 2 depict the facilities that have some relationship to the resources and recommended improvements in Bushnell's Basin.

Transportation Network

NYS Route 96 is a major thoroughfare that forms the "Main Street" for Bushnell's Basin. At the western portion of the study area, the highway right-of-way adjoins land owned by the NYS Canal Corporation. The highway veers south away from the Canal and provides access to a "Park and Ride" lot in the southern portion of the study area.

Marsh Road crosses the Erie Canal and terminates at NYS Route 96. This intersection was reconstructed in 1983 by the NYS Department of Transportation. The Marsh Road Bridge supports one lane of vehicular traffic and has a sidewalk along the east side of the bridge. Marsh Road provides access to the Burgundy Basin Inn, located north of the Canal, and connects to NYS Route 31 approximately two miles north of the study area (see Figure 1).

Kreag Road intersects NYS Route 96 just south of the Erie Canal. There is a traffic signal at this intersection. Kreag Road provides access to the Lockwood townhouse complex and to the new Fire Hall as well as to Kreag Road Park, located immediately east of I-490.

Interstate I-490 crosses the Erie Canal and Kreag Road in the eastern portion and bounds the southeastern portion of the study area. Exit 27 to NYS Route 96 is located in the southern portion of the study area, adjacent to the NYS Park and Ride lot.

Land use, ownership and tax base

Bushnell's Basin is primarily a business district that is accessed by NYS Route 96. The Erie Canal and adjacent lands are owned by the NYS Canal Corporation. The Hitching Post Plaza is located on the south side of Route 96. Several small businesses are located on the southwest side of Route 96 east of Kreag Road. Figure 3 depicts tax parcels by land use category as well as the ownership of each parcel.

Natural features and topography

Topography within the study area is depicted in Figure 4. No NYS-regulated wetlands are located within the study area. Federal wetlands are located along the Erie Canal.

Zoning

Zoning districts that govern land within the study area are depicted in Figure 5. Most of the business district along Route 96 is zoned Commercial. This district permits retail and service businesses "by right" as well as hotels, motor vehicle sales, gasoline stations and mini-storage facilities with a special use permit.

Land along the south side of Kreag Road in the eastern part of the study area is zoned Restricted Business. The Town's regulations for this zoning district permit administrative, banking and professional offices, but not retail sales.

The Lockwood townhouse complex is zoned for Townhouses.

Land along the south side of Route 96 in the western part of the study area is zoned B-Residential. Land in this district is primarily residential. This district permits single family dwellings. Commercial uses, other than home occupations, are not permitted.

Remaining land in the study area on the west side of Route 96 and land east of I-490 is zoned A-Residential. This district is primarily intended for single family residences.

Recreational Resources

Recreational resources within the study area include the Erie Canal and the Recreationway Trail, portions of the Crescent Trail, Kreag Road Park, and a private tennis club on Kreag Road.

The Crescent Trail Association maintains a footpath through the Hamlet of Bushnell's Basin that connects with the Cartersville Trail in the Town of Pittsford to the west and to Kreag Road Park and beyond to the east. A copy of the trail map is included in Appendix A.

A small parking area located in the Town of Pittsford immediately west of the Town of Perinton provides access to the trail. The trail utilizes land along the south side of the Canal from the Perinton Town line to the eastern edge of the Canal Walk complex. At this point, the trail uses the sidewalk, requiring hikers to cross Marsh Road. The trail will be routed across the new Fire Department facility located northeast of the intersection of Kreag Road and Route 96. Physical barriers created by the Marsh Road Bridge abutment have made it difficult to create a continuous trail along the Canal bank.

Historic Resources

The Hamlet of Bushnell's Basin was established as a Canal-oriented commercial center. From 1822 to 1825, Bushnell's Basin was the western terminus of the Erie Canal. During this time, Bushnell's Basin became a significant commercial hub, with numerous businesses established such as banks, storage facilities, inns and stores.

The Bushnell's Basin business district is part of a Historic District designated by the Town of Perinton. (See Figure 6 for Historic District boundaries.) As such, development is subject to design guidelines administered by the Town's Historic Preservation Commission.

Findings and Results from Previous Plans

The Town of Perinton completed a Development Plan for Bushnell's Basin in 1983.

The Town's Comprehensive Plan incorporates the recommendations of the 1983 Bushnell's Basin Plan by reference.

Bushnell's Basin Community Plan – Objectives for the Future

The Bushnell's Basin Community Plan, prepared in 1983, continues to serve as a guide to the development/redevelopment of the Bushnell's Basin area. The Plan included an inventory of existing conditions, a set of goals and objectives, a long range development plan and a short range development plan. The plan included recommendations relating to traffic flow, zoning and land use, general appearance, specific building improvements and community support. The 1983 plan was guided by a Committee consisting of local merchants, residents, and Town officials.

The 1983 Plan had three goals:

- 1) Improve the highway facilities while providing increased accessibility and vehicular safety
- 2) Enhance the charming attractiveness of the Bushnell's Basin area and create a "center"
- 3) Improve the physical environment of the Bushnell's Basin area.

While many of the recommendations in the Plan have been achieved, several others have not been implemented and remain relevant. The table on the following pages itemizes the recommendations of the 1983 Plan and indicates whether the recommendations have been implemented.

The most pressing traffic safety concerns raised at the time of the 1983 Plan have been addressed. Major improvements completed by the NYS Department of Transportation since 1983 include the realignment of the intersections of Marsh Road and Kreg Road with Route 96 and the installation of turning lanes and 4-way traffic signals at both intersections. The entranceways to the Hitching Post Plaza at Marsh Road and Bruegger's Bagels at Kreg Road have been aligned with the intersection. These improvements have improved traffic flow and safety.

Other improvements recommended in the Plan include the construction of blacktop sidewalks, which have been installed along the south side of Route 96. In addition, some of the land in the area has been rezoned to commercial, and several small businesses have been created in the area south of the Canal and north of Route 96.

The continued relevance of this plan was noted in the Town of Perinton's Comprehensive Plan Update 2000: "Other studies, which are still considered valid, and whose recommendations are still useful as development guides include: Bushnell's Basin Community Plan – Objectives for the Future by D.J. Parrone & Associates and Barkstrom & LaCroix, 1983."

Since 1983, recreational use of the Canal and the Erie Canal Recreationway Trail has increased considerably. In addition, the Canal has been recognized as a focal point for tourism-related economic development.

NYS Canal Corporation Plans and Programs

As the NYS Canal Corporation owns and manages the Erie Canal and adjacent lands, any programs or improvements may be underway or planned within the Bushnell's Basin area would impact local plans for the Basin. As part of the planning process, the Canal Corporation has been provided with information regarding the Town's proposed plans. The Town will revise the Plan as needed to ensure that it is consistent with the Canal Corporation's plans for the area.

Status of Recommendations – “Bushnell’s Basin Community Plan” - 1983

Recommendations from 1983 Plan	2006 Status
Traffic Flow	
Create turning lanes and medians at the realigned intersections of Marsh Road and Kreag Road at Route 96	<i>Done.</i>
Install a 4-way traffic signal at the proposed intersection of Marsh Road, Route 96 and the common access to the Hitching Post Plaza and Locust Grove	<i>Installed at Marsh Road/ Route 96 intersection. No traffic signal at Hitching Post.</i>
Close the spur of Marsh Road in front of the Binder’s garage	<i>Done.</i>
Encourage adjoining property owners to consolidate existing access drives to improve the flow of traffic. Urge owners of several adjoining parcels to provide an internal drive and only one access to Route 96.	<i>Underway as part of new development on southeast side of Route 96 in southeastern portion of study area (several properties owned by Be Walters)</i>
Limit access points for the Milk House and provide an island. Align the access point with the traffic signal at Kreag Road	<i>Done.</i>
Zoning/ Land Use Regulations	
Rezone 100’ west of Hitching Post Plaza to Commercial to accommodate plaza expansion	<i>Not done. Land west of Plaza remains zoned Residential B.</i>
Rezone parcels west of Hitching Post Plaza along the south side of Route 96 from Residential B to Restricted Business	<i>Not done. Parcels west of Plaza remain zoned Residential B.</i>
Rezone parcels along the Canal from Residential B to Commercial	<i>Done.</i>
In conjunction with new development along the south side of Route 96, allow a 50-foot minimum front setback and require 85 foot rear and 50 foot side setbacks where the property adjoins residential property.	<i>Zoning regulations for the Commercial and Restricted Business districts require a minimum front setback of 85 feet and minimum side and rear setbacks of 30 feet. May be larger as part of site plan review where property abuts a Residential zoning district. Front setback in LC district is 70 feet from arterial road and 50 feet from local road. Existing buildings are “grandfathered.”</i>
Allow businesses to provide one parking space per 275 sq. ft. of gross floor area (except for restaurants)	<i>Existing zoning requirements: Retail: 10 minimum; 5 per 1,000 Gross Leasable Floor Area (GLFA). Restaurants: 1 per 3 persons calculated occupancy</i>

Status of Recommendations – “Bushnell’s Basin Community Plan” – 1983 (cont’d)

Recommendations from 1983 Plan	2006 Status
General Appearance	
Install blacktop sidewalks in developed areas	<i>Installed along Route 96.</i>
Require buffer plantings and/or earth berms along off-street parking areas. Preserve trees within buffer zones.	<i>Required as part of site plan review.</i>
Implement a tree planting program	<i>Not done.</i>
Limit lighting of parking areas in the Restricted Business zone to 15 feet in height. Design lighting to meet architectural standards and avoid light pollution to surrounding residences.	<i>Addressed during site plan review and review by Historic Preservation Commission.</i>
Consult with RG&E regarding the availability and cost of alternative street lighting fixtures. Install new fixtures consistent with the design objectives of the Plan.	<i>Still a concern.</i>
Ask RG&E to prepare and implement a plan to relocate the overhead lines to an underground conduit system.	<i>Inquiries were made. Cost would be more than \$1 million as cable, telephone and fiber optic as well as electric wires are involved.</i>
Install a gazebo-like structure in the green area resulting from the closing of the Marsh Road spur.	<i>Not done as property owner was not interested in participating.</i>
Establish passive recreational open space.	<i>Not done.</i>
Specific Building Improvements	
Encourage building owners to paint and repair structures.	<i>On-going</i>
Preserve existing buildings where possible.	<i>On-going</i>
Undertake architectural studies for each building to provide direction for merchants and property owners.	<i>Landmark Society identified buildings to include in historic district. Detailed drawings were not completed for each building.</i>
Community Support	
Recognize both the Bushnell’s Basin Merchants Association and the Neighborhood Association	<i>Merchants Association has folded. Neighborhood Association?</i>
Bushnell’s Basin merchants and property owners should continue to be active in and seek to be represented on Town committees, boards and agencies.	<i>See above. Several merchants and property owners participated in the Steering Committee for the 2006 Bushnell’s Basin Canal Access Plan.</i>
Other Recommendations	
Create a unifying theme, using proper design and materials and possibly a logo, to provide a positive identification of the area.	<i>Canal Walk property owners agreed on their own initiative to create a common color scheme for buildings. Richardson’s has a unified look. Architectural design standards govern all improvements.</i>

Issues and Opportunities

Boat Access/ Docking

Public docking

Numerous businesses that would be appealing to boaters are located within the Bushnell's Basin business district. These include several restaurants, a coffee house, lodging, and a shopping plaza.

Short-term docking, overnight docking, facilities for tour boats and "car top" boat launching areas would complement these business uses. However, none of these facilities are available within the Bushnell's Basin business district.

The only existing anchor cleats along the south side of the Canal in this area are located east of Marsh Road and the Richardson's complex. This location is too far from the business district to be practical to boaters. Boaters would need to walk approximately 600 feet to get to Abbott's Custard, for example. In addition, this location is isolated and secluded.

The concrete bank along most of the south side of the Canal is sloped rather than on a 90° angle (see photo at right). This slope makes it impossible for boats to get close enough to the grass embankment to disembark safely. Nevertheless, boaters sometimes jump from their boats to the embankment to get to Abbott's Custard. Docking is needed to allow boaters to safely disembark within the Bushnell's Basin business district.



Sloped wall along southern Canal bank

The owner of the Canal Walk complex had considered constructing a private dock to provide boater access. This owner decided not to pursue the project, reportedly because the cost of insurance would have been increased by \$4,000/year.

Boater fuel services

The owner of land located just west of the Marsh Road Bridge has proposed a fuel service business for boaters. The property was formerly a Citgo station and was redeveloped in 2005 as a Hess station and convenience store.

The owner's Phase 2 plans include a boater fuel station. However, the plans were tabled while the Town completed the Bushnell's Basin Canal Access Plan.

Potential uses for a dock include short-term docking, overnight and tour boats. There appears to be support for a public dock or public/ private partnership. Docking is more feasible in Bushnell's Basin than in other locations because the Canal is wider in the Basin than it is elsewhere.

The establishment of a public dock will require approvals from the NYS Department of Environmental Conservation, the U.S. Army Corps of Engineers and the NYS Canal

Corporation. In preliminary discussions during March 2006, representatives from the NYS Canal Corporation were receptive to the establishment of docking facilities in the area.

As part of the proposed redevelopment, the owner is also interested in providing an easement to the Crescent Trail Association. Development of this parcel to provide boater services is likely to require a partnership with the Town and other funding agencies.

Marketing

Some communities have been more successful in encouraging boaters to spend time in their business districts. For example, boaters stop in Fairport much more often than they do in Pittsford. Fairport has a reputation for being very welcoming to boaters, largely due to the presence of a Dockmaster on duty 24 hours/ day to answer visitors' questions. The establishment of a public dock in Bushnell's Basin will need to be accompanied by marketing efforts.

Pedestrian Circulation

One of the goals of the Canal Access Plan is to improve pedestrian circulation within Bushnell's Basin and to improve pedestrian access to Bushnell's Basin from nearby recreational uses and other facilities. Issues identified include gaps in the sidewalk network, difficulty crossing Route 96, and the speed of traffic.

Sidewalks

Sidewalks are in place along most of the segment of Route 96 that passes through Bushnell's Basin, with some exceptions. There is no sidewalk in front of the Hitching Post Plaza, located on the south side of Route 96 (see photo at right). The sidewalk on the north side of Route 96 does not extend farther west than the Canal Walk complex of businesses.



Lack of sidewalks along Route 96

Erie Canal Crossing

Pedestrians who wish to cross the Erie Canal from the north side to the Bushnell's Basin business district must use the single-lane Marsh Road Bridge. The bridge has a narrow (approx. 3 ft.) solid metal surface that may be utilized by pedestrians. As the pedestrian lane is not physically separated from the vehicular traffic lane, many pedestrians find this crossing daunting. Visitors to the Burgundy Basin Inn who travel on foot across the bridge often call the Inn for a ride back, as they are apprehensive about crossing.



Pedestrian's view crossing from north to south on Marsh Road Bridge

A pedestrian bridge across the Erie Canal would encourage walking across the Canal and improve safety. Such a bridge would connect the Erie Canal Recreationway Trail with the Bushnell's Basin business district, Kreag Road Park and the Crescent Trail.

As the existing bridge cannot support a cantilevered pedestrian bridge attached to the existing structure, a freestanding pedestrian bridge would be required. (See letter from NYS DOT in Appendix B).

There is no signage along the Erie Canalway Trail marking the Bushnell's Basin business district. It is not clear to people who use the trail that there are businesses, including food, lodging and other services, on the other side of the Canal.

Route 96 Crossing

It is currently difficult and dangerous for pedestrians to cross NYS Route 96. Crosswalks are lacking at the intersections of Marsh Road and Kreag Road with Route 96 (see photo to right) and there are no crosswalks west of the Marsh Road Bridge. Many people attempt to cross Route 96 to get from Tom Wahl's to Abbott's, for example.

The office buildings and other businesses along Route 96 east of Bushnell's Basin employ large numbers of people, many of whom would welcome a pedestrian route to access businesses in Bushnell's Basin.

Crescent Trail

The Crescent Trail, which passes through Bushnell's Basin, was designed as a recreational trail and has significant potential for transportation use. For example, pedestrians can utilize the Crescent Trail to travel from Kreag Road Park to the Hamlet of Bushnell's Basin. The portion of the trail along the Canal provides an alternative to the sidewalk along Route 96.

The trail utilizes land along the south side of the Canal between a parking area west of the Hamlet, along the rear of buildings in the Canal Walk complex, to the sidewalk along Route 96 west of Marsh Road. The trail uses the sidewalk along Route 96 to cross Marsh Road and continues across a field behind the Mobil station located northeast of the intersection of Kreag Road and Route 96. The trail does not pass under the Marsh Road Bridge due to physical barriers created by the Marsh Road Bridge abutments. (See photo at right). In addition, the trail does not utilize land that is part of the Richardson Canal House complex.

The recent redevelopment of vacant properties along the Canal and in Bushnell's Basin may offer new opportunities to improve the trail to utilize more of the Canal frontage. For example, the Bushnell's Basin Fire Department built a new facility between Route 96 and the Canal and has granted an easement to the Crescent Trail Society for a trail. Richard Steamer, who has constructed a gas station east of the Richardson's complex and proposes to install fuel dispensers and a dock for boaters, has offered to provide an easement to the Crescent Trail



Path to Marsh Road Bridge from Canal



*Marsh Road/ Route 96 intersection
(photo © Pictometry, Inc.)*



Southern abutment – Marsh Road Bridge

Association as part of the redevelopment plans. A link from the townhouse complex to the Crescent Trail would provide pedestrian access for residents to nearby Kreag Road Park.

Parking

The main issue raised by Bushnell's Basin business operators is the inadequacy of existing parking facilities. Parking is very limited in the Canal Walk complex, in particular, as lots are small and there is no on-street parking along NYS Route 96. (See aerial photograph below.) Employees occupy a considerable number of the available spaces.



Canal Walk complex (photo © Pictometry, Inc.)

The Hitching Post Plaza, located on the south side of Route 96 across from the Hess station (see photo below), provides approximately 140 parking spaces. All of the parking spaces located between the building and Route 96 are frequently occupied weekdays during lunchtime. Customers often attempt to cross Route 96 from the Hitching Post Plaza to access businesses in the Canal Walk and Richardson's complexes.



Hitching Post Plaza (photo © Pictometry, Inc.)

The owners of the Plaza have expressed interest in expanding the plaza into adjoining parcels to the west. Although this area is zoned Residential-B, which does not permit shopping plazas or other retail businesses, limited expansion of the parking area may be permitted.

The “Park & Ride” lot, located in the southern portion of the study area, has available capacity to accommodate visitors to Bushnell’s Basin. As this lot is not within easy walking distance to businesses in the center of the Hamlet, it may be used in conjunction with a shuttle service. It is difficult to convince employees to use a shuttle service; concerns include personal safety and convenience.

The former Fire Hall has a sizable off-street parking lot. The new tenant has made arrangements to share parking with the adjoining Bruegger’s Bagels. There is potential for parking capacity at the former fire hall to be used by customers of businesses in the Canal Walk complex.

Burgundy Basin Inn, located on the north side of the Canal, has a large parking lot that adjoins the Erie Canal Recreationway Trail. Visitors to the Canal trail frequently park in the Inn’s parking lot to walk or bicycle along the Canal trail. However, this arrangement is informal and is not available during large events at the Burgundy Basin Inn.

Traffic

Speed of Traffic

The speed limit along Route 96 is 40 mph through the Hamlet. The speed limit is reduced from 55 mph to 40 mph at Thornell Road from the west and near the Park & Ride lot from the east.

At higher speeds, traffic poses safety hazards and increases noise. One of the goals of the Plan is to reduce the speed of traffic through the Hamlet.

“Traffic calming” techniques may be helpful in slowing down traffic. This would increase safety of pedestrians as well as reducing noise. Options include signage, pavement striping and brick paving to delineate pedestrian crossings. The Town may ask NYS to reduce the speed limit from 40 mph to 30 mph.

Backup of Traffic from Marsh Road Bridge

The Marsh Road Bridge allows only one lane of traffic at a time. The Town of Perinton has recorded four recent incidents of “road rage” on the bridge when two vehicles attempted to cross at the same time. These incidents are not recorded as traffic accidents but are prosecuted as “assaults.” In addition, during morning and evening rush hours, vehicles are backed up from the bridge to Route 96.

The NYS Department of Transportation has utilized models to investigate signalization at the bridge. The models did not find a way to alter the timing of traffic signals such that backups onto Route 96 would be avoided. Although the NYS DOT now has more sophisticated modeling software, staff is not optimistic that altering signalization would improve the

situation. An investigation into possible signalization changes conducted by NYS DOT staff would take approximately six months after the work is authorized.

The NYS DOT has tried to reduce the potential for conflicts at the bridge by increasing the site distance for motorists. Clearing vegetation and planting lower vegetation helps motorists see sooner whether there is already a vehicle on the bridge. Widening the approach to the bridge would also improve site distance.

Several participants in the planning process strongly recommended the replacement of the existing Marsh Road Bridge. However, improving vehicular access to Bushnell's Basin is not part of the scope of this study. Redesign of the bridge is not recommended at this time due to the following considerations:

- NYS DOT upgraded the Marsh Road Bridge in 1983. At that time, NYS DOT completed a detailed investigation of traffic patterns. The resulting improvements included realignment of the intersection of Marsh Road and Route 96 to create a right angle.
- At the time of the reconstruction, NYS DOT investigated the structural soundness of the bridge. It is expected that the bridge would have a useful life of approximately 50 years.
- Enlarging the Marsh Road Bridge would significantly increase traffic congestion in Bushnell's Basin, as many motorists would drive through the Hamlet as a "shortcut" from Route 96 to Route 31. The vast majority of these drivers would not visit businesses in Bushnell's Basin. In addition, traffic on Marsh Road would increase considerably.
- The bridge is expected to remain a low-volume bridge

Appearance/ Community Character

Historic Character

Bushnell's Basin is historically significant as a former terminus of the Erie Canal. The historic architecture of many of the buildings in the Hamlet contributes to its character.

There are opportunities to interpret Bushnell's Basin's history and architecture in conjunction with heritage tourism along the Canal Corridor. Interpretive signs at public gathering places in the Hamlet would encourage visitors to linger and obtain information about the area's unique history.

The historic buildings within the Hamlet are privately owned. Landowners may need technical assistance or incentives to encourage renovations that are consistent with the historic architecture. There may be an opportunity to pursue grants from the NYS Council on the Arts for historic architecture studies.

Visual “Theme”

The development of a uniform design theme was recommended in the 1980s plan but has not been implemented. Richardson’s Canal Village and the Canal Walk complex (see photos below) utilize their own design themes, which help present a unified appearance to the Hamlet. In addition, the Town has installed banners along Route 96. Other potential improvements include additional landscaping and requirements for consistent signage.



Canal Walk complex



Richardson’s Canal Village

Business Development

The business operators in Bushnell’s Basin are not currently organized as a merchants’ association or other group. Such an organization would help businesses to pool resources to attract customers and to advocate for improvements as a group.

Development and Redevelopment

Several parcels have been developed or redeveloped during the past few years and others are in the process of redevelopment. The following summarizes the major developments and proposals:

- The Bushnell’s Basin Fire Department constructed a new Fire Hall in 2005 on property located northwest of the intersection of Route 96 and Kreag Road. Kreag Road provides access to the parcel.
- Two parcels along the south side of Route 96 in the western portion of the study area are being developed for a Great Northern Pizza franchise
- Several parcels along the north side of Route 96, east of Kreag Road, have been combined and are proposed for redevelopment from residential to commercial and office uses.

The extent of private interest in commercial development in this area is substantial.

Recommended Actions

The Steering Committee has identified twelve (12) actions to improve boater access to businesses, improve pedestrian circulation, provide additional parking and improve the environment for businesses, neighbors and visitors to Bushnell's Basin. The following narrative describes each of the recommendations. Figure 7 identifies the location of the recommended actions.

1. Install street lighting along both sides of the Canal and along NYS Route 96.

Description

Lighting fixtures are proposed to be installed along both sides of the Canal, approximately 200 feet apart, as well as along Route 96 and along Kreag Road to the new firehouse. The design of the lighting fixtures would be consistent with the historic character of the area. The existing lighting fixtures in the Hamlet of Egypt in the Town of Perinton are an example of a style that would be appropriate in Bushnell's Basin. Examples of the type of lighting proposed include the fixture currently located in front of the Hess station (see photo at right.)



Lighting would be designed and installed so that it does not shine beyond the trail. The lighting would not shine on nearby residential properties.

Benefits

Lighting fixtures would create a "sense of place" along this segment of the Canal. The lights on the north side would be visible from the business district on the south side, delineate the boundary of the Canal and reflect off the water. Even during daylight hours, the lights would represent to boaters that they are approaching a center of activity.

Lighting would improve security and reduce vandalism, littering and crime. The wooded area along the north side of the Canal has been the site of illicit parties and other activities. The owners of the Burgundy Basin Inn are continually cleaning up trash in this area. Lighting would discourage this type of activity from occurring along the Canal and would assist law enforcement in patrolling the area or responding to complaints.

Feasibility Issues

A Lighting District would need to be created. Property owners within the district would be assessed for the cost of installing and providing electricity to the lighting fixtures. The boundaries of a proposed lighting district will need to be delineated. Property owners will need to approve the creation of a lighting district through a referendum.

The electricity in this area is provided by Rochester Gas & Electric (RG&E). RG&E will need to be involved in the installation of the fixtures.

As the lights would be located on property owned by the NYS Canal Corporation, a permit or lease would be required from the Canal Corporation.

2. Construct a pedestrian bridge to the west of the existing Marsh Road Bridge

Description:

Construct a pedestrian bridge that is attached to the existing Marsh Road Bridge. This recommendation assumes that the Marsh Road Bridge will not be structurally changed.

Several companies construct lightweight pedestrian bridges that are designed to be attached to existing structures. Some of these bridges have been attached to railroad bridges in remote areas. Others have been attached to highway bridges. (Add examples and photos).

The pedestrian bridge is proposed to be attached to the west side of the bridge. Pedestrians traveling from the north along the existing Marsh Road sidewalk would need to cross Marsh Road to access the pedestrian bridge. Improvements to the existing sidewalk will be needed on both sides of the bridge.

Benefits

The pedestrian bridge would eliminate a significant safety problem for pedestrians who use the Marsh Road Bridge. Currently, pedestrians must use a narrow lane that is not physically separated from vehicular traffic. The pedestrian area is metal and slippery during wet or wintry weather.

Facilitating pedestrian traffic across the Canal would allow people who utilize the Erie Canal Recreationway, located along the north side of the Canal, to visit businesses in the Bushnell's Basin business district, which is located along the south side of the Canal. In addition, visitors to the Burgundy Basin Inn, which hosts numerous all-day conferences and other events, would be able to safely walk across the Canal to visit the business district.

Feasibility Issues

Cost is the biggest obstacle. Grant funding will likely be needed to construct the pedestrian bridge. A potential source of funding is the Transportation Enhancements Program (TEP), which provides federal funding for surface transportation for bicycles and pedestrians.

The bridge will need to be designed to meet the standards of the Americans with Disabilities Act (ADA.)

Approval from the State Historic Preservation Office (SHPO) will be required, as the bridge may impact the view of the Marsh Road Bridge. Additional approvals may be required from the NYS Canal Corporation and the U.S. Army Corps of Engineers.

3. Construct a public dock and fueling station along the south side of the Canal

Description

A public dock would be constructed along the south side of the Canal to accommodate transient boaters and other visitors to Bushnell's Basin. Water service and electrical services would be available. Boaters would be encouraged to moor overnight and would be able to stay for up to 24 hours.

A portion of the docking facility would accommodate a privately operated fueling station for boats. This portion of the docking facility would be constructed of concrete.

The fueling station portion of the dock would be constructed as a public/ private partnership. The owner of the property, Richard Steamer, included fuel service for boats as part of the development plans for the Mobil gas station property owned by.

The public dock would be designed to accommodate canoe/ kayak tie-ups and launching.



Model for proposed public dock



Site of proposed public dock



Site of proposed boat fueling facility

Benefits

The dock would allow boaters to access businesses in the Bushnell's Basin business district. The existing sloped bank makes it difficult for boaters to get close enough to the bank to disembark safely.

The dock would help make Bushnell's Basin a destination for boaters. Currently, the heavily-utilized boat launch along the Canal at Ayrault Road provides access to the Canal approximately one mile from Bushnell's Basin.

Feasibility Issues

The cost of constructing a 150-foot timber dock is estimated at \$280,000. The cost to construct a 100-foot concrete dock and fueling station is estimated at \$250,000. Grant funding will be needed to enable the Town to build the facility. A portion of the cost is expected to be covered as part of the establishment of a privately owned fueling facility.

As the docks would be located on property owned by the NYS Canal Corporation, a permit from the Canal Corporation would be required to install the docks. A permit would also be required from the U.S. Army Corps of Engineers.

The public dock may be maintained by the Town of Perinton as a public park. Alternately, the dock may become part of a Town Parks District. This would result in the adjoining property owners paying for the installation and maintenance of the docks. Landowners would need to approve the creation of such a district in a referendum.

4. Expand public parking

Description: A new public parking area is proposed to be constructed adjacent to the Hitching Post Plaza. The lot would double the size of the Hitching Post Plaza parking area. A new entrance to the lot would be constructed from Route 96 immediately west of the building that adjoins Hitching Post Plaza to the west.

A wooded buffer at least 20 feet in depth would be retained to the rear of the parking lot. Easements would be required to ensure that the wooded area is preserved.

The existing parking lot would be redesigned to create “green space” next to the sidewalk.

An alternative (or additional) site for public parking may be within the Fire Department’s new facility located on Kreag Road.

Benefits

Expanded parking would accommodate visitors to businesses at the Canal Walk complex, which has very limited parking currently. It would also provide public parking for people who seek to walk along the Crescent Trail, located along the south side of the Canal, or the Erie Canalway Recreationway, located along the north side of the Canal. The location of the parking area in the heart of the Bushnell’s Basin business district would encourage users of recreational facilities to patronize existing businesses.

Feasibility Issues

The property proposed for the parking area is privately owned. The Town of Perinton is in discussion with the landowners to determine whether the owners are interested in developing the lot.

There may be potential to rezone a portion of the land along Route 96 to “limited commercial” use. The Town may seek to use its “incentive zoning” provisions to encourage the landowners to develop the parking lot in exchange for permission to utilize additional Route 96 frontage for commercial uses.

A residential neighborhood abuts the parcel on which the expanded parking lot is proposed. In order to ensure that the parking lot does not impact the quality of life in this neighborhood, a permanent buffer will be required in which the existing wooded area will be maintained.

The public parking area would be maintained by the Town of Perinton.

Employees of businesses located at the Hitching Post Plaza would be encouraged to park in the rear of the building. Enhanced lighting will be needed to ensure security.

A driveway permit would be required from NYS Department of Transportation to allow the creation of a new curb cut onto NYS Route 96.

The potential for public parking on Fire Department property would need to be negotiated with the Bushnell’s Basin Fire Department.

5. Calm traffic, install “gateway” signs at the entries to the Hamlet and delineate crosswalks across NYS Route 96

Description

Traffic calming and crosswalks are proposed along NYS Route 96 through the Hamlet of Bushnell’s Basin. Decorative crosswalks, such as the one pictured below right, are proposed at nine locations:

- One in front of Hitching Post Plaza at the western portion of the parking lot
- Two at the intersection of Marsh Road and Route 96
- Two at the intersection of Kreag Road and Route 96
- One across from the Richardson’s complex
- Two at the intersection of Thornell Road and Route 96
- One to connect the entrance to the proposed public parking lot and the Canal Walk complex



Example of pedestrian crosswalk and sign

Portable “Pedestrian Crossing” signs are proposed to be placed at the crosswalks

Traffic calming devices are proposed along Route 96 between the I-490 off-ramp and Thornell Road. These are expected to include pavement treatments, landscaped medians and signage.

“Gateway” signs are proposed to be installed at the two entrances to the Hamlet. The southeastern gateway sign would be installed immediately north of the I-490 off-ramp. The western gateway sign is envisioned as part of a median island in Route 96 just east of the intersection with Thornell Road. The NYS Department of Transportation will be requested to lower the speed limit within the Hamlet.

Benefits

The “gateway” signs, crosswalks and other traffic calming devices are expected to reduce the speed of vehicles traveling along NYS Route 96 in the Hamlet of Bushnell’s Basin. Slower traffic and designated crosswalks will result in less noise and a safer environment for pedestrians, and will facilitate the crossing of Route 96 from Hitching Post Plaza and the proposed public parking lot.

Feasibility Issues

As Route 96 is a New York State Highway, any improvements will need to be undertaken and maintained by the NYS Department of Transportation. DOT staff have informally indicated their support for the placement of “pedestrian crossing” signs, marked crosswalks in appropriate locations, gateway signs and other traffic calming devices.

6. Construct public restrooms next to Marsh Road Bridge

Description

A public restroom facility is proposed to be built adjacent to the proposed pedestrian bridge and public docking. The proposed facility would be a simple brick building such as the building shown in the photo at the right.



Potential restroom design

Benefits

The public restroom would serve transient boaters as well as people who utilize the Erie Canal Recreationway Trail. The location of the restrooms on the south side of the Canal would encourage people using the trail to cross the Canal and bring them closer to the Bushnell’s Basin business district. Public restrooms would also accommodate visitors to businesses that do not have public restrooms.

Feasibility Issues

The restrooms would be located on land that is owned by the NYS Canal Corporation. A use permit or lease would be required from the Canal Corporation to permit the construction of the restroom facility.

The Town of Perinton would own the facility. Public sewer and water service are available at the site. The Town Parks Department would maintain the restrooms. A key or password system may be installed to allow transient boaters to access the facility 24 hours a day.

7. Construct pedestrian gathering areas with benches and informational signage

Description

Two “pedestrian gathering areas” are proposed. One would be located along the Erie Canal Recreationway Trail west of the Marsh Road Bridge along the north side of the Canal. The other would be located on the south side of the Marsh Road Bridge, northeast of the intersection of Route 96 and Marsh Road. The area along the Canal Trail would include a bench as well as signs directing travelers to the facilities (including public restrooms) and businesses in Bushnell’s Basin as well as information about the Canal-related history of the area.

The area along Marsh Road south of the Canal would include a directory sign that identifies the businesses and facilities located in the immediate vicinity. Historical interpretive signs may also be included.

An informational kiosk and benches would be installed along the south side of NYS Route 96. The sign may be sponsored by one or more business in Bushnell’s Basin. This area would also serve as a pickup/ drop off location for the potential shuttle service.



Potential kiosk design

Benefits

- a) The gathering area along the north side of the Canal would provide a place for people who are walking or bicycling the Erie Canal Recreationway Trail to rest and wait for others.
- b) The area on the south side of the bridge would provide orientation to visitors who arrive on foot via the Marsh Road Bridge or the Crescent Trail. The directory sign would inform visitors about where to eat, shop or stay overnight within the Bushnell’s Basin business district.
- c) Benches and visitor information at the site on the south side of Route 96 would serve as a waiting area for a future shuttle bus service and would help to promote local businesses. Historical information about Bushnell’s Basin may also be included at this site.

Feasibility Issues

The sites adjoining the Canal are on property owned by the NYS Canal Corporation. A permit would be required to install the benches and signage.

The site along Route 96 is within portions of both the Route 96 right-of-way and the Marsh Road. Permits from both the NYS Department of Transportation and the Monroe County Department of Transportation would be required. The NYS DOT does not allow advertising signs within its right-of-way.

Town Parks Department staff would be responsible for installing benches and signage and maintaining the sites. Maintenance would require removing debris, maintaining vegetation and making necessary repairs.

8. Install cleats for boat mooring along the north side of the Canal east of the Marsh Street bridge

Description

Cleats (such as the one pictured at right) would be installed along the bank of the Canal east of the Marsh Street bridge. This area would be utilized for overnight mooring.



Benefits

Encouraging boaters to stay overnight in Bushnell's Basin would provide economic benefits to businesses in the Hamlet.

Feasibility Issues

Establishment of the mooring area would require permits from the NYS Canal Corporation and from the U.S. Army Corps of Engineers.

Town Park staff would maintain the area.

Security would be provided by the Monroe County Sheriff.

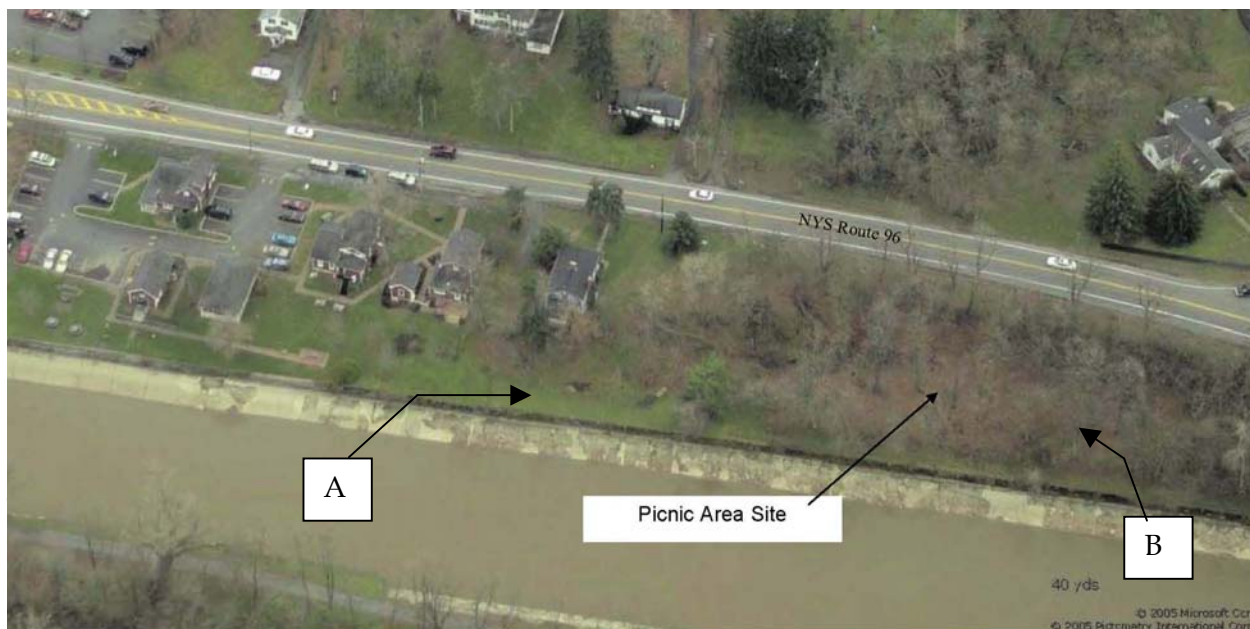
9. Create a passive park/ picnic area west of the proposed docking

Description

A seasonal picnic area is proposed for land between the Canal and Route 96 to the west of the proposed docking and east of the intersection of Route 96 and Thornell Road. (See aerial photograph below.) The picnic area would be open seasonally.

A gravel access road would be constructed to allow for maintenance by Town Parks personnel. Access from NYS Route 96 would be from the existing parking area in the Town of Pittsford that currently provides access to the Crescent Trail.

Vehicular access for visitors would not be permitted. Visitors would be expected to arrive by boat or on foot.



View A



View B

The picnic area would be a Town Park and Town Parks Department personnel would be responsible for maintaining the area.

The Town would install the gravel access road.

10. Improve sidewalks along Route 96

Description

Sidewalks are proposed to be improved along the south side of Route 96 between Thornell Road and Kreag Road. Sidewalk improvements are proposed along the north side of Route 96 from the Canal Walk complex to Thornell Road.

This project will complement the sidewalk construction project completed in Summer 2006 by the NYS Department of Transportation and private developers. The NYS DOT will construct sidewalks along the southwest side of Route 96 from Kenyon Road, located opposite Garnsey Road, to 751 Route 96. A private developer will complete sidewalk construction as part of a new development project east of the former fire hall.

Benefits

Sidewalk improvements are intended to encourage walking within Bushnell's Basin. Visitors will be encouraged to park in a central location and to walk to their various destinations. The improved sidewalks would also accommodate visitors from the Erie Canal Recreationway trail and the Crescent Trail.

Feasibility Issues

Approval from the NYS Department of Transportation would be required for the sidewalks to be located in the right-of-way of NYS Route 96. As Kreag Road is a Town road, the Town could undertake sidewalk improvements on its own.

Funding for the sidewalk improvements may come from the Town's existing sidewalk improvement fund. Grant funding may be available from Transportation Enhancement programs.

11. Establish a Merchants' Association

Description

The merchants in Bushnell's Basin are encouraged to organize a Merchants' Association. The Association would be funded by the businesses within Bushnell's Basin. The purpose of the Association would be to coordinate joint advertising and promotions, organize events and communicate with Town officials.

Benefits

The existence of a Merchants' Association would help to attract customers to Bushnell's Basin. Working as a group would enable the merchants to purchase more effective advertising, organize events that would attract people to the Hamlet, and communicate in a unified fashion to Town officials.

Feasibility

A Merchants' Association must be organized by representatives of the individual businesses. In order to be effective, a significant number of merchants must be part of the association. The establishment of an effective association would require a motivated leader to organize the merchants.

12. Establish a shuttle service from the Park & Ride lot and Route 96 office buildings into Bushnell's Basin.

Description

A shuttle service would operate from 11:00 a.m. until 2:00 p.m. and between 4 and 8 pm on weekdays, and from 12 noon until 8 pm on weekends. The service would pick people up at the Park & Ride lot.

A market study is needed to determine whether there is demand for such a service among the employees at the office parks along Route 96.

Benefits

A shuttle service would offer transportation to visitors from a large parking lot located a short distance from the Bushnell's Basin business district.

Feasibility Issues

The cost of the service would probably be paid by the Merchants' Association. The Rochester-Genesee Regional Transportation Authority (RGRTA) may be interested in operating the service.

Bushnell's Basin Canal Port Plan

The following recommended actions, described above and referenced by number, comprise a coordinated plan for the Bushnell's Basin Canal Port.

- Construct a public dock and fueling station along the south side of the Canal (#3)
- Construct public restrooms next to Marsh Road Bridge (#6)
- Create a passive park/ picnic area west of the proposed docking (#9)
- Install street lighting along both sides of the Canal and along NYS Route 96. (#1)
- Delineate crosswalks across NYS Route 96 (#5)
- Construct pedestrian gathering areas with benches and informational signage (#7)
- Install cleats for boat mooring along the north side of the Canal east of the Marsh Street bridge (#8)

These actions represent the highest priority projects and are recommended for implementation within 1-3 years.

The cost of construction is estimated at \$985,200. The cost per element is summarized in the table below.

Bushnell's Basin Canal Port Improvements

Rec. #	Project Component	Estimated Cost
#7	Pedestrian Gathering Areas and Interpretive Signs	\$ 20,200
#6	Restroom Facility	\$ 150,000
#3	Fueling Station	\$ 250,000
	Public Dock with water & electric hookups	\$ 280,000
#1	Street Lights - Canal	\$ 75,000
	Street Lights - Route 96	\$ 75,000
#8	Anchor cleats	\$ 3,000
#5	Crosswalks	\$ 72,000
#9	Picnic Area	\$ 60,000
Total Construction Cost:		\$ 985,200

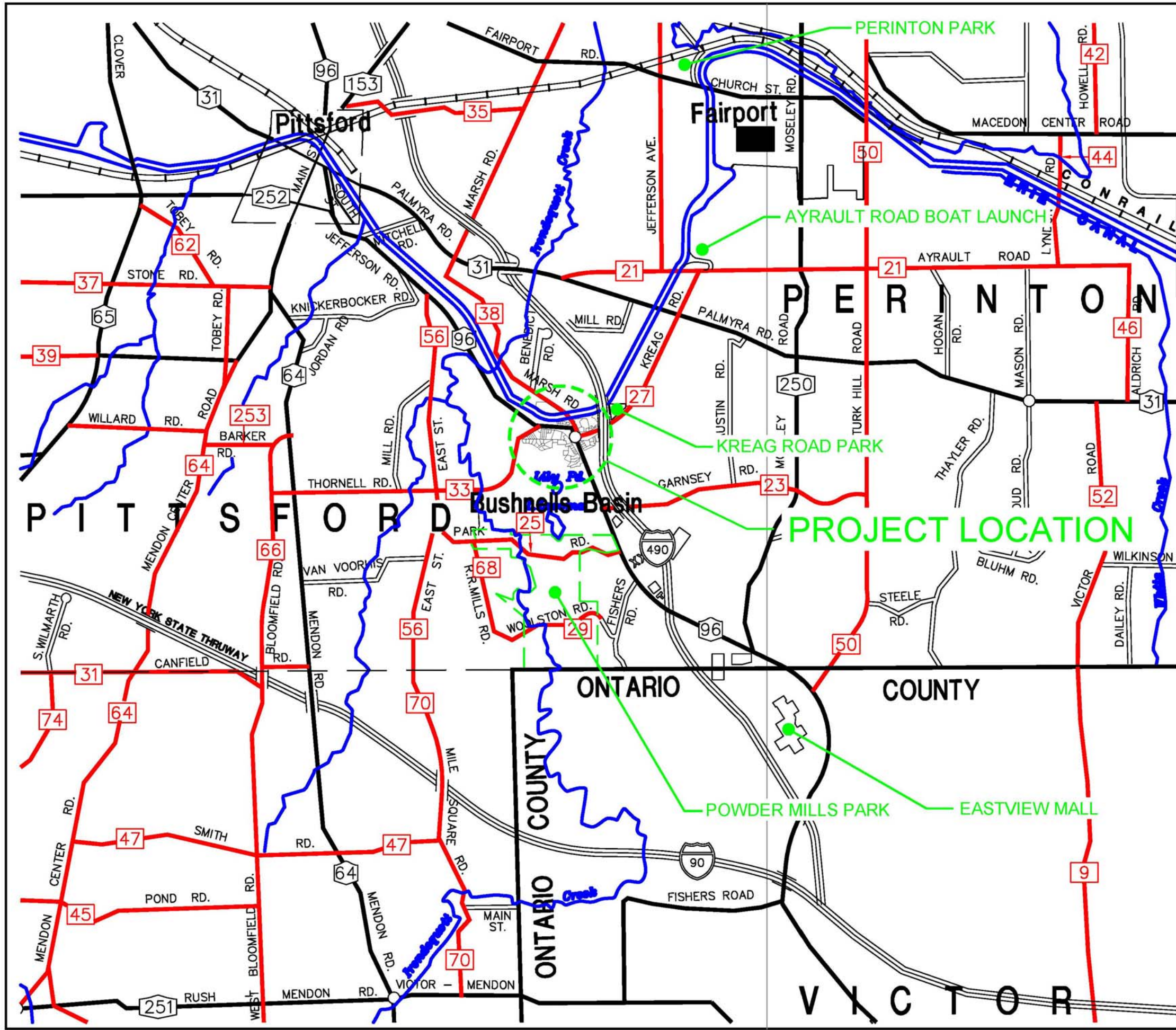
An additional \$118,742 is expected to be required for design, engineering and surveys. The total cost to construct the Bushnell's Basin Canal Port improvements is estimated at \$1,103,942.

The owner of the existing Hess station has indicated a willingness to contribute private funds toward the construction of the fueling station for boats. The Town of Perinton has funds

available in its Parks budget to finance a portion of the improvements. The remaining funds will need to be obtained through grants.

Potential sources of grant funding include the Environmental Protection Bond Act funds administered by the NYS Department of State Division of Coastal Resources under the Local Waterfront Revitalization Program.

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Figure 1

REGIONAL LOCATION MAP

**BUSHNELLS
BASIN**
CANAL GRANT STUDY



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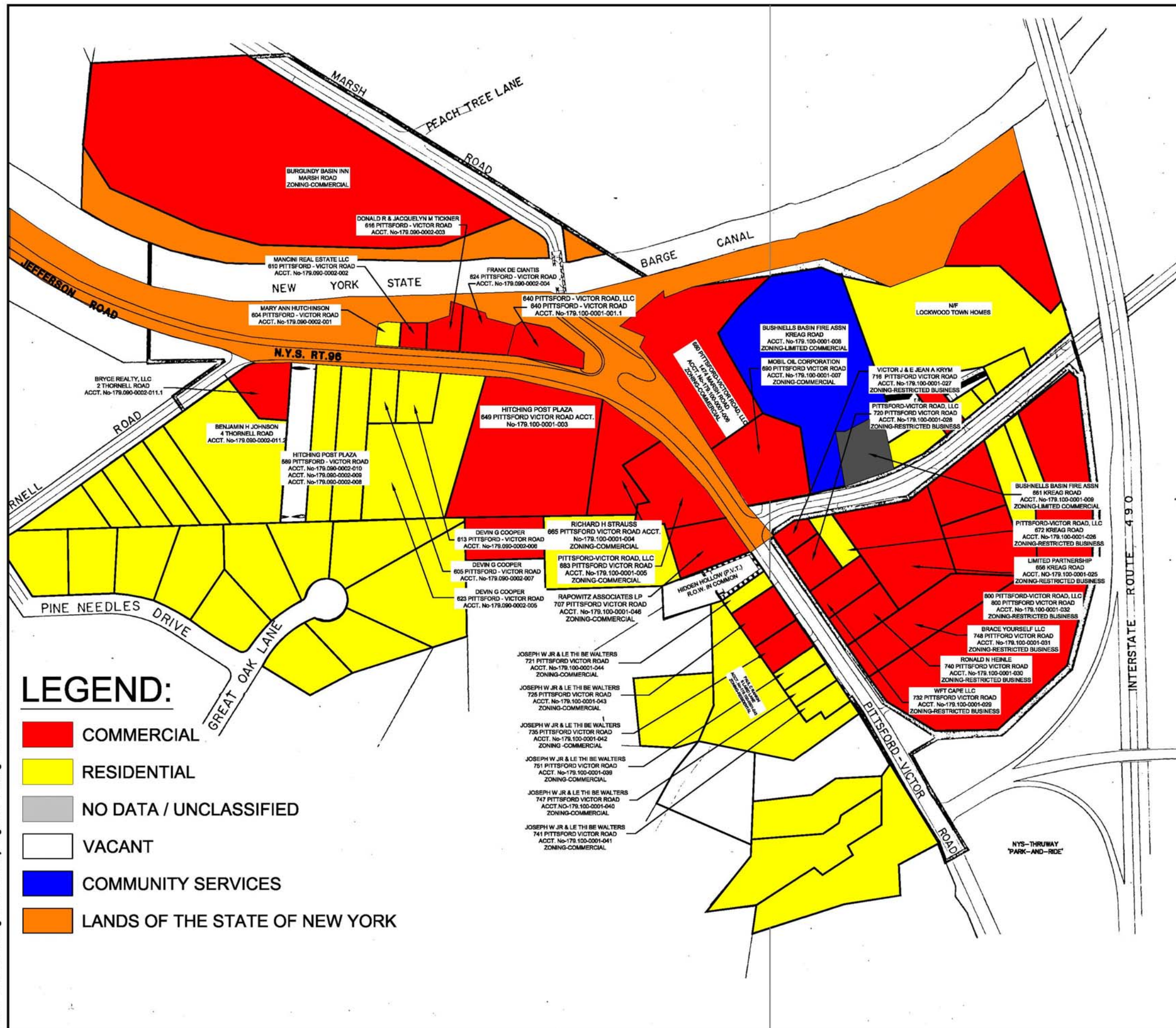
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Figure 2

STUDY AREA BOUNDARIES

**BUSHNELLS
BASIN**
CANAL GRANT STUDY



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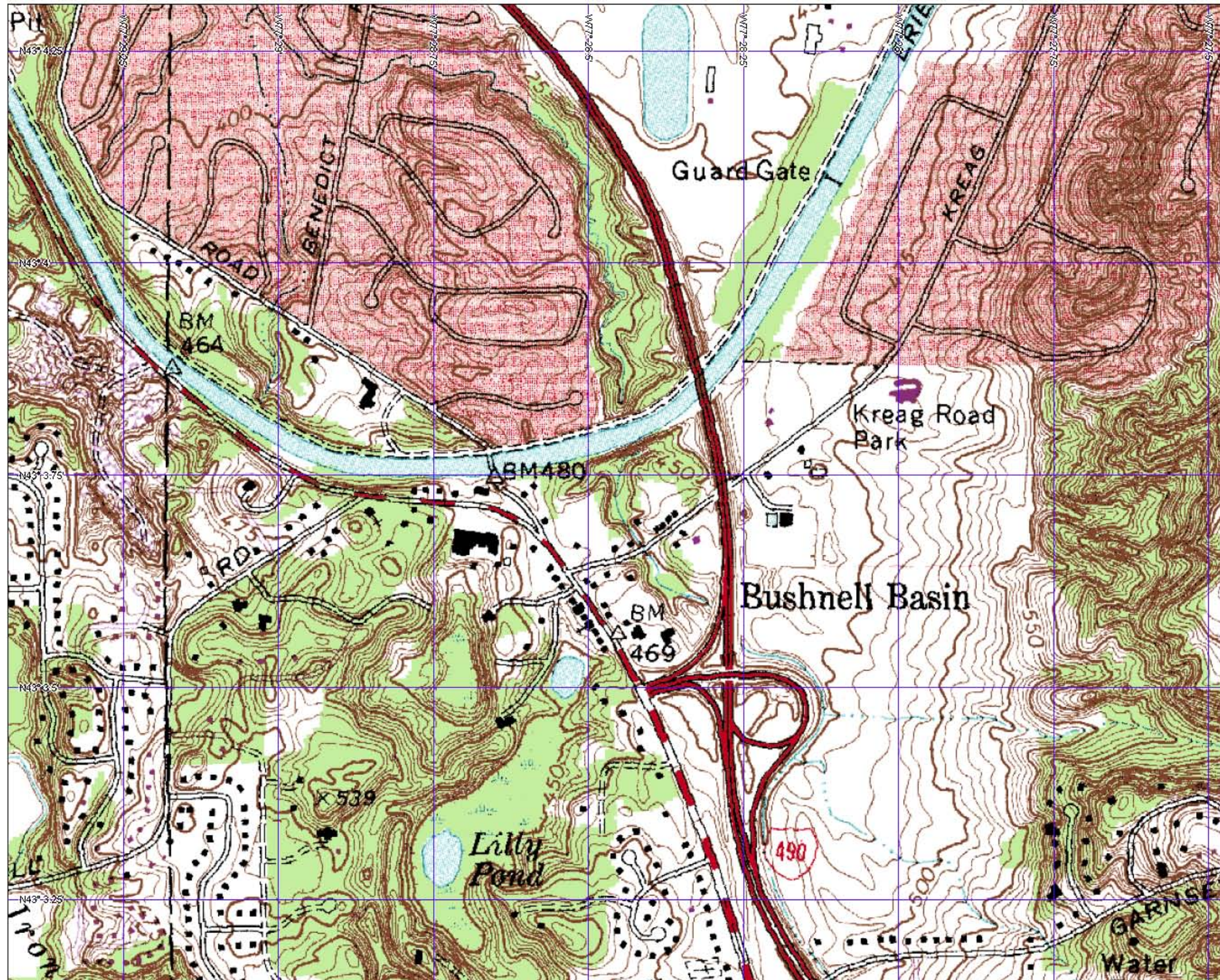
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Figure 3

LAND USE/OWNERSHIP MAP

**BUSHNELLS
BASIN**
CANAL GRANT STUDY



3-D Topo Quads Copyright © 1999 DeLorme Yarmouth, ME 04096 Source Data: USGS 450 ft Scale: 1 : 11,200 Detail: 14-2 Datum: WGS84



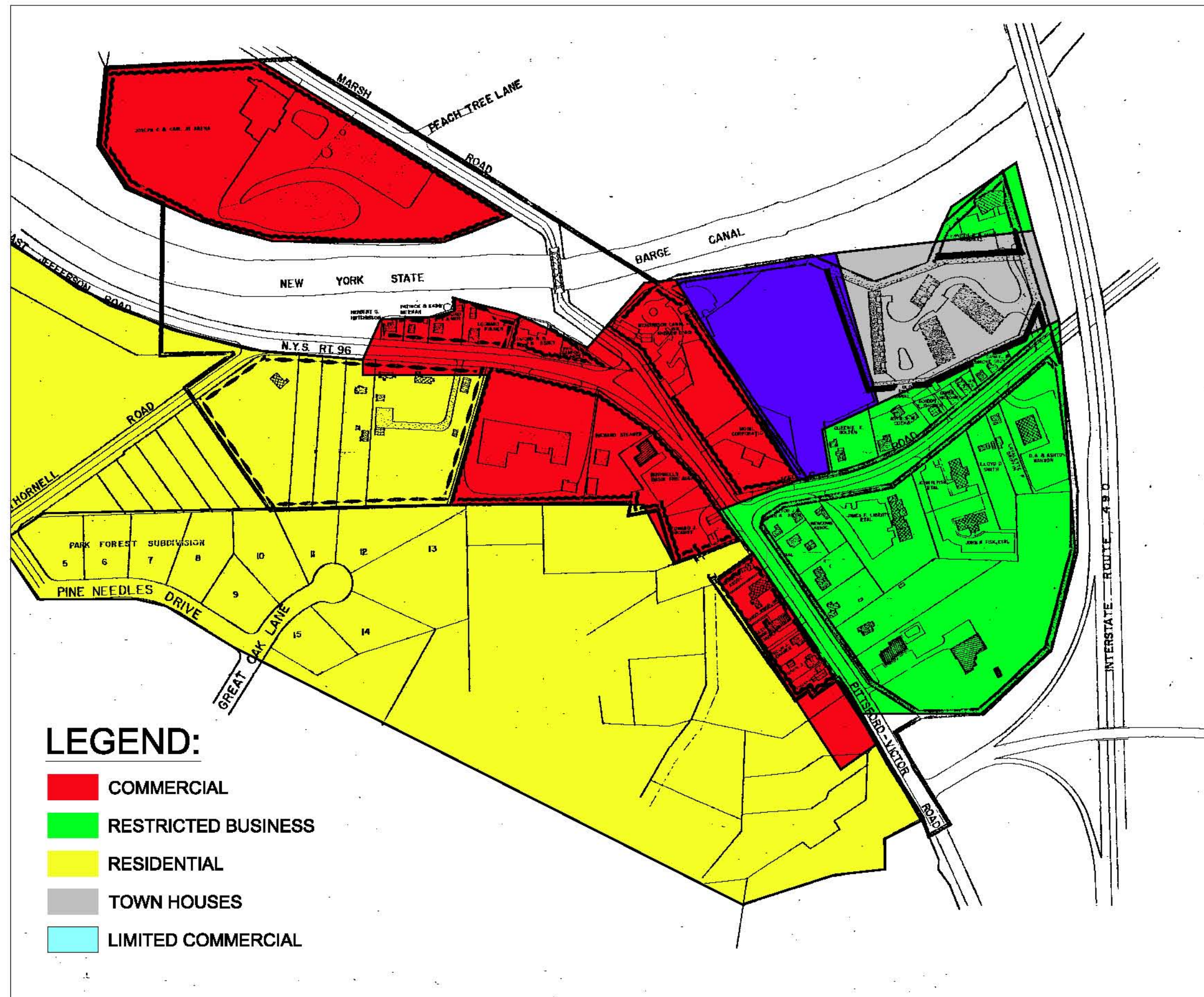
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Figure 4

TOPOGRAPHIC MAP

**BUSHNELLS
BASIN**

CANAL GRANT STUDY



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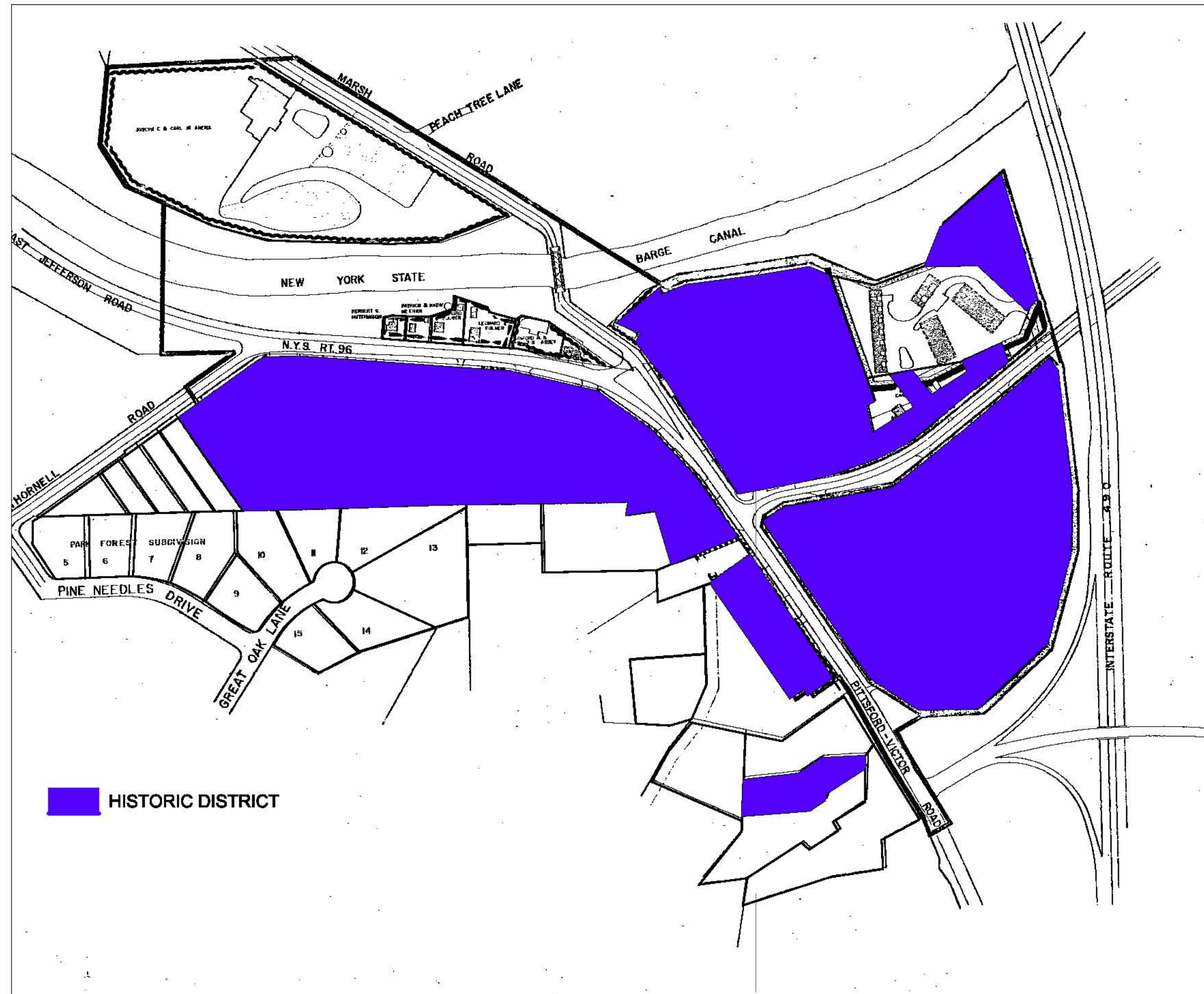
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Figure 5

ZONING MAP

**BUSHNELLS
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CANAL GRANT STUDY



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Figure 6

HISTORIC DISTRICT MAP
**BUSHNELLS
BASIN**
CANAL GRANT STUDY



DOCKING (SHORT-TERM; OVERNIGHT ; TOUR BOATS)
 LIGHTING FIXTURES ALONG THE CANAL
 INTERPRETIVE AND DIRECTIONAL SIGNS:
 FROM CANAL DIRECTING VISITORS TO BB BUSINESS DISTRICT
 TO MARK CRESCENT TRAIL
 "WELCOME" SIGN FOR VEHICULAR TRAFFIC USING MARSH ROAD BRIDGE
 ATT BB EXIT FROM I-490
 ALONG ROUTE 96 FOR TRAFFIC ENTERING THE HAMLET FROM WEST AND EAST
 ALONG CRESCENT TRAIL TO PROVIDE INFORMATION ABOUT THE AREA'S HISTORY
 PEDESTRIAN CROSSWALKS:
 ACROSS ROUTE 96
 ACROSS MARSH ROAD AT INTERSECTION WITH ROUTE 96
 TRAFFIC CALMING
 PEDESTRIAN BRIDGE ACROSS CANAL
 MARSH ROAD BRIDGE - INSTALL SIGNAL LIGHTS
 IMPROVEMENTS TO SIDEWALK ALONG MARSH ROAD
 LINEAR PARK WEST OF CANAL WALK (ON STATE LAND BETWEEN CANAL AND ROUTE 96)
 INTERPRETIVE CENTER/ MUSEUM - POSSIBLY USING SITE ADJOINING HITCHING POST PLAZA, WITH ADDITIONAL PARKING TO REAR.

Figure 7
Conceptual Plan

 **Stuart I. Brown Associates, Inc.**
 Planning and Management Consultants

BUSHNELLS BASIN
CANAL GRANT STUDY
 N.T.S.

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APPENDIX A

Crescent Trail Map

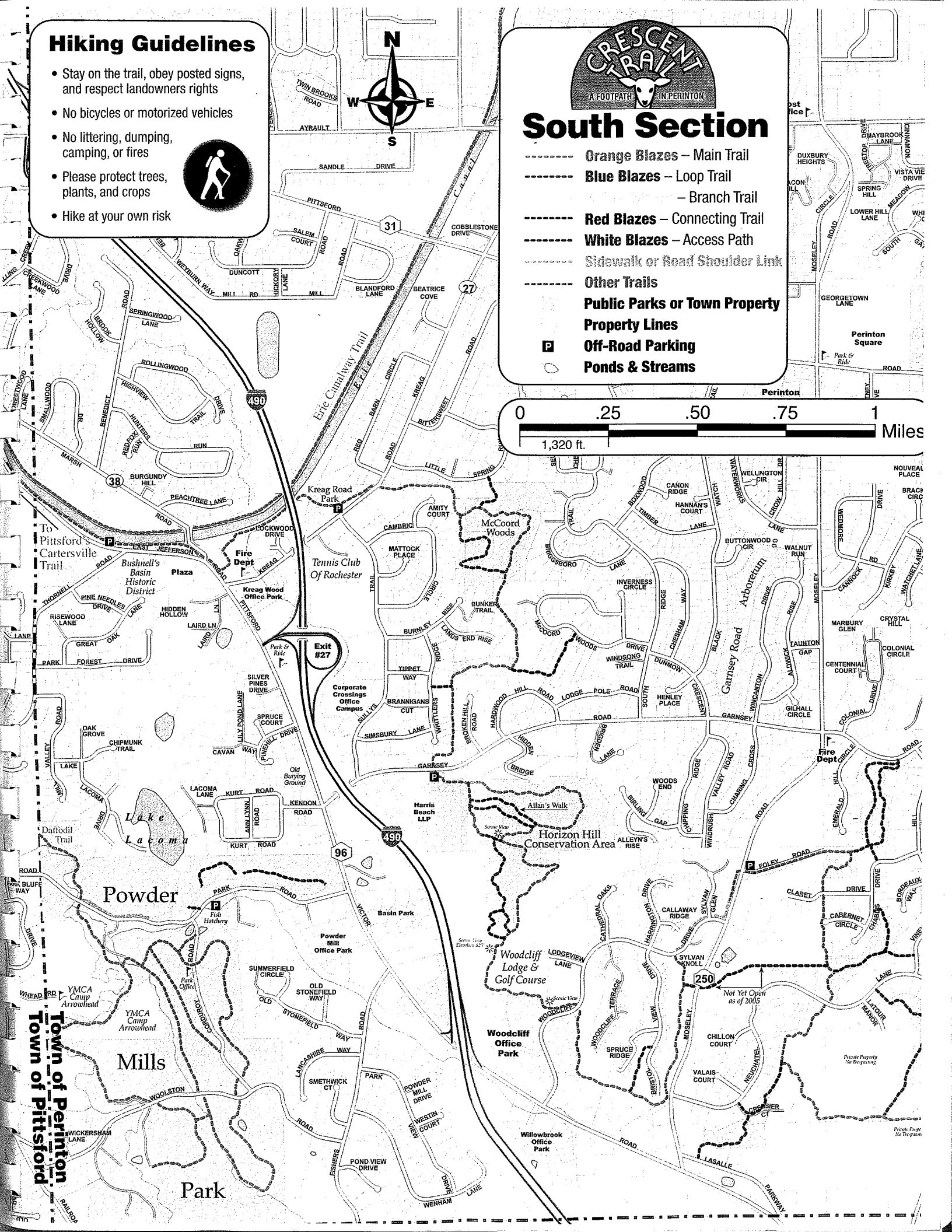
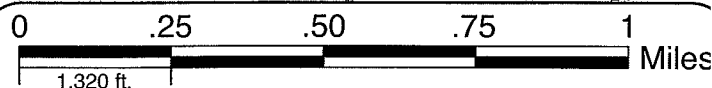
Hiking Guidelines

- Stay on the trail, obey posted signs, and respect landowners rights
- No bicycles or motorized vehicles
- No littering, dumping, camping, or fires
- Please protect trees, plants, and crops
- Hike at your own risk



South Section

- Orange Blazes – Main Trail
- Blue Blazes – Loop Trail
- Red Blazes – Connecting Trail
- White Blazes – Access Path
- Sidewalk or Road Shoulder Link
- Other Trails
- Public Parks or Town Property
- Property Lines
- Off-Road Parking
- Ponds & Streams



APPENDIX B

Memorandum from NYS Department of
Transportation re: Marsh Road Bridge



MEMORANDUM
Department of Transportation

To: Steve Beauvais, Regional Planning Group

From: Merton J. Edwards, Regional Structures Engineer

Date: March 14, 2006

Re: Proposal by Town of Perinton
Bushnell's Basin
Concept Plan

I have reviewed the proposal from the Town of Perinton relative to the concept plan being considered in Bushnell's Basin. Based on our conversation yesterday, and a more in-depth review, I have the following comments:

- The proposal to add a cantilevered sidewalk on the west side of the Marsh Road Canal Bridge is not viable. The amount of work necessary to structurally alter the bridge to accommodate the sidewalk and its loading would be prohibitive. The Town should pursue plans for an independent pedestrian canal crossing. One possibility would be to use the existing abutments and pier from the former trolley line as a bridge substructure. Otherwise plans should be developed for a new crossing.
- The remaining concepts all appear to be both functional and achievable.

If you or the Town would like to discuss my concept plan comments in detail, contact me and we can schedule a meeting.

MJE:mja

Cc: BIN 4443060, March Road over Canal