

Celebrate Henrietta's Past...



Community Public Workshops

Final Summary:

*Recap of Public Workshops held on
October 26th & November 10th*



Envision Henrietta's Future!

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Henrietta Comprehensive Plan- *Celebrate the Past*

Background:

The Town of Henrietta’s Comprehensive Plan, dated 2004, contains goals and policies in accordance with the relevant issues revealed during 2001-2003 public outreach process, a community wide survey and input from stakeholders. Today in 2009, while some of these issues remain relevant, it is necessary to update the communities goals and policies to ensure consistency with current issues. Accurate measure of the current state of the community’s well being is important in order to effectively and efficiently allocate Town resources. Behan Planning & Design was contracted to assist the Town with engaging the public in these discussions.

In preparation for the public workshops, Behan Planning & Design reviewed the existing 2004 Comprehensive Plan, as well as other affiliated documents- such as the Zoning Amendments South of the NYS Thruway and the Rural Development Design Guidelines, to ensure a thorough understanding of Henrietta’s existing goals and policies. We also collected data, mapped resources and prepared visual materials to present this background information at the first public workshop.

The first and second workshops were intentionally similar for purposes of consistency and continuity. The first workshop was interactive and covered a wide range of topics. The second workshop offered a greater depth of discussion to the small group discussions without excluding first time participants from offering first time perspectives. The actual notes from these meetings are attached in the Appendix.

Town of Henrietta Key Stats:

Population: 45,684

(US Census 2008 Population estimates)

Population trends in Henrietta are consistent and show steady rates of approximately 7%, this rate differs from trends in Monroe County, which has actually seen a decline in population.

Total land area: 36 sq. miles

Land Use: Suburban/rural characteristics

- Commercial growth along major corridors
- Rural/agriculture prevalent in the southern half of the Town
- Commercial and economic development occupy northern half
- Northern half is mostly built out, however, contains significant amount of vacant properties

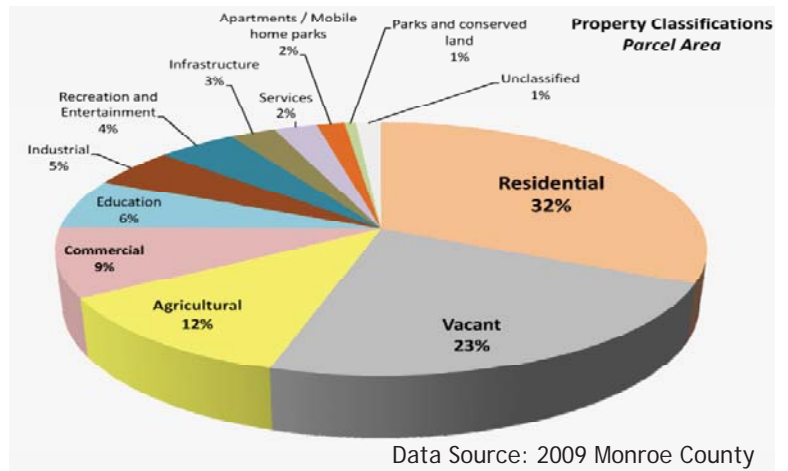


Figure 1: Residential development is the predominant land classification in Henrietta, however notably, vacant lands constitute the second highest land area in the Town with 23% of parcels falling into that category.

Henrietta Comprehensive Plan- *Envision the Future*

First Public Scoping Workshop-
October 26, 2009

The Town of Henrietta hosted the first public workshop on Monday, October 26, 2009 at the Senior Center on Calkins Road. The meeting was very well-attended with approximately 80 participants.

The agenda as listed below offered opportunity for large group discussions, as well as small group sessions:

7-7:20pm	Large Group Discussion
7:20-7:45pm	Behan Presentation
7:45- 8:45pm	Small Group Discussion
8:45-8:55 pm	Topic Summaries
9 pm	Closing remarks

LARGE GROUP DISCUSSION: The large group discussion was centered around one simple question: *When you think of Henrietta, what comes to mind?* The participants were asked to keep their answers brief and here is a list of their responses:

- Sprawl
- Historic significance
- RIT
- Trails (Lehigh Valley)
- Schools
- Jefferson Road
- People
- Community
- Disorganized
- No Center
- Loss of Green Space
- Few Bicycle/Pedestrian Options
- A place without a center
- Genesee River
- Royal Comets
- Homes

SMALL GROUP DISCUSSIONS:

The small group discussions focused on six key categories:

- Neighborhoods/Community Character/Housing
- Commercial/Retail
- Parks & Recreation
- Historic Buildings/Heritage
- Transportation & Mobility
- Agriculture



Second Public Workshop-
November 10, 2009

The second public workshop was held on Tuesday, November 10, 2009 at the Senior Center on Calkins Road. It was also well attended with approximately 25-30 participants.

Similar to the first workshop, the agenda offered opportunity for large group discussions, as well as small group sessions:

7-7:20pm	Large Group Discussion
7:20-7:45pm	Behan Presentation
7:45- 8:45pm	Small Group Discussion
8:45-8:55 pm	Topic Summaries
9 pm	Closing remarks

LARGE GROUP DISCUSSION: The large group discussion was centered around one question: *What do you see as the biggest challenge or opportunity facing Henrietta?* The participants were asked to keep their answers brief and here is a list of their responses:

CHALLENGES

- Growth
- Maintaining open space
- Preserving smaller scale community areas that exist in the town
- Containing commercial development
- Maintaining existing tax base
- Traffic impacts

OPPORTUNITIES

- Preserve Farmland
- Taking advantage of resources available to the town

The topics for this workshop were selectively chosen using the feedback from the first workshop's small group discussions. Six of the key areas of interest used in the second workshop's

SMALL GROUP DISCUSSIONS are listed below:

- Hamlets
- Economic Opportunities
- Land Use Patterns
- Parks & Recreation
- Town Center
- Multi-modal Transportation



Compilation First Workshop Comments

October 26, 2009

Neighborhoods/Community Character/Housing:

What qualities does the town have that makes Henrietta a good place to live?

Participants liked the diversity of Henrietta and also appreciated the affordability of the housing stock, with a median home price of just under \$150,000. They liked the separation of land uses and appreciated the amount of green space in Town. People mentioned Locust Hill as a friendly neighborhood that feels safe and Erie Station as an area that has aesthetic appeal.

What qualities are concerning?

Participants were concerned about how vacant lands would be addressed in order to avoid losing valued open space. They want to maintain 'family friendly' neighborhoods and were concerned about larger residential developments, such as apartments and student housing, impacting the quality of their neighborhoods. Some participants were concerned about flooding and requested that the Town look into drainage issues, particularly around Locust Hill Drive.

What things have you seen in other communities that Henrietta could do to make the town a better place?

Participants felt that there should be a balance between open space areas and development; and that the town should encourage open space preservation through initiatives such as Purchase of Development Rights and zoning code revisions that would require more land be set aside for preservation in new developments. They also liked the idea of a town center and would like it designed in a way that was walk able and bicycle friendly. Perinton and Pittsford were mentioned as model communities because of their open space planning and town center feel, respectively. Redevelopment of the vacant shopping centers were points of discussion as well, and one participant recommended that these properties be considered for residential master plans.

What type of housing do you think makes sense in Henrietta?

Participants seemed to favor single family neighborhoods and recommended that they be kept separate from larger scale development, such as multi family and student housing. However, others recognized that there is a need to diversify housing and Riverton was mentioned as an area to accommodate higher density housing.



Commercial/ Retail:

Where does it make sense to locate additional commercial/retail uses?

Some of the participants felt that new businesses should be directed in the hamlet areas, particularly Erie Station. The majority of people agreed that new development should first consider using vacant commercial property first before developing new. Reconsideration of zoning along East River Road (currently zoned industrial) was mentioned with a recommendation to alternatively consider more prime industrial sites at or near the intersection of I-90 and I-390. Participants wanted to see foresight in the type of new business that is encouraged in Henrietta so that it may benefit the overall quality of life of the Town.

How would you like to see existing retail sites designed?

Participants were interested in the Town taking a more proactive role in the aesthetics of shopping centers in order to achieve more uniformity, have higher facade and landscaping standards and to make it feel more like Henrietta. Others wanted to see green building techniques incorporated into new development- such as green roofs. Southtown Plaza was particularly mentioned as an area that needed improvement and participants would like efforts made to improve the design of the plaza and to make it safer for drivers and pedestrians. Light pollution was mentioned as a concern as well and participants would like to see more control taken to reduce the excessive light coming from commercial areas.

What do you like/dislike about the design of existing retail development?

Participants liked the facade remodel at WinJeff Plaza. They also mentioned Calkins and Lehigh Station Road as areas of aesthetic value. A good example mentioned in another community was in Webster with their newer strip malls along East Ridge Road and 104.

Participants mentioned that they feel over-retailed and would like to see something done about the lack of attractiveness of empty stores and the redundancy of some retail developments. Some attendees also questioned if code enforcement could be changed in a way that preserves existing buildings instead of promoting building new. Drainage issues also came up as a concern, particularly in the industrial areas along East River Road.

How would you like to see commercial uses integrated into the town?

People suggested that efforts be made to encourage certain types of jobs (green tech and manufacturing) and tax producing commercial development that met the goals of the community. Particular businesses that were mentioned included green technology, and participants recommended working with RIT to promote this sector of industry. Participants were wary of the word expansion and did not want to see it used to damage or weaken the existing assets in Town. They suggested that buffers be used between residential areas and businesses.



Parks & Recreation/Community Facilities/Open Space

Are there town parks that are easily accessible to your neighborhood? What ones do you use the most?

The participants expressed contentment about the accessibility of the parks and recreation facilities to residents, but noted that you need to have car access for that statement to be true.

What do you like or dislike about the existing parks and/or community facilities?

Participants mentioned they liked the Town's ballfields and Tinker Park as assets to the town and region. They "disliked" the number of geese in park areas and felt that maintenance could be improved. They also mentioned the need for improvements in parking areas at parks and community facilities. In terms of security, participants would like to see improved safety measures in the Town Hall Park area.

What new uses/facilities would you like to see?

The participants were asked to share ideas about new recreation or community facilities that may be considered in the future. Some comments were town-wide, such as the desire to see bicycle lanes throughout town; more hiking, biking and walking facilities; access to local water resources; and the idea to map out all existing parklands and recreational resources to create a promotional brochure. Other comments were specific, such as a new cabin in Martin Road Park, a winter skating pond, a dog park, a new community center, and the creation of an arboretum containing community gardens and agricultural produce. In order to address the maintenance concerns in parks, participants encouraged Scout troops to utilize park areas and be more active in the maintenance of parks. The reuse of Belfry golf course lands came up and people were interested in the Town addressing that issue. There was also an interest to update the Parks & Recreational Master plan to afford a chance to assess these issues comprehensively.

What do you think of the quality of the open space areas in town?

Most participants spoke favorably of the existing parklands in terms of the quantity of them throughout town and the quality of the facilities. However, when asked to comments on specific concerns, participants mentioned the need to protect wetlands and to make an effort at enhancing the existing ones. They also wanted to explore the potential to link existing open spaces to create a town network. In order to facilitate the protection of vacant open space, participants wanted the Town to consider using building or impact fees to pay for parks and preservation of open space.



Historic Buildings/Heritage Area

What do you think the Town could do better to preserve its historic sites?

Participants offered a lot of suggestions as to how the Town could preserve its local heritage through education, promotion, historic building designations, and improvements to resource utilization. They requested that coordination efforts be made between local residents, involved in promoting and protecting historical buildings, and regional preservation entities, such as the Landmarks Society.

How do you think the town could improve its Hamlet areas?

The hamlets in Henrietta are valued by the local residents and there seemed to be consensus in regards to their historic significance in the Town. Participants recognized the challenges of attracting new business to these areas and suggested incentives to encourage new small scale businesses to move into these areas. The Cartwright area was mentioned as an area of consideration; participants thought that zoning should be re-evaluated here and that support of historic buildings should be emphasized. They also were interested in creating a "main street" kind of feel in the hamlets with a cohesive look. Furthermore, they suggested that pedestrian facilities be enhanced to promote walk ability and roadways narrowed to scale back the development, recognizing how that will positively impact the quality of that environment. Participants recognized that narrowing streets could lead to congestion, however, they felt that quality of life benefits would outweigh those impacts.



Transportation/Mobility

How do you see the quality of the road in your neighborhood/town wide?

Participants mentioned specific roadways that were considered to be overcrowded, including: Valleyview/Shore Drive, Erie Station at Countess, and Jefferson Road near Locust Hill. While other areas were mentioned due to poor visibility, such as Calkins and Pinnacle intersection. Generally speaking, participants thought that long term maintenance of locally maintained roadways should continue to be a focus and some people wanted future intersections to be built with concrete for improved durability. Some participants had particular concerns about drainage issues along certain roadways, such as John Street. A positive comment that was received noted that the State and County did a good job with the redesign of the intersection at Jefferson and East River Roads.

Are there trails or sidewalks available within your neighborhood?

The availability of pedestrian facilities was a major concern for many participants. Common comments included: efforts should be made to make Henrietta more bicycle and pedestrian friendly and that pedestrian connections between neighborhoods, commercial areas (i.e Marketplace Mall along Jefferson Road and Hylan Drive), schools, parks community services, and employment centers should be provided. Participants suggested better signage and pedestrian scaled lighting be provided. Comments relative to bicycling were also discussed under this category and many participants noted the lack of bicycle facilities throughout town and suggested the provision of dedicated bike lanes along major thoroughfares. In terms of trails, people thought the Town should complete the Henrietta section of the Lehigh Valley Trail that is currently disconnected from the network. Participants also suggested that a network of trails be considered between Town Hall and Gro-Moore behind Calkins Road.

Do you use public transportation? If you wanted/need to, is it accessible from your neighborhood?

The general consensus amongst participants is that public transportation is not accessible, transparent nor convenient within Henrietta. They believed that efforts should be taken to better inform residents about transit options within Henrietta and that the transit routes should better match the needs of the residents living in Henrietta rather than serve the town arbitrarily. Particular areas that were mentioned for improved access, included: Riverton and other sections of southwest Henrietta. The participants mentioned two sectors of the population that the Town should focus on for improved mobility- senior citizens and kids, "who have no way to get around". Some participants offered suggestions as to how to meet this goal, such as a token or pass system to facilitate the youth to use the bus system. Another idea offered would be to employ smaller buses to access neighborhoods and major transit hubs, similar to the hub and spoke system employed by airlines. In terms of public transit facility design, participants thought that better signage and shelters should be provided particularly at Suburban Plaza, and that roadways should be redesigned to create a pull off area for busses to stop without disrupting the flow of traffic. Participants noted that the RGTS and the RTS should emulate Toronto or Ottawa in its service options and design for the Rochester region.



Transportation- continued

What do you like/dislike about the transportation options in your community?

There was a perception amongst the participants that Henrietta has been designed around using a car as the only viable transportation option, thereby making it unsafe for bicyclists and pedestrians. Therefore, many people suggested that future roadway design take into consideration multi-modal options. They also wanted to see better communication and coordination between various government entities that control local roads (i.e. town, Monroe County, and NYDOT) and they thought the County and State should be more responsive to local transportation needs. On a separate but related note, it was recognized that the Town does a great job with its snowplow service.

In terms of new roadways, it was suggested that no new roads should be allowed to feed into Jefferson Road. Some participants would like to see new intersections be designed with turning lanes and some people suggested that new intersections be designed to be perpendicular. People were also interested in seeing interconnections and/or service roads between adjacent uses along major road corridors.

In terms of parking, participants wanted to see the size and number of parking areas reduced, with the exception of handicap spaces which some believed to be in shortage. Participants suggested that the excess parking lots be converted into either green space or mixed use neighborhoods.

Overall, participants expressed the interest in better multi modal circulation and suggested that efforts be made to improve the overall transportation network by providing additional options within the road network. People would also like to see additional public transport options as they recognized that RIT provides a shuttle service that serves as an amenity to its students, but there are few options available for Henrietta residents. Participants believed it to be very important to improve bicycle access to schools, major Town facilities and other relevant jurisdictions.



Agriculture

Do you feel that Henrietta has a strong tie to agriculture? Do you know a local farmer?

While few participants knew a local farmer, they seemed to find that people are generally interested in farming. However, they recognized that Henrietta had strong ties to agriculture in the past, that have been phased out over time.

What could be done better to protect and enhance agriculture?

Participants wanted to get more people interested in protecting farmland and agriculture and would like that dialogue brought to the local government level. Generally speaking, people valued the land zoned agriculture since it affords open, green space, so they would like these properties to remain in agriculture to protect the rural character.

General comments

Some comments received at the small group discussions did not fall into any general category but are certainly worth mentioning. There was an interest to make a goal for the plan that provides a clear vision for the community's future since "we are not doing this for us.. it is for our kids". There was a feeling mentioned that the perception of the town is Jefferson Road and that the development community has been favored too much over the years, creating a situation where the town's infrastructure is perpetually trying to catch up. Participants stated the need to recognize that zoning does not solve everything and they expressed the sentiment that public rights seem to be limited when it comes to land use decisions. Some participants urged the Town to consider how it may design itself to thrive and survive in the Peak Oil future. Participants discussed the concern over COMIDA and suggested that the effectiveness of this program be re-assessed. Other comments focused on RIT, relative to collaboration, concern over loss of wetlands in that area, and the interest of sharing fiscal responsibility of public infrastructure.



Compilation of Second Workshop Comments

November 10, 2009

Hamlets

Is it important to make new development compatible with the existing built form in the historic hamlets?

Participants mentioned that hamlet areas should incorporate mixed use buildings whenever feasible. They also agreed that infill development should be prioritized over new developments on the periphery of hamlet areas. Disappointment was voiced over the way that the commercial portions of Erie Station Village near East River Road have been built. However, most participants agreed that Erie Station Village was a good example of collaborative planning, where the owner took initiative in respecting historic building types and agricultural heritage and developed a design scheme that was respectful and beneficial for the area. There were some concerns mentioned about the protection and reuse of the Henrietta Hotel and Cafe building and participants suggested that the site be designated as historic.

Could there be additional hamlets developed in town?

Participants saw opportunity for future hamlet development north of East Henrietta, along East Henrietta Road. Some attendees saw East Henrietta hamlet as more difficult to expand and develop since it is already built out. While others, suggested there may be opportunities to rethink the development of the remaining areas of Riveron with a hamlet or village form. Another area pinpointed for potential hamlet development was the SW section of the town. However, while these areas were mentioned, participants agreed that there should be an understanding of how to define a hamlet before efforts would be undertaken to expand existing areas or to create new ones.

In order to make these areas feel more human scaled, with a "main street" vitality, would the community prioritize pedestrian needs over vehicle needs?

While participants did not answer this question with a definitive answer, one can speculate given the responses, that they would be willing to prioritize pedestrian needs over vehicular needs to create human-scaled hamlets with a "main street" vitality. Participants agreed that sidewalk and associated pedestrian facilities should be integrated within the hamlet areas. They also saw a need to provide enhanced bicycle and transit access to and within the "centers" (i.e Wegmans) and hamlets. Coordination with RTS was recommended and participants requested that the town work with schools to identify ways to better connect students with employment centers. Additional pedestrian connectivity was also recommended across West Henrietta Road into the retail portion of Erie Station Village. Attendees also recommended the creation of pocket parks. They brought up the concern that small businesses in the town struggle for long term success because the larger shopping centers along Jefferson and Hylan Drive take business away from them, particularly if they are located in the hamlet areas, further away from these commercial hubs.



Land Use Patterns

How does the spatial relationship of existing land use affect the town as a whole: separation, compatibility, walk-ability and traffic?

The general consensus regarding land use patterns in Henrietta is that single family neighborhoods are valued due to their quiet nature, the existing open space buffers, and the close proximity of other amenities (people appreciated that everything is a '5 minute drive away'). Some people noted that newer developments have smaller lots than the older neighborhoods in town. Attendees were concerned about the lack of sidewalks and would like to see the network expanded and/or enhanced.

Participants liked how commercial areas were "contained" in certain areas and did not want to see integrated uses within the residential areas. However some participants did mention the need for diversified housing options, such as accessory apartments, but struggled to identify where those housing types should go. Some people mentioned areas south of the Thruway, as infill, centrally located sites that currently house vacant buildings, or alternatively to allow an increase in density in some areas of the town where development patterns warrant more extensive development. Participants mentioned that these issues, relative to land use and zoning, should be a high priority as part of the Comprehensive Planning process.

One particular concern that was raised was rental properties used for student housing in single family residential neighborhoods. Participants would like to ensure that these living arrangements meet current code and that enforcement is followed through with to hold property owners accountable for any depreciation to the subject properties. Deferred maintenance was a shared concern and participants identified some ways in which to address these issues, such as: applying for grants to assist with improvements, working with vocational programs that would assist in these efforts, volunteering, etc. Rebuilding Saratoga was an example of a successful program that was mentioned.



Economic Opportunities

How can vacant buildings be utilized in the best interest of the community (aesthetics/use)? Could they be considered for future residential developments? how can we encourage new business to use these building first before building new?

Participants confirmed that vacant buildings are unattractive from an aesthetic standpoint. They suggested incentives be used to encourage facade improvements (such as tax incentives). Other comments suggested that commercial development be limited so that these vacant properties will be more in demand. Some attendees offered reasons why vacant properties remain so, due to code compliance and specificity of tenant needs- explaining why building new is less expensive than retrofitting in these cases. Participants suggested that design guidelines for commercial uses be development to offer a higher quality of development standards. An idea that was also offered for reuse of the vacant lots, was to incorporate diverse housing types on the commercial sites to create a mixed use environment.

How can Henrietta attract and accomodate green technologies/high technology industries in order to diversify the economic base (to avoid being "over-retailed")?

The previous workshop confirmed the community interest in attracting new business to Henrietta. One possibility that was discussed was renewable energy technologies, such as solar and wind. The proximity to RIT affords innovative and scientific research to be used in practical application if the town is prepared to accomodate it. The participants suggested a number of ways in which the town and other local agencies can work to encourage these types of new business:

- Tax incentives
- Collaboration with RIT, similar to what has been done with Fuel Cell project
- The creation and strategic local of alternative energy fuel stations in town
- Consider opportunities in the medical and research fields, perhaps in combination with RIT and U of R.

Agriculture serves as approximately 12% of the land use in Henrietta and people value the open space that agriculture affords. Are there economic opportunities that could be realized from this sector?

Participants recognized the challenges associated with local agriculture and suggested more efforts be made to incentivize the preservation of agricultural lands in the town. Attendees understood that larger scale agricultural operations may not be feasible and recommended smaller plots where farmers could grow at the community garden scale, or focus on niche crops. They also urged the consideration of a town-wide discussion about investing in local agriculture to determine if the community would support subsidies to protect agricultural land from being converted into alternative uses. Some attendees suggested ways to promote residents to buy locally produced meat and produce, enabling small scale development for farmers to sell their goods on site, and by creating a cooperative that would assist in the marketing of these goods. Participants encouraged local educational institutions to get involved in the promotion and education of the next generation of farmers. Perhaps, this could be done with RIT, Alfred State, or through Cornell Cooperative Extension or BOCES. Some participants believe that the work ethic is not the same as in previous generations. This could potentially limit the potential for the continued use of local lands for agriculture to occur.



Parks & Recreation

Rate access to passive/active recreation areas-are these areas accessible to all users?

Whereas most parks are seen as reasonably accessible to residents, it was assumed that these cars were accessed by car. The participants stated that Veterans Park is the most accessible recreational site for town residents while Farrell Fields was a challenge to access by any other means than car. Andrews park was mentioned as a park that needed additional parking.

Additional comments relative to recreation areas, but not necessarily with the category of accessibility included the desire to have a dog park added at some site in town and another desire was to protect a local sledding hill that is typically accessed by foot and frequently used in the winter. Some participants urged collaboration with the Rush-Henrietta school district for construction and use of athletic fields and recreational facilities.

Discuss possible linkages of open spaces/trails/recreation; if there are gaps in network, discuss opportunities to complete the network.

Participants recommended several points of connection to a larger network including: a nature walkway that may be possible near the Jefferson Estates, a trail along the river as well as along Martin Rd to connect to Martin Park, the LeHigh Valley trail connection completed through the Belfry Golf Course. And generally speaking, the attendees wanted to see extension of sidewalks to all parks and recreational sites.



Town Center

Consider the extent of the potential Town Center? Where should the boundaries be?

The participants offered several location suggestions for the new town center, which included:

- Town Hall/Veterans Park area
- Golden Bear site at Hylan/Calkins
- Along East Henrietta Road near Calkins
- behind the Dome Center and Gro Moore
- Cartwright site along the LeHigh Valley Rail line at LeHigh Station Road.

They also offered examples of other communities where they have redeveloped in order to create a town center, such as Penfield at Four Corner and in Lloyd Corners.

What mix of uses would be appropriate for a town center/main street environment?

Participants suggested a variety of options for town center programming. Some examples included a recreational area with shops and restaurants nearby to accommodate a variety of family activities. Whereas other attendees suggested an outdoor music venue be included similar to what Perinton created at the town hall/community center complex. Some participants questioned how to define a town center, and wondered if what scale it should be. Smaller scale developments could mimic Park Point at RIT or Erie Station Village, whereas larger scale examples could be the project underway in downtown Webster and the Clinton Crossing project in Brighton.

How important is it to you to create a vision? Would you support the Town investing resources in this future vision?

Some participants believed that this should be a top priority for the town while others believed that the rehabilitation of old buildings should be focused on before building new.

Other Comments

There was some concern about Suburban Plaza, in particular a concern that the state of the national economy is holding up reinvestment and redevelopment efforts of the plaza. Residents see an opportunity to enhance bus service at this location, since it serves as a regional park and ride location, and for collaborative planning as a part of the redevelopment of a town center along East Henrietta Road.



Multi-Modal Transportation

Discuss areas which should be prioritized in the effort to improve bicycle and pedestrian facilities.

Participants reiterated the lack of pedestrian facilities throughout town; they mentioned that there are few sidewalks or bus routes near the area where most residents live in the town, with the Pinnacle Drive area being specifically mentioned. Many people pointed out the need to provide better lighting and safety for pedestrians and auto users along many corridors in the town. As some participants mentioned, this is of particular concern after the recent pedestrian fatality along Lehigh Station Road. They recommended additional sidewalk facilities on both sides of major roadways and to school and community sites. One resident mentioned that the last bus leaves Marketplace at 2:30 in the afternoon. Such limited service is a major inconvenience since he relies on the bus for transportation.

Participants offered additional suggestions including:

- Improve bike access to make it “comfortable”; and
- To increase the frequency of bus service to areas of the town, perhaps by using smaller buses funneling service to a local park & ride site to feed regional buses

Discuss ways to increase alternative transportation options.

As pointed out by participants in the first workshop, better bus service is required especially for the elderly and the youth population. They mentioned that there are gaps in the service, making it very difficult to move around without a car. In fact, they pointed out that town hall has very limited access to and from nearby residential areas, with only one bus offered during limited hours throughout the day ending at 3pm in the afternoon. They also noted that there are no shelters at transit stops, such as Suburban Plaza, a regional park & ride location that is busy. Participants suggested this area be considered for a regional transit center where parking, shelters, shops and services may be closely placed together. Attendees recommended working with regional entities to create a light rail service that would provide access to and from Henrietta from other parts of the region.

Other Comments

Participants offered suggestions to improve the circulation within Henrietta by expanding the roadway network. Some residents see the provision of service roads or interconnections between plazas as an option to consider. They also recommended the incorporation of turning lanes for newly constructed intersections. When new roadways are constructed, attendees urged the consideration of multi modal facilities.



Henrietta's 2009-2010 Comprehensive Plan Update Next Steps

I) Survey of Town Residents

The survey will be based on the conversations that arose in the two scoping meetings.

Topic areas in the survey could include:

- Town Center
- "Complete the Streets" effort
- Hamlet Revitalization
- Economic Opportunities
- Commercial/Retail Design Guidelines
- Open Space Protection
- Vacant Properties
- Parks & Recreation

II) The results of the survey and scoping meetings will be presented at a **Visioning Public Workshop**. At this workshop, participants will work with the information provided to date, especially the feedback received from their fellow community members and will assist in the creation of a Vision Statement to guide the remainder of plan.

III) **Draft Comprehensive Plan Update**: The Vision Statement, and feedback from the survey and scoping meetings will provide the framework for the **Comprehensive Plan Update**. The update will be approached strategically in order to address the most pressing community issues in the most effective and succinct manner. A key goal of the update will be to help the Town prioritize key projects, in accordance with the key issues facing the community today, and to develop the most effective strategy for realizing the community's vision for Henrietta's future.

IV) Behan will meet with the Planning Board and Town Staff to review the Draft Comprehensive Plan Update.

V) **Public Meeting** to review the Final Draft Comprehensive Plan Update.

VI) Behan will coordinate with Town Staff to finalize the **Plan Adoption** and to initiate the **Implementation Plan**.



APPENDIX