

VILLAGE OF
FAIRPORT
on the Erie Canal



COMPREHENSIVE PLAN UPDATE

PREPARED FOR

The Village of Fairport Comprehensive Planning Committee

PREPARED BY

SWBR

NOVEMBER 12, 2021

Dear Fairport Community Members,

Welcome to the Village of Fairport's 2021 "Plan Fairport" Comprehensive Plan. In general, comprehensive plans are meant to help guide the future land use but also to be flexible to adapt for economic, demographic and societal changes and trends. Fairport's comprehensive plan is the Village's roadmap for the long-range development of the community and provides both a framework and the policy context within which to make decisions relating to land use, future planning and development.

The 2021 "Plan Fairport" Comprehensive Plan builds on the foundation of the 2007 plan and the 2012 update, incorporating newly collected data, community input, and organizational input to create a plan for the future.

The 2021 Comprehensive Plan contains:

- I. Executive Summary – An overview of the plan and information contained.
- II. Background & Approach – A brief history of the community, the approach taken with previous comprehensive plans, and the data gathered for this plan.
- III. Fairport Today – Documents, studies, and maps describing current Village conditions, as well as current state data about Village resources and attributes.
- IV. Vision For Tomorrow – 2021 Vision Statement, Values, Design Principals, Goals and Conceptual Planning Framework developed by the community to guide the Village of Fairport as it develops future implementation policies and plans.
- V. A Plan For 2030 (And Beyond) – Future Land Use and Civic Infrastructure based on the goals from the Vision for Tomorrow to help guide land use and public funding.

The appendices include:

- A. "Making It Happen" – A matrix of possible future projects that could be used to meet some of the community goals.
- B. "What If" future scenarios – A series of visioning documents shared at community meetings. Thought starters to get the community thinking about possibilities for the future.
- C. Community Engagement and Survey – Surveys and information gathered from multiple community meetings and surveys of residents, members of the greater Fairport community and stakeholders.
- D. 2007 Comprehensive Plan Assessment – A review of the goals and strategies from the 2007 plan and the 2012 update along with data collected from the community at that time.
- E. OCED Market and Demographic Assessment – An analysis of the demographics, the business climate and housing stock/characteristics in the Village. Prepared by Urban Advisors, Highland Planning and SWBR; completed March 16, 2021.
- F. SEQR and Environmental Assessment

Thank you to the members of this community who shared their perspectives and input, and thank you to the those who served as stakeholders and attended numerous planning meetings throughout the COVID pandemic. Thank you also to the Village of Fairport Staff, especially Debbie Fuller, Coordinator of Planning and Zoning, and all who stayed the course for completing this plan.

Best regards,

Julie Domaratz
Mayor, Village of Fairport



ACKNOWLEDGEMENTS

COMPREHENSIVE PLAN COMMITTEE

Julie Domaratz, Mayor & Resident
Tim Slisz, Trustee & Resident
Bryan White, Village Manager
Deborah Fuller, Planning Coordinator & Resident
Paul Feeley, Superintendent of Public Works
Thomas O’Gara, Planning Board Chair & Resident
Martha Malone, Fairport OCED Executive Director & Resident
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Jamie Meuwissen, Resident & Zoning Board of Appeals Chair
David Kruse, Resident
Doug Sharp, Business Owner & Merchants Association President
Bill Poray - Historian, Town of Perinton & Resident

VILLAGE OF FAIRPORT

Julie Domaratz, Mayor
Matthew Brown, Deputy Mayor & Trustee
Tim Slisz, Trustee
Emily Mischler, Trustee
Mike Folino, Trustee
Bryan White, Village Manager
Deborah Fuller, Planning Coordinator
Paul Feeley, Public Works
Megan Anderson, Village Clerk-Treasurer
Matt Hegarty, Superintendent of Electric
Sam Farina, Jr. Chief of Police
Jason Kaluza, Code Enforcement Officer
Mike Protz, Fire Chief

THE RESIDENTS OF THE VILLAGE OF FAIRPORT

PARTICIPANTS & AUTHORS OF THE 2007 COMPREHENSIVE PLAN

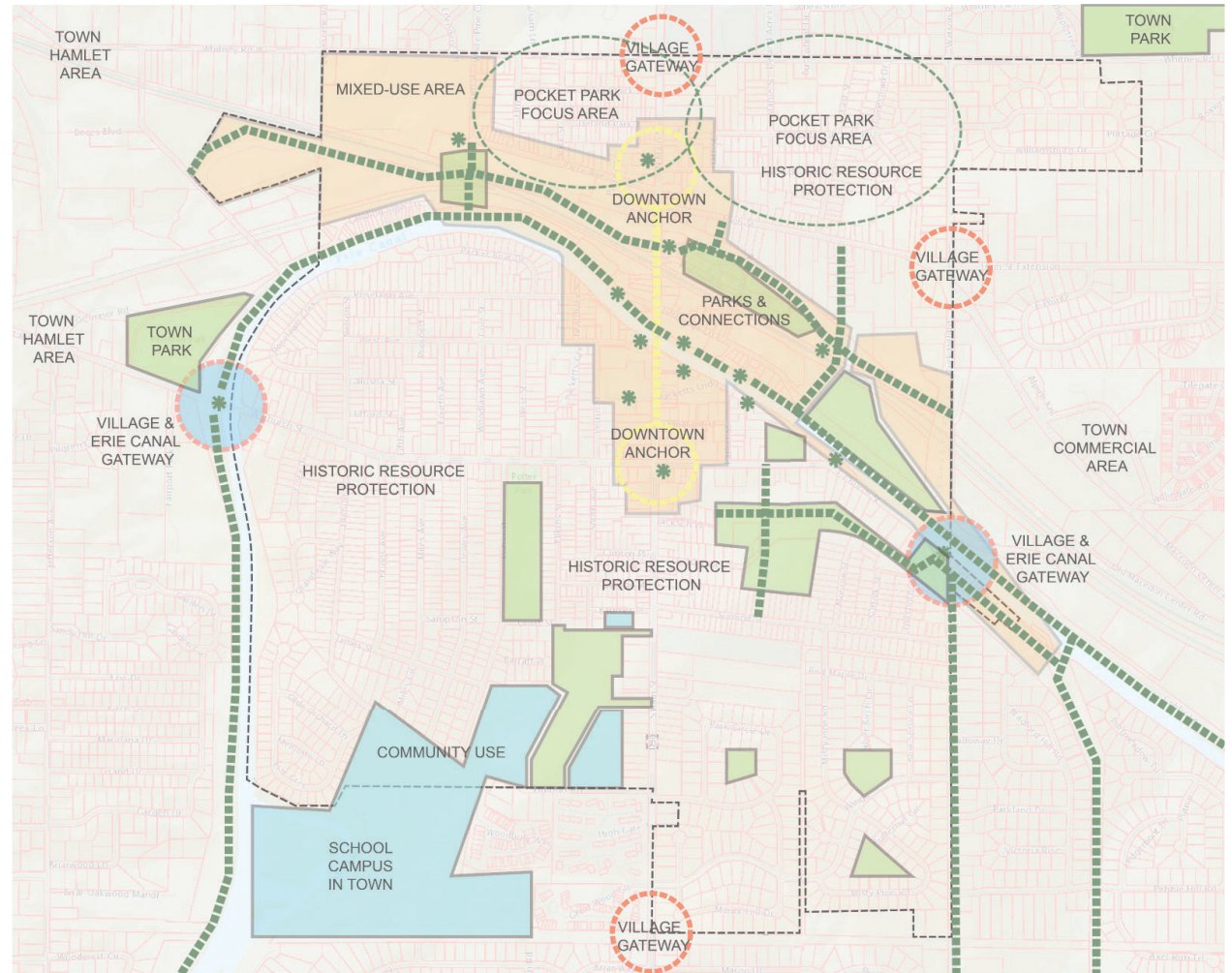
CONSULTING TEAM

SWBR
Highland Planning
Urban Advisors



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A Comprehensive Plan:

- Creates a shared vision for the future of a community
- Serves as a decision-making guide for development, land use, and zoning
- Forms a basis for future policies
- Is flexible and adaptive to serve the community's needs as they change



Village Map 1800's



Village Map 1924

FAIRPORT TODAY

The Village of Fairport is a historic community of about 5,000 people located along the Erie Canal in the southeastern portion of Monroe County, New York. It covers an area of more than 900 acres and features quiet residential neighborhoods with tree lined streets, a commercial district with unique shops and restaurants, and many businesses and industries. The Village-owned Fairport Municipal Commission provides low-cost electricity to residents and businesses in the Village and surrounding areas.

The Village is located within the Town of Perinton in Western New York State. It is approximately 8 miles from the City of Rochester, the region's center city.

The Village has proud residents and is known for its positive attributes including:

- Historic Erie Canal heritage
- Intact neighborhoods
- Walk-ability
- Outdoor activity
- Historic resources
- Locally supported business & food economy
- Mix of land uses
- Festivals

Still, opportunity exists to improve, including:

- Housing affordability and diversity
- Embracing historic character
- Downtown housing stock and density
- Pedestrian connectivity



Fairport's Iconic Erie Canal

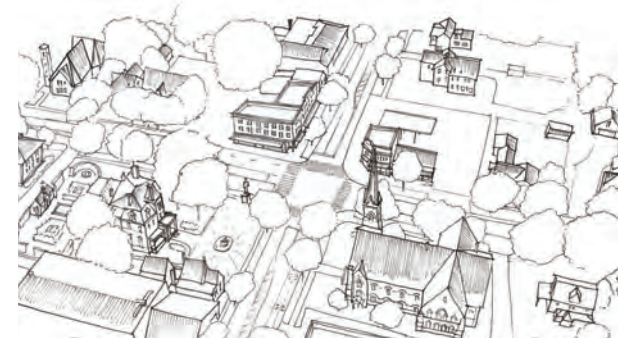


VISION FOR THE FUTURE

The vision for Fairport's 'tomorrow' is well described in the following paragraphs. This Comprehensive Plan is a tool for the Village to use to further realize this Vision by 2030.

*"The Village of Fairport strives to be a **friendly, welcoming, and diverse** community. Fairport is home to neighborhoods with unique characteristics that adapt to changes in societal demographics. We value the tree-lined **walkable** streets and **historic** architecture. The picturesque **Erie Canal** is a famed landmark and heart of the Village; essential to economic and residential development, while drawing visitors for leisure opportunities. **Quality services** and **municipal public power** are attractions for residents and businesses to Fairport.*

*Moving forward, the Village will endeavor to achieve a quality of life that is **equitable** for residents, businesses and any who wish to be a part of the Fairport community. We will continue to **maintain** and **enhance** our vibrant and active **Main Street**, business districts and neighborhoods; to attract diverse residential, shopping, dining, working and recreational uses. The Village will leverage our range of essential public services to foster **sustained** and **resilient** economic **growth**. Best practices of **preservation**, sustainability and **public service** will be our guiding principles for future land use policies and implementation strategies."*



The Four Corners



Liftbridge Lane



Thomas Creek



GOALS & OBJECTIVES

In order to achieve the Village's 2030 Vision, in a manner that is consistent with and promotes its values and design principles, the following Goals are adopted.

Land Use

1. Balance the Impacts of Growth and Development on Social Diversity, Community Character, Economic Vitality & Environmental Quality
2. Responsible Regionalism & Supporting Connections to the Surrounding Community
3. Codification, Regulation & Implementation of the Comprehensive Plan's Vision & Goals

Neighborhood Preservation & Housing

4. Enhance Village Neighborhoods & Celebrate its Historic & Cultural Resources
5. Provide Diverse Housing Choices

Economic Development

6. Continue to Develop an Active Canal-Centric, Mixed-Use Core
7. Retain & Attract Business

Community Health & the Environment

8. Support Access to Food, Health Care & a Healthy Environment
9. Foster the Preservation and Creation of Open Space & Parks
10. Emphasize Environmental Sustainability & Climate Resiliency
11. Support Quality Education

Transportation & Infrastructure

12. Provide Multi-modal Transportation & Infrastructure that Supports Proposed Land Uses and Meets Resident's Village Needs

Government, Community Services & Facilities

13. Responsible Village Governance & Services that Support a High Quality of Life



VALUES

Key values that the Village will exhibit in all activities will be considered as Goals are established and planning objectives undertaken. The Village of Fairport:

- believes in inclusive, equitable & accessible approaches
- is friendly & welcoming
- supports economic, social and environmental sustainability
- values beauty, charming character & a quaint atmosphere
- places a high priority on community safety
- strives for a vibrant & active downtown and community places
- fulfills intergenerational community needs
- Celebrate History & Heritage

DESIGN PRINCIPLES

Similarly, the Village of Fairport holds design principles that will transcend land use, development and property related goals. Those principles include:

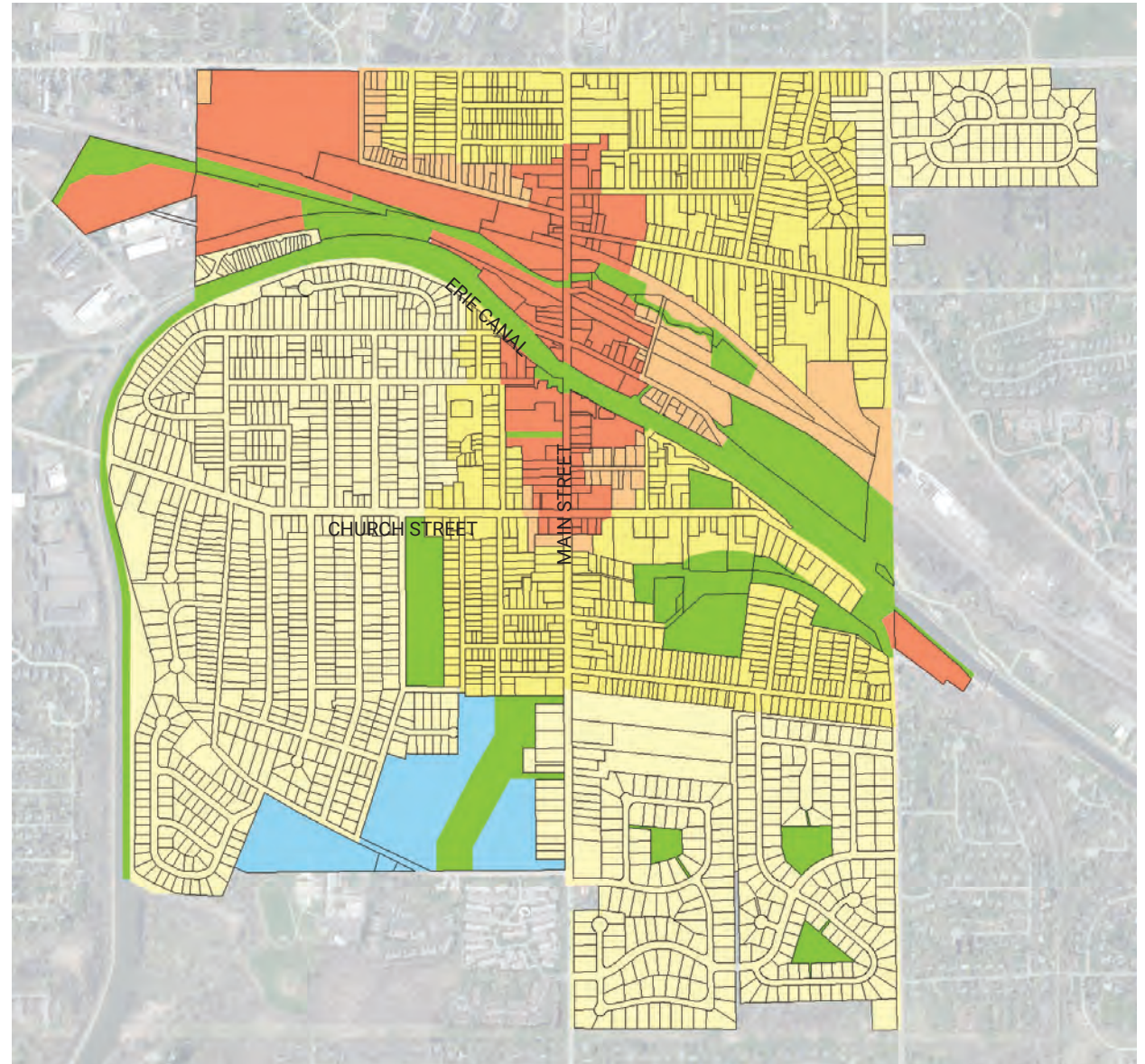
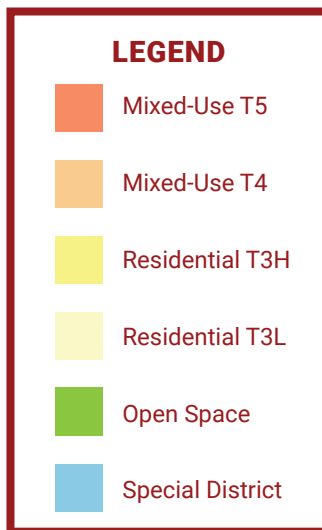
- walk-ability
- mixed & diverse uses
- strong neighborhoods
- people first
- a connection with the surrounding community & environment
- perpetuation & promotion of the Erie Canal & the Village's historic brand



FUTURE LAND USE

To help Fairport achieve the vision of a vibrant, diverse village with an economically strong downtown, a Future Land Use Map was prepared. This Map makes use of a transect approach to describe the character areas around the village. The consultant team collected feedback and the vision expressed by the community to match the different zones with the existing character and the vision for the future.

A proposed Future Land Use is different than Zoning, in that it more generally describes the character and potential use of an area. Zoning codifies land use recommendations and regulates how land is used and developed. A Future Land Use Map should be used to help municipalities develop their Zoning Code.



TRANSECT CHARACTER AREAS

Mixed-Use T5 Character Area

A T5 area is appropriate for an area that feels like the heart of downtown business district or a bustling main street. This area accommodates a wide range of uses that are compatible based upon their design and performance. This can include retail, offices, rowhouses, small to mid-scale manufacturing, civic uses, education, and apartment buildings among other appropriate uses. A mark of a successful mixed-use area is a substantial degree of pedestrian activity.

Mixed-Use T4 Character Area

A T4 area is appropriate just outside of a T5. It accommodates some degree of mixed-use development but is predominantly residential in character. Non-residential uses would be more strictly controlled through design and performance standards and may include uses such as home occupations, professional offices, and service businesses. There is a larger range of building types from rowhouses, to single family-detached houses, to a wide variety of “missing middle” types including accessory dwelling units.

Residential T3 H Character Area

A T3 H area is appropriate just outside of a T4. It is primarily residential while also allowing for out-buildings, accessory dwelling units, churches, schools and in-home owner-occupied businesses. A T3 H area is less dense than a T4, but denser than a T3 L.

Residential T3L Character Area

A T3 L area is appropriate just outside of a T4 or T3 H area. It is primarily single family residential while also allowing for out-buildings, accessory dwelling units, churches, schools and minor in-home owner-occupied businesses. A T3 L zone is less dense than a T3 H, but denser than a rural setting.

Open Space

It is important to ensure that open space occurs throughout the Village. While the right development can help ensure a lively area, a lack of open space for people to gather will make each area less inviting. People enjoy the ability to meet with friends, to play or practice their green thumb. Activity and interaction has been shown to enhance our personal health.

Setting aside places for open space and formalizing them in plan will help ensure that open space is not overlooked as Fairport changes over time. It is also important to keep an open mind for new public space opportunities, especially if the message comes from the community.

Special District

A special district is an area where a unique and typically large scale project might happen, such as a campus or planned development.

In Fairport’s case, the school complex that includes Brooks Hill School, Johanna Perrin School and a portion of the Minerva DeLand School property includes a unique educational land use. This plan supports the continued use of this land for educational use. If there was a change of land use (ie. one or more of the school’s closing) then a Master Plan for the property should be developed that maintains community uses, protects valuable open space and recognizes adjacent residential land uses.



FUTURE CAPITAL PROJECTS

This plan identifies potential civic capital projects, such as streets, pathways, and parks and open spaces, that supports the Plan's goals and Future Land Use Plan.

New Street

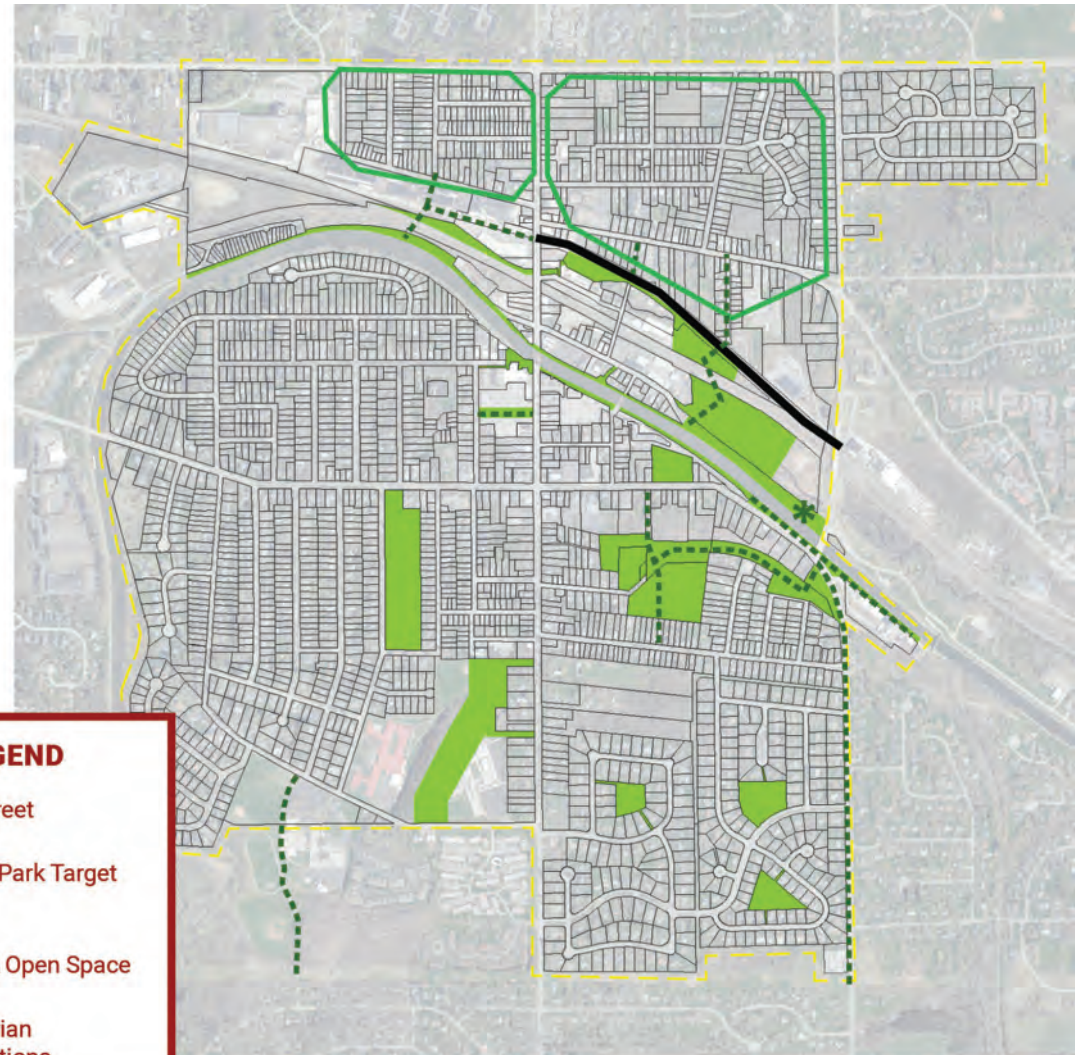
Streets are an essential way to connect neighborhoods. These provide options for people to get places and help relieve traffic by dispersing it rather than concentrating it. A new street connecting North Main Street to Turk Hill Road, following the former railroad right-of-way, could alleviate traffic and give residents a greater range of options.

New Public Pathways

Public pathways enhance the quality of life for residents. These are pedestrian-only or pedestrian-oriented connections to places around the village. Implementing these will encourage more walking, improve community health, and increase the chances for businesses to thrive.

New Parks & Open Space

Designating land to be used as parks and open space for the community ensures that these will be reserved for this purpose. These protect and enhance the quality of life and desirability of the village, protecting property values. Parks provide destinations and landmarks, encouraging people to walk and make it easy to orient oneself within the village. A particular need for the expansion of parks and open space was identified on the north side of the Village.



Civic Infrastructure Plan



MAKING IT HAPPEN

Appendix A: “Making it Happen” Working Matrix of Potential Projects, offers a matrix of action items with descriptions, responsible parties, rational and general priorities for many action items of this Comprehensive Plan. The following items are included, which if done correctly, will progress the Comprehensive Plan’s Vision.

PLANNING & CODE ACTIONS

1. Zoning code update
2. Thomas Creek flood plain mitigation study
3. Bike & pedestrian plan
4. Updated public relations, marketing & business recruitment plan
5. Local Waterfront Revitalization Plan potentially with the Town of Perinton

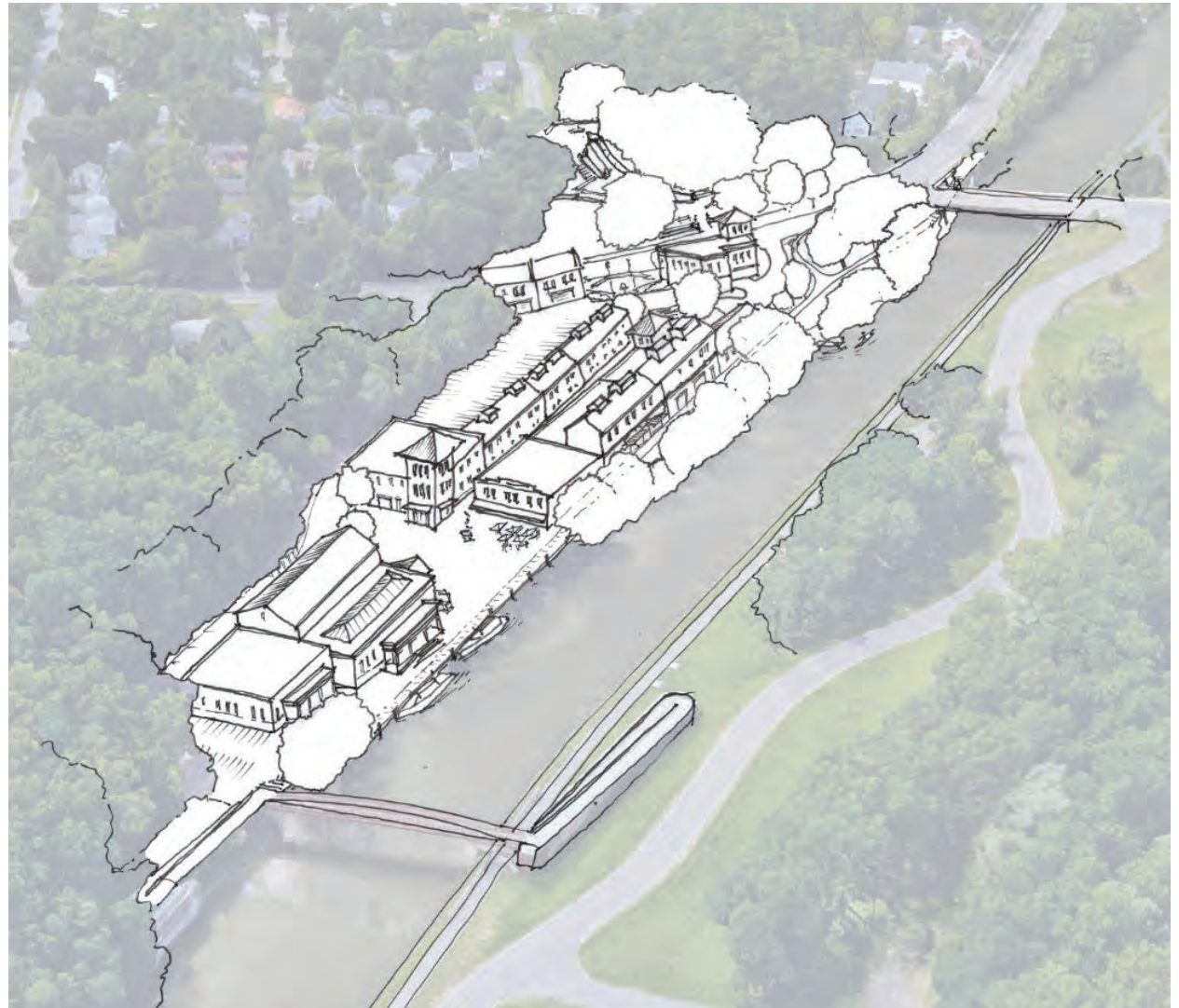
PROJECTS

1. Perrin Street/Main Street complete street connection
2. Park creation in underserved areas (north-west and north-east quadrants of the Village)
3. Visitor infrastructure
4. Main Street/Thomas Creek pocket park
5. New Main Street to Turk Hill complete street
6. Expansion of Thomas Creek linear park- Main Street to Water Street
7. Tactical urbanism projects
8. Main Street streetscape project and crosswalks
9. Church Street crosswalks

10. CanalWorks/Turk Hill park
11. Thomas Creek RR pedestrian bridge - Durant Place
12. East Church Street/Summit Street park
13. Gateway Enhancement projects
14. Parce Avenue to Erie Canal connector

PUBLIC/PRIVATE PARTNERSHIPS & INITIATIVES

1. Liftbridge Lane East revitalization initiative
2. Affordable housing initiative
3. Re-imaging Fairport village landing
4. Re-imagine CanalWorks
5. Re-imagine four corners
6. Re-imagine Parce Ave & Barnum Street
7. South Side parking initiative



II. Background & Approach

THE VILLAGE OF FAIRPORT

The Village of Fairport is a historic community of about 5,000 people located along the Erie Canal in the southeastern portion of Monroe County, New York. It covers an area of more than 900 acres and features quiet residential neighborhoods with tree lined streets, a commercial district with unique shops and restaurants, and many businesses and industries. The Village-owned Fairport Municipal Commission provides low-cost electricity to residents and businesses in the Village and surrounding areas.

The Village is located within the Town of Perinton in Western New York State. It is approximately 8 miles from the City of Rochester, the region's center city.

A Brief History

The land now known as the Village of Fairport was originally territory of the Onöndowa'ga. In English known as the Seneca people. Together, with the Mohawk, Cayuga, Onondaga, Oneida, and Tuscarora, the Seneca make up the sovereign Haudenosaunee Confederacy.

The area of Fairport was settled in 1789 and grew with the success of the Erie Canal. These early settlers were citizens of a geographically large town called Northfield. Then the name was changed to Boyle, until Perinton split off and established in 1812. The Canal became an important transportation route and Fairport, with a hotel and a post office, became a popular stop for travelers. In fact, Fairport got its name from canal travelers who labeled the stop as a "pretty fair port." The term "Fairport" began to be used informally in the later 1820s, although it was not incorporated until 1867. With the Canal open from Rochester to Little Falls, land was cleared and several farms sprang up in and around the area. In 1827, the Fairport Hotel was built and in 1829 the Post Office was moved from Fullamtown to Fairport.

With the coming of the railroad in 1853 and the success of the Canal, Fairport's population began to grow. People that once lived in surrounding areas, such as Egypt, moved and settled near the Canal. Fairport experienced steady growth and by the time it was incorporated in 1867 had a population of more than 1,000.

As a canal port, Fairport was a destination for many local and regional farmers. Agricultural products, primarily potatoes, were shipped from the port, and businesses sprang up to serve workers with production and shipping companies. One prominent early industry was the DeLand Chemical Company, which produced chemicals such as Saleratus (baking powder) to make potash during the mid-1800's.



Historic Erie Canal Village



Fairport Today

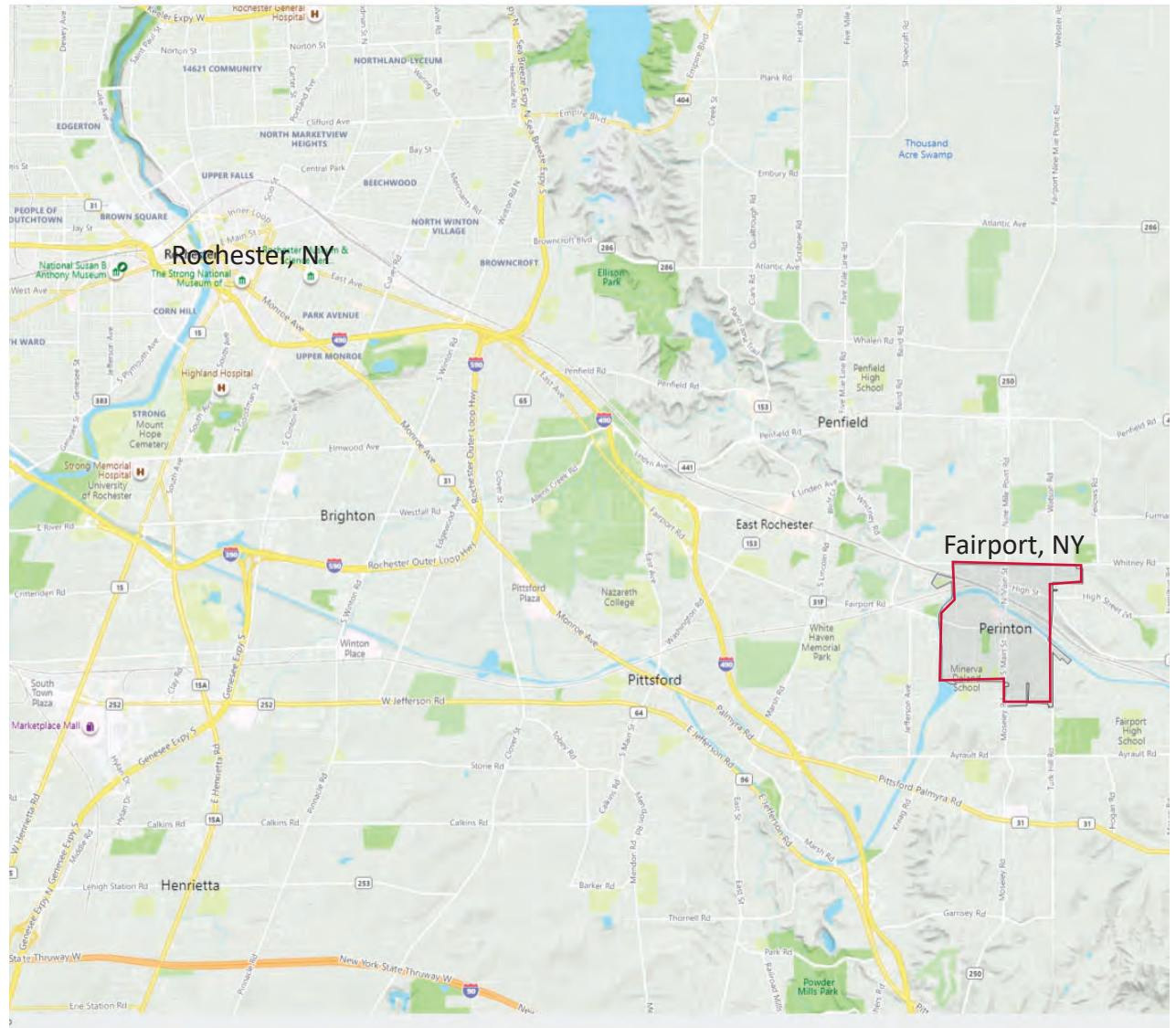


During the late 1800's, the P. Cox Shoe Company (subsequently the A.H. Cobb Preserving Company and the Sanitary Can Co.) built a factory west of North Main Street, north of the railroad tracks. This company became the American Can Company in 1909 and remained Fairport's largest business until it closed in 1993.

Today, Fairport, like the Canal, is different. Much of the local economic and employment base is service oriented. Many buildings that were once occupied by industrial uses have or will be converted to a mix of residential, retail, and office uses. The Canal is still a major focus for Fairport, as with many other communities across the State. Although it is no longer a major commercial waterway, it still draws thousands of people a year as a major recreational amenity. The people of Fairport recognize that its heritage as a small Canal village is one of its biggest assets and they are committed to preserving it.



Integrity, yet Opportunity



Location within the Metro Area



COMPREHENSIVE PLANS

The comprehensive plan is a tool a community can use to address a broad range of issues and topics in a unified manner. Through a comprehensive plan, a community can identify and analyze the relationships between many important inter-related components (e.g. transportation, housing, parks and open space, commercial and retail development, municipal and government services, etc.). It does this on a community wide basis using a collaborative process that involves a broad cross-section of stakeholders. The comprehensive plan addresses the long-range future of the community sometimes up to a 20-year horizon. The primary purpose of the plan is to provide guidance to those in both the private and public sectors when making decisions that affect the future. It is not a detailed plan but rather a conceptual road map stating the community's goals with actions that must be taken to achieve them.

This Comprehensive Plan is an update of the August 2007 Comprehensive Plan prepared by Ingalls Planning & Design, together with a Comprehensive Plan Committee, the Village of Fairport, Bergmann Associates and the Citizens of the Village. Elements of the Plan that remained relevant, have been retained. Many elements have been modified to reflect current conditions. Some new elements have been added to best communicate the new vision and land use strategy.

Under New York State Village Law (Section 7-722), the Village Board of Trustees is responsible for adopting or accepting - and maintaining - the Comprehensive Plan as a guide to the community's development. It serves as a basis for the control of land uses and accountability of decisions by the various boards and agencies and for directing public improvements to help achieve a desired pattern of land use as well as making decisions regarding public investment.

The adoption of this comprehensive plan exemplifies the commitment by the Village to maintain and improve the quality of life for its residents. Through the process of preparing the plan, Village officials gain an understanding of the vision citizens have for the village and what steps need to be taken to implement that vision. Village boards and committees should use this Plan to help them make informed decisions regarding development and zoning applications and how they relate to the goals and objectives stated in the Plan. Citizens can also use this plan to better understand their community and evaluate the effectiveness of local government. The Plan will be updated in intervals no longer than 20 years.

The adoption of a municipality's comprehensive plan is considered a Type I action under New York State Environmental Quality Review (SEQR) regulations. The Appendix contains the environmental review record, including the Full Environmental Assessment Form and the Determination of Significance.

A Comprehensive Plan:

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- Serves as a decision-making guide for development, land use, and zoning
- Forms a basis for future policies
- Is flexible and adaptive to serve the community's needs as they change



The Planning Process

The comprehensive planning process is very important. It must be based on sound research and analysis and, if the plan is to gain community support, involve a broad section of the community. It must have open and clear communication between the citizens, public officials, and planners. This can be achieved in many different ways including meetings, workshops, hearings, and surveys. Although the planning process can vary based on the community, in simplest terms, the process should include the following three components:

- **Community Assessment:** What does Fairport look like today? Understanding local land use, zoning, the business climate, demographics, parks and open space, transportation, infrastructure, etc.
- **Vision & Goals:** What is the Vision for tomorrow? The Community Vision forms the basis for goal setting and developing plan recommendations. It becomes a test against which planning decisions are judged against.
- **Action Plan:** What should the Plan be for 2030 (and Beyond)? Develop a plan on how to implement goals, strategies, land use recommendations, and implementation tasks consistent with the community's vision.

As conditions and community priorities may change over time, it is important that the Village maintain the Comprehensive Plan by periodically:

- re-examining the community conditions and the changes that have taken place;
- reconsidering the goals and objectives, the community's vision, the proposed actions to implement the goals and the vision, and the expected consequences of those actions;
- modifying or amending the Plan or establishing a new Plan to guide subsequent actions.

It is the intent of the Village of Fairport Board of Trustees to periodically review the Comprehensive Plan and to make public its report on the relevancy of the information and premises contained therein.

When adopted by the Village Board, the Comprehensive Plan serves as the basis for consistent decision making and provides documentation for the public to refer to when concerns arise over the accountability of such decisions.



COMMUNITY ENGAGEMENT

Throughout the planning process, the Comprehensive Plan Committee held monthly workshop meetings. Public workshops were held to solicit comments and concerns and to engage the public in a dialogue regarding the Plan's goals and objectives, land use plan, and proposed implementation actions.

A critical goal of the forthcoming Village of Fairport Comprehensive Plan update is to reflect the values and priorities of the community. To achieve this goal, a thorough and meaningful public engagement plan was enacted throughout the project life.

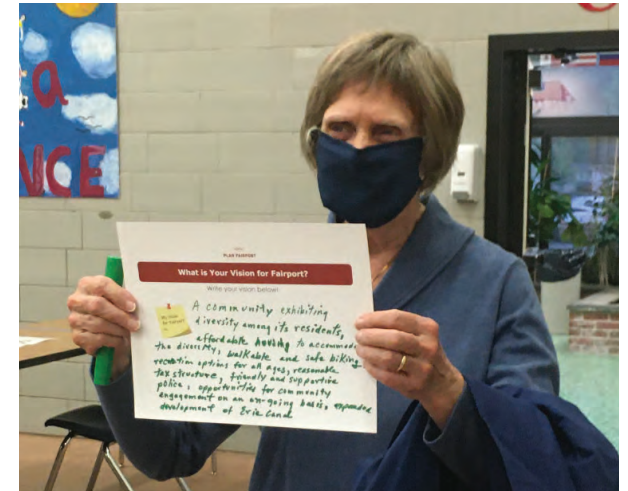
Engagement activities were conducted between July 2020 and April 2021, and included pre-engagement interviews with key stakeholders, an online survey, pop-up events, and four public meetings (three virtual and one in-person). Communications and project updates were available via project website, social media, Village newsletter and post-card mailings.

Phone interviews with a small number of Village of Fairport residents and business owners informed the creation of the subsequent engagement plan. These interviews collected feedback on challenges and opportunities facing the Village and on proposed outreach methods to the community at-large.

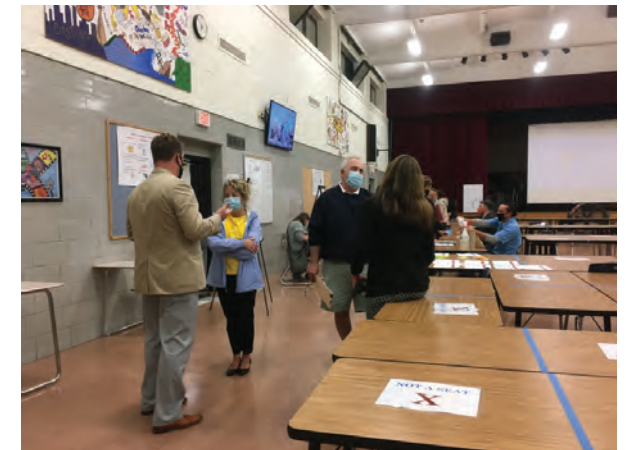
Pop-up events (one in August at the Farmer's Market, one in September at the Pavilion along the Canal) promoted the project and encouraged community members to complete the online survey. Over 350 people were engaged through these two events. Promotional postcards with information on how to access the survey were also left at local restaurants.

The online survey was active for 8 weeks from August-October and exceeded response expectations with 1,413 surveys being received. 59% of respondents reported that they live in the village, 8% were former residents, 7% currently work in the village, and 15% neither worked nor lived in the village.

An open house was hosted at Johanna Perrin Middle School in September 2020. 60 people attended, with no more than 30 were present at any one time due to the drop-in format necessitated by COVID-19 meeting restrictions. An online public meeting was hosted via Zoom in October 2020. Similar information and opportunities for giving feedback were given at both events. Participants expressed a variety of views on walk-ability/public safety, development and density, zoning issues, open space and the environment, community building and character, diversity and social equity issues, traffic and more.



Community Vision Statements



September 2020 Open House





"Vision" Word Cloud from Community Survey



Key Findings from Online Survey:

Village Profile

- A majority of respondents expressed that they choose to live in or visit the Village because of its walk-ability (64%), quality neighborhood (49%), and proximity to the Erie Canal (41%).
- In addition to walk-ability (44%), respondents noted that “tree lined streets and sidewalks” and “historic architectural character” are the most important characteristics in the Village.
- Over 95% of the respondents rated the quality of life in the Village of Fairport to be either excellent or good. Respondents (0.3%) rated the quality of life to be poor because of lack of affordable housing as well as the increase in low-income housing.

Development Opportunities and Issues

- In terms of future growth, a majority of respondents would like to see adaptive reuse of existing buildings (87%) and new mixed-use development (44%).
- Most important opportunities/issues identified by respondents for the village during the next ten (10) years include: Attracting unique shops and restaurants in the business district (60%); Ability to bike or walk to recreation sites,

shopping, restaurants, etc. (57%); Protection of natural resources (e.g. woodlands, wetlands, or other open space) (50%); Property taxes (42%)

- About 72% of respondents would prefer more restaurants, cafes and breweries in the Village, followed by bakeries (69%) and shops (61%).

Housing Perspective

- When planning for future housing/residential development, a majority of respondents (50%) noted that the Village should prioritize a “mix of housing types and price points to attract and accommodate individuals and families with a variety of income levels”. 30% of respondents prioritized “low density residential development of single-family housing”. 14% would like to see a priority on Accessory Dwelling Units (ADU’s) and 6% said “Other”.
- Currently, over 85% of respondents live in single-family detached housing. About seven percent live in apartment/ multi-family housing, four percent in single-family attached (townhouse, rowhouse), and three percent in condominiums.

Respondent Profile

- Nearly 52% of respondents belonged to the 40-64 years age-group. Less than 1% respondents were 20 years or younger.
- A majority of respondents identified themselves as white (85%). About 12% preferred not to answer.
- A majority of respondents noted that they receive notifications through social media (55%), followed by Village website (15%) and Village Newsletter (15%).

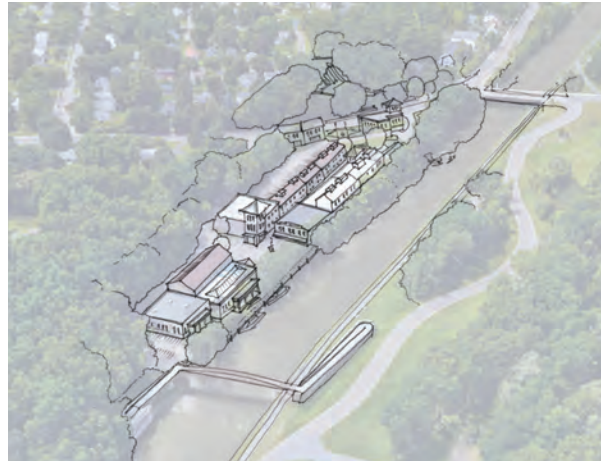


In March of 2021 two community meetings were held virtually to review initial recommendations of the Comprehensive Plan Committee. These recommendations included a:

- Draft Vision Statement
- Preliminary Goals and Objectives
- A Future Land Use Map
- “What If” Scenarios depicting development opportunities

Over 100 residents participated in these two meetings that used Polling Questions to receive feedback. The results of the polls suggested general support for the Vision, Goals and Land Use Strategy. Strong support was shown for the development character depicted in the “What If” Scenarios.

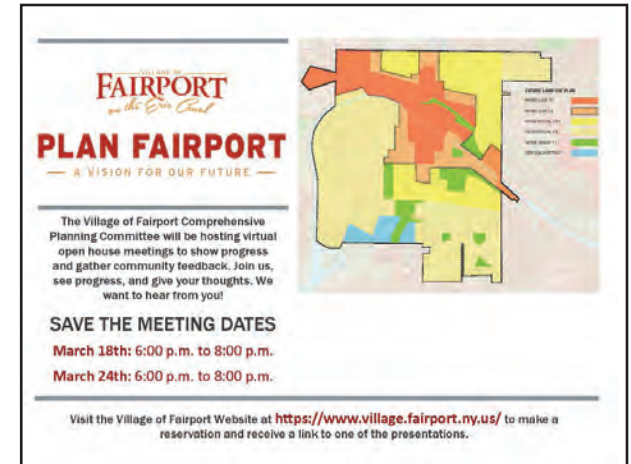
The presentation and meetings were recorded and posted on-line on the Village’s web site. Additional feedback was offered by residents and incorporated into the Draft Comprehensive Plan.



“What if” CanalWorks was re-imagined?



“What if” Fairport’s North Canal Bank had additional infill development?



Postcard Announcing Virtual Open Houses



“What if” the Thomas Creek/former RR corridor became a lively park and open space corridor?

III. Fairport Today

EXISTING PLANS & INITIATIVES

2007 VILLAGE OF FAIRPORT COMPREHENSIVE PLAN

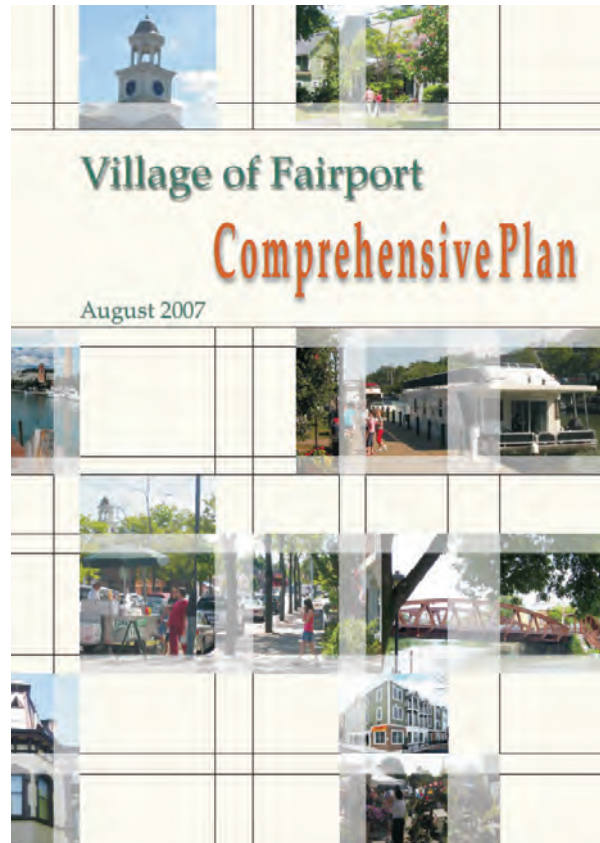
In 2007 the Village of Fairport adopted its current Comprehensive Plan. This Plan has been the guide to community development and serves as the basis for land use controls, amendments to the zoning code and public infrastructure investment.

The 2007 Comprehensive Plan was developed with extensive public engagement by residents, business and property owners, key stakeholders and elected officials. It sets forth the Village's vision for the community.

In 2012 the Village established a Comprehensive Plan Review Committee to reconsider the community's vision, goals and objectives and to modify or amend the recommendations and guide subsequent implementation strategies.

Key issues which are mentioned across multiple topics include:

- Encourage mixed-use development with Village and/or Canal character
- Continue to Create Canal connections
- Implement the "Gateway Plan" (Church & Main)
- Implement the Main Street Streetscape Plan



2007 Village of Fairport Comprehensive Plan

Vision Statement from the 2007 Comprehensive Plan

The Village of Fairport is an authentic community offering a high quality of life for residents, business owners, and property owners. It has a traditional main street, a diverse housing stock, and exhibits a great sense of community pride and spirit from its residents. A primary reason residents choose to live in the village is because of the traditional village character. The tree lined streets and pedestrian friendliness are important village characteristics to be enhanced and preserved. The building stock shall be maintained and compatible with the traditional styles and details that define Fairport's architectural heritage.

The Village shall continue to develop an active and distinct waterfront that promotes Fairport's position as a premier Erie Canal community. We shall have a diverse and vibrant business district that balances the needs of residents and visitors. Main Street shall continue to be the spine of the village, the place where residents and visitors come together for commerce, to socialize, and to celebrate.

The Village shall continue to be responsive, fiscally responsible, and provide quality services to residents, business owners, and property owners. We shall work with and support the local housing market in an effort to accommodate people of all ages, family size, and backgrounds. Fairport has worked hard to offer business and industry a competitive economic environment. We shall continue to support desirable, viable, and innovative development initiatives and be aggressive in our effort to pursue a healthy local economy while protecting and enhancing our village character.

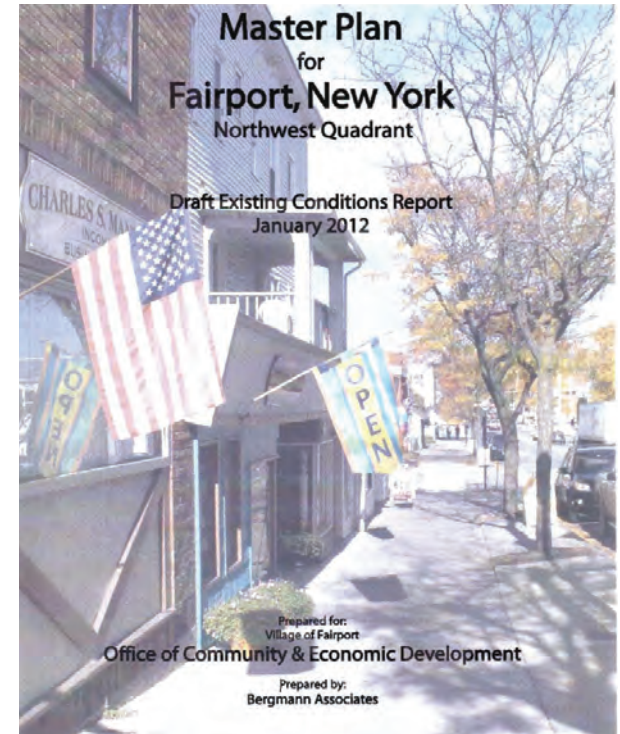


RECENT STUDIES

Since preparation and adoption of the 2007 Comprehensive Plan, the Village administration, OCED and Fairport Perinton Partnership Design Committee have completed multiple studies, design projects and public policy amendments initially recommended in the Comp Plan. Further, the Fairport Municipal Commission, Town of Perinton, NYS Canal Corp and Erie Canalway Heritage Corridor have developed preservation, management and improvement plans as well as completed capital and maintenance projects within the Village. This section will review the studies, improvement plans, and policies recommended in these documents, including the priority recommendations which remain relevant in 2020. The studies, reports and design projects include:

- 2010 Central Business District Circulation, Access & Parking Study (Ingalls Planning, et.al.)
- 2012 Comprehensive Plan Update
- 2012 Sustainability Plan (Ingalls Planning, et.al.)
- 2012 Fairport Public Art Plan
- 2012 Northwest Quadrant Master Plan (Bergmann Associates)
- 2014 Reconnaissance - Level Survey of Historic Resources (Bero Architects)
- 2016 Main Street Streetscape Plans (BME Associates)
- 2016 Thomas Creek Environmental Improvements (BME Associates)
- 2019 Potter Community Center Engineering Report (LaBella Associates)
- 2019 Fairport Bicentennial Canal Gateway Southwest Bank Enhancements (GPI)
- 2019 Town of Perinton Parks, Open Space & Trails Master Plan Update
- 2019 Fairport Northwest Parking Analysis Plan (GPI)
- 2020 Sanitary Sewer Collection System Engineering Report (MRB Group)
- 2020 Fairport Bicentennial Canal Gateway Northwest Bank Enhancements (GPI)

A summary of many of these studies is included on the following pages.



Cover of 2012 Northwest Quadrant Study

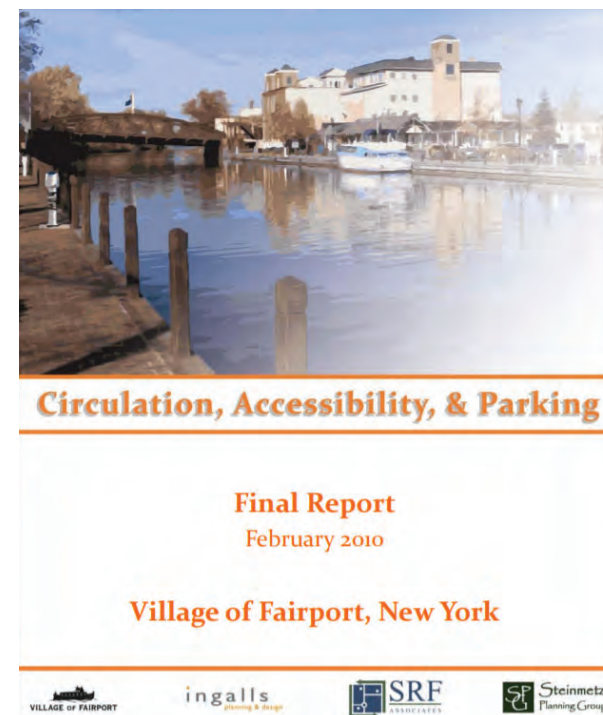
Central Business District Circulation, Access & Parking Study (2010)

In 2010 the Village retained a consultant team to prepare a Circulation, Access and Parking (CAP) study for the Central Business District (CBD). The study examined critical vehicular, truck, pedestrian, bicycle and transit issues throughout the CBD. The study further considered the available public parking capacity both on-street and off-street in Village owned surface lots. The study presented more than 28 near (0-5 year), medium (5-10 year) and long (10-20 year) term recommendations. Several recommendations can be and have been completed by the Village directly, however, the majority of recommendations require participation from non-village agencies including Monroe County and New York State Departments of Transportation, the Rochester Genesee Regional Transportation Authority (RGRTA), the Genesee Transportation Council (GTC) which is the local metropolitan planning organization (MPO), the NYS Canal Corporation and CSX railroad.

The CAP study included several recommendations related to the Village zoning ordinance;

- Modify the permitted uses section of the B-1 district
- Create a 'Village Center' zoning district at the Four Corners with business size restrictions
- Define the term 'water dependent uses' in the Canal District
- Revise parking requirements
- Create additional street type (Alleys)

Of these recommendations at least three remain relevant; B-1 district modifications, revise parking requirements and create an additional street type. Adding a Village Center zoning district and limiting land uses in the Canal district to defined 'water dependent' uses are to be considered further.



Cover of 2010 Circulation, Access & Parking Study



2012 Comprehensive Plan Update

In 2012 a Comprehensive Plan Review Committee was formed to assess work that had been accomplished since the 2007 Comprehensive Plan was adopted, and to assess zoning code updates that still were outstanding. The preservation of Village character, developing the Canal District, improving economic vitality and providing services for visitors were noted as continued important goals. The Committee maintained the goals from the 2007 Plan, but updated many of the action items.

2012 Northwest Quadrant Master Plan (Bergmann Associates)

A study of the Northwest Quadrant of Fairport was performed that assessed existing conditions and offered a summary of opportunities and constraints for redevelopment. The study identified Land Use opportunities, recommendations for Urban Form, Pedestrian Connectivity, Recreational Resources and Transportation & Access.

2019 Potter Community Center Engineering Report (LaBella Associates)

An assessment of existing conditions for the Potter House, site and Carriage House was performed detailing restoration actions and offering preliminary cost opinions. The study identified over \$800,000 in costs associated with the full restoration of the property.

2019 Town of Perinton Parks, Open Space & Trails Master Plan Update

The Perinton Recreation and Parks Department (Recreation and Parks) works with several partner organizations to manage programs and facilities. In 2009 the Comprehensive Parks and Open Space Master Plan was prepared to guide Recreation and Parks annual allocation of funds and resources for facility maintenance and improvements. Due to changes in the town's demographics and recreational demands, the Town prepared an update to the Master Plan. The Master Plan update is centered around five interconnected principles including; Identity, Connection, Service, Environmental Stewardship and Funding.

The Master Plan examines the existing conditions of all Perinton Recreation and Park facilities. Specific attention was paid to the Parks immediately adjacent to the Village of Fairport, including Potter Park, Perinton Park and Fellows Road Park.

2020 Sanitary Sewer Collection System Engineering Report (MRB Group)

Fairport's 100 year old sanitary system was assessed in 2020 for its condition, rehabilitation, capital costs and funding mechanisms. The study recommended additional investigation using closed circuit television and an annual increase in Sewer Rent was recommended in order to perform a full upgrade of the system.



2020 Fairport Bicentennial Canal Gateway Northwest Bank Enhancements (GPI)



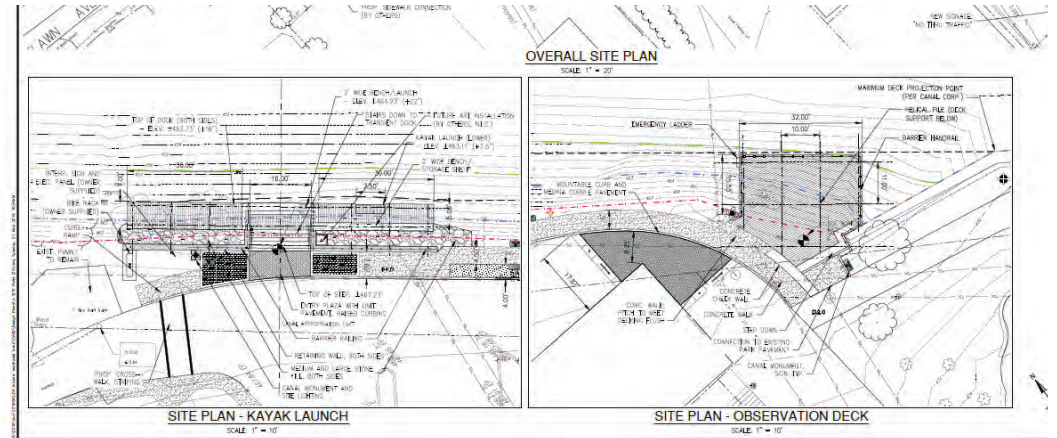
2016 Thomas Creek Environmental Improvements (BME Associates)

2010 Sustainability Plan

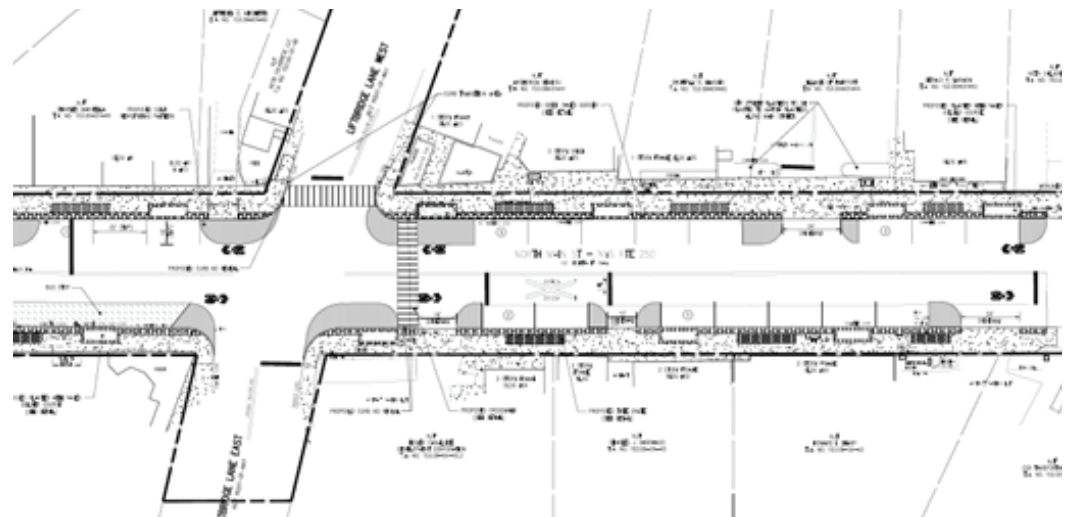
In 2009 – 2010 the Village Mayor and Trustees led the preparation of a Sustainability Plan which offers practical ideas and strategies for Village government and the community to maximize the many resources and increase the quality of life for residents, business and property owners, as well as visitors. The plan recognized that finite resources, coupled with a significant desire to better support a sustainable community, require the Village to make choices about how best to use its natural, social, economic, and human resources. The plan includes ten (10) priority goal areas of sustainability:

- Energy
- Procurement
- Green Cleaning
- Sustainable Building / Development
- Land Management
- Water Conservation
- Transportation
- Recycling
- Environmental Toxins
- Communications

Each priority goal area includes Village accomplishments and Action Steps. The vast majority of action steps set forth in the 2010 plan have been accomplished with several items progressed beyond the original recommendations.



2019 Bicentennial Canal Gateway
SW Bank Enhancements (GPI)



2016 Main Street Streetscape Plan (BME Associates)



Fairport Public Art Plan

The 2007 Comprehensive Plan determined that residents would like to see more arts and culture in the village and felt that it would be an amenity to attract future residents, business and visitors. The plan also concluded that public art should be a future component in comprehensive plan updates. Specific plan objectives include:

- Objective 7.5: Support cultural and civic enrichment activities in the Village such as the gazebo concert series, parades, holiday celebrations, festivals, and public art.
- Objective 7.5.1: Develop and Arts and Cultural Committee to consider and develop a public art program and other events and programs.

In 2012, the Fairport Village Partnership's [now the Fairport Perinton Partnership for a Better Community] Design Committee prepared a public art plan for the Village in order to ensure that public art endeavors had clear process and guidelines for acquiring and maintaining works of art. Today, the Fairport Public Art Committee is a formal committee that reports to the Village Trustees. The 2012 Arts Plan includes a Mission Statement, Objectives & Recommendations and an initial prioritization of public art projects.



Priority public art locations from Fairport Public Art Plan



2019 Fairport Northwest Parking Analysis Plan (GPI)

The GPI Parking Analysis of the Northwest Village parking lot presented an alternative configuration of Lift Bridge Lane West from the current two-way vehicular circulation to one-way westbound from North Main Street. This allows for formal two-way bike / pedestrian access to the Canalway Trail as well as 'back-in' parking on Lift Bridge Lane West.

SRF Associates prepared a 'Parking Occupancy Survey & Traffic Access Operations Assessment'(Technical Letter). The study examined capacity and occupancy (utilization) for the weekend of May 17-19, 2019. Over the three-day period parking utilization exceed capacity (91 spaces) for two short periods (1-2 hours). The study also investigated the Level of Service (LOS) for vehicles under the current access condition (two-way) at North Main Street and Lift Bridge Lane West. The proposed project improvements will change the traffic flow to one-way westbound. The study concluded that the LOS will remain at acceptable C-D level during peak hours.

The scope of the Lift Bridge Lane West Improvement project changed in 2021 to eliminate vehicular traffic on Lift Bridge Lane West, and to limit it to pedestrian and bicycle use.



Schematic Design Plan from Northwest Parking Analysis

EXISTING CONDITIONS MAPPING

Monroe County maintains a Geographic Information System database of existing conditions. Mapping for the Village of Fairport is included on the following pages, including mapping for:

- Existing Land Use
- Existing Zoning
- Public Lands
- Existing Vacant Land
- Wetlands
- Steep Slopes
- Flood Zones

EXISTING LAND USE

The Existing Land Use Map shows the distribution of land uses by type – Single-family Residential, Multi-family Residential, Vacant, Commercial/Retail, Community/Public Services, Manufacturing, Public Utilities, and Recreation. The land use categories are adapted from the classifications used in the tax parcel assessment records.

As the Existing Land Use Map indicates, land use in the Village of Fairport is predominantly residential, occupying approximately 50% of the taxable land area, and contributing more than 70% of the Village’s taxable assessment.

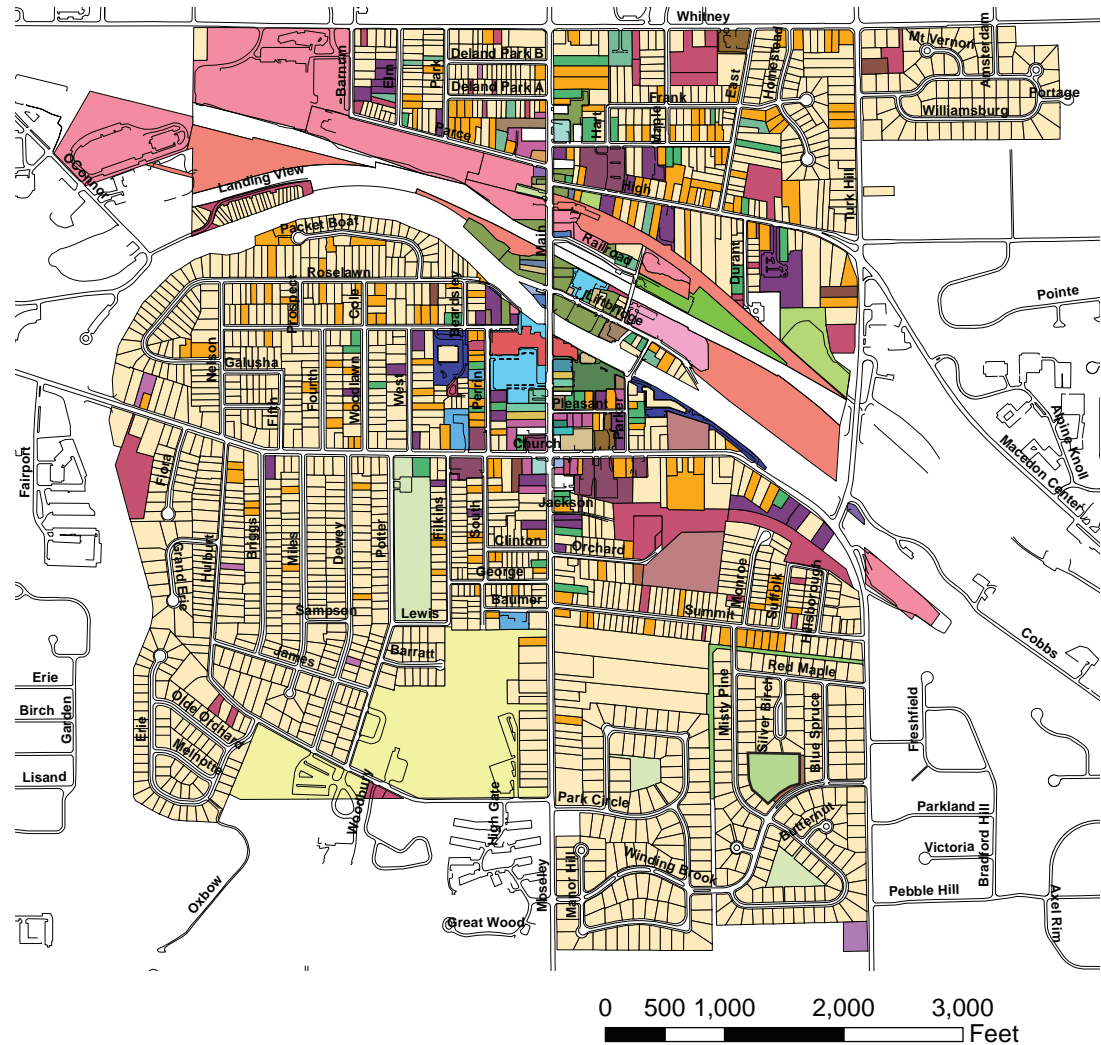
Commercial businesses are concentrated along Main Street, both north and south of the Canal. Many businesses are located in the Packett’s Landing and the Village Landing commercial areas, which are part of the Urban Renewal area adjoining the Canal, and in the Box Factory redevelopment.

Industries are located along the railroad. Businesses include LiDestri Foods, a food manufacturing plant located at the site of the former American Can Co. plant; Corning Tropel Corporation; and Conking and Calabrese, a building supply company. In addition, several small industries are located along Railroad Street.



Existing Land Use Map

- Parcels**
- <all other values>
- PROPERTY_1**
- 1 Family Res
 - 2 Family Res
 - 3 Family Res
 - Apartment
 - Att row bldg
 - Auto body
 - Bank
 - Benevolent
 - Cemetery
 - Converted Res
 - Det row bldg
 - Educatn fac
 - Elec Trans Imp
 - Elec-Gas Facil
 - Elec-Sub...
 - Funeral home
 - Gas station
 - Govt bldgs
 - Govt pk lot
 - Highway gar
 - Ind vac w/imp
 - Inn/lodge
 - Kennel / vet
 - Manufact...
 - Mini-mart
 - Muncipl park
 - Nbh shop ctr
 - Office bldg.
 - Parking lot
 - Police/fire
 - Prof. bldg.
 - Religious
 - Res Multiple
 - Res vac land
 - Restaurant
 - School
 - Small Retail
 - Underwater
 - Vac w/imprv
 - Vacant Land
 - Vacant comm
 - Vacant indus

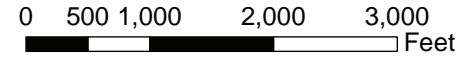
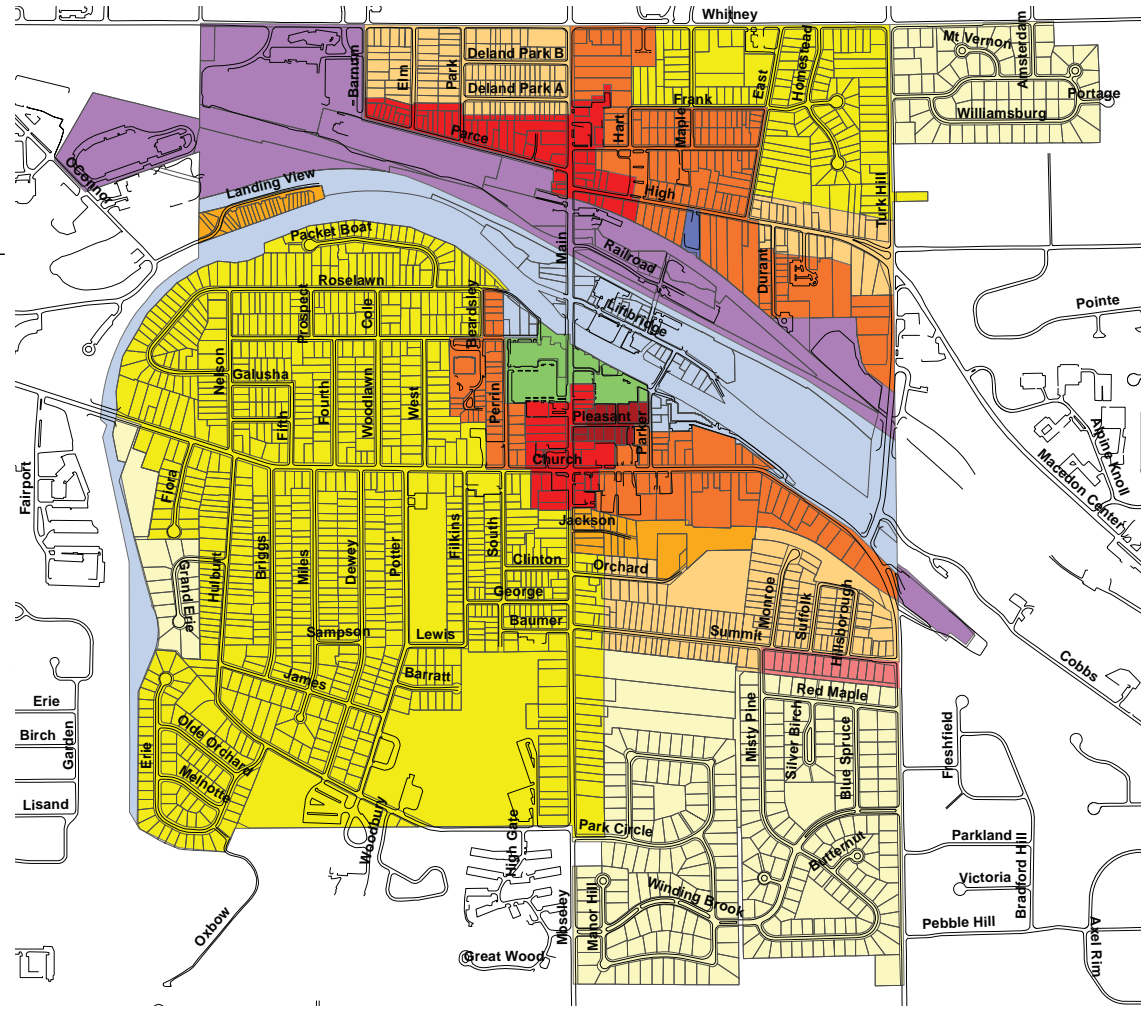


EXISTING ZONING

Existing zoning districts are shown on the figure to the right. There are a total of 11 zoning districts in the village. Five residential districts cover a majority of the village. The remaining 6 districts are: Business District, Canal District, Industrial District, Landing Development District, Limited Commercial-Residential District, and Neighborhood Business District.

Existing Zoning Map

- Zoning**
- BUSINESS
 - CANAL DISTRICT
 - INDUSTRIAL
 - LANDING DEVELOPMENT DIST.
 - LIMITED COMMERCIAL-RESIDENTIAL
 - NEIGHBORHOOD-BUSINESS
 - RESIDENTIAL R-A
 - RESIDENTIAL R-B
 - RESIDENTIAL R-B 50/35
 - RESIDENTIAL R-C
 - RESIDENTIAL R-D
 - RESIDENTIAL R-E



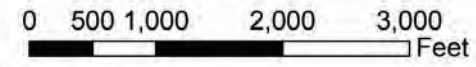
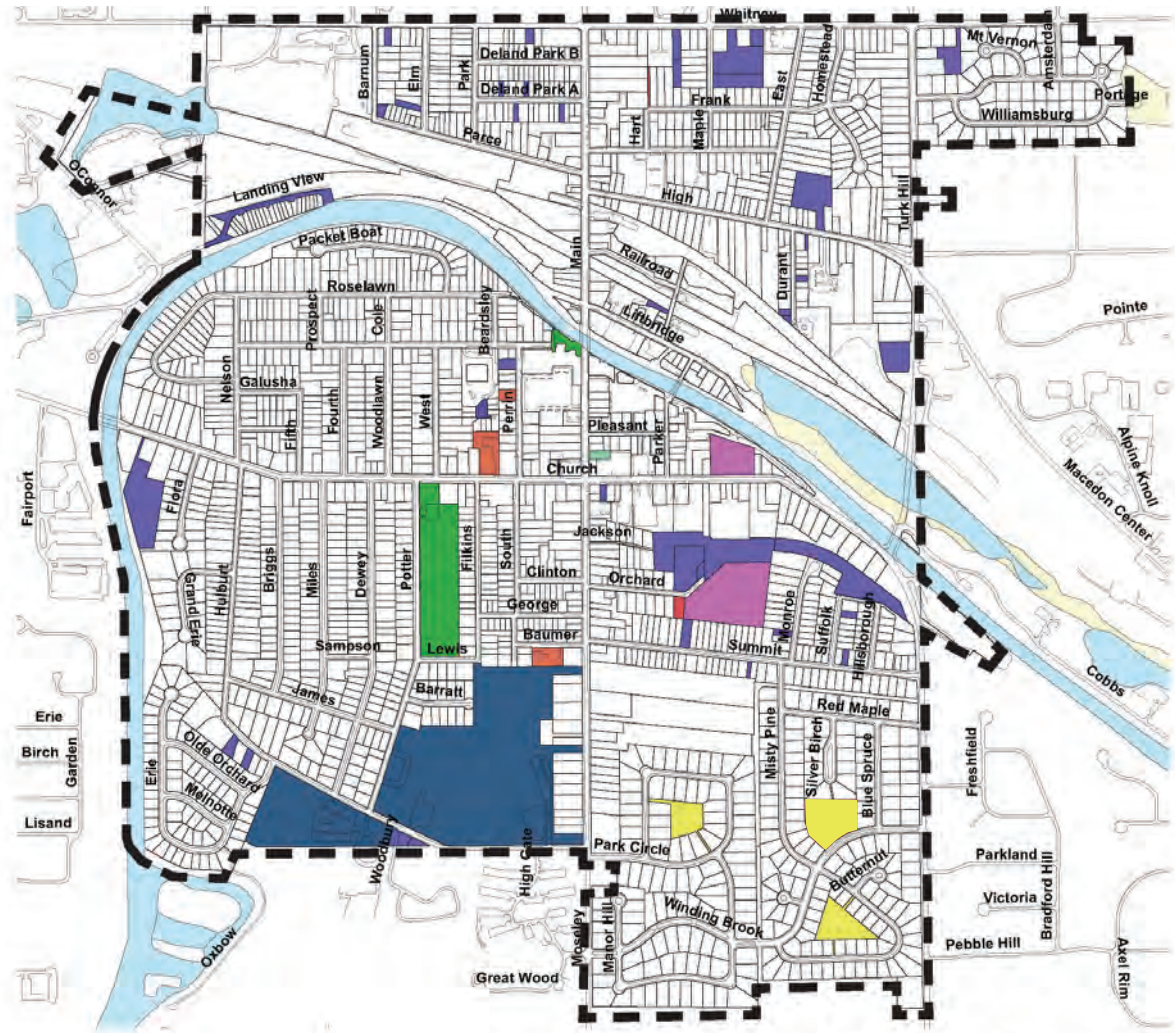
PUBLIC LAND

Public uses are located throughout the Village. Fairport Central School occupies 51 acres in the southwest portion of the Village, as well as the administrative offices on E. Church Street. The Village owns several parks, the Village Hall, the East Church Street Fire Hall, a cellular tower on Summit Street, and the Department of Public Works facility on Railroad Street, as well as public parking lots at Liftbridge Lane East and Water Streets. Several parcels are owned by the Industrial Development Agency and leased to individual businesses. Quasi-public uses include several churches, service organizations and two cemeteries.

The State of New York owns the Erie Canal, the Canal Towpath and Canal Right of Way and the property adjacent to the railroad tracks.

Public Land

- Federal_Regulated_Wetlands
- New_York_State_Regulated_Wetlands
- Parcels**
- <all other values>
- PROPERTY_1**
- Benevolent
- Cemetery
- Educatn fac
- Municpl park
- Res vac land
- School
- Vacant Land
- VILLAGE BOUNDARY



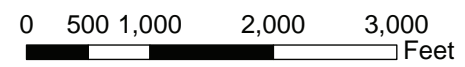
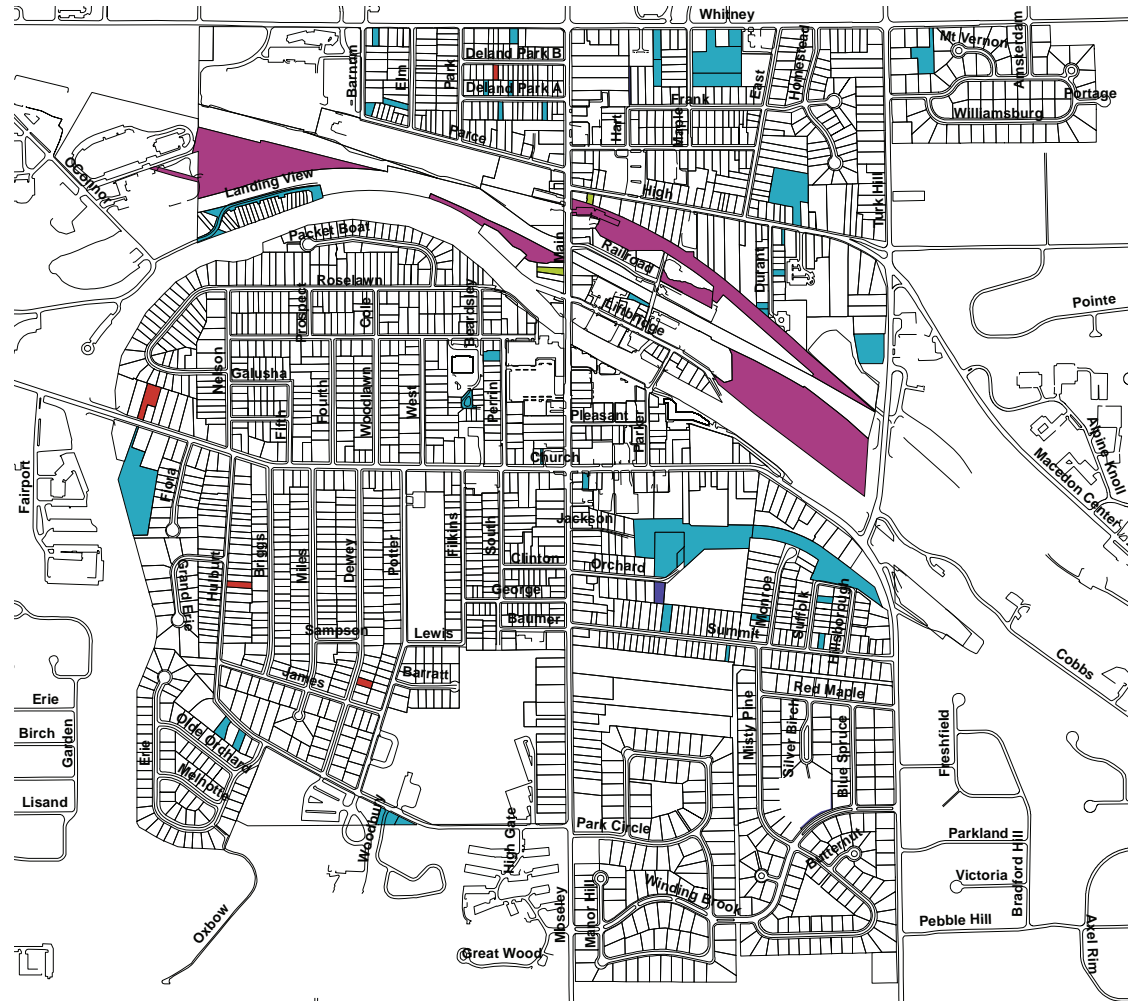
VACANT LAND

The Village contains very limited vacant and developable land. Vacant lands shown on the figure to the right are primarily located on sensitive environmental lands (hill sides and wetlands) or former industrial lands.

Vacant land includes the wetland area in the eastern portion of the Village, in the wetland along Thomas Creek, and the hilltop area at the end of Orchard Street, north of Summit. The former railroad right-of-way has potential for re-use for a variety of purposes. Several vacant residential lots are scattered throughout the Village; many of these are used as extended lawns by neighboring homes.

Existing Vacant Lands

- Edge_of_Pavement
- Parcels**
- <all other values>
- PROPERTY_1**
- Res vac land
- Vac w/imprv
- Vacant Land
- Vacant comm
- Vacant indus
- Parcels**
- <all other values>
- PROPERTY_1**
- Res vac land
- Vac w/imprv
- Vacant Land
- Vacant comm
- Vacant indus



TOPOGRAPHY, SLOPES & WETLANDS

Surface elevations in the village range from a low of 418 feet to a high of 590 feet. Several steep drumlins extend into the southeastern portion of the village.

The following areas with slopes of 15% or greater are shown on the environmental overlay maps prepared by the Monroe County Department of Planning:

- southeast quadrant (between Summit St. and E. Church St.);
- southwest quadrant (between Hulburt Rd. and South Main St.);
- small area between High St. and Railroad;
- along Williamsburg Drive South in northeast corner.

Development in these areas can lead to problems from soil erosion and stormwater runoff.

Wetlands

One State-regulated wetland, designated as PR-31 (Class II) on the New York State Wetlands Map, is located in the Village. It is located between Thomas Creek and Railroad on the east side of the Village. The NYS Department of Environmental Conservation regulates development within designated wetlands and within a 100 foot buffer zone surrounding the wetland.

Two areas in the Village which may be subject to regulation by the U.S. Army Corps of Engineers are shown on the National Wetlands Inventory Map. One corresponds to the State-regulated wetland described above. The other is located along Thomas Creek in the northwest corner of the Village.

Flood Hazard Areas

The Flood Insurance Study for the Village of Fairport was published in March 1984. Flood Hazard Zones are shown on the figure to the right. The floodplain along Thomas Creek is located mainly between the two branches of railroad tracks. The zone along the Barge Canal in the southwestern portion of the village extends into low-lying areas west of Hulburt Avenue.

Watersheds

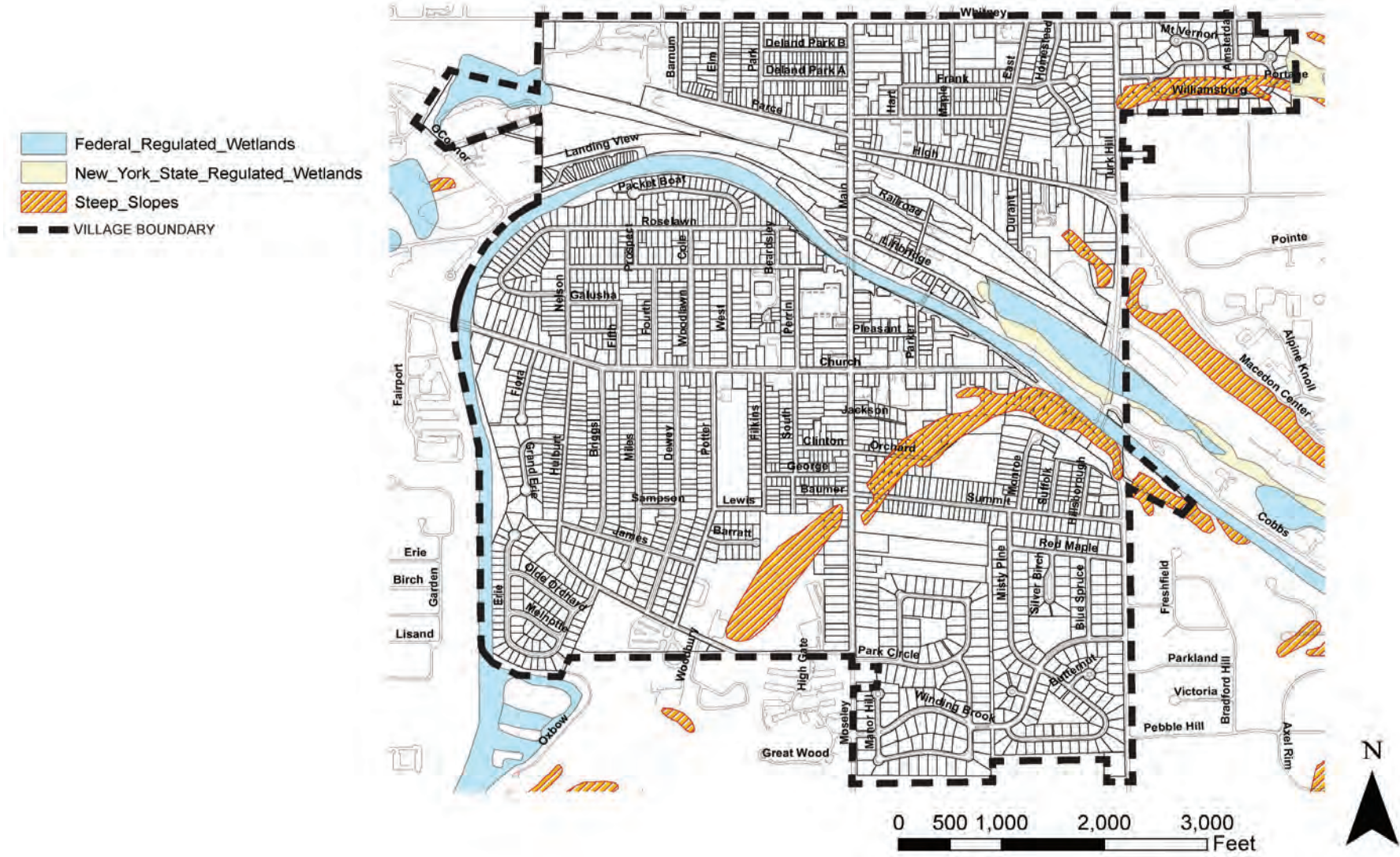
The entire village is within the Irondequoit Creek watershed. The two secondary watersheds in the Village are Thomas Creek and the Barge Canal. Most of the runoff in the northern portion of the village flows into Thomas Creek. The runoff in the south flows into the Barge Canal.

Soils

Soils in the village are primarily in the Ontario-Hilton Association (formed in glacial till): Deep, well drained to moderately well drained soils that have a medium-textured to moderately fine textured subsoil.

Soils in the western portion of the village are in the Colonie-Elnora-Minoa association (formed in gravelly or sandy glacial water deposits): Deep, excessively drained to somewhat poorly drained soils that have a coarse-textured to medium textured subsoil over sand.

Steep Slopes and Wetlands



Flood Zones

Flood Zones

s_fld_haz_ar

<all other values>

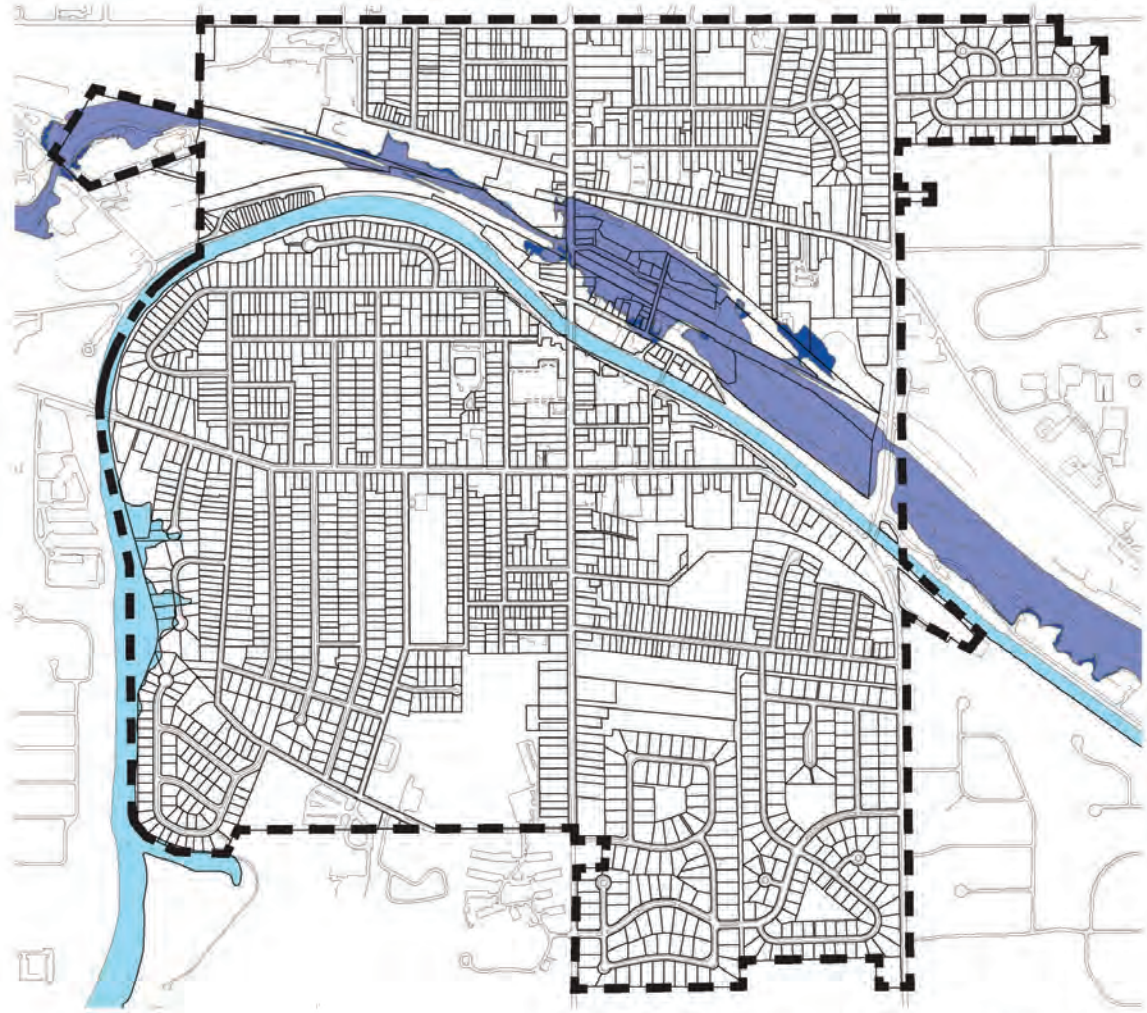
FLD_ZONE

(500 Year Floodplain)

A (Low-lying Areas)

AE (100 Year Floodplain)

VILLAGE BOUNDARY



0 500 1,000 2,000 3,000 Feet



HISTORIC & CULTURAL RESOURCES

The history of Fairport, from its origins as a Canal port through expanding industry, trade and settlement, is still visible in many of its buildings. Sites on the National Register of Historic Places include:

- 18 Perrin Street, headquarters of the Perinton Historical Society
- 1 East Church Street (formerly known as The Green Lantern Inn), a Second Empire style brick house built in 1876
- The First Baptist Church of Fairport at 94 South Main Street
- 187 South Main Street
- 106 Hulbert Road
- 30 West Street
- 185 North Main Street
- 26 East Church Street
- Main Street Lift Bridge (Historic Structure)
- Parker Street Canal Bridge (Historic Structure)
- The Erie Canal (Historic District)
- Potter Place (Historic District)

Over 40 commercial and residential buildings have been designated as locally significant. Many other historic 19th century buildings are described in the "Walking Tour Guide of the Village of Fairport," a

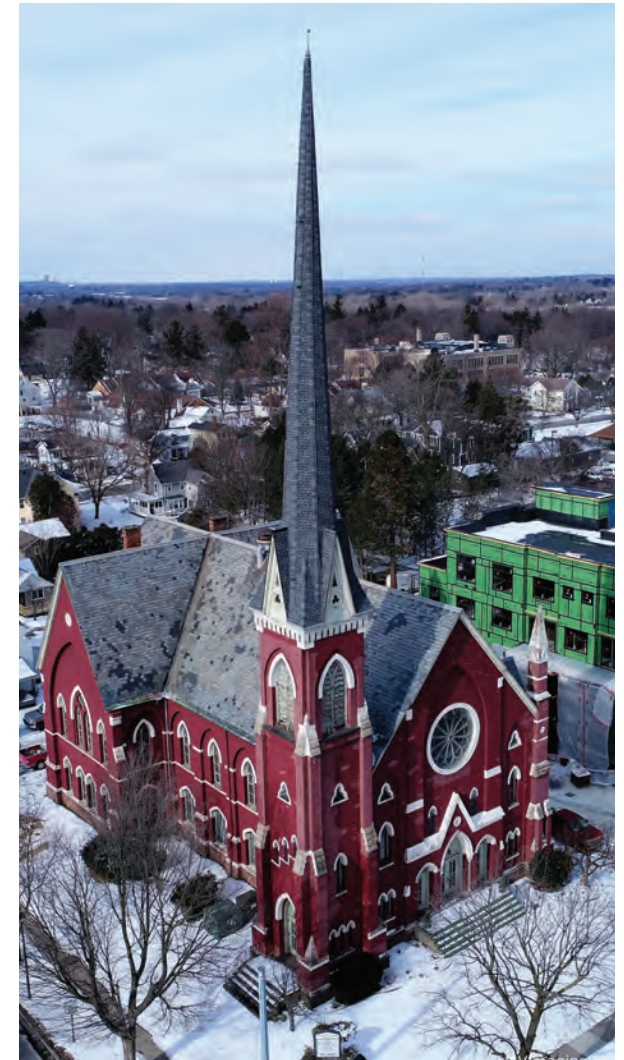
collaboration of the Fairport-Perinton Partnership, the Merchant's Association, the Perinton Historical Society and the Town of Perinton. The Perinton Historical Society operates the Fairport Historical Museum, which is open to the public several days each week.

The Fairport Public Library is located in the Village Landing. This institution, part of the Monroe County Library System, offers easy access to books, CDs, and video/audio cassettes. Additionally, both a public meeting room and a reading area are open during library hours Monday through Saturday.

Several churches are located in the village, including:

- Bethlehem Lutheran Church
- Church of the Assumption
- Evangelical Church of Fairport
- First Baptist Church of Fairport
- First Congregational United Church of Christ
- First United Methodist Church
- Greystone Church

Two cemeteries are located in the Village. Mt. Pleasant Cemetery occupies about six acres at the end of Orchard Street. Greenvale Cemetery occupies just over two acres on the north side of East Church Street.



1st Baptist Church



VISITOR INFRASTRUCTURE

The Village's tourism infrastructure is strong. It has a powerful brand as a progressive Erie Canal destination. The Village has developed tourism and recreation assets that add significant value.

Brand Value & Organizational Capacity

In 1998 the National Park Service determined that the Erie Canal was "of exceptional value and quality in illustrating and interpreting the national and cultural themes of the nation's heritage". In 2000, the United States Congress signed a law designating the Erie Canal as a National Heritage Corridor. In 2002 the National Park Service and the State of New York, formalized the Erie Canalway National Heritage Corridor and Commission.

The land along the Canal is owned by New York State and managed by the New York Canal Corporation, an entity within the New York State Power Authority.

The Erie Canal is one of the Village's most prominent features. It is the reason for the initial founding of the Village, and the source of its name. The Canal is the focus of many activities in the Village including the annual "Canal Days" festival, which attracts over 200,000 people annually to the Village. It is a recreational venue for residents, attracts visitors to local shops, and contributes to the setting for the business district and residential neighborhoods.

Erie Canal

The Erie Canal waterway is used seasonally for recreational boat traffic. Both local and long-distance vessels pass through Fairport allowing them to summer in the Great Lakes and winter in southern and eastern destinations. The Erie Canal Tow Path is open year-round and used by walkers, runners, and bicyclists.



Transient boating facilities

Amenities

Most commercial development in Fairport is concentrated along Main Street and in the Village Landing, Packett's Landing, and Box Factory. There are over 300 Fairport business merchants. Most are small in size, and clustered in the Main Street business area. The business mix includes retail, restaurants, banks, professional service providers, and small, mid-sized, and small-scale manufacturing companies.

- Food & Beverage: Approximately 20 restaurant, bar & brewery establishments
- Accommodations: Various Air B&B locations
- Retail: 30+ Retail shops
- Restrooms & Services: Transient Boat docks with electric, water, bathrooms and showers; Dockmaster on duty in summer; Three banks and a Public library; Missing are publicly accessible restrooms
- Wayfinding: Fairport has a modest wayfinding program that could be improved;
- Districts & Neighborhoods: Identifiable districts including the Canal area, North Main Street, the Four Corners and Parce Ave./American Can; Intact residential neighborhoods exist surrounding the business district

Parks & Open Space

The Erie Canal corridor contains the most visible public open space, park and recreation opportunity within the Village. The Canal trail is a multi-use trail

that is open all year and experiences significant use. The Village provides temporary and seasonal docking facilities at Packett's Landing, from which restaurants and shops are easily accessible. The Colonial Belle, a tour boat, operates from the south side of the Canal near Packett's Landing. Kayaks and hand powered craft are launched and rented out of a west side location. Kennelley Park, on the south side of the Canal off West Avenue, features a gazebo with concerts during the summer. The Thomas Creek Wetland Walk, west of Liftbridge Lane, is just over 13 acres and includes parking, boardwalks, and observation platforms. The waterway portion of the Erie Canal operates for approximately 8 months a year, leaving almost 4 months with no water recreation. The new South-West Bank project provides non-motorized boat docking and the North-West Bank Project provides ADA compliant canoe/kayak launch.



New Accessible Hand-Carry Boat Launches

Festivals & Events

The Village is known for its festivals and events, including:

- Fairport Farmer's market
- Memorial Day Parade
- Fairport Canal Days
- 4th of July Parade
- Fairport Music Fest
- Scarecrow Festival/Octoberfest

Additionally, Village residents and visitors enjoy a number of parks and recreational activities within the Village, and benefit from facilities and recreational programs operated by the Town of Perinton.



Destination Attractions like the Fairport Music Festival



The Fairport Farmer's Market



Pedestrian (and Dog) Amenities



INFRASTRUCTURE

UTILITIES

The Village is well served by utility infrastructure and has available capacity to accommodate growth. The municipally owned electric company is renowned for service and low rates.

Electric: The Fairport Municipal Commission (FMC), owned and operated by the Village of Fairport, is one of the 47 municipally owned power companies in New York State. The company purchases electricity from the New York Power Authority and supplies inexpensive electricity to more than 16,000 customers in the Village of Fairport and the Town of Perinton. The main Service Center is located on Liftbridge Lane East, and a sub-station is on Turk Hill Road. Fairport has been designated an Electric Vehicle (EV) Model Community for its progressive stance on an electric service fleet and providing EV charging stations for the public.

Sewer: The Village Department of Public Works (DPW) operates a sanitary sewage collection system including 22 miles of line, which serves most areas of the village. A few homes are served by septic systems, and are not connected to the village system. The DPW also maintains a separate storm water drainage system, both open channel and conduit, in most areas of the village. Capacity exists to accommodate moderate growth in almost all areas of the Village. An exception is in the north-east area of the Village at the point where LiDestri Foods discharges its waste, and downstream from that location. The biggest challenge with sanitary sewer system is age. Much of the system was built between 1919

and 1920. In 2018 the Village established a Sewer Fund with sewer rents to address maintenance and upgrades. The Village is currently televising lines and intends to do a major re-lining project over the coming years.

Water: The Monroe County Water Authority operates the water distribution system for all of the village and the town. The Water Authority's main source of water is Lake Ontario. The water is filtered and treated at the Authority's Shoremont Water Treatment Plant prior to distribution to the Village of Fairport. Capacity exists to accommodate moderate growth. The system was relined over the course of 2015-2016.

TV & Internet: All village residential and commercial locations have access to cable television provided by Spectrum Cable. Spectrum shares poles and underground trenches with FMC. Greenlight, Verizon and other cell service and internet providers are now offering service within certain areas of the Village.

Gas: Natural gas for heating and cooking is supplied to most village homes and businesses by Rochester Gas & Electric. Gas mains are located in streets and services are provided to most buildings.

Trash & Recycling: The Village DPW provides year-round trash and garbage pickup, as well as leaf and yard debris collection. Residential collection of recyclable materials is done by Waste Management Corporation in conjunction with the Town of Perinton.

ACCESS, CIRCULATION & TRANSPORTATION

The Village of Fairport has a well-developed pedestrian network and is rated as a highly walkable community. There are some challenges related to vehicular circulation and connectivity.

In 2010 the Village of Fairport and Genesee Transportation Council commissioned a Circulation, Accessibility & Parking study. The plan recommends several mobility related improvements:

- A transit shelter is recommended at the stop opposite Railroad Street
- Improvements to the Village Landing Traffic Signal
- Consideration of pursuing a jurisdictional transfer of Main Street from NYSDOT to the Village
- Main Street curb extensions at Pleasant Street, on the Village Landing and at Lift Bridge Lane
- Adding ADA ramps
- North Main Street Pedestrian enhancements
- Improved Wayfinding Program and Bike Lane markings
- Explore a Trolley/Shuttle
- Improve pedestrian crossing of Canal, including at Parker Street and mid-way between Parker Street and Main Street
- Gateway improvements at the Four Corners
- Shared access and parking plan for Four Corners area

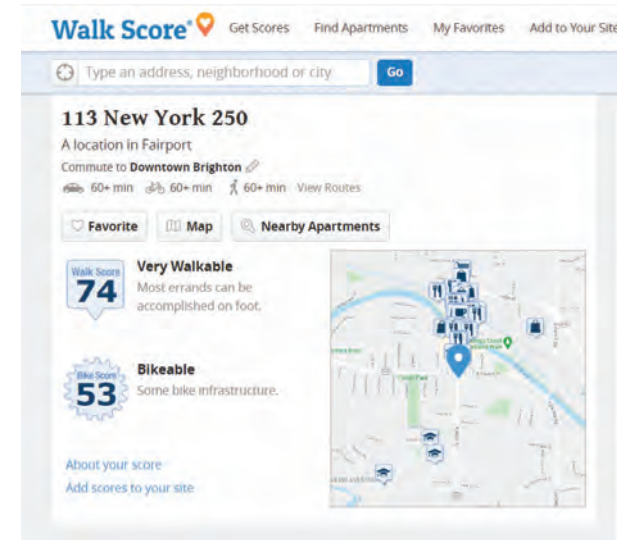
- Redevelopment of the North Bank, west of Main Street
- Zoning modifications including definition of terms, parking modifications and street design modifications

WALKABILITY

Sidewalks exist along most village streets and are generally in good to excellent condition. Walk signals have been installed at busy intersections, and curb cuts for handicap and bicycle access are becoming common throughout the village. A limited number of non-street walkways, which connect streets and cul-de-sacs via “short cuts,” are also maintained by the village as a convenience to pedestrians.

- Erie Canalway trail: Connects Albany to Buffalo, through the Village of Fairport; Functions as an East-West multi-use trail through the Village; located on North side of Canal with connections across the Canal at Parker Street, Main Street and West Church Street
- Main Street: Functions as the North-South pedestrian spine through the Village; Has sidewalks on both sides of the street; crosswalks are regularly located on South Main Street, but could use safety improvements; Crosswalks are irregularly located on North Main Street and pedestrian areas are poorly defined in areas

- Connectivity: The Village is laid out in pedestrian scaled grid with sidewalks on both sides of most streets; areas of connectivity are challenged by the Canal, Railroad tracks, Thomas Creek, large property holdings, dead end streets and lack of infrastructure
- Destinations/Amenities: The Village of Fairport is approximately 1 ¼ mile square, and the business district is approximately ½ mile square, offering walking proximity to most of the population; Approximately 70% of the Village is within a ½ mile walk of the Erie Canal Lift Bridge; The business district includes most of the Village’s amenities and destinations, including the library, restaurants, food stores, gyms, etc; The three schools are located at the southern boundary of the Village; the majority of protected open space is in the southern half of the Village or along the Erie Canal corridor
- Pedestrian Character: Most of the Village has sidewalks on both sides of the street, marked crosswalks, tree-lined streets, front porches and walkways to homes, and active storefronts; The 2010 Circulation, Parking & Access Study identifies portions of Main Street that lack strong pedestrian character.



Strong Walk Score of 74



Pedestrian Scale Mapping



STREET SYSTEM

Functional and Jurisdictional Classifications of Roads: Roads in Fairport and the surrounding area may be classified by function and by jurisdiction. Jurisdiction denotes the governmental agency responsible for the road, such as U.S. Highways or Interstates, State Highways, County Highways, and Village streets.

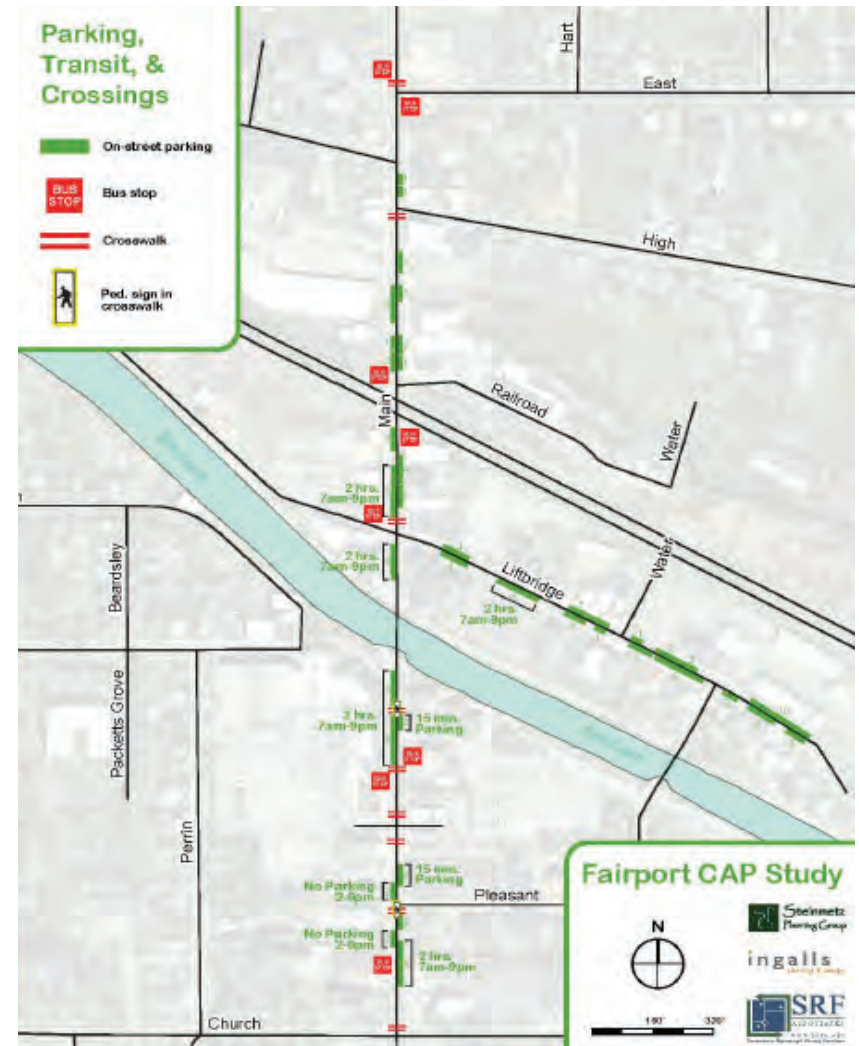
Principal Arterials are limited access highways. No such highways are located within the Village. However, I-490 serves Fairport via Rt. 31F (4 miles and 9 minutes to Four Corners) and Rt. 31 via Rt 250 (3.8 miles and 8 minutes to Four Corners). Fairport is also accessible from I-90 (7 miles/15 minutes to Four Corners) via Rt. 96 and Rt. 250 or Turk Hill Road.

Fairport is located at the crossroads of two Minor Arterials: NYS Route 250 (Main Street) and NYS Route 31F (East & West Church Street).

Collector Roads include Turk Hill Road and Whitney Road, both Monroe County highways, and NYS 31F/High Street.

Evaluation of Existing Roads: According to the 2010 Circulation Study, the average daily traffic (ADT) volume on Main Street is approximately 10,985 vehicles per day (vpd) ; 5,528 northbound and 5,457 southbound, comprised of 7% trucks. Due to the nature of Main Street as a mixed-use corridor, the bi-directional (northbound/southbound) traffic is split relatively evenly, with minor deviations during the commuter peaks. Motor vehicle travel speeds on Main Street are generally consistent with the posted speed limit.

Six Levels of Service (LOS) are defined for capacity analysis purposes. They are assigned letter designations, from "A" to "F", with LOS "A" representing the conditions with little to no delay, and LOS "F" conditions with very long delays. LOS "C" or better is generally desirable, but LOS "D" for signalized locations and LOS "E" for unsignalized are generally acceptable during peak periods so long as the volume to capacity ratio (v/c) is below 1.0. The level of service on Main Street, in both a current state and a future state, remains at a Level C or above.



Main Street Analysis by SRF

BRIDGES

The Main Street bridge over the Erie Canal is a designated National Historic Structure which was reconstructed in 2020. The Parker Street Bridge is a one-lane bridge over the Erie Canal that is also a designated Landmark. The Turk Hill and West Church Street bridges over the Canal are both located on the Village boundary and have replaced the historic Canal bridges. The Main Street bridge over Thomas Creek has been identified as a high priority for reconstruction by NYSDOT.



Erie Canal Lift Bridge Re-opening in 2021

PARKING

Parking is offered in the Village's business district on- street, off-street in public lots and off-street in private lots.

On-street Parking Supply: Daytime parking is permitted on all village streets except where prohibited by signs. None of the on-street parking is metered. No overnight parking is allowed from November 1 to April 1, to allow for snow removal by DPW crews. There are approximately 120 on-street parking spaces in the commercial/business district. Approximately 60 are located on Main Street. The remaining spaces are located on Liftbridge Lane East, West Avenue, and Perrin Street. In some areas along Main Street, only short-term parking is allowed. All on-street parking spaces are within a typical 5-minute walk from the Liftbridge.

Off-street Public Parking Supply: The Village has 7 public parking lots with approximately 800 spaces. All lots include public parking signs and are easily accessible.

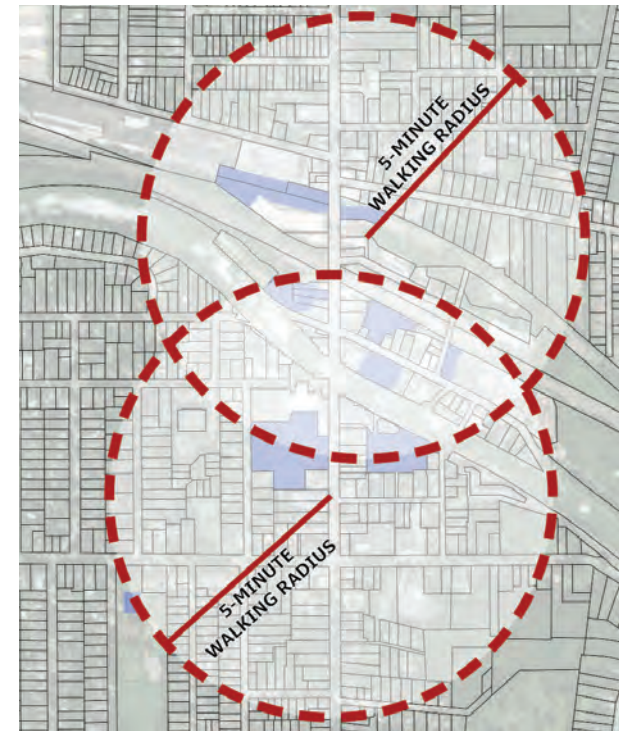
Total Public Parking Supply: The Village of Fairport has approximately 920 public parking spaces available in the commercial/business district. In comparison, the Village of Pittsford has approximately 360 public spaces.

Significant Private Parking Lots: There are several privately owned parking lots that are often used as public parking lots. In most cases the lots are not signed to restrict people from parking when not doing business with the property building tenants. Approximately 150 of these spaces exist.

TRANSIT

Regional Transit Service (RTS), a subsidiary of the Rochester Genesee Regional Transportation Authority, serves the Village of Fairport through its Route #50. This route operates seven days a week to downtown Rochester, Penfield and East Rochester.

Two Park and Ride lots are accessible to Village residents: one near the intersection of Rts. 31 and 250 and one on Rt. 31F near I-490.



Existing parking locations



DEMOGRAPHICS & MARKET

KEY FINDINGS

A demographic and market analysis performed in 2020 for the Fairport Office of Community & Economic Development (OCED) paints a picture of an affluent community of professionals, families, and retirees. While the community is aging, the village contains attractive amenities and some of the most vibrant, walkable neighborhoods in the region—and continues to see demand for high-end housing and commercial services. Below is a summary of key findings. The balance of this report includes a more detailed analysis of the points describe below:

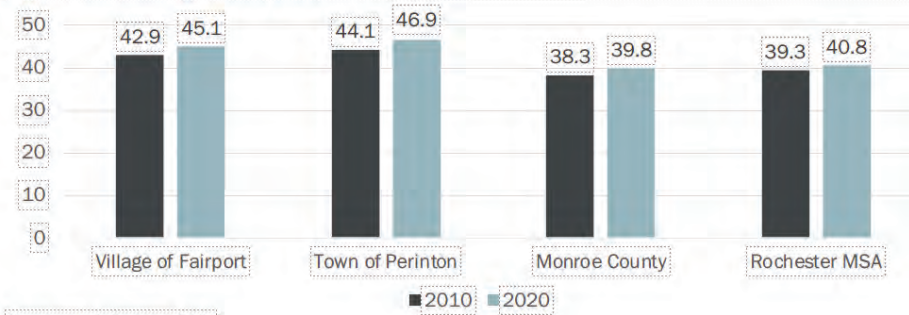
Population growth in the village is slow relative to the county and the region.

With an estimated population of 5,514 in 2020, the Village of Fairport has lost almost four percent of its population since 2000. The village experienced the steepest population decline between 2000 and 2010, followed by positive growth between 2010 and 2020, resulting in a net decline of 222 people. During the same time period, from 2000 to 2020, the Town of Perinton and the region experienced positive growth rates of 2.3% to 2.8%. The village and the region are projected to continue growing slowly.

Fairport's population is older, on average, than the region – and is getting older.

Residents of Fairport and Perinton are, on average, older than Monroe County and the region as a whole. The proportion of people over 65 is just over 21.4%, which is higher than the county as a whole (18%). The proportion of the population over 65 in Fairport and Perinton is projected to increase, eventually accounting for nearly 25% to 30% of the population. This is consistent with statewide and national trends, as the disproportionate growth of older age groups (known as “aging” or “graying”) is expected to continue into the future. By 2030, nearly 20 percent of the US population will be over 65 years old (which is similar to the current age profile in Florida). An aging population will require more services, accessible sidewalks, crosswalks and parking, different types of housing, and more transportation/mobility options.

Figure 7 Median Age, 2010-2020



Source: US Census, ESRI

Median Age

Figure 3 Population Change, 2000 - 2025

| | Village of Fairport | Town of Perinton | Monroe County | Rochester MSA |
|-----------------------------|---------------------|------------------|---------------|---------------|
| 2000 Population | 5,736 | 46,156 | 735,343 | 1,062,452 |
| 2010 Population | 5,353 | 46,462 | 744,344 | 1,079,671 |
| 2020 Population | 5,514 | 47,238 | 754,473 | 1,092,233 |
| 2025 Population (Projected) | 5,523 | 47,100 | 752,401 | 1,087,854 |
| Absolute Change 2000-2020 | -222 | 1,082 | 19,130 | 29,781 |
| Total % change 2000-2020 | -3.9% | 2.3% | 2.6% | 2.8% |
| AAGR 2000-2020 | -0.19% | 0.12% | 0.13% | 0.14% |

Source: ESRI, 2020

Note: AAGR = Average Annual Growth Rate

Population Change

Fairport residents are highly educated.

Of Fairport residents, about 54% have a college degree (bachelors or graduate degree), which is significantly higher than Monroe county (38%). For Perinton residents, the proportion with a college degree is nearly 58% putting the town among one of the most educated places in the US.

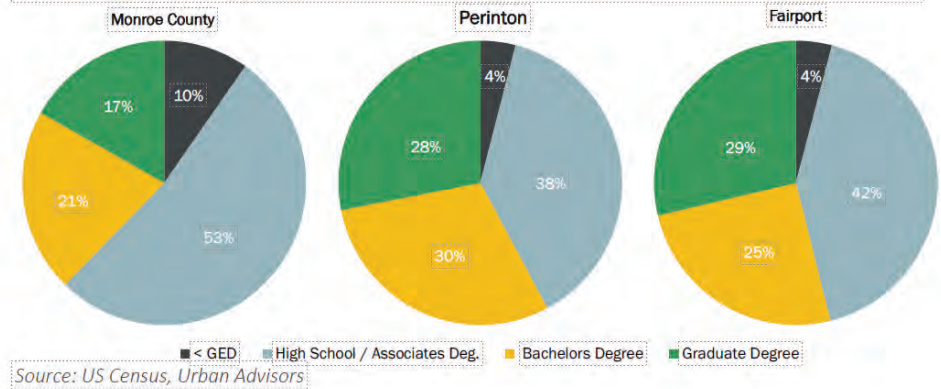
Fairport households have higher than average incomes.

The 2020 median household income in Fairport is \$70,018, higher than Monroe County and the region (\$59,470), but significantly lower than the median for the Town of Perinton (\$90,195). About 40% of Fairport households earn more than \$100,000 compared to 50% in Perinton and 26% in the region.

Fairport may be positioned to capture a portion of growth in the Professional/Technical/Scientific Sectors projected in the region.

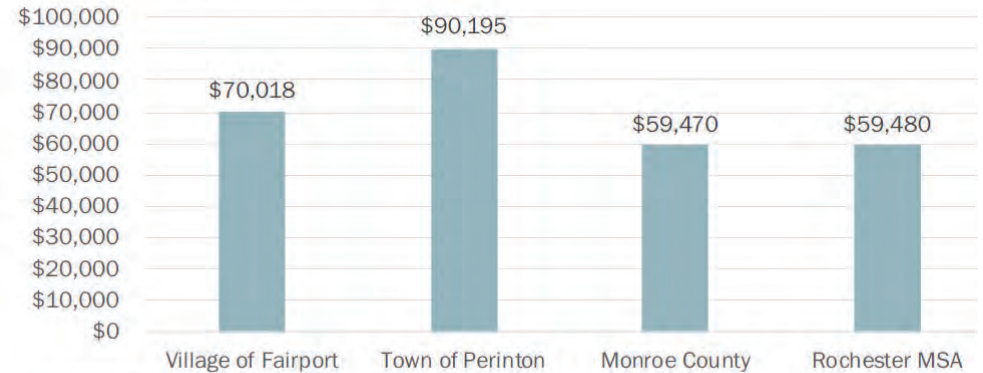
Although Professional, Scientific and Technical Services are the largest employment category in Perinton, only a small percent of those jobs are in Fairport. Fairport lost almost 400 manufacturing jobs between 2007 and 2017, but gained jobs in Retail Trade, Accommodation and Food services, and Professional Services. Corning Tropol expects to grow its employment base in the coming years. Based on its strengths in growing sectors, Fairport is expected to primarily attract jobs in Education and Accommodation and Food Services, as well as in Health Care, which is growing quickly nationally. Given projected regional growth in Professional, Scientific and Technical Services, Fairport may be positioned to capture a portion of that growth.

Figure 11 Education, 2018



Educational Attainment

Figure 13 Median Household Income, 2020



Source: ESRI, 2020

Median Household Income



Opportunities exist to capture a share of workers who commute to Fairport for work from elsewhere in the region.

About 187 workers live and work in the village while 2,396 residents commute from Fairport to other places in the region, and 2,706 workers commute in to Fairport from other places. There is no rule of thumb for percentage of residents who live and work in a particular place. But there may be opportunities to increase the proportion of workers who live and work in the village by attracting some of the 2,706 workers who commute to the village from elsewhere in the region. It is notable that people who live and work in the Village, on average, have lower incomes than people commuting in and out of the Village. This underscores the need for neighborhood housing available to workers in food services and retail industries - and for continued job growth at manufacturing sites in the Village like LeDestri Foods and Corning Tropol.

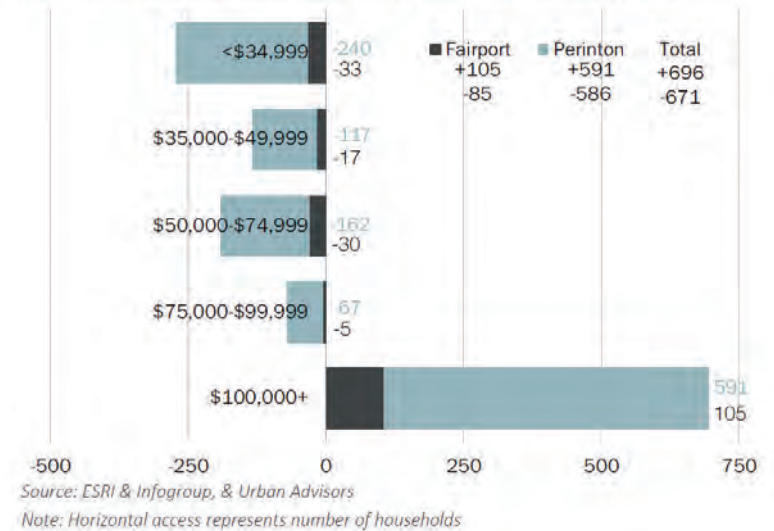
The regional retail market is well-served, but opportunities may exist for food serviced and drinking establishments.

Both Fairport and Perinton are losing retail sales in General Merchandise, Clothing and Apparel, and Building Materials to other places and to on-line retail. With strong attractors like East View Mall and concentrations of shopping centers nearby, it may be difficult to recover these sales, although the experience of a main street setting could help small businesses compete. Other categories “leaking” sales (Fairport buyers are shopping outside of the Fairport Village) to other places include Food Stores and Health and Personal Care. These may be opportunities to provide more convenient options.

Demand for office and professional space will likely be for small spaces.

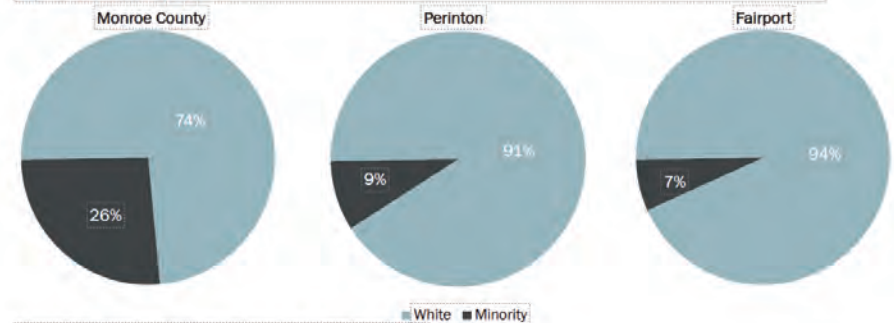
Because of the existing building stock, Fairport can compete for employment uses that require spaces of less than 2,000 square feet, and spaces between 2,000 and 9,000 square feet. While larger firms are often attracted to suburban office parks, smaller firms are typically attracted to quality spaces in a community with unique amenities. Small spaces, including storefronts, are suitable for small-scale manufacturing uses. Small-scale manufacturing is emerging as an innovative strategy for downtown revitalization.

Figure 16 Projected Number of Households by Household Income, 2020-2025



Number of Households by Income

Figure 12 Ethnicity, 2020



Ethnicity

ECONOMICS

VILLAGE OF FAIRPORT ECONOMIC INFRASTRUCTURE

Independent of market and demographic conditions, the Village of Fairport has unique infrastructure offerings that support its existing economy and offers opportunities for future economic growth. Some of this infrastructure is traditional transportation and utility infrastructure. Fairport also has unique tourism, event and organizational infrastructure.

Tourism Opportunities:

The Village has a strong combination of visitor amenities and attractions that support the tourism industry. The Erie Canal brand is very strong, and recognized throughout the world. Fairport has capitalized on that brand and is a leader in developing infrastructure, promotions and organizational capacity to progress that brand. An opportunity may exist to more strongly brand individual districts within the Village Business area (ie. Four Corners, North Main, Erie Canal & the Can Company). The waterfront access, transient docking, parks, open space, historic structures and intact neighborhoods are important components of the Village's tourism infrastructure, as are the restaurants and small-scale retail shops. Opportunities for enhancing the industry may include a variety of lodging options, a density of food and shopping experiences and public amenities (ie. rest rooms, faster wireless internet and laundry). Deterrents to tourism may include challenging highway, transit and air travel access – as well as seasonal challenges such as the closing of the Erie Canal in winter.

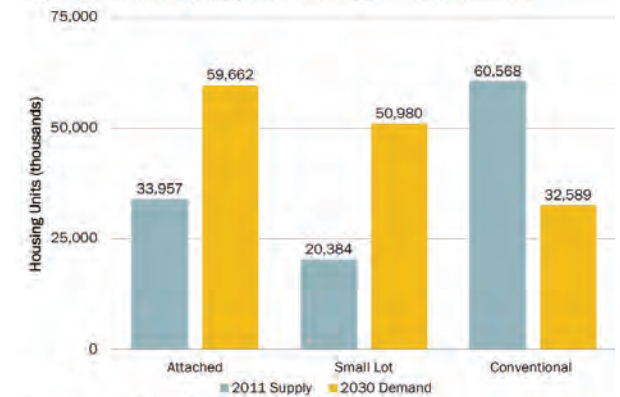
Small Scale Mixed-Use Development:

The Village of Fairport has a variety of small buildings and development parcels that could accommodate new small-scale, mixed-use development. The Village is well served with utility infrastructure, including very affordable and reliable electricity. There is an ample parking supply to accommodate modest growth, and opportunity for expanded parking to accommodate mixed-use and shared parking scenarios. Residential development within the business district can share existing parking infrastructure. Small scale growth can be supported by unique and locally driven IDA and economic development tools.



Erie Canal Heritage Tourism

Figure 21 2011 Housing Supply vs 2030 Housing Demand, United States



Source: Arthur C. Nelson, *Reshaping Metropolitan America* (2013)

Housing Supply vs Demand



Infrastructure:

The Village is well positioned to accommodate infill development and the expansion of use of most of its properties. Fairport electric offers extremely low electrical rates with a high level of customer service. Storm water and sanitary services are aged, but have good capacity and are serviceable (a limitation on sanitary sewer capacity exists in the north-east section of the Village from the Lidestri Plant and downstream). Village owned streets are well maintained and operate at acceptable levels of service. New York State and Monroe County own several streets within or bordering the Village, and work closely with the Village on operations and maintenance.

Walkable:

The Village of Fairport currently has a “Very Walkable” Walk Score of 74. In Board reviews, stakeholder meetings and resident surveys, walkability was an important factor in relocation and a part of Fairport’s brand. With certain improvements, including simple cross walks and connections, Fairport could strive to be a “**Walker’s Paradise**”. This improved walkability can drive a quality experience, new residents, safer conditions, continued branding and an improved business climate. Fairport could then work on being a “**Biker’s Paradise**”, perhaps add micro-mobility (electric bikes, scooters, etc) and eventually transit. A Hopr scooter/bike share site has recently been added.

Environmental Conditions:

Some environmental conditions exist in the north central portion of the Village along the Thomas Creek corridor. Wetlands, a floodway and flood plain restrict some development opportunity along the Thomas Creek corridor and the former railroad ROW now owned by OCED. It is recommended that the floodway of Thomas Creek be hydraulically studied to determine if mitigation measures such as reducing downstream restrictions (ie the Main Street bridge, railroad culvert, O’Connor Road bridges) could potentially lower the flood elevations.

Real Estate:

Real estate values are high in the Village of Fairport relative to Monroe County. The Village’s quality of life, walkability, character of neighborhoods, tree-lined streets, Erie Canal proximity, affordable electric service, intact commercial district, good school district and historic resources likely contribute to those values. These characteristics should be retained in order to protect property values.



HOPR bike share site on Main Street

LEADERSHIP & ORGANIZATION

GOVERNMENT ADMINISTRATION

Village Administration

The Fairport Village Hall, located at 31 South Main Street in the center of the village. The Village Manager, Village Clerk/Treasurer, Planning & Zoning, Building & Code Enforcement and the Village Court are housed in this location. The Fairport Municipal Commission Business Office, Fairport Police Department and Fairport Office of Community and Economic Development, are also located in this building.

The Village Department of Public Works (DPW) conducts weekly garbage pickups, periodic bulk trash pickup, snow removal on streets and sidewalks, street and sidewalk repair, and other Village construction and maintenance projects. The Department of Public Works facility is located on Railroad Street.

The Village of Fairport is one of three villages in Monroe County to have a justice court system. The Court is part of the New York State Unified Court System. The court uses local community service as a sentencing option. Community service work includes trash removal, landscaping, and general maintenance duties.

Police services are provided by the Fairport Police Department with backup available from the Monroe County Sheriff's Department. The Fairport Police Department is dispatched through the Monroe County 911 Emergency System. The Police Department offices are located adjacent to the Village Hall at 31 South Main Street.

Fire Department

The Fairport Fire Department answers fire calls and provides related fire department services. This all-volunteer department serves the village and parts of the Town of Perinton. The Fire Department is also dispatched through the Monroe County 911 Emergency System. The Fairport Fire Department's fire halls are located on East Church Street and Whitney Road.



Village Hall



Ambulance

Ambulance services and emergency medical care are available from the Perinton Volunteer Ambulance Corps. The Ambulance Corps serves the Village, all of the Town of Perinton, and portions of surrounding towns. Its base is located in the Town of Perinton. Ambulances are dispatched through the Monroe County 911 Emergency System.

Dog Warden

The Town of Perinton Dog Warden is available for animal related emergencies. The Dog Warden’s office is located at the Perinton town hall.

Schools

The Fairport Central School District operates a public school system for students from kindergarten through high school. The Brooks Hill and Johanna Perrin schools, housing students in grades K-8, are located within the village limits. Minerva Deland school, situated mostly on town property abutting the village, houses ninth grade students. The school district offices are located at 38 W. Church Street in the village. The remaining five school building sites are located in the Town of Perinton. Additionally, several pre-school/day care related institutions operate in the village.

Parks, Recreation & Entertainment

Village residents enjoy a number of parks and recreational activities within the Village, and also benefit from facilities and recreational programs operated by the Town of Perinton.

Potter Park, located on Potter Place in the southwest quadrant of the Village, contains 9 acres and has been developed for recreational use. The Village of Fairport owns the land and leases it to the Town of Perinton. The Town runs recreational programs and maintains the facilities.

Potter Park is categorized as a neighborhood park. Fields at Johanna Perrin Middle School and the Brooks Hill Elementary School also function for neighborhood recreation.

Mini-parks have been developed as part of “cluster” subdivisions in the Winding Brook (2.93 acres), Park Circle Drive (1.6 acres), and Misty Pine (2.2 acres) neighborhoods.



Perinton Ambulance



Fairport Central School District Elementary School

Community Parks within one mile of the Village are Fellows Road Park, Center Park, and Perinton Park, all located within and operated by the Town of Perinton.

Regional/Metropolitan parks serving Fairport residents include Monroe County's Powder Mill Park, located on Route 96 near Bushnell's Basin.

Several Special Use Recreational Lands serve Fairport residents. These include the Barge Canal and towpath, which accommodate boating, hiking, bicycling, and sitting areas within the Village. Kennelley Park, on the south side of the Canal off West Avenue, features a gazebo with concerts during the summer. Packett's Landing and Village Landing have areas which are accessible to the canal and towpath. The Thomas Creek Wetland Walk, east of Liftbridge Lane, is just over 13 acres and includes parking, boardwalks, and observation platforms. A new ADA compliant kayak launch is part of the North-West Bank Project and the South-West Bank Project opened as the Village's Bicentennial Gateway with a non-motorized boat dock. Improvements to Liftbridge Lane are being completed in 2021 to provide additional connectivity and event space in the Village.

The Town of Perinton offers boat launching facilities at its Ayrault Road Launch. Canoe launching is available at Perinton Park. The Crescent Trail Association maintains hiking trails in the Town of Perinton, which connect to the towpath trail and other regional trails.

Indoor recreation is provided by the Town of Perinton Community Center and the Lion's Den Teen Center. Meeting rooms are available at the Community Center and the Fairport Public Library. In addition, several churches provide meeting space for non-profit organizations.



Thomas Creek Wetland



Potter Park



Fairport Office of Community and Economic Development

The Fairport Office of Community and Economic Development offers the following programs:

- Fairport Industrial Development Agency (FIDA) – provides assistance to qualified projects that focus on waterfront development, downtown revitalization, infill and adaptive reuse, tourism and affordable housing. Projects that include significant capital investment, that create or retain jobs may be eligible for incentives including real property tax abatement (PILOT agreement), sales and use tax exemption and mortgage tax exemptions.
- Fairport Urban Renewal Agency (FURA) – offers programs that assist residential and mixed-use developments which improve housing conditions, diversity the housing stock and revitalize neighborhoods. Loans are available for owner-occupied and investment properties, both residential and commercial. Grant programs assist seniors, very low-income families and the disabled to make emergency, essential, and/or safety related owner-occupied home improvements or repairs.
- Fairport Local Development Corporation (FLDC) – works to advance the quality of life through community, recreational, residential and economic development activities, with a focus on growing business and creating jobs. Low interest loans are available for the acquisition, renovation and expansion of real property and the purchase of equipment. Financing support is available to not-for-profits through the Civic Facilities Bond program.
- Housing Choice Voucher (HCV/Section 8) Rental Assistance Program - administered FURA on behalf of the Federal Department of Housing and Urban Development. The HCV/Section 8 program is the federal government’s major program for assisting very low-income families, the elderly, and the disabled to afford decent, safe, and sanitary housing in the private market. Housing assistance is provided on behalf of the family or individual, allowing participants to select their own housing, including single-family homes, townhouses and apartments.



OCED South-East Docking Project

IV. Vision for Tomorrow

COMMUNITY BASED PLAN

The following Vision Statement, Values, Design Principals, Goals and Conceptual Planning Framework were developed by the community to guide the Village of Fairport as it develops future implementation policies and plans. This vision for tomorrow is further detailed and discussed in subsequent chapters ('A Plan for 2030' and 'Making it Happen').

VISION STATEMENT

"The Village of Fairport strives to be a **friendly, welcoming, and diverse** community. Fairport is home to neighborhoods with unique characteristics that adapt to changes in societal demographics. We value the tree-lined **walkable** streets and **historic** architecture. The picturesque **Erie Canal** is a famed landmark and heart of the Village; essential to economic and residential development, while drawing visitors for leisure opportunities. **Quality services** and **municipal public power** are attractions for residents and businesses to Fairport.

Moving forward, the Village will endeavor to achieve a quality of life that is **equitable** for residents, businesses and any who wish to be a part of the Fairport community. We will continue to **maintain** and **enhance** our vibrant and active **Main Street**, business districts and neighborhoods; to attract diverse residential, shopping, dining, working and recreational uses. The Village will leverage our range of essential public services to foster **sustained** and **resilient** economic **growth**. Best practices of **preservation**, sustainability and **public service** will be our guiding principles for future land use policies and implementation strategies."



The community vision and goals were established after public outreach and engagement.



Guiding Values & Design Principles

VALUES

The following key values will be exhibited in all activities of the Village and will be given consideration as Goals are progressed and planning objectives undertaken.

The Village of Fairport:

- believes in inclusive, equitable & accessible solutions
- is friendly & welcoming
- supports economic, social and environmental sustainability
- values beauty, charming character & a quaint atmosphere
- places a high priority on community safety
- strives for a vibrant & active downtown and community places
- fulfills intergenerational community needs
- Celebrate History & Heritage

DESIGN PRINCIPLES

Similarly, the Village of Fairport holds design principles that will transcend land use, development and property related goals. Those principles include:

- walk-ability
- mixed & diverse uses
- strong neighborhoods
- people first
- A connection with the surrounding community & environment
- perpetuation & promotion of the Erie Canal & the village's historic brand

GOALS & STRATEGIES

In order to achieve the Village's 2030 Vision, in a manner that is consistent with and promotes its values and principles, the following Goals and Strategies are adopted. These are further detailed in the following pages.

Land Use

1. Balance the Impacts of Growth and Development on Social Diversity, Community Character, Economic Vitality & Environmental Quality
2. Responsible Regionalism & Supporting Connections to the Surrounding Community
3. Codification, Regulation & Implementation of the Comprehensive Plan's Vision & Goals

Neighborhood Preservation & Housing

4. Enhance Village Neighborhoods & Celebrate its Historic & Cultural Resources
5. Provide Diverse Housing Choices

Economic Development

6. Continue to Develop Active Canal-Centric Mixed-Use Core
7. Retain & Attract Business

Community Health & the Environment

8. Support Access to Food, Health Care and a Healthy Environment
9. Foster the Preservation and Creation of Open Space & Parks
10. Emphasize Environmental Sustainability & Climate Resiliency
11. Support Quality Education

Transportation & Infrastructure

12. Provide Multi-modal Transportation & Infrastructure that Supports Proposed Land Uses and Meets Resident's Village Needs

Government, Community Services & Facilities

13. Responsible Village Governance & Services that Support a High Quality of Life



LAND USE

The following section outlines each goal within the “Land Use” category in more detail, including strategies to achieve each goal.

Goal 1.0: Balance the Impacts of Growth and Development on Social Diversity, Community Character, Economic Vitality & Environmental Quality

1. Improve the Village’s public realm, character & image.
 - Refine the design standards for the Downtown mixed-use area. Base them on sound urban design principles that address form, massing, orientation, siting, context, roof lines, fenestration, entrances, storefronts, materials and other key urban design components. Utilize historic design attributes to guide new development and the redevelopment of existing structures in the business and Canal corridors.
 - Develop Village Gateways that inform motorists, boaters, pedestrians and bikers of their arrival, that promote the Village’s brand, that offer an attractive aesthetic, that slow motorists’ speeds and that create a transition from the Town of Perinton to the Village of Fairport.
2. Develop a vibrant mixed-use commercial, business and residential district that is flexible and responsive to changing market conditions. Create density and mixed-use within the downtown to enhance walk-ability, offer transportation benefits & provide economic benefit.
3. Optimize land along the Erie Canal to protect and enhance the public enjoyment, character, image and economic vitality of the Canal corridor.
 - Develop design guidelines and performance standards to promote best practices in urban design, site design and architecture. Guidelines can consider aspects of public access, Canalway Trail protection, encouragement of water enhanced/dependent uses, outdoor storage, fences, pedestrian connections, views, environmental protection, and parking, among other considerations. Protect the recreational and tourism value of the Erie Canal by retaining and enhancing it with tree plantings and landscaping.



Existing businesses and mixed-use buildings on North Main Street add unique character.



The Erie Canal should continue to be integrated as strategic to the future of Fairport.

4. Promote a mix of residential types and densities that meet the needs of residents while maintaining healthy neighborhoods (See Goal 5: Provide Diverse Housing Choices).
 - Protect certain single-family neighborhoods from conversion to duplex or multi-family use. Develop performance standards for single-family neighborhoods where conversion may be appropriate (with consideration to unit size, parking regulation, setback, unit design, etc.)
 - Evaluate all residential zoning districts and update as necessary to provide land development regulations that manage performance, design, density, lot coverage, setbacks, scale, rooflines, materials, entrances, garages, etc.
5. Update land development regulations in support of land use and design objectives in this Comprehensive Plan (See Goal 3: Codification, Regulation & Implementation).
 - Utilize fewer land-use restrictions, and more flexibility in mixed-use applications. Use more performance and design regulation, and fewer dimensional criteria in regulating mixed-use zones. Utilize more administrative review and discretion when approving appropriate projects, and a higher threshold for requiring Planning Board or other Village Board approvals.
6. Focus new development density on undeveloped downtown sites and on Main Street, while not unjustifiably replacing historic structures. Prioritize adaptive re-use over demolition/new construction to maintain the village's historic brand and authenticity. Recognize that existing buildings must be physically and economical viable in order to meet this objective.
 - Recognize that buildings and sites can be "historic" even if they are not designated. Recognize the inventory in the Preservation Commission's Historic Resources Report as being of special concern.
7. Use visualization tools to help communicate urban design concepts and potential area development. Create Small Area Plans for areas of the Village where transformation is proposed or likely.



Allowing a greater range of residences allows for greater diversity.



Locating denser development near downtown will help provide a sense of place.



Goal 2.0: Responsible Regionalism & Supporting Connections to the Surrounding Community

1. Market Fairport's economy within the context of the local and regional market. Support objectives of the Finger Lakes Regional Economic Development Plan and participate in its development, updating and implementation. Coordinate economic activities with the Town of Perinton and its business organizations. Identify synergies for serving both Village of Fairport and Town of Perinton residents.
2. Leverage the global and National Erie Canal tourism market (National Heritage Corridor/NYS Canal Corp). Remain actively involved in planning, development, programming and promotional efforts. Continue to position Fairport as the leader in Erie Canal heritage tourism.
3. Plan transportation and circulation systems within the context of regional systems. Communicate with Monroe County, NYS Department of Transportation, Regional Transit Service, the Erie Canal Corporation and others regarding transportation and infrastructure needs and desires.
4. Recognize that natural systems know no political boundaries. Act responsibly relative to floodways, stormwater, habitat, and other important natural resources. Look for climate resilient options.
5. Understand and act on Fairport's role in developing, updating and implementing the Regional NYSERDA Sustainability Plan. Promote Electric Vehicle (EV) infrastructure. Capitalize on the designation of Fairport as a Model Electric Vehicle Community.
6. Continue to foster a strong relationship with Town of Perinton relative to adjacent uses; schools; economic development; taxes; parks and recreation; trailways (including the potential railroad underpass near Perinton Park) and shared services.



Smart growth considers many aspects of sustainability.



Fairport should continue to play an active role in the future of the Erie Canal.



Goal 3: Codification, Regulation & Implementation of the Village's Comprehensive Plan's Vision & Goals

1. Simplify land use area designations (consolidate some residential zones, combine some business/commercial districts into fewer mixed-use districts). Create predictability of land use code application while still protecting oversight and an approval process.
2. Increase the extent of the Mixed-Use Zone within Fairport's downtown to include industrial zones and other potential mixed-use areas. Consider neighborhood business and/or live-work uses within and on the edge of the Downtown.
3. Provide incentives for residential development in the downtown mixed-use zone.
4. Utilize a Form or Performance Based Code (ie. Smartcode; Buffalo's Greencode) to regulate design within mixed-use areas. Prioritize design and performance of development over land or building uses.
5. Create a Regulating Plan to define character areas, organize and prescribe new streets, open space and pedestrian connections.
6. Develop Small Area Plans with illustrative diagrams to communicate planning intent, to guide public realm improvements, to conceptualize implementation projects and facilitate private development (see Small Area Plans discussion).
7. Offer more flexible parking regulations and promote shared parking opportunities. Utilize tools such as Parking Relief Analysis and Transportation Demand Modeling (TDM) to assess true parking needs, rather than relying on traditional parking ratios.
8. Define development terms (ie. ownership vs form & design, townhouses, etc) to provide clarity within the Comprehensive Plan and implementing codes.



In-home businesses allowed by right accommodates more local entrepreneurs.



Maintaining existing residential character will help preserve a sense of place.



NEIGHBORHOOD PRESERVATION & HOUSING

The following section outlines each goal within the “Neighborhood Preservation & Housing” category in more detail, including strategies to achieve each goal.

Goal 4.0: Enhance the Village Neighborhoods & Celebrate its Historic & Cultural Resources

1. Ensure that all properties (residential, non-residential and public) are properly maintained.
 - Enforce building codes, property maintenance laws, open storage laws and other regulations. Closely monitor all structures and conduct required inspections. Support neighborhood beautification efforts by working with the Tree Board and Beautification Committee. Increase the number of loans to income eligible property owners for maintenance and renovations.
2. Ensure that streets, sidewalks, street trees, street lights and park areas are well maintained in all neighborhoods.
 - Allocate an annual budget for the maintenance of sidewalks and public realm improvements. Consider more energy efficient, true color (minimizing the blue light spectrum) and dark sky compliant (shielded to reduce glare and uplighting) fixtures in the future. Consider alternate fixtures if relevant to branding of distinct neighborhoods or districts. Continue to coordinate street reconstruction programs with utility repairs and installing underground electric cables when feasible and appropriate. Maintain existing street trees and plant new trees as needed according to the Village Tree Board and the Tree City USA Standards. Ensure Village personnel responsible for maintaining trees receive appropriate training in tree selection and arboriculture. Outreach to community organizations to help with garden maintenance in parks and in public areas.
3. Maintain the historic and aesthetic character of Village neighborhoods.
 - Encourage property owners to make improvements consistent with the Village’s character and in consideration of architectural integrity and attractiveness of the public realm. Develop residential design guidelines to help architects, builders, developers and homeowners make design decisions consistent with the Village’s historic character. Encourage property owners to consult with the Landmark Society of Western New York, the Perinton Historical Society, and the Village’s Historic Preservation Commission to advise on historically compatible renovations and additions. Develop educational resources on design that celebrates Fairport’s historic character, and promote them through workshops and an on-line presence. Review laws, regulations and policies to ensure that public improvements such as utilities and signs are aesthetically pleasing.



Historic resources should be well maintained and include educational programming.



The Village should continue to promote local history.

4. Define “Neighborhoods” within the Village of Fairport, not by land use or development restrictions, but rather by character, proximity and connectivity. Identify opportunities for neighborhood scale Plan implementation. Consider place-names, branding, organizing and improving the identity for neighborhoods. Identify and/or create new mixed-use neighborhoods within the Downtown District.
5. Insure a safe and friendly environment. Maintain the local police force. Design the public realm for safety, lighting, pedestrian circulation and visibility (i.e. Crime Prevention through Environmental Design).
6. Continue to monitor endangered historic structures and places (ie. The First Baptist Church, Green Lantern, etc.) and advocate for protection.

Goal 5.0: Provide Diverse Housing Choices

1. Encourage an adequate and diverse Village housing stock, including housing for all ages, that offer an affordability spectrum, that includes multiple building types, and that offers ownership alternatives.
 - Insure land designated for multi-family dwellings as well as single-family only districts. Continue to administer the Section 8 Housing Program.
 - Foster public/private partnerships for projects that encourage housing that is appropriate for diverse incomes and ages.
2. Consider more flexibility for in-law and accessory dwelling units (ADU's), including the use of carriages and garages. ADU's to have performance standards potentially to include design, density, parking, design and neighborhood context.
3. Promote medium-density “Missing Middle Housing” (townhouses, row houses, zero lot line, small apartment buildings, etc), particularly in the Main Street & Downtown areas.
4. Promote a full range of ownership options potentially to include more rental housing. Base housing priorities on changing demographics, including the Millennial and Generation Z markets. Focus on Downtown mixed-use area and transitional areas between the downtown and intact single family neighborhoods.



Diverse housing choices such as this multi-unit building can fit into historic neighborhoods.



Single family homes can be converted into duplexes, fit into their context and provide housing options.



ECONOMIC DEVELOPMENT

The following section outlines each goal within the Economic Development category in more detail, including strategies to achieve each goal.

Goal 6.0: Continue to Develop an Active Canal-centric Mixed-Use Core

1. Encourage & incentivize water dependent & water enhanced uses along the canal-front.
 - Continue to work with the property owners, developers and/or operators to implement the recommendations of the North Bank Study and other properties within the Canal corridor.
2. Maintain and enhance accommodations and services for boaters including restrooms, pump-outs, docking, electrical hook-ups, hand carry boat launching, a Dock-master, food, dining and accommodations.
 - Prepare a water surface use plan that balances the need for short and long-term docking. Evaluate and, if needed, enhance boater facilities. Explore the feasibility of a marina.
3. Maintain and enhance visual and physical public access to and along the waterfront in areas where appropriate.
 - Upgrade the Canal Trail access point (stair) at the Parker Street Bridge. Develop a wayfinding and interpretive signage system that links the Canal to the rest of Downtown.
 - Develop Public Restrooms to serve land-side visitors and the general public.
4. Continue to work with the New York State Canal Corporation, the Erie Canalway National Heritage Corridor Commission, the Western Erie Canal Alliance and other Erie Canal organizations to fund and promote the Erie Canal as an international destination. Heighten the prominence of National Heritage Corridor.
5. Develop a unified “canal village” character along the Canal and within the Downtown utilizing and enhancing the existing Design Overlay District.
6. Recognize the Erie Canal as ‘essential’ to Fairport’s economic brand.
7. Strategize and/or market key Canal related development parcels (ie. Box Factory Lot, Mill Stone Block, Charlies Marina Site).
8. Create a railroad brand that parallels (but is secondary to) the Erie Canal brand.



A mix of uses is important to a vital Main Street.



Development should study existing structures so that new buildings are harmonious with their context.

Goal 7.0: Retain & Attract Business

1. Continue and enhance partnership with Fairport Office of Community & Economic Development (OCED) and its agencies:
 - Leverage private sector investments through its Economic and Community Development programs
 - Seek funding to continue a Façade Improvement Program
 - Continue an aggressive recruitment program to create a diverse business mix that balances the needs of residents and visitors.
 - Maintain a balanced mix between independent businesses and corporate or “chain” businesses, recognizing that more dollars are kept in the local economy from independent businesses.
 - Take a pro-active role in identifying redevelopment opportunities for underutilized land and properties.
 - Initiate meetings with the owners of key redevelopment/development properties to discuss existing and/or future redevelopment opportunities.
 - Create Small Area Plans to help visualize, conceptualize and guide opportunity. Potentially including 80 North Main Street, Fairport Village Landing, the Millstone Block, Murphy’s Manufacturing, the First Baptist Church, Canalworks, and other key sites
2. Continue to maintain relationships and cultivate new partnerships with local, regional and State economic development organizations including:
 - Fairport Perinton Partnership, the Fairport/Perinton Merchants Association, the Fairport Perinton Chamber of Commerce, the Genesee Finger Lakes Regional Economic Development Council and Empire State Development, among others.
3. Maintain and enhance the public realm and infrastructure in Downtown.
4. Implement the Main Street Streetscape Plan. Evaluate the feasibility of implementing a wireless network in the Downtown business area.



Fairport can build on successes to drive more businesses and employment opportunities.



5. Pursue opportunities for additional and diverse visitor lodging opportunities to meet unfulfilled market needs.
6. Continually refine and adjust the Village's marketing strategy that is used to promote and market Fairport as a desirable place to live, work and do business.
 - Review its brand. Maintain a marketing 'tool kit'. Maintain an exciting and accurate online presence. Develop creative promotional events and campaigns to promote business and evoke community spirit.
7. Place a priority on place-making and desirable housing stock to be the new economic driver (that appeals to Millennials/Gen X and Boomers) for the Village's downtown.
8. Market a high-tech and office opportunity offering a new mixed-use and walkable product.
9. Explore small-scale manufacturing as a means to fill vacant space and offer another complimentary mixed-use within the Downtown.
10. Develop Live/Work units in Downtown and at its edges.
11. Fully realize the potential of Canalworks by increasing its visibility, access and Erie Canal presence.



Weekly events such as the farmers' market are a large draw and amenity for the community.



Incubator spaces can be leveraged to attract new businesses.

COMMUNITY HEALTH & THE ENVIRONMENT

The following section outlines each goal within the “Community Health & The Environment” category in more detail, including strategies to achieve each goal.

Goal 8.0: Support Access to Food, Health Care and a Healthy Environment

1. Build upon the success of the summer Farmers Market. Consider an extended season and more permanent infrastructure. Strongly consider an indoor component.
2. Attract additional food stores to complement existing food markets.
3. Identify locations for additional community gardens, based on the success and demand at Potter Park.
4. Until a full complement of food and medicine is available within the Village, improve and promote public transportation opportunities to food stores and medical facilities outside of the Village limits.
5. Market office space and recruit for doctors, dentists & urgent care facilities within the Downtown area or its edges.

Goal 9.0: Foster the Preservation and Creation of Open Space & Parks

1. Continue to closely work with the Town of Perinton Recreation Department on existing recreation programs and opportunities. Expand the utilization of Kennelley Park and Fairport Junction for community events and festivals.
2. Continue to maintain and improve existing parks and open space. Work with the Town of Perinton to obtain funds necessary to upgrade facilities at Potter Park.
3. Protect sensitive natural features such as flood plains, wetlands, steep slopes and water courses.
 - Continue to adhere to State and Federal laws and regulations protecting the natural environment including SEQR, floodplain regulations, wetland regulations and water quality regulations. Conduct further study regarding the extent of the Thomas Creek floodway just east of Main Street to determine potential mitigation efforts.
4. Encourage design and development that protects and enhances sensitive environmental areas.
5. Maintain the Erie Canalway Trail and improve the alignment and pavement as necessary.



Public spaces such as parks are important for all ages.



Maintaining connections to nature helps provide relaxation and education to the community.



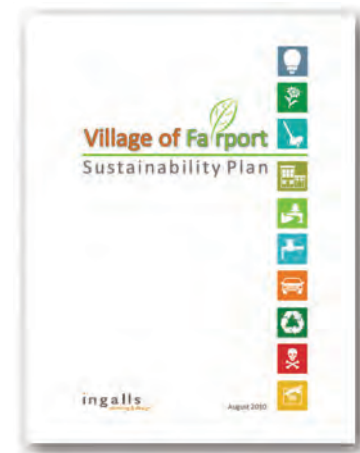
6. Protect and enhance the Thomas Creek Corridor.
 - Seek funding to expand the Thomas Creek wetlands boardwalk. Create a brochure and signs to promote and explain the significance of the corridor. Evaluate the feasibility of developing a trail along the corridor and connecting it to the abandoned railroad right-of-way west of Main Street, as well as to other adjacent open spaces and trails. Encourage schools to utilize the wetlands as part of their curriculum.
7. Create an Open Space Zone, or similar, within an updated zoning code. Include the Brooks Hill Woods & other sensitive environmental areas (ie. steep slopes, woodlands and wetlands).
8. Identify opportunities to create additional open space and pocket parks on the under-served north side of the Village. Utilize Village owned properties and/or opportunities within private development projects. Consider Village purchase of private open space property, if presented. Potentially leverage a Thomas Creek Bridge Reconstruction project to create a pocket park on Main Street at Thomas Creek. Consider using “parklets” (converted parking spaces) as temporary or permanent open space opportunities.
9. Study the potential for new grade-separated pedestrian connections over the railroad tracks to create pedestrian connectivity from the north side of the Village to the Erie Canalway Trail.



Open spaces provide amenities and places to relax for the community.

Goal 10.0: Emphasize Environmental Sustainability & Climate Resiliency

1. Provide environmental leadership within the Village and for regional municipalities.
2. Create a Sustainability Committee. Update the Village’s Sustainability Plan.
3. Implement ‘Smart Growth’ practices through Village projects and through land use regulations.
4. Recognize our ‘Carbon Future’ and take necessary actions to reduce emissions.
5. Implement sustainable practices for residents (ie. composting). Reduce landfill usage and tipping fees.
6. Update the Village’s Design Guidelines & Performance Standards to further encourage sustainable building and site development.



The Village of Fairport Sustainability Plan should be reviewed for implementation strategies.

7. Actively participate in the updating and implementation of the Finger Lakes Regional Sustainability Plan.
8. Recognize and leverage the Fairport Municipal Commission's role as providing responsible electrical power.
9. Maintain the Village's position as a NYPA Model Electric Vehicle Community and a NYSERDA Clean Energy Community.
10. Pursue designation as a NYS DEC Climate Smart Community through best practices, documentation and application.

Goal 11.0: Support Quality Education

1. Fully support the Fairport Central School District and lobby for a continued presence in the Village.
2. Preserve the Education Campus that is formed by the three public schools of Brooks Hill, Johanna Perrin and Minerva Deland, now and into the future.
3. Support the District's continued presence and use of the Baumer Place and District Office as job centers and educational administrative centers.
4. Explore opportunities to connect to the BOCES Campus that neighbors the Village to the west.



Electric vehicle charging stations help Fairport stand out and attract people.



Sustainable and inexpensive power is an attractive benefit to living in the Village of Fairport.



TRANSPORTATION & INFRASTRUCTURE

The following section outlines the goal within the “Transportation & Infrastructure” category in more detail, including strategies to achieve the goal.

Goal 12.0: Provide Multi-modal Transportation & Infrastructure that Supports Proposed Land Uses and Meets Resident’s Needs

1. Encourage through traffic to use Turk Hill and Baird Rd to reduce congestion in Downtown - and to avoid congestion caused by train crossings and lift bridge openings.
2. Work with local businesses and industries to identify and designate truck routes that result in the fewest conflicts with traffic in the Downtown. Use road geometrics, weight and height limits to discourage the use of Main Street.
3. Maintain an effective and efficient street network without compromising character and walk-ability. Use granite curbs on all streets. Maintain a maximum of 1 lane in each direction with the exception of turning lanes at major intersections.
4. Maintain and upgrade traffic control devices, signage, and other improvements to improve traffic flow along Village arterial streets. Continue to be an active partner with NYS DOT in corridor planning of NYS routes (including Rt. 250 corridor and the Route 31F corridor).
5. Complete the Main Street improvement plan as a complete street.
6. Continue efforts to reduce traffic within neighborhoods during special events.
7. Ensure pedestrian safety and accessibility first, especially in the Downtown area.
 - Continue utilizing and expanding safety measures such as crosswalk painting, “Pedestrian Crossing” signs, traffic calming and pedestrian signals. Consider a Rectangular Rapid Flashing Beacon (RRFB) at the South main Street/Summit Street intersection (among possible other locations). Consider Leading Pedestrian Intervals at the signalized intersections, notably the intersection of Main Street and Church Street. Identify and address sidewalk gaps within the Village. Coordinate sidewalk maintenance with scheduled utility repairs. Ensure that new development provides adequate pedestrian circulation to, and within the development site. Ensure that public realm improvements meet ADA requirements and recommendations from Aging in Place initiatives.
 - Review and enhance neighborhood walking connections, especially on high traffic streets and the business corridor.



Expanding bike infrastructure as well as crosswalks will make Fairport even more attractive to visitors.



Creating pedestrian only spaces can be a good strategy to attract people and help nearby businesses.

- Create the “Most Walkable Community” in New York (or the US)! Focus on proximity of destinations, density, mixed-uses, pedestrian prioritization, short routes, activated walkways, environmental character, road diets, etc.. Aspire to a Walk Score of 100.
8. Become an equally bicycle friendly village that attracts families through safe connections. Develop a bicycle and pedestrian plan that addresses routes and facilities.
 9. Ensure adequate parking. Evaluate parking requirements in the existing Zoning Code and modify to provide flexibility for mixed-use development (shared parking, on-street parking and alternative modes of transportation). Allow on-street parking wherever it is safe to do so. Maintain safe, connected and attractive public parking lots in the Downtown.
 10. Provide a thorough wayfinding system for visitors and residents. Include vehicular, bicycle, transit and pedestrian modes of transportation. Address the “last mile” concept of connecting pedestrians with destinations at parking lots and transit stops with walking maps and kiosks.
 11. Ensure that the impact of new development adequately addresses the potential impact on existing infrastructure.
 12. Continue to maintain the stormwater drainage system and the use of best practices.
 - Ensure that new development does not cause drainage problems. Continue to work with the Monroe County Stormwater Coalition to address inter-municipal stormwater concerns.
 13. Consider provisions within Downtown street right-of-ways for Micro-Mobility (Scooters, Bike Shares, Skateboards) and in the future, autonomous and shared vehicles.
 14. Ensure that Regional Transit is well accommodated and encouraged.
 - Work with RTS to publicize its service to all members of the community and to evaluate bus stop locations and infrastructure (shelters, furnishings, signage). Ensure that the “Last Mile”, from transit to destinations, is accommodated (housing and commercial density proximate to bus lines, bike racks, pedestrian access, micro-mobility, etc). Ensure that service routes provide equity and meet market demands.
 15. Explore a ‘Main Street People Mover’.
 16. Explore inter-municipal transit.
 17. Develop and adopt a Complete Streets Policy.



The current parking study identifies locations and numbers of spaces.



Strategically located parking can unlock untapped development potential in Fairport.



GOVERNMENT, COMMUNITY SERVICES & FACILITIES

The following section outlines the goal within the “Government, Community Services & Facilities” category in more detail, including strategies to achieve the goal.

Goal 13.0: Responsible Village Governance & Services that Support a High Quality of Life

1. Continue to support the Fairport Public Library’s needs within the Village center.
2. Provide effective, efficient and affordable services to Village residents.
3. Continue to support and promote the Fairport Municipal Commission.
4. Continue to inform and solicit input from residents regarding legislation, programs, and other actions taken by the Village Administration. Utilize tools such as the Village Web Site, partner web sites, Fairport Alert System, Zoom, FaceBook and other social media.
5. Evaluate the effectiveness of current outreach efforts including the website, newsletter and social media. Invest in technology to improve public input and communication.
6. Support cultural and civic enrichment activities such as the gazebo music series, parades, holiday celebrations, festivals and public art. Support activities of the Fairport Public Arts Committee in implementing their public arts program.
7. Encourage practices that support sustainability including recycling, energy conservation, smart growth, alternative transportation and green building design. Maintain status as a Model Electric Vehicle Community.
8. Continue to make public safety a priority and respond to all emergencies in an expedient manner. Update the Emergency Preparedness Plan. Continue to meet the standards of the Insurance Services Office (ISO). Utilize the most advanced technological public safety equipment that the budget will afford. Encourage public officials to receive National Incident Management System (NIMS) introductory training. Make first aid equipment (ie. Defibrillators) available in appropriate public buildings in the Village and in select Village vehicles.
9. Place a high priority on maintenance of the ‘public realm’ including streets, parks, sidewalks, tree lawns, street trees and trash receptacles. Replace difficult to maintain materials.
10. Continue to maintain Village property to a high level, being good stewards of public facilities and of Village history.
11. Review the Historic Preservation Commission’s roles and responsibilities, including community and homeowner education regarding historic features and the appropriate use of modern materials.



Maintaining programming and public services will keep Fairport safe and attractive as a place to live.

V. A Plan for 2030 and Beyond

LAND USE & CIVIC INFRASTRUCTURE

A primary function of a Comprehensive Plan is to guide land use and public investment. The Future Land Use Plan for the Village of Fairport proposes six simple land use Character Areas. These Character Areas are defined by an evolved science of land use regulation that focuses on design and performance, while still recognizing the need to regulate uses. Zoning is the primary tool that municipalities have to implement the Future Land Use Plan.

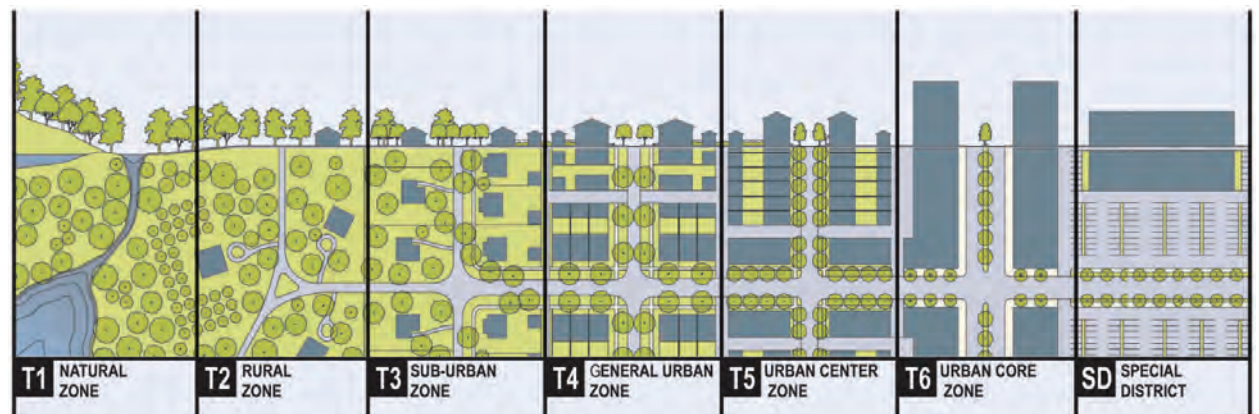
Zoning regulations are a set of rules that outline what can be built where within a village/town as well as on a parcel. Different zones have different uses that are permissible. They also say where on a site a building can be built as well as other rules such as big a building can be. Sometimes overlay districts are created. These are regulations that can apply to multiple zones and have additional rules or exceptions. An example would be a “downtown district.” The village of Fairport currently has 12 zones ranging from Business to Limited Commercial to 6 different Residential districts.

Since the mid-twentieth century, Euclidean Zoning was the standard approach to most municipalities. In Euclidean Zoning, the use of the land drives the decisions about what could go where and separated uses along strict lines. This led to auto-oriented development which hurt traditional main streets and used a lot of untouched natural land. As more municipalities and planning departments become aware of the economic, equitable, and health benefits of maintaining and enhancing their walkable places, thinking about zoning has shifted. Today, best practices encourage zoning regulations that allow for a mix of uses on main streets while requiring buildings to help make more pedestrian-friendly communities. Concepts of “missing middle” housing such as row houses and duplexes are

being embraced to provide more options for people from all walks of life to live.

Form-Based Codes (FBC’s) based on Character Areas has emerged as a successful option to many municipalities. Form-Based Coding is an approach to zoning that emphasizes the form of buildings and the shape of streets, parks, and plazas while also being mindful of uses. Transect zones consider the character that an area wants to have – is it a main street, a major downtown, a neighborhood just off main street, or an area on the edge of town – and designs the regulations to achieve this character. There are 6 main transect zones (or T-zones) and each may have some sub-categories. T-0 is untouched nature while T-6 is a metropolitan downtown. Each T-zone also has the right type of plazas and parks as well as streets allowed to achieve the desired character of the area.

It can be helpful to think about transects like dropping a pebble in water. T-6 would be near the center where the ripples are largest while the farther from the center, the lower the T-zone. In the case of Fairport, the Main Street area would be at the center. However, downtown Fairport should not feel like downtown Rochester, so T-6 would be inappropriate at this location.

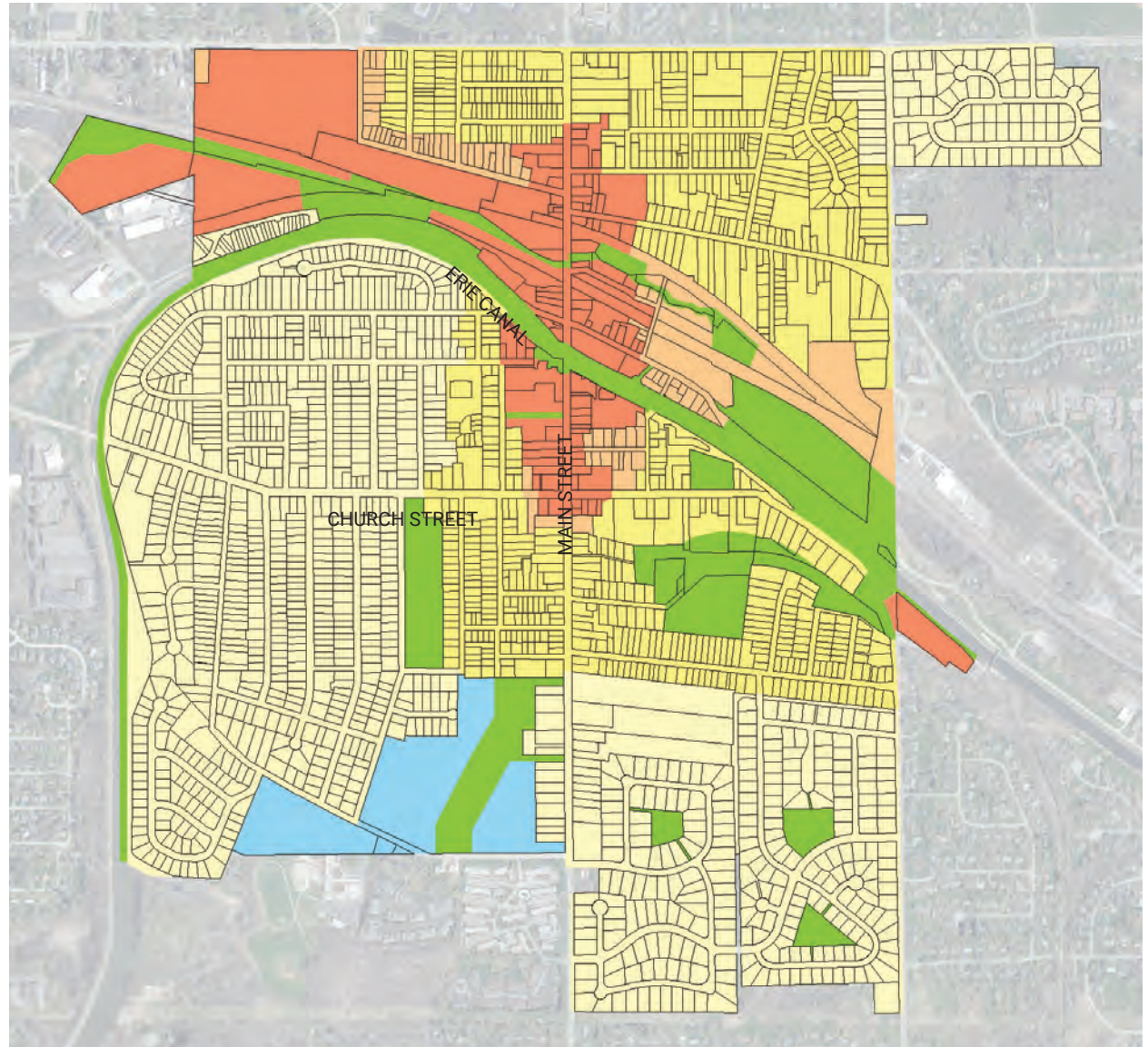


Rural to Urban Transect - Duany, Plater-Zyberk



FUTURE LAND USE

To help Fairport achieve the vision of a vibrant, diverse village with an economically strong downtown, a Future Land Use Map was prepared. This Map makes use of a transect approach to describe the Character Areas around the village. The consultant team collected feedback and the vision expressed by the community to match the different areas with the existing character and with the vision for the future.



Future Land Use Map



Land use recommendations were largely predicated on the following concepts.

Mixed Use Core: The mixed-use land use strategy follows best practices and national trends. They are driven largely by the demand for walkability and sustainability. This mix includes commercial, office, retail, public, light industrial and a new emphasis on higher density residential.

Walkable Downtown: By mixing uses and creating density, the downtown will become even more walkable. The distance between destinations is reduced. More unique destinations are available within walking distances. Places to live can be better connected to places to work, learn and play.

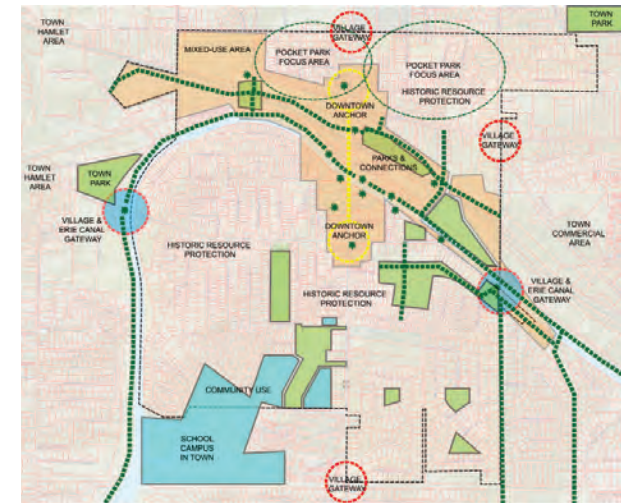
New Housing Types (Missing Middle) and Density: Nationally, the demand for attached housing and small lot single family homes far exceeds the supply. This housing type particularly appeals to Millennials that are helping drive the new economy and to seniors that are downsizing. Fairport continues to have a low housing stock of these attached and small lot housing types, despite recent development activities in this area. An opportunity exists to offer it in the mixed use and higher density residential areas.

Open Space Preservation: Goals were established to protect natural resources, retain the character of the Village and to improve pedestrian connections. The Village does not currently have an Open Space zone. Fairport can designate critical open space areas for protection and enhancement including existing parks, hillsides, wooded areas, wetlands, new pocket parks and the Erie Canal corridor.

School Campus: The southern portion of the Village that includes three public schools is a unique area of school buildings, open fields and wooded slopes. The existing educational use is important to the Village and is recommended to continue, yet the school district's enrollment is declining and the area is currently zoned for residential use. A special recognition should be given to insure that if this property changes ownership and use, that it is done in a planned manner that includes some community use and open space preservation.

CHARACTER AREA DESCRIPTIONS

The following pages describe the character of the Land Use areas depicted on the Future Land Use Map.



Conceptual Approach



Mixed-Use T5 Character Area

A T5 designation is appropriate for an area that feels like the heart of a downtown business district or a bustling main street. This area accommodates a wide range of uses that are compatible based upon their design and performance. This can include retail, offices, rowhouses, small to mid-scale manufacturing, civic uses, education, and apartment buildings among other appropriate uses. A mark of a successful mixed-use area is a substantial degree of pedestrian activity.

Buildings

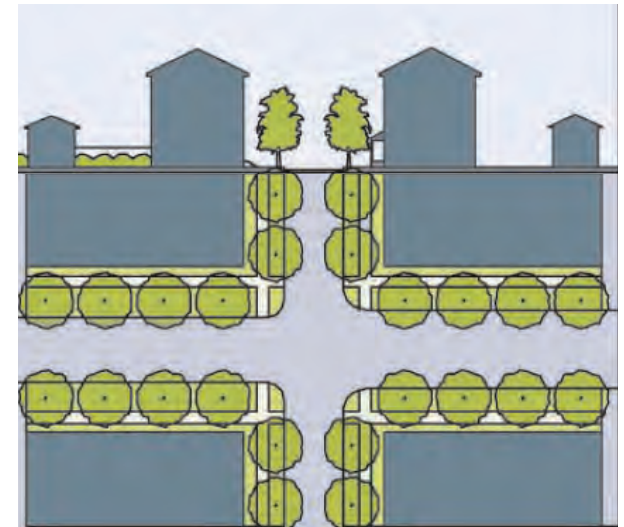
T5 areas are typically characterized by mixed-use buildings being located close to the lot line with consideration being given to historic conditions and adjacencies. Buildings face the street, are generally multi-story, and have shopfronts on the ground floors with offices, living spaces, or a mix of both in the upper stories. Rowhouses and apartment buildings are located here as well. In most instances, buildings are next to each other and create a pleasant consistent frontage to the street. Shopfronts have large windows so that people can look inside while the offices and residences above may have smaller windows. Large canopies or awnings that overhang the sidewalk are typically used to provide shade and protection from rain for pedestrians. Parking located behind buildings to encourage people to walk down the street and visit the businesses.

Streets

Streets in a T5 area encourage a high degree of pedestrian activity, encouraging visitors to walk around and visit the shops and restaurants. With a high degree of pedestrian activity, it is important to provide as much sidewalk space as possible. Often this is sub-divided into circulation space for people walking around and an active space to be used for shops or restaurants to set up sidewalk sales or outdoor dining. If the right-of-way for the street does not have enough space for both, the active space can be incorporated within the setback/build-to space. A good reference for design is the National Association of City Transportation Officials at www.nacto.org.

Street Trees are located between the sidewalk and the vehicular area. In a T5 area, trees need to be put in planters that are large enough ensure the viability of the tree. The planters can be covered using a decorative metal grate, or other permeable material.

Where a bike infrastructure plan shows a bike lane, these should be accommodated as well. In ideal situations bike lanes are on the same level as the sidewalk to enhance the safety for bicyclists, but these can also be incorporated on-street. Different options can be seen at www.nacto.org.



T5 Diagram - Duany, Plater-Zyberk



Example of a T5 neighborhood in Fairport



Car traffic should enable motor vehicles to pass through while still being slow enough to be safe for families with children walking and crossing. Streets here are typically 2 lanes wide and often have a third turning lane at intersections. Lane widths should be adjusted to accommodate this factor. Parallel parking is typically located on T5 streets. Pick-up and drop-off spaces should also be included for taxis, ride shares, and food deliveries.

Open Spaces

Public spaces in T5 areas tend to be more formal in their shape and design. Often these are in the form of plazas, squares, community greens, and sometimes small playgrounds.



Missing Middle Housing has the potential to add a variety of housing options for people from all stages of life in T5 and T4 areas



Mixed-Use T4 Character Area

A T4 character area is appropriate just outside of a T5 as a transition to lower density uses. It accommodates some degree of mixed-use development but is predominantly residential in character. Non-residential uses would be controlled through design and performance standards and may include uses such as home occupations, professional offices, and service businesses. This area would include a larger range of building types from rowhouses, to single family-detached houses, to a wide variety of “missing middle” types including accessory dwelling units.

Buildings

T4 areas are typically characterized by residential buildings (though some mixed-use development may occur) with a moderate setback/build-to line. Buildings face the street, and have porches, stoops, door yards, and low fences. This is a great location for “missing middle” house types including rowhouses, quadplexes, courtyard buildings, and small apartment buildings. It is more typical that buildings are separated here with small to medium side yards. Some structures may be used for commercial purposes but have the character of a house or reside in a historic structure (ie a church).

Streets

Streets in a T4 area encourage a moderate degree of pedestrian activity, making it easy for people to walk or bike to downtown. Sidewalks line each street and are at least 5 feet wide. They typically have a curb and have crossings at intersections. A good reference for design is the National Association of City Transportation Officials at www.nacto.org.

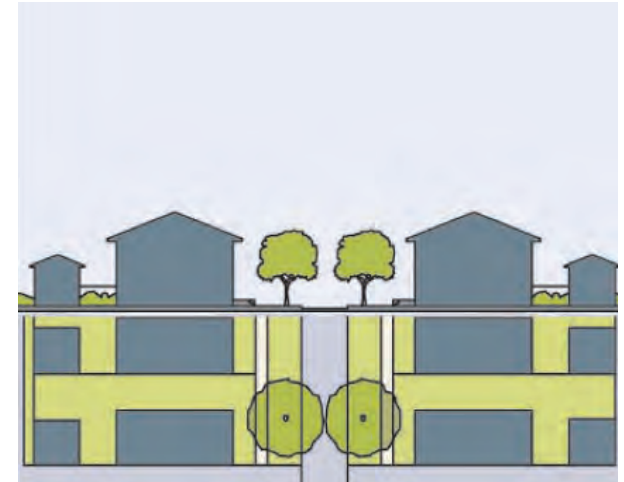
Street Trees are located between the sidewalk and the vehicular area. In a T4 area, trees are typically located in a green planting strip between the sidewalk and vehicular area, though they may incorporate planters with decorative plate coverings closer to a T5 area.

Where a bike infrastructure plan shows a bike lane, these should be accommodated as well. In ideal situations bike lanes are on the same level as the sidewalk to enhance the safety for bicyclists, but these can also be incorporated on-street. Different options can be seen at www.nacto.org.

Car traffic should enable motor vehicles to pass through while still being slow enough to be safe for families with children walking and crossing. Streets here are typically 2 lanes wide and may have a turning lane at major intersections. Lane widths should be adjusted to accommodate this factor. Parallel parking is typically located on T4 streets.

Open Spaces

There are a range of public spaces in T4 areas. These tend to be landscaped more than in a T5 area and are typically, community greens, community gardens, pocket parks, playgrounds, squares, and small field areas.



T4 Diagram - Duany, Plater-Zyberk



Example of a T4 neighborhood in Fairport



Residential T3 H Character Area

A T3 H area is appropriate just outside of a T4. It is primarily residential while also allowing for out-buildings, accessory dwelling units, churches, schools and in-home owner-occupied businesses. A T3 H area is less dense than a T4, but denser (ie, smaller lot size and less frontage) than a T3 L.

Buildings

T3 H areas are typically characterized by residential buildings with small to medium sized setbacks. Buildings face the street, are 1 to 2 stories with some at 3, and have porches, stoops, door yards, and low fences. Some “missing middle” housing may be located here as well including triplexes, duplexes, and accessory dwelling units (ADU’s). It is typical that buildings are separated here with medium side yards and more naturalistic landscaping. ADU’s can be regulated using bulk requirements such as location on the lot, volume, size, parking requirements and design compatibility. If necessary, special use permits can be required.

Streets

Streets in a T3 H area encourage a small degree of pedestrian activity and connectivity to Main Street. Sidewalks line each street and are at least 5 feet wide. They may or may not have a curb depending on traffic levels and have crossings at intersections. A good reference for design is the National Association of City Transportation Officials at www.nacto.org.

Street Trees are located between the sidewalk and the vehicular area. In a T3 H area, trees are located in a green planting strip between the sidewalk and vehicular area. The green strip may be larger than in a T4 area.

Where a bike infrastructure plan shows a bike lane, these should be accommodated as well. In ideal situations bike lanes are on the same level as the sidewalk to enhance the safety for bicyclists, but these tend to be on street in these locations. Different options can be seen at www.nacto.org.

Car traffic should enable motor vehicles to pass through while still being slow enough to be safe for families with children walking and crossing. Streets are typically 2 lanes wide. Lane widths should be adjusted to accommodate this factor. Parking on street is allowed in T3 H where pavement widths allow.

Open Space

T3 H areas have larger green spaces and are more naturalistic while also making room for smaller informal spaces. The range of spaces includes large playgrounds, ball fields, greenways, large parks, pocket parks, and community gardens.



T3 Diagram - Duany, Plater-Zyberk



Example of a T3H neighborhood in Fairport



Residential T3L Character Area

A T3 L area is appropriate just outside of a T4 or T3 H area. It is primarily single family residential while also allowing for out-buildings, accessory dwelling units, churches, schools and minor in-home owner-occupied businesses. A T3 L zone is less dense than a T3 H (larger lot and frontage), but denser than a rural setting.

Buildings

T3 L area are typically characterized by single family residential buildings with medium sized setbacks. Buildings face the street, are 1 to 2 stories with some at 3, and have porches, stoops, door yards, and low fences. Some “missing middle” housing may be located here including duplexes, and accessory dwelling units. It is typical that buildings are separated here with medium sized side yards and naturalistic landscaping.

Streets

Streets in a T3 L area encourage a small degree of pedestrian activity and connectivity to Main Street. Sidewalks line each street and are at least 5 feet wide. They may or may not have a curb depending on traffic levels and have crossings at intersections. A good reference for design is the National Association of City Transportation Officials at www.nacto.org.

Street Trees are located between the sidewalk and the vehicular area. In a T3 L area, trees are located in a green planting strip between the sidewalk and vehicular area. The green strip may be larger than in a T4 area.

Where a bike infrastructure plan shows a bike lane, these should be accommodated as well. In ideal situations bike lanes are on the same level as the sidewalk to enhance the safety for bicyclists, but these tend to be on street in these locations. Different options can be seen at www.nacto.org.

Car traffic should enable motor vehicles to pass through while still being slow enough to be safe for families with children walking and crossing. These streets are typically 2 lanes wide. Lane widths should be adjusted to accommodate this factor. Parking on street is allowed in T3 L where pavement widths allow.

Open Space

T3 L areas are similar to T3 H areas and have larger green spaces and are more naturalistic while also making room for smaller informal spaces. The range of spaces includes large playgrounds, ball fields, greenways, large parks, pocket parks, and community gardens.



T3 Diagram - Duany, Plater-Zyberk



Example of a T3L neighborhood in Fairport



Open Space

It is important to ensure that open space occurs in each Character Area. While the right development can help ensure a lively environment, a lack of open space for people to gather will make each area less inviting. People enjoy the ability to meet with friends, or play, or practice their green thumb among other activities and interaction has been shown to enhance our personal health.

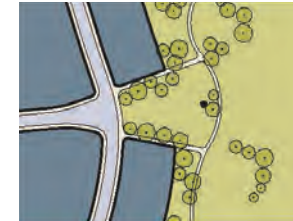
Additionally, setting aside places for open space and formalizing them in plan will help ensure that open space is not overlooked as Fairport changes over time. It is also important to keep an open mind for new public space opportunities, especially if the message comes from the community. Examples include:

- Development of the Thomas Creek Corridor the entire length of the Village
- Protection of the Brooks Hill Woods
- Protection of the East Church Street Woods and Water Tower property
- Enhancement of the Canal frontage, particularly around the Turk Hill Road crossing
- New pedestrian connections, particularly from the Four Corners area to CanalWorks, over the rail road connecting High Street to the Erie Canal Trail between Main Street and Turk Hill Road and connecting through Parce Ave through the former American Can Company Building, to Thomas Creek (and eventually the Erie Canal Trail)
- New parks and open space opportunities on the North side of the Village, including a pocket park located within each of the north-west quadrant of the Village (north of the CSX railroad corridor and west of Main Street, and within the north-east quadrant (north of the CSX railroad and east of Main Street)

Special District

A special district is an area where a unique and typically large scale project might happen, such as a campus or planned development.

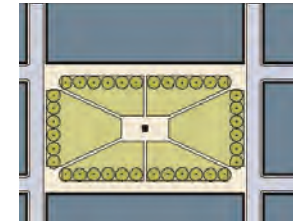
In Fairport's case, the school complex that includes Brooks Hill School, Johanna Perrin School and a portion of the Minerva Deland School property includes a unique educational land use. This plan supports the continued use of this land for educational use. If there was a change of land use (ie. one or more of the school's closing) then a Master Plan for the property should be developed that maintains community uses, protects valuable open space and recognizes adjacent residential land uses.



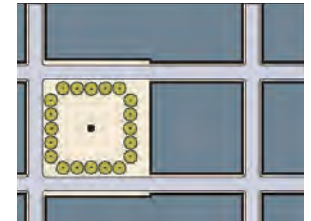
Park
T3L and T3H



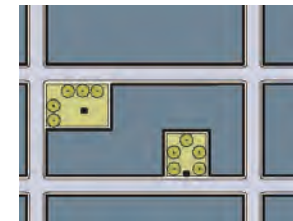
Green
T3L, T3H, and T4



Square
T4 and T5



Plaza
T4 and T5



Playground
T3L, T3H, T4, and T5

The diagrams above illustrate a variety of open spaces and the different transects where they can typically be found. Diagrams from Smart Code by Duany, Plater-Zyberk.



FUTURE CAPITAL PROJECTS

This plan identifies potential civic capital projects, such as streets, pathways, and parks and open spaces, that supports the Plan's goals and Future Land Use Plan.

New Street

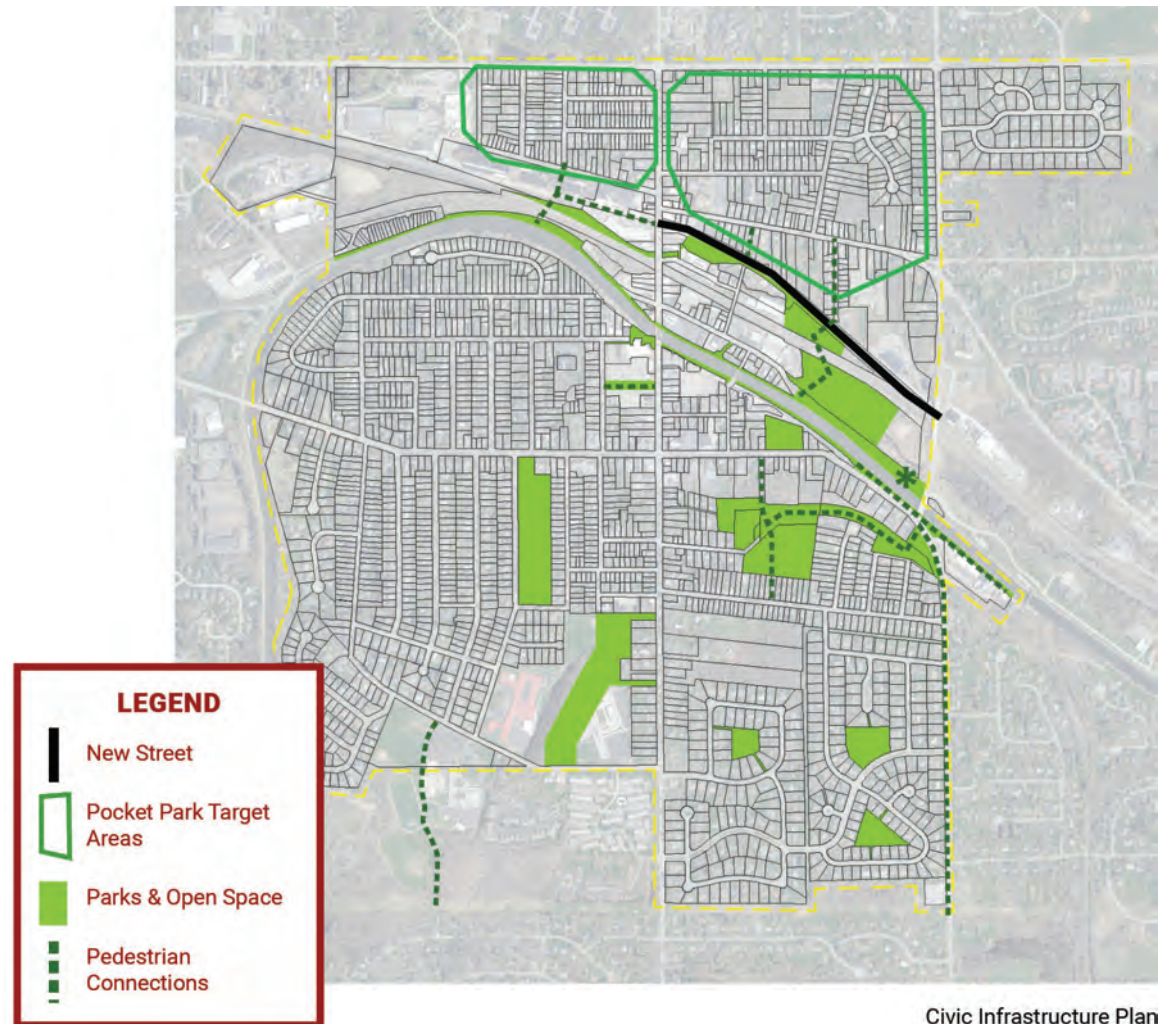
Streets are an essential way to connect neighborhoods. These provide options for people to get places and help relieve traffic by dispersing it rather than concentrating it. A new street connecting North Main Street to Turk Hill Road, following the former railroad right-of-way, could alleviate traffic and give residents a greater range of options. The alignment would not impact the Thomas Creek wetlands.

New Public Pathways

Public pathways enhance the quality of life for residents. These are pedestrian-only or pedestrian-oriented connections to places around the village. Implementing these will encourage more walking, improve community health, and increase the chances for businesses to thrive. The railroad tracks as a pedestrian barrier would be addressed with grade separated crossings such as the Erie Canalway Trail crossing over the mainline CSX railroad in Gates, NY.

New Parks & Open Space

Designating land to be used as parks and open space for the community ensures that these will be reserved for this purpose. These protect and enhance the quality of life and desirability of the village, protecting property values. Parks provide destinations and landmarks, encouraging people to walk and make it easy to orient oneself within the village. A particular need for the expansion of parks and open space was identified on the north side of the Village.



Civic Infrastructure Plan

“Without leaps of imagination or dreaming, we lose the excitement of possibilities. Dreaming, after all is a form of planning.”

- Gloria Steinem

