

# Town of Westfield

## STREETSCAPE REVITALIZATION

### FEASIBILITY STUDY



JUNE 22, 2012



This report was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund.

SUBMITTED BY



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Town of Westfield

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## Introduction

The Westfield Streetscape Feasibility Study was initiated through a grant from the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund. The purpose of this study is to provide the Town of Westfield with the necessary information to undertake construction level design development that will result in physical improvements to First Street and the immediate surrounding neighborhood. This study does not “cast in stone” the final design, rather, it provides a viable concept that would be advanced and refined, and as appropriate, modified, to create a final design.

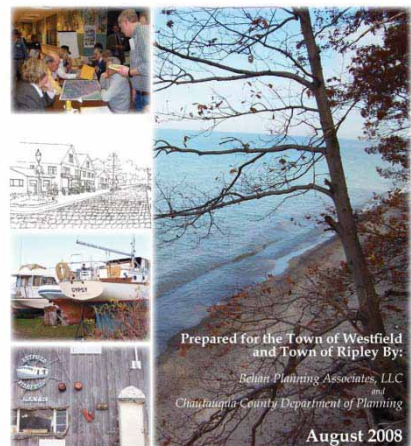
The Westfield Ripley Lakefront Opportunity Plan, completed in 2008, provides a solid foundation for this study. Several recommendations from that plan included opportunities for the First Street waterfront neighborhood, which were developed through a series of public meetings and working closely with the Towns of Westfield and Ripley. This First Street Feasibility Study takes a closer look at those recommendations that apply to First Street and develops more detailed design recommendations for consideration and analysis.

The objectives of this study include:

### Objectives

- Site reconnaissance - gather data on existing site conditions for the study area including a professional survey
- Identify site opportunities and constraints for the study area which would help to create a more vibrant waterfront community
- Explore parking layout scenarios for business patrons and visitors to the waterfront
- Solicit public feedback from community members and business owners on their interests and visions for the area
- Create a concept layout and feasibility study report to inform detail design development and implementation

#### TOWN OF WESTFIELD AND TOWN OF RIPLEY WATERFRONT OPPORTUNITY PLAN



The goal of any streetscape revitalization project is to take the existing opportunities and challenges of a place and create a collectively functioning whole which advances the overall public needs and goals while recognizing the individual concerns of property owners. In this case of Westfield's First Street waterfront location, the existing businesses, residents, and public waterfront access points all combine to provide a rare



*Schoen Place Erie Canal Waterfront – An example of a vibrant waterfront area  
Pittsford, NY*

opportunity for a thriving and successful waterfront recreation area. In order to be successful, the community should appear to function as a unified whole by incorporating the following principles:

- Encourage walking and handicapped accessibility throughout the area by providing clear, safe, and comfortable pedestrian amenities such as sidewalks, crosswalks, and signs.
- Organize and manage parking to create a balance between vehicles and pedestrian activity – vehicle and pedestrians create a vibrance to a place when support facilities are well-organized.
- Unify the individual businesses and amenities by using the same or similar materials, colors, and style throughout the streetscape of the waterfront area.

An enhanced streetscape can help generate growth of existing and new businesses, providing new jobs and a strengthened local economy. Schoen Place in Pittsford, NY was transformed from a working waterfront on the Erie Canal into a community and regional destination. The Town and Village of Pittsford have been working together for many years with NYS Department of State, the Canal Corporation and other partners to revitalize the historic waterfront. The village examined this historic waterfront area on the Erie Canal as part of an update to its Master Plan which included recommendations such as improving the pedestrian friendly environment while protecting the existing businesses, neighborhoods and the area's historical character, addressing the needs for a parking and access strategy to help provide creative solutions to these pressing issues, and adaptive reuses for the grain elevators, grain mill, and the barn complex at the east end.



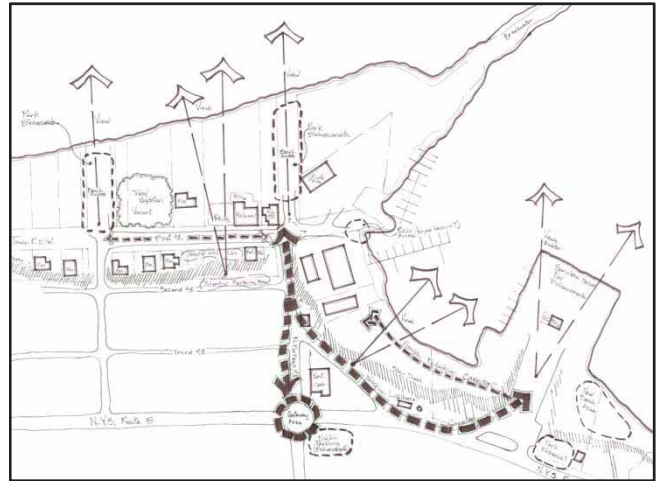


*Schoen Place Erie Canal Waterfront – Simple streetscape amenities of sidewalk, landscaping and lighting provide a framework for the shops, restaurants and other activities. Pittsford, NY*

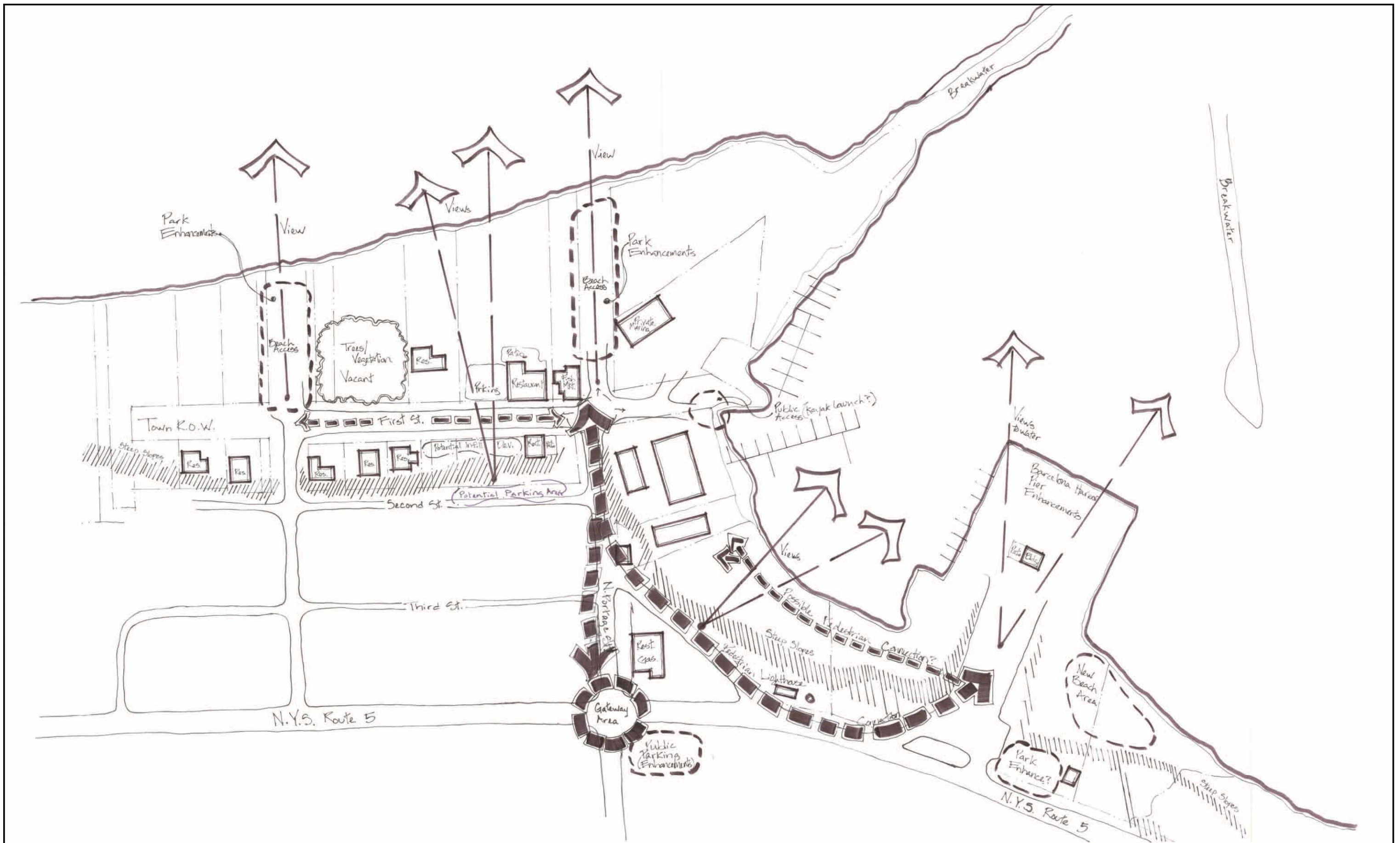
These improvements have greatly enhanced the attraction of this already popular area. Today Schoen Place is an example of how revitalization can be utilized to create economic development potential while preserving an area's inherent character. By combining the strategies proposed in this study with planned improvements to the water supply system, the Westfield waterfront community surrounding First Street could become a stronger, more successful, and exciting waterfront location.

## Site Reconnaissance

A site analysis of the greater study area was conducted to catalog a wide angle view of opportunities and constraints for the waterfront area (see Figure 1). This analysis was developed through information gathered from several site visits, discussions with town and landowners, as well as previous work completed during the Westfield-Ripley Lakefront Opportunity Plan. The site analysis documents some of the key opportunities for views to the lake, important pedestrian connections that should be formalized through sidewalks and signage, and other important features to be enhanced such as the Route 5 gateway area and beach access points. It also illustrates several constraints within the study area such as steep slopes which create challenges for drainage and vehicle and pedestrian movement.



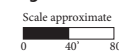
*Site Analysis Map of Study Area - See Figure 1 for Full Size*



First Street Streetscape Improvement Feasibility Study **FIGURE 1**

**Waterfront Study Area Analysis**  
 Town of Westfield, NY  
 January, 2011

For Discussion Purposes Only  
 Not a Final Draft, Not for Construction



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







*Areas Surveyed by Professional Surveyor Spring 2011*

A survey was conducted by a local professional surveyor (see Addendum A). The area surveyed includes all of First and Second Streets, Main Street from Second Street north to the beach, and North Portage Street from Terrace Street north to the beach. The survey was completed Spring 2011.

The Coastal Erosion Hazard Area (CEHA) line was not available in

GIS for this area at the time of this report, however a .jpg image of the line was provided (see Addendum B). It appears that this line may constrain further development of waterfront property towards the west side of the study area.

Water supply needs have been identified by the town, residents and business owners as a real issue impeding business survival and growth in this portion of Westfield. The water supply is currently inadequate and not publicly maintained. Improved utility function along with an improved and more vibrant streetscape would make for the best growth environment for new and existing businesses, and new jobs. Efforts are being made by the town to plan for improvements to the water facilities and procure funding for the work. Streetscape improvements and amenities should be coordinated with water facility improvements, and any other utility improvements, for efficiency of work flow.

The corridor is popular with bicyclists and people will increasingly want to walk between the pier, the beach areas, the fishing spots and other attractions. Hence, it will be important to improve these connections as the area continues to be enhanced over the coming years.



## Public/ Resident Feedback

Feedback was solicited from property owners within the study area either through person to person interviews, or when that was not possible phone interviews were conducted. A committee meeting was held on January 27, 2011 which included several of the First Street business owners. Other on-site interviews were conducted that day. Telephone interviews were conducted through spring 2011. The main concerns which surfaced during these discussions included parking issues for businesses and beach access areas, opportunities for further development of existing and potential new businesses, constraints on expanding business due to lack of sewer and water, and visibility from the NJYS Route 5 gateway area to bring people into the waterfront businesses on First Street. See Addendum D for a summary of public comments.

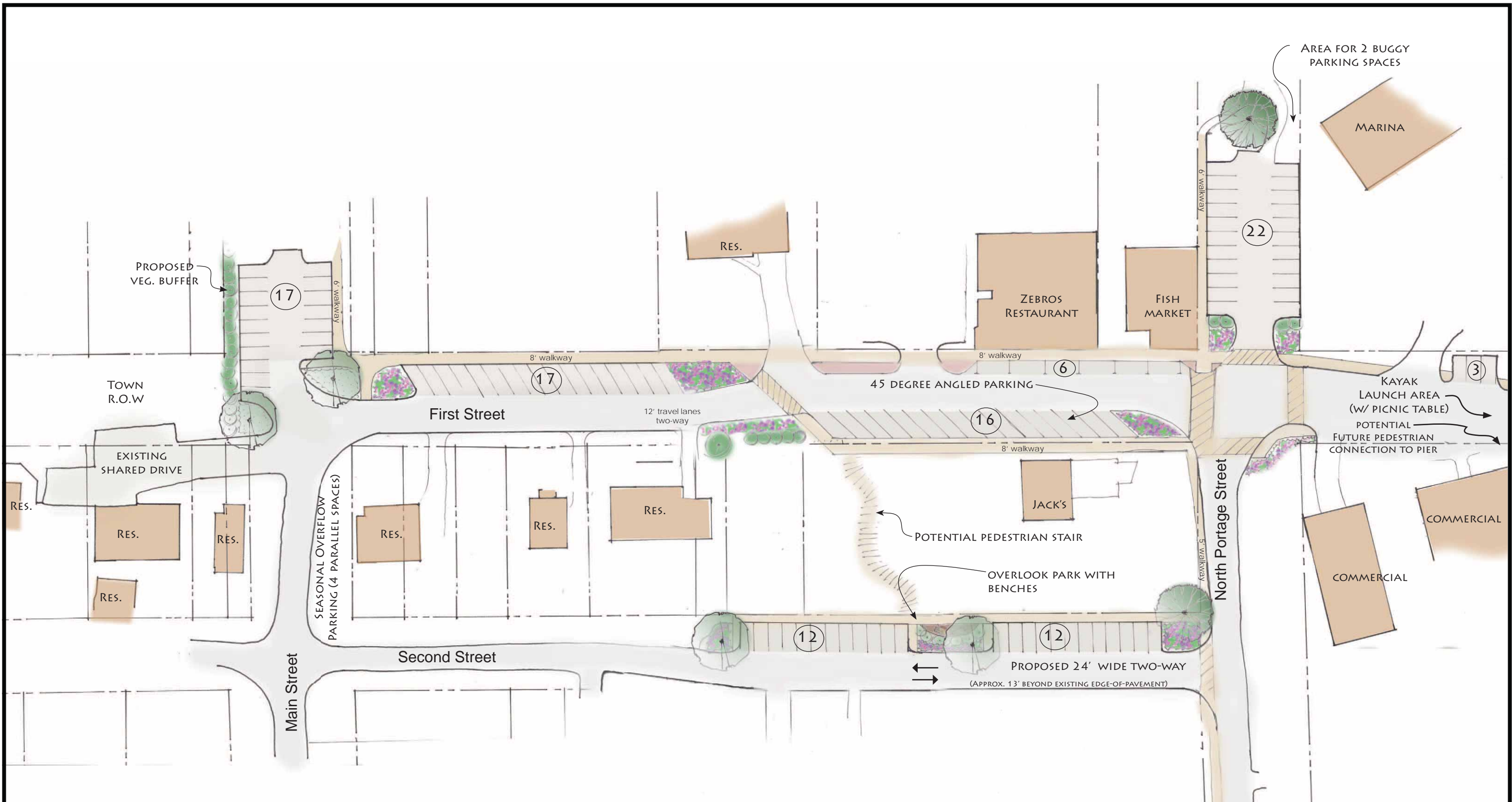
## Concept Plan and Alternatives

The concept layout plan (Figure 1) has evolved through a process of discussions and presentations with an appointed committee, landowners, residents, and the town supervisor. This plan presents one set of design scenarios for the study area (see Figure 1), while several alternative concepts are offered for particular areas. An initial concept was developed prior to obtaining survey data and presented at a committee meeting and discussed with several business owners during a meeting in January 2011 (see Addendum C). Based on committee and landowner feedback, as well as the formal survey data, that plan was revised to include the concept and alternatives presented here.

**Second Street Parking:** Twenty parking (24) spaces are shown along the north side of Second Street. This layout shows a widening of the current narrow two-way street into two 12' lanes, and provides 24 parking spaces that are 90 degree (front-in) which allows for greater efficiency than would an angled parking scenario. This layout uses all of the town right-of-way and would



*This existing grassy area on Second Street provides an opportunity for additional parking and an overlook park*



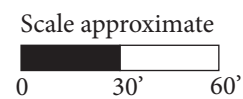
First Street Streetscape Improvement Feasibility Study

Westfield, New York

DRAFT Layout Concept Plan

Town of Westfield  
December 15, 2011

For Discussion Purposes Only  
Not a Final Draft, Not for Construction



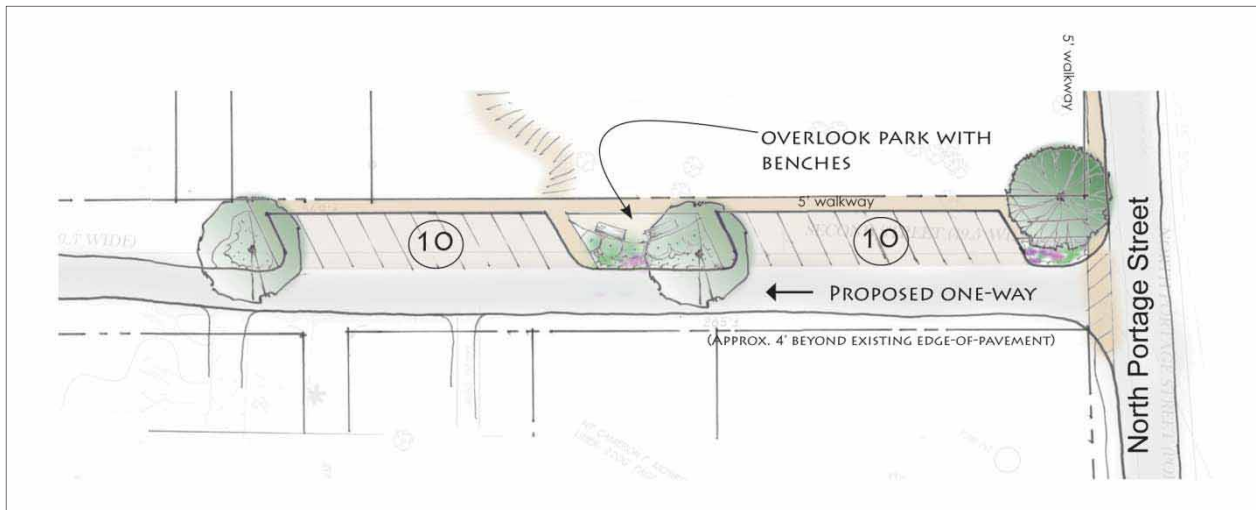
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push the existing edge of pavement on the south side of Second Street back by approximately 13'. Beyond the parking area the roadway would re-align to meet with the existing roadway.

**Second Street Parking Alternative:** An alternative option for parking on Second Street is a 60 degree angled parking scenario. This option (illustrated below) shows Second Street being changed from an existing two-way narrow road to a one-way road at 15' width, which would necessitate approximately 4' of the existing lawn being disturbed within the town's right-of way. One constraint of this scenario is that the one-way westerly direction of traffic would facilitate traffic to exit the neighborhood onto NYS Route 5 at a non-signalized intersection (Main Street). While allowing for fewer spaces, the advantage to this option is that it allows for less disturbance to the existing lawn area on the south side, should that become a major concern for residents or the town. Any change in traffic patterns on local streets may require changes to local law(s), and therefore an attorney should be consulted if this alternative is pursued.



***Second Street Alternative Parking Layout***  
*60 degree angled parking with a one-way traffic pattern to the west.*



**Overlook Park with Benches:** Centered within the spaces is proposed an overlook park with benches which takes advantage of the view from that vantage. Selective removal or pruning of trees may be necessary for this opportunity to be maximized, with landowner approval.

**Potential Pedestrian Stair:** An additional opportunity for pedestrian access may be developed from the overlook parking area down to First Street. This option would require interest and willingness by the landowner of the parcel currently occupied by Jack's restaurant. This access could be provided by building a wooden boardwalk with stairs, and might be considerably desirable in conjunction with any additional development that may occur on that parcel in the future. The landowner may want to consider that access as an option to existing and/or future businesses on that parcel, particularly if the Second Street parking is built by the town, or the town and landowner may want to agree to an easement and the town would be responsible for the development of the access.

**Sidewalk:** An approximately five-foot wide walkway along the front of the parking spaces continuing north on North Portage Street would allow for safe and easy pedestrian access to businesses and waterfront access points.



*Existing winter view of lake from Second Street (proposed parking area and overlook park)*



*A sidewalk along this portion of North Portage Street would provide a pedestrian connection from the Second Street parking area with the First Street businesses and waterfront access areas*





**Kayak Launch Area:** The lake access area at the east end of First Street is already being informally used as a place to put kayaks and other small boats into the lake. This concept formalizes that use by enhancing the launching facility, providing organized parking spaces, and providing signage which directs kayakers to that location.

*This existing water access point at the east end of First Street could be formalized with improvements and signage to become a designated kayak launch site*



*Rendering of enhanced beach access and parking*

**Potential Future Pedestrian Connection To Pier:** The concept for a waterfront trail connection between First Street and the Daniel Reed Memorial Pier originated with the Westfield Ripley Lakefront Opportunity Plan, completed in 2008. As presented in that plan it includes a boardwalk concept for part of the trail (illustrated below--or, alternatively, a path running along the slope in a way that fits the landscape.) That trail concept would involve obtaining permission from the property owner and is therefore meant as a future connection if/as land becomes available for purchase by the town or there is interest by the landowner to grant an easement.



*Excerpt from the Westfield Ripley Lakefront Opportunity Plan showing the potential pedestrian connection between the pier and First Street*



*Illustration from the Westfield Ripley Lakefront Opportunity Plan showing the potential boardwalk portion of the connecting pedestrian trail*



**Crosswalks at intersection of First and North Portage Streets:** The crosswalks shown on Figure 2 at this intersection would provide a visible sense of pedestrian right-of-way and create visual interest and sense of place. Unified by landscape plantings at each corner, they would create clear connection between sidewalks, businesses, and waterfront.

**Potential Future Pedestrian Connection to Pier:** This concept is provided as a continuation from the Westfield-Ripley Lakefront Opportunity Plan. If and as key properties become available in the future or as landowners become interested in providing this connection, it could be a pleasant walk for visitors and resident alike to stroll between First Street businesses and activity on the Pier along the waterfront.

**Parking for beach access (east end):** Twenty-two spaces are proposed at the north end of North Portage Street for beach access and parking for the Fish Market. This area will also include several spaces for the parking of horse and buggy.

A six foot walkway provides dedicated pedestrian access along the side of the fish market building to the beach access area from First Street. For a detailed landscape plan of this beach access area refer to Figures 3 and 5 in Landscape Plans for Beach Access Areas starting on page 25.

**Sidewalks:** Sidewalks are proposed along First Street as 8' walkways on both sides of First Street up to the residential homes, and then continuing only on the north side to the beach access area on the north end of Main Street. The 8' width provides space for people to pass comfortably in either direction, and defines dedicated pedestrian space which is clear, comfortable, and attractive.

In addition to the sidewalk on the south side there is an additional 6' of space proposed between building and sidewalk for outdoor café areas which were considered desirable during the development of the Lakefront Opportunity Plan. Public feedback during this design phase indicated a concern that there would be enough parking near the businesses for elderly and disable patrons, which creates a struggle to balance those need with providing a lively outdoor pedestrian space. For that purpose, 6 additional parallel on-street spaces are included in the plan in front of businesses on the north side of First Street.



*"Harbor Village" character illustration for First Street, from the 2008 Westfield Ripley Lakefront Opportunity Plan*



**3D computer illustration of First Street looking west from North Portage**  
*Birdseye view of proposed parking and sidewalk layout from the Concept Layout Plan (Figure 2).*



**3D computer illustration of First Street looking west from North Portage**  
*Eye level view of proposed parking and sidewalk layout from the Concept Layout Plan (Figure 2).*



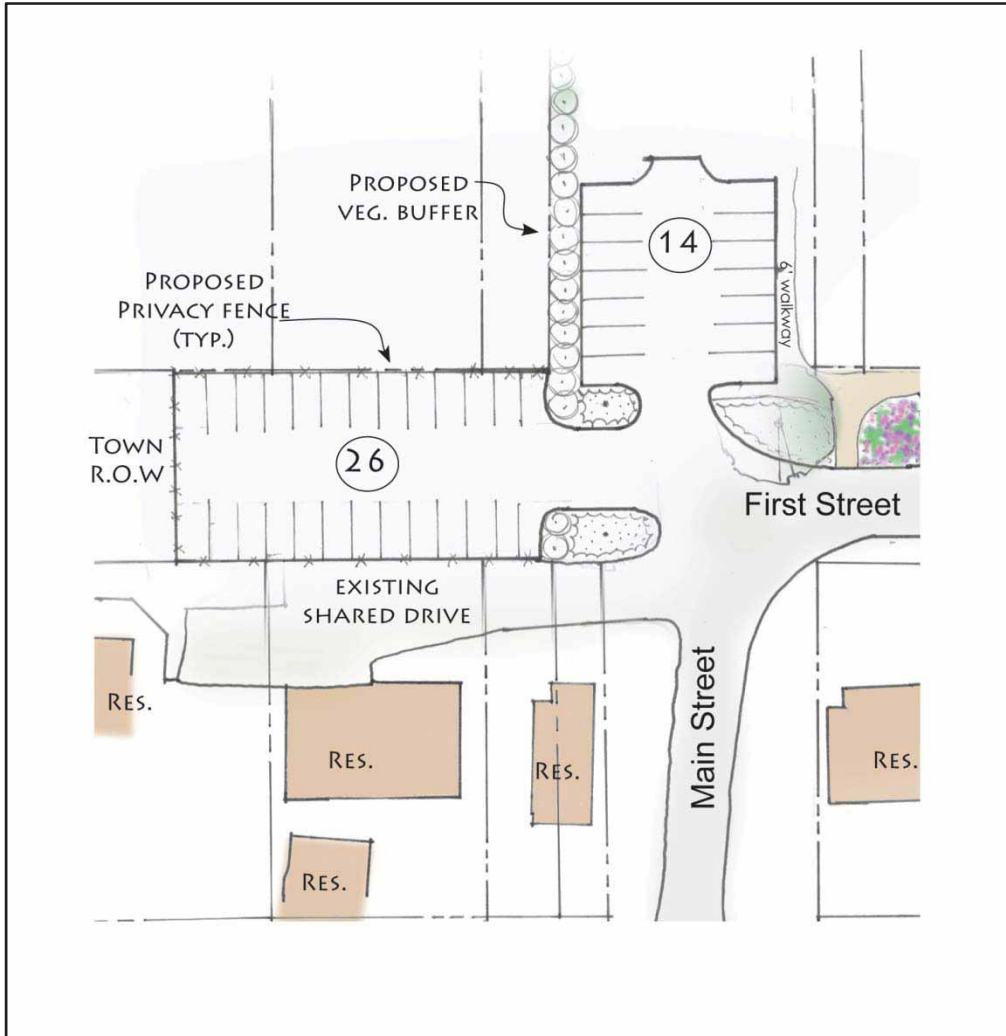
**Parking on West end of First Street:** Seventeen formalized parking spaces are proposed at the west end of First Street (north side). These spaces formalize what is already a seasonal use of that space. Shown at a 60 degree angle on the plan (Figure 2), this allows for an 8' continuous walkway which provides continuous pedestrian access between the businesses and waterfront access points.



*Example of 60 degree angle parking  
Manchester, VT*

**Parking for Beach Access (west end):** Figure 2 shows 17 striped and formalized spaces at the beach access area at the northern end of Main Street. An asphalt parking area currently exists there, and there is no proposed change to the existing footprint other than a foot or two added to the middle lane to provide backing room, as needed. Providing organization of parking at this location is important mainly for peak times. A vegetative buffer to the west is proposed, to provide a screen and privacy to the neighboring property, however should not be placed as to block water views from the parking area. For a detailed landscape plan of this beach access area refer to Figure 4 in Landscape Plans for Beach Access Areas starting on page 25.

**Parking for beach access (west end) Alternative:** If, in the future, still more parking is desired, the Town may want to extend parking into the right-of-way at the west end of First Street. 26 additional spaces have been illustrated in the alternative below, however there are multiple configurations such as angling the spaces, providing spaces only on one side to allow for a greater buffer to residences to the south, or providing fewer or more spaces as needed.



*First Street and Main Alternative Parking Layout  
Utilizing the town right-of-way to provide additional parking as/if needed for future use*

## Streetscape Materials

The following section provides the recommended options for design materials for the streetscape. Several key concepts (aesthetics, maintenance, cost, and water quality) provide a context for evaluating each landscape design element such as pavers or plantings. The key concepts are as follows:

### 4 Key Concepts

**Aesthetics** – provide attractive, unified treatments using quality materials that create a lakeside / harbor theme

**Maintenance** – landscape elements should be as low maintenance as possible while still addressing aesthetic, cost, and water quality concerns

**Cost** – In general, this is cost of installation, however in some instances if maintenance cost is an specific issue it will be noted

**Water quality** - protect water quality by minimizing and filtering runoff towards lake by using permeable surface treatments wherever possible.

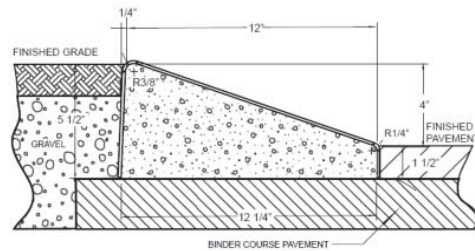
### Curbs

Curbing serves several functions in the landscape. In general it is used to define vehicle and pedestrian space, providing a visual and physical barrier between the two. Curbing can also be used to direct water to specific locations for catchment and/or retention. A standard 6" high curb, common in urban and suburban areas, requires a high initial investment, requires installation of expensive water management features such as catch basins or large retention areas, and tends to create a character that is more urban hardscape than may be appropriate for this Westfield neighborhood area. The recommendations below include curbing options which strive to maintain the current sheet run-off of water, require less installation investment, and create a more relaxed beach front character. These alternatives, paired with other design elements, would provide the necessary separation between roadways or parking, and dedicated pedestrian areas, but which would also keep installation costs low, allow for maintaining a natural surface run-off and infiltration of water, and allow for a low intensity waterfront theme along this stretch of roadway.

<b>CURBING</b>	<b>None</b>	<b>Low or Sloped</b>
<b>Aesthetics</b>	Provides a low-intensity, softer character as opposed to an urban style and setting.	Provides more of a physical and visual separation between vehicles and pedestrians than the no curbing option.
<b>Maintenance</b>	None.	Some maintenance will likely be required and will depend upon material used.
<b>Cost</b>	Requires greater attention and detail to create definition between pedestrian space and vehicles. Possible savings on drainage costs associated with standard 6" curbing.	Low to moderate cost relative to a standard 6" curb, depending on chosen material
<b>Water Quality</b>	Use grading to direct water towards permeable surfaces, natural swales, and rain garden areas	Will require thought and attention to water movement through the streetscape. Water can be directed with grading and intentional breaks in the curb to direct water flow.



*Example of a curbless separation between pedestrian and parking area - gravel parking area, concrete sidewalk  
Seaside, FL*



*Concrete "Cape Cod Berm" sloped curb profile  
Provided by: NESC Concrete Solutions [www.nesc-inc.com](http://www.nesc-inc.com)*



*Granite sloped curb by Swenson Granite Works  
[www.SwensonGranite.com](http://www.SwensonGranite.com)*



## Parking areas

Due to the seasonal use of parking areas here, permeable surfaces such as permeable concrete pavers, grass pavers, or crushed gravel may be a good alternative to the standard asphalt treatment. Providing a different material and/or color from that of the roadway defines and identifies parking areas along with signage and striping, as appropriate.

PARKING AREAS	Asphalt*	Crushed gravel	Permeable pavers	Composite aggregate
<b>Aesthetics</b>	A standard treatment, however it has low aesthetic value	Delineation of spaces problematic as paint would not hold or be very temporary – requires greater attention to design detail	Considered aesthetically desirable for a cobble-like textured quality	Creates an appearance of pebbles or gravel but is a smooth consistent surface – conducive to a beach or waterfront character
<b>Maintenance</b>	Requires sealing and patching	Requires patching and raking	Concrete pavers are considered a durable material	More information needed from manufacturer
<b>Cost</b>	Relatively low	Moderate	Relatively high installation cost	Cost estimate information needed
<b>Water Quality</b>	Impermeable surface unless permeable option is used. *	Permeable surface	Permeable surface	Permeable surface

\*There is a permeable asphalt on the market which allows a high penetration rate of water through the asphalt to the substrate below. It may be worth considering as a material for parking areas in this location.



*Example of crushed gravel parking area shown with narrow roadway of paver texture. Seaside, FL*



*Addapave permeable stone resin aggregate by Chameleon Ways  
[www.chameleonways.com](http://www.chameleonways.com)*



*Example of parking areas using pavers. Parking areas are visually distinguished by a different color paver than the roadway*

**Crosswalks**

Crosswalks provide dedicated space for pedestrians to cross traffic lanes. They also provide visual cues of pedestrian activity and often function to slow traffic. The materials used for crosswalks, when used consistently and harmoniously with other streetscape materials, can provide a sense of place and identity. There are many options of colors, materials, and installation techniques. Only a few of the most common are included below. Paint (generally white) is probably the most common for creating quick, inexpensive crosswalks, while concrete pavers provide the aesthetic of a cobbled section of street that creates a high quality authentic feel. Most pavers are permeable to some degree while certain manufactures create pavers that specifically have a greater permeability. Stamped asphalt or concrete are a faster and less expensive way to install a crosswalk with a paver look, however it often appears like an imitation with varying degrees of authentic look and lifespan. Stamped concrete in general tends to hold up better and retain its color longer than stamped asphalt, however neither would offer the permeability of the pavers. A relatively new technique is hot applied polymer modified synthetic asphalt, which provides a quality aesthetic but less expensive to install than concrete pavers ([www.dsa-ltd.com](http://www.dsa-ltd.com)).

The materials selected for the crosswalks would be informed by the materials selected for the other design elements such as the roadway, parking areas, and sidewalks.

CROSSWALKS	Paint	Stamped Asphalt or Concrete	Permeable Concrete Pavers	Applied Polymer
<b>Aesthetics</b>	Provides a clear pedestrian way, however not considered as attractive as other options	Provide more visual interest than painted, however not as much quality as pavers	Have a nice authentic look and feel	Has a good aesthetic compared with paint or stamped asphalt

<b>Maintenance</b>	Paint wears quickly in high traffic areas and will need repainting yearly or every other year	Color is often quickly worn on the stamped asphalt, stamped concrete holds up somewhat better	Pavers may possibly shift over time and need to be replaced or put back into place, depending on installation methods, however color will not wear or fade unevenly	Low to moderate cost compared to permeable concrete pavers
<b>Cost</b>	Low cost	Low to Moderate cost compared to permeable concrete pavers	High installation cost compared to other options	Low to Moderate cost compared to permeable concrete pavers
<b>Water quality protection</b>	Not permeable	Not permeable	Permeable – allows water through to subsurface	Not permeable



*Example of a painted crosswalk  
Manchester, VT*



*Example of applied polymer crosswalk shortly after completion  
Clarkstown, NY*

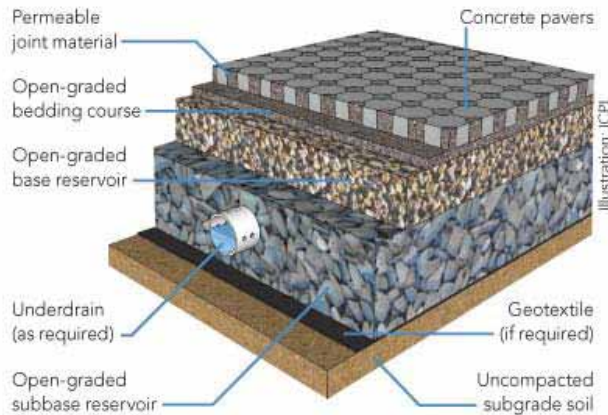


## Roadway

Compared below are two options for the roadway material. The standard material used for this application is asphalt. The Lakefront Opportunity Plan includes an illustration showing a cobblestone-like street which provides a quaint, authentic village appeal. While expensive, this option could provide a highly permeable surface as well as a wonderful aesthetic and sense of place. Some maintenance would be required as winter heave and plowing take their course, just as it does with an asphalt roadway. Concrete pavers are available with a spectrum of permeability options that vary by manufacturer, the intended amount and type of traffic, and the installation techniques and subsurface materials. Permeable concrete paver systems that

allow most or all of the water through to the subsurface are frequently intended for lower traffic areas such as residential streets, parking areas, or alleys. Further research is needed for this option during design development of construction documents.

ROADWAY	Asphalt	Concrete Pavers	Permeable Concrete Paver System
<b>Water quality protection</b>	Not permeable	Variable levels of permeability attainable –	Permeable
<b>Aesthetics</b>	Common aesthetic	Unique, textured, creates a high quality, quaint character, different color options	Unique, textured, creates a high quality, quaint character, different color options
<b>Maintenance</b>	Resurfacing entails covering the entire roadway		Likely to be fixed in patches, allows sections of the roadway to be pulled up and replaced for road repairs or utility maintenance
<b>Cost</b>	Relatively low		Relatively high



*Permeable paver system diagram by Interlock, provides true water penetration through to the subsurface*  
<http://www.interlock-concrete.com/products/permeable-paving-system>

## Sidewalks

Pedestrian walkways can be provided with many different materials. In this instance a permeable surface which requires low maintenance would be ideal. Most materials suitable for sidewalks come in an array of colors to match other materials and themes in the landscape. Keeping with the Harbor or beach theme a designer might choose from a pallet of light rusty reds or light grays in the bluish category. All pedestrian pathways should be accessible to wheelchairs and those with other disabilities by meeting ADA guidelines.



SIDEWALKS	Concrete	Crushed gravel	Permeable pavers	Composite aggregate
<b>Aesthetics</b>	Common treatment, attractive, can be made in many colors and have textures applied	Creates a nice character for a waterfront area like Westfield	Provide an authentic, attractive quaint character with old world charm	Creates an appearance of pebbles or gravel but is a smooth consistent surface – conducive to a beach or waterfront character
<b>Maintenance</b>	Some cracking repair may be needed however is relatively low maintenance	May require patching and sweeping material back into place	Often requires weed maintenance depending on desired permeability, may need patching to keep surface even	More information needed from manufacturer regarding this permeable option <i>www.chameleonways.com</i>
<b>Cost</b>	Higher materials and installation cost than crushed gravel option	Low to moderate cost relatively – should be engineered to be ADA accessible	Higher cost on the materials and installation, however patching and maintenance less than concrete	Cost estimate information needed
<b>Water quality protection</b>	Not a permeable surface	Permeable surface	Permeable surface	Permeable surface

## Plantings

For landscape beds shown along First Street in Figures 1 and 2 several options are evaluated in the table below. Directing and filtering runoff water to these beds would be a great way to provide water quality protection. Rain gardens can be very attractive and after establishment should not require much maintenance. Beautiful perennial and annual plantings can provide a lot of desirable color in the landscape. Maintenance is considered moderate to high because they require replanting every spring, and weeding and watering throughout the season. Ornamental grasses and other easy perennial shrubs in combination with a few annuals can provide a good low maintenance option if designed and installed properly.

<b>PLANTINGS</b>	<b>Rain gardens/ Bioswales</b>	<b>Annual planting beds</b>	<b>Perennial beds/ combination</b>
<b>Aesthetics</b>	Rain gardens can be very attractive additions to a streetscape planting	Annual plantings can be very colorful and are often changed several times in a season to keep plantings fresh	Can be very attractive with some color changing throughout the season if well designed
<b>Maintenance</b>	Once established it should only require periodic weeding and clearing of debris.	Annual beds will need to be watered regularly and replanted seasonally	Variable depending upon design and objectives. Will need watering, weeding, and trimming.
<b>Cost</b>	A greater design and labor investment may be required up front. Design should include bollards or other barriers to keep vehicles clear.	A professional landscape company is generally hired to plant and maintain this type of landscape planting, unless there is a dedicated volunteer group available	Higher up front cost than annual planting beds, but the cost tapers off after the first couple of seasons.
<b>Water quality protection</b>	Subgrade - Retains and filters run-off water	Raised beds – don't contribute to water quality protection other than being a permeable surface	Raised beds – don't contribute to water quality protection other than being a permeable surface

## Additional streetscape elements

**Signage** – signage should be provided to help in wayfinding and help visitors know where to park (or where not to park), know where the public access points are (and where private land is). Additional educational signs and information on other points of interest nearby also help to provide synergy and movement between locations such as the Daniel Reed Pier and First Street businesses. Signage should be consistent throughout the area and tie in with other wayfinding elements in color and style.

**Lighting** – Streetlights and/or low level bollard lighting should be provided along First Street. Public comments have indicated that lighting would be welcome there, and a well lit street feels comfortable, safe, and welcoming. There were also comments, however, that this is a popular place to come and look at stars. Lighting should be downward focused, comply with Dark Sky standards, and provide just enough light to guide pedestrians along the street and eliminate most dark spots and corners for safety. Color and style of lighting should be coordinate with other design elements such as signage, benches, and other amenities.

**Additional Streetscape amenities** – Additional amenities may be included at key locations on the street. Considering bike riders, bike racks may be included at beach access areas and/or at a point centrally located along First Street. Lockers may be a nice amenity to include for bikers or others using the waterfront and needing short term storage of belongings.

**Art and sculpture** – If and as appropriate, sculpture and other art may be integrated into the landscape to provide interest and culture. Something as simple as patterns integrated into pavers or concrete can stir interest and imagination, as can community sponsored sculpture or mural on a building wall.



*Example of a rain garden or bio swale  
Photo: Permission pending  
<http://www.lakecountyil.gov>  
Municipal Research and Services Center of  
Washington*

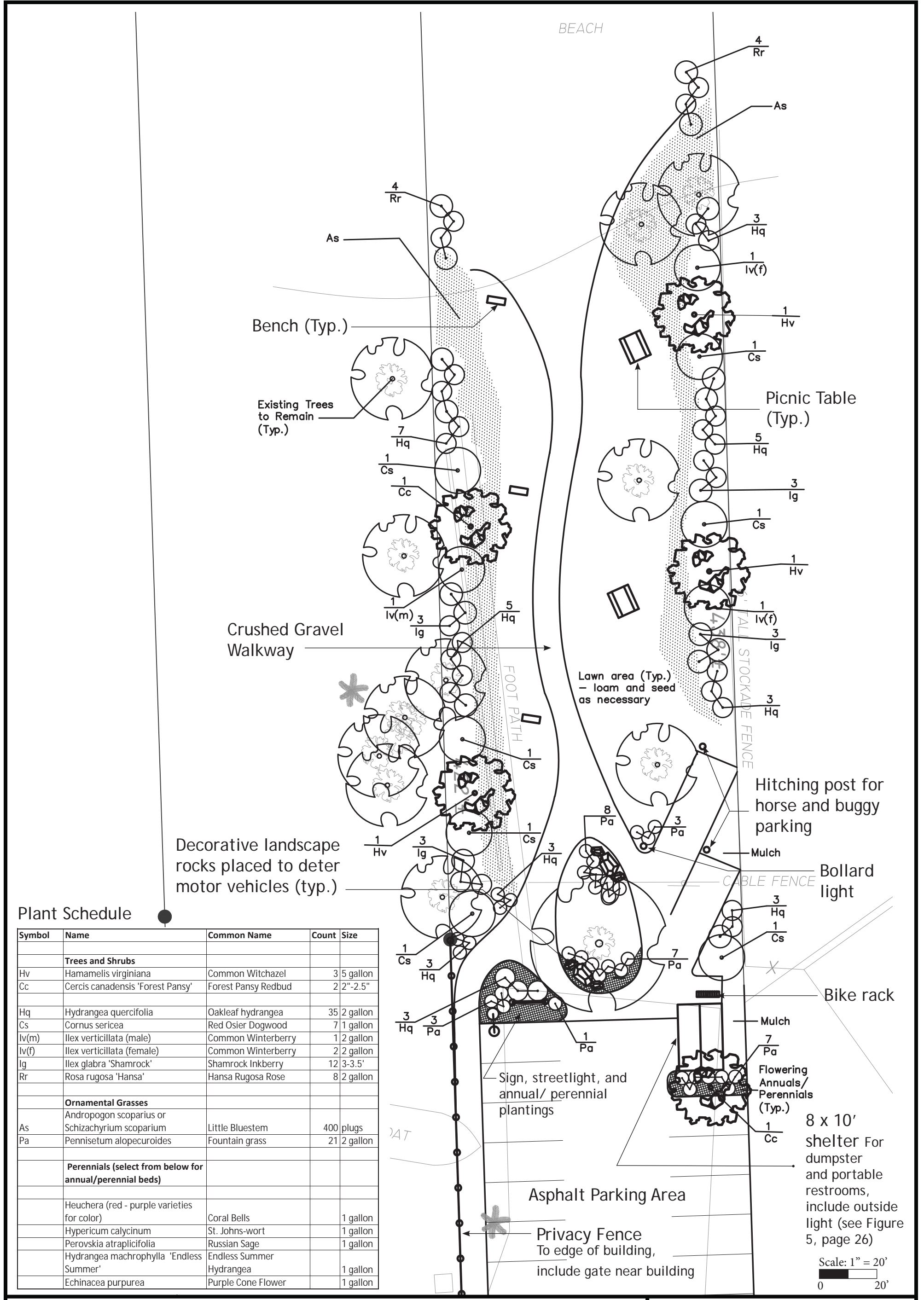
## **Bicycle and Pedestrian Connections**

**Linkage to Activity Centers** – As the waterfront vision continues to be implemented the town along with the state and other partners can expand the bicycle and pedestrian system throughout the area. Enhanced connections to the Village of Westfield will be one important aspect of this linkage concept. Connection easterly from the harbor area to attractions including Ottaway Park and the KOA Campground via the NYS Route 5 Bike Route and points west will continue to be important and enhancements to this route including widening of the path/relocation to an off-highway multi-purpose path where feasible would increase the attractiveness of this transportation asset. Other activity centers and resources that should be recognized for enhanced connectivity include but are not limited to the Chautauqua Creek fishing access areas in particular the outlet area.

## **Landscape Plans for Beach Access Areas**

The beach access landscape plans provide locations for suggested amenities as well as specific plantings. The beach access “east” is located at the end of North Portage just north of the intersection with First Street. The beach access “west” is located at the end of Main Street just north of the intersection with First Street. The overall concept for both of these landscape plans is to provide a welcoming and comfortable place for visitors to the area to access and enjoy the waterfront. Various recreation amenities are recommended in the plans to provide comfort and maintain a clean and enjoyable environment. Amenities include benches, picnic tables, a bike rack, signage, lighting, garbage disposal and seasonal bathroom facilities. Plantings have been selected to mimic and be compatible with native landscape plants of the great lakes region and provide attractive yet low maintenance planting beds. The initial entry areas are planned to be more formal, including perennials and annuals, and as one moves toward the water the structure of the planting becomes more naturalized and informal. In certain cases non-native cultivars of plants that have a native cousin to the region were selected for their improved health, vigor, and/or color. See Figures 3 - 5 for further information.





**Plant Schedule**

Symbol	Name	Common Name	Count	Size
<b>Trees and Shrubs</b>				
Hv	Hamamelis virginiana	Common Witchazel	3	5 gallon
Cc	Cercis canadensis 'Forest Pansy'	Forest Pansy Redbud	2	2"-2.5"
Hq	Hydrangea quercifolia	Oakleaf hydrangea	35	2 gallon
Cs	Cornus sericea	Red Osier Dogwood	7	1 gallon
Iv(m)	Ilex verticillata (male)	Common Winterberry	1	2 gallon
Iv(f)	Ilex verticillata (female)	Common Winterberry	2	2 gallon
Ig	Ilex glabra 'Shamrock'	Shamrock Inkberry	12	3-3.5'
Rr	Rosa rugosa 'Hansa'	Hansa Rugosa Rose	8	2 gallon
<b>Ornamental Grasses</b>				
As	Andropogon scoparius or Schizachyrium scoparium	Little Bluestem	400	plugs
Pa	Pennisetum alopecuroides	Fountain grass	21	2 gallon
<b>Perennials (select from below for annual/perennial beds)</b>				
	Heuchera (red - purple varieties for color)	Coral Bells	1	gallon
	Hypericum calycinum	St. Johns-wort	1	gallon
	Perovskia atraplicifolia	Russian Sage	1	gallon
	Hydrangea macrophylla 'Endless Summer'	Endless Summer Hydrangea	1	gallon
	Echinacea purpurea	Purple Cone Flower	1	gallon

**Beach Access Park Landscape Plan DRAFT Figure 3.**

**North Portage and First Street** Not for Construction Purposes

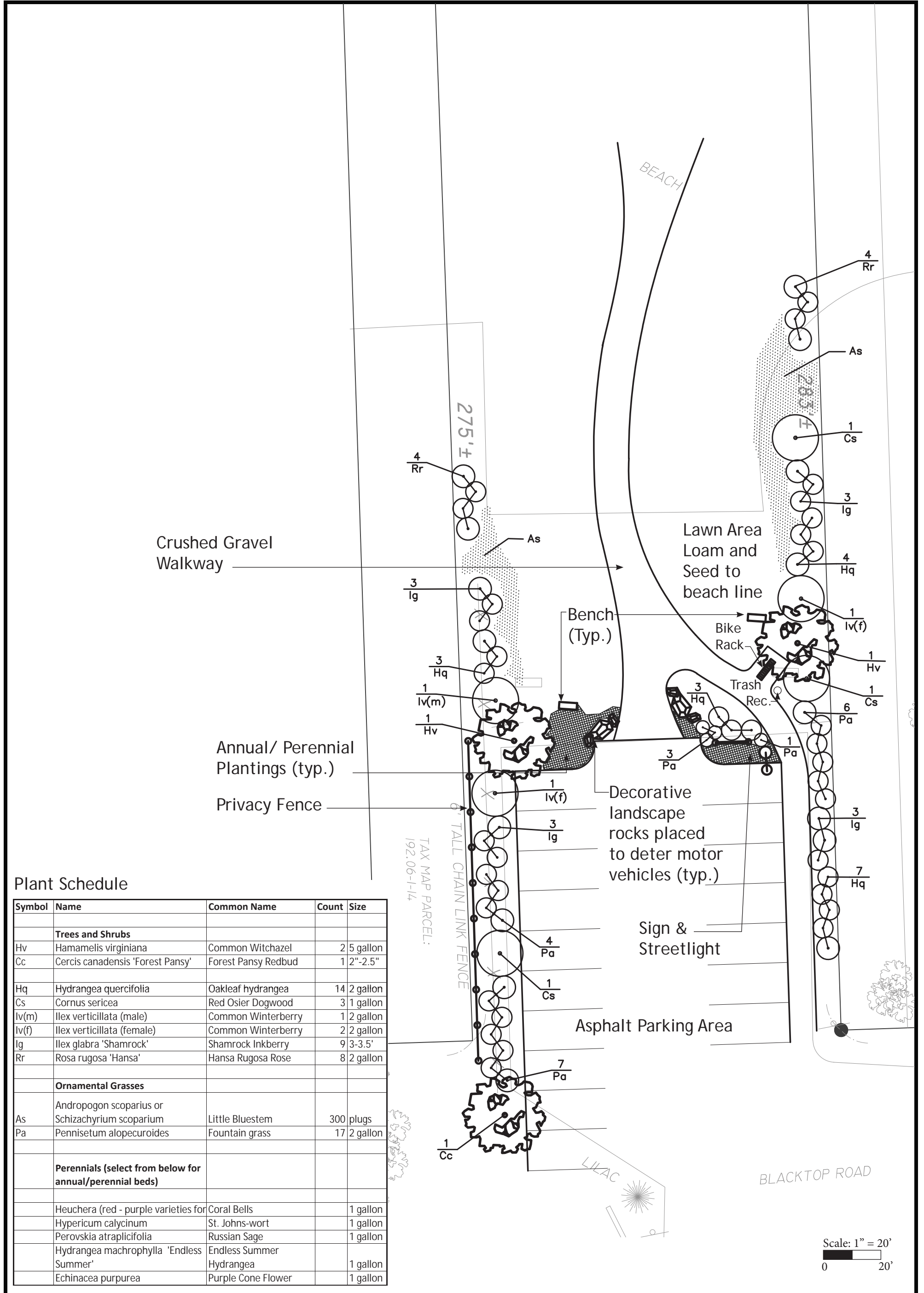
Town of Westfield  
December 15, 2011

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



112 Spring Street, Suite 305  
Saratoga Springs, NY 12866

Scale: 1" = 20'  
0 20'



**Plant Schedule**

Symbol	Name	Common Name	Count	Size
<b>Trees and Shrubs</b>				
Hv	Hamamelis virginiana	Common Witchazel	2	5 gallon
Cc	Cercis canadensis 'Forest Pansy'	Forest Pansy Redbud	1	2"-2.5"
Hq	Hydrangea quercifolia	Oakleaf hydrangea	14	2 gallon
Cs	Cornus sericea	Red Osier Dogwood	3	1 gallon
lv(m)	Ilex verticillata (male)	Common Winterberry	1	2 gallon
lv(f)	Ilex verticillata (female)	Common Winterberry	2	2 gallon
Ig	Ilex glabra 'Shamrock'	Shamrock Inkberry	9	3-3.5'
Rr	Rosa rugosa 'Hansa'	Hansa Rugosa Rose	8	2 gallon
<b>Ornamental Grasses</b>				
As	Andropogon scoparius or Schizachyrium scoparium	Little Bluestem	300	plugs
Pa	Pennisetum alopecuroides	Fountain grass	17	2 gallon
<b>Perennials (select from below for annual/perennial beds)</b>				
	Heuchera (red - purple varieties for)	Coral Bells	1	gallon
	Hypericum calycinum	St. Johns-wort	1	gallon
	Perovskia atraplicifolia	Russian Sage	1	gallon
	Hydrangea macrophylla 'Endless Summer'	Endless Summer Hydrangea	1	gallon
	Echinacea purpurea	Purple Cone Flower	1	gallon

**Beach Access Park Landscape Plan DRAFT Figure 4.**

**Main Street and First Street**

Not for Construction Purposes

Town of Westfield  
December 15, 2011

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Saratoga Springs, NY 12866

Scale: 1" = 20'  
0 20'



## Figure 5. Proposed Shelter Concept for Beach Access Area East

The photos below provide an example of a shelter that could be used to house a trash dumpster and seasonal public porta-potties, providing style and visual buffer to “dress up” what are often unattractive but necessary amenities.

Lattice allows ventilation and provides attractive visual buffer

Doors hide dumpster but can be opened for access by the removal truck

Space for porta-potty access



Roof ventilation

Signage – signals that there are public amenities at this location and directs their proper use



## Conclusion

### Next Steps

As the second project with a focus on conceptual design for First Street improvements, it is important to maintain the momentum created through this process into implementation. From The next steps in the process include material selections, detail design development of selected materials and design elements, production of construction documents, and finally construction. With the issues of water and sewer utility improvements also on the horizon, it is important to plan, to the greatest extent possible, the coordination of these improvements with streetscape enhancements to provide an efficiency of work flow and provide for the best possible outcome.

### Funding Opportunities

Some potential funding sources and opportunities may include:

- New York State Main Street Program - This program is administered by the office of Community Renewal under the direction of the NYS Housing Trust Fund Corporation
- Environmental Protection Fund, LWRP – administered by NYS DOS or OPRHP
- Bikes Belong Grant Program
- The Joyce Foundation – [www.joycefdn.org](http://www.joycefdn.org)
- Regional Economic Development Council – Regional Initiative
- Block Grant Program
- Federal Highway Funding – TIP through DOT
- State Coastal Program



## ADDENDUM A – SITE SURVEY DATA

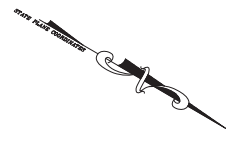
LAKE ERIE  
LAKE ELEV. 571.52'



- ~ LEGEND:
- SET REBAR & CAP
  - EXISTING IRON PIPE, UNLESS NOTED
  - NOW OR FORMERLY OWNED BY
  - FIC ELECTRIC, TELEPHONE AND CABLE LINES
  - UTILITY POLE
  - ROAD SIGN
  - WATER VALVE
  - GROUND VALVE
  - CONIFEROUS TREE
  - DECIDUOUS TREE
  - GAS VALVE
  - TRAFFIC SIGNAL MANHOLE
  - UNDERGROUND CABLE BOX

NOTE: NOT ALL UNDERGROUND UTILITIES ARE LOCATED OR SHOWN.

Scale: 1" = 30'



This Survey was done by the Town of Westfield, New York, under the supervision of the Town Engineer, Michael D. Mastrolia, and the Town Clerk, Patricia A. Mastrolia. The Survey was done in accordance with the provisions of the Town Law, Section 26-201, and the State Survey Law, Section 26-201. The Survey was done on April 26, 2011.

**TOWN OF WESTFIELD SURVEY**  
**STREETScape REVITALIZATION FEASIBILITY STUDY**  
 FIRST SECOND, TERRACE & NORTH PORTAGE STREETS  
 TOWN OF WESTFIELD  
 COUNTY OF CHAUTAQUA  
 STATE OF NEW YORK  
 DATE: APRIL 26, 2011

**MICHAEL D. MASTROLIA**  
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 6943 STEVENS RD.  
 PANAMA, NEW YORK 14767  
 OFFICE: (716) 782-2579  
 FAX: (716) 782-2078  
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*Michael D. Mastrolia*

ADDENDUM B – CEHA LINE MAP





This map was prepared by the New York State Department of Environmental Conservation. It was financed, in part, through a grant from the United States Department of Commerce, National Oceanic and Atmospheric Administration, under the Coastal Zone Management Act of 1972, as amended.

REVISIONS TABLE		
Date :	Change :	By :
12/11/91	Legend	BRK
6/26/07	Proposed amendments placed N.P.F.A. landward limit line seaward 35-30 feet, west to east across 800' First St.	RAND

**LEGEND**

**COASTAL EROSION HAZARD AREA CLASSIFICATIONS**

- Landward Limit of Natural Protective Feature Area
- Landward Limit of Structural Hazard Area
- COUNTY LINE
- TOWN LINE
- CITY OR VILLAGE CORPORATE LIMITS
- PARK OR RESERVATION LINE

COPIES OF COASTAL EROSION HAZARD AREA MAPS ARE AVAILABLE FROM  
NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION  
COASTAL EROSION MANAGEMENT PROGRAM  
50 WOLF ROAD  
ALBANY, N.Y. 12233-0001

SCALE 1:2400    1" = 200' (APPROX.)

## COASTAL EROSION HAZARD AREA MAP

### TOWN OF WESTFIELD

#### CHAUTAUQUA COUNTY, NEW YORK

This map prepared pursuant to Environmental Conservation Law, Article 34, and approved by the Commissioner of Environmental Conservation and issued on 9/22/88

Photo No.121-696-79    SHEET 3 OF 6



ADDENDUM C – JANUARY 2011 DRAFT CONCEPT PLAN



First Street Streetscape Improvement Feasibility Study

Westfield, New York

DRAFT Layout from January 2011

For Discussion Purposes Only  
Not a Final Draft, Not for Construction

Town of Westfield

June 28, 2011

Not To Scale



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



112 Spring Street, Suite 305  
Saratoga Springs, NY 12866

**ADDENDUM D – PUBLIC/ LANDOWNER COMMENT SUMMARY**

## Public Landowner Comment Summary

This summary was compiled from comments received during a committee meeting on January 28, 2011 as well as phone and in-person interviews conducted with business and residents from October 2010 to March 2011.

- Regarding radii on the street corners, it seems tight now for boat trailers to get around, and they do traverse the entire area, as well as parking in places that take up a lot of room. Radii should not be reduced, and perhaps parking should accommodate vehicles with boat trailers (up to 3 spaces).
- The seasonal nature of the need for parking and other amenities was discussed. About 8 weeks of the year parking is very tight, there is not enough. Is there a way to make excess parking seasonal? There was also discussion of extending the season, that these and other improvements may help keep people in the area longer to patron businesses. Some ideas included more / different shops and businesses, an ice skating rink, and snowmobiling, although it was thought that there was often not enough snow nor a proximity to other snowmobile trails.
- North Portage is a state road so there it will require more planning and coordination to make major changes there such as change to a one-way street. This option was briefly discussed (changing North Portage north of Second) and First Street to a one-way street. Benefits and options were discussed however the idea was not favored in the end. Changing Second Street to a one-way street was supported as a positive change with relation to gaining the parking there. Everyone seemed to like the parking shown on Second Street. Could be extended along the length of the street.
- The potential pedestrian connection between Second and First (in addition to sidewalk shown along North Portage) was seen to be a good idea, there would be practical considerations in building stairs as there is a spring and natural drainage on that hillside.
- Where the 6 parallel spaces are shown on the plan on the North side of West Street cars currently park head-in or angled there.
- There were mixed responses to the 3 parallel spaces shown on North Portage. It was agreed that people park there now pretty consistently. There was question as to whether it should be formalized / encouraged as shown on the plan. The main question was whether there was actually space for the sidewalk, parking and two-way traffic. This will be reviewed when the survey comes in.



- Trail connections were discussed (including outside study area) from / to Moose beach, and creek. If more complete may bring in/ keep more people in area. Accommodations would also help, however sewer and water services need to reach the hamlet before a hotel/ motel could be built.
- There was a lot of support for the pedestrian connection between Pier and First Street.
- Delivery access needed to the front area where the freezers are (of the Fish Market)
- Parking near the buildings is important, especially for the 8 weeks of peak time
- In favor or improvements that will make it nicer
- First Street is pretty dark and looks forward to getting streetlights, feels they are needed.
- In favor of the sidewalk/ pedestrian space shown in front of Jacks building.
- Parking important, in favor of the parking shown on Second Street.
- Businesses need deliveries and delivery access
- Need water and sewer
- Would like signs, gateway improvements, lighting, to make it look like there are businesses and activity happening at First Street (from Route 5).
- Lights on First Street are needed, very dark down there.
- Parking is an issue, more needed.
- Curiosity about Second story allowed on First Street for businesses?
- More parking would be helpful.