

4. USE OF SURVEY DATA

4.1 Inventory Summary

The goal of the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* is to utilize the survey data in identifying historic properties suitable for specific transportation improvements in the region, such as rehabilitation and adaptive reuse for welcome centers and/or pedestrian, bicycle, boater, mass transit, and/or motor vehicle facilities. Survey data will also assist in future transportation-related projects that include acquisition of scenic easements and scenic or historic sites, historic preservation, and the rehabilitation and operation of historic transportation buildings, structures, and facilities. Overall, this inventory and documentation can aid in the awareness of historic transportation-related resources located in the Genesee-Finger Lakes Region and can serve as the basis for integrating survey information with other planning data to meet both local and regional planning priorities.

Sixty-six buildings have been recorded through this historic resources survey. Forty-five of those buildings are rail-related, which means that railway corridors and facilities may be better documented by archival sources than other historic transportation contexts. For example, road-related buildings came in second to rail-related. Many automobile service stations were discovered largely by the windshield method of survey. Lastly, air- and water-related buildings amounted to the fewest. Considering the priorities in evaluating the historic transportation-related buildings, such as relationship to surface transportation and listing on the New York State and/or National Register of Historic Places, this analysis makes sense.

The counties of Ontario, Monroe, and Wayne had the largest quantity of historic transportation-related buildings that met the survey's goals and priorities whereas the counties of Orleans and Seneca had the least. Transportation facilities are typically located in areas of population concentration—such as cities and villages—so this factor likely played a role in the distribution of historic resources. The location of the historic building and existing development pressures may also explain the concentration of intact transportation-related buildings most suitable for rehabilitation and adaptive reuse.

4.2 Factors for Consideration

The *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* is a reconnaissance-level survey. A reconnaissance survey is most useful for identifying historic resources in general and for developing a basis for the coordination of more detailed survey efforts. To date, there isn't a comprehensive inventory of structures, buildings, objects, sites, and districts that addresses this region's transportation development. Therefore, the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* is the beginning step in gathering this type of information and ultimately to start planning for the use of historic transportation-related buildings in the Genesee-Finger Lakes Region.

The first and foremost recommendation is that an intensive survey follows this report. There are many ways "intensive" can be interpreted, however. For example, the NYS OPRHP Historic Resource Inventory Forms prepared for this report can be enhanced by including detailed background research,

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such as specific property owner information and more archival research at local libraries and historical societies.

Additionally, any one of the historic transportation contexts can become its own local or regional survey, such as gasoline and service stations or architectural classification that highlights a transportation trend such as the Moderne Style. As outlined in *Chapter 2: Conducting the Survey*, only buildings were surveyed because it is the resource type best suited for rehabilitation as welcome centers or other types of “gateways”—one of the major goals of this project. Future historic resource surveys could identify transportation-related districts, objects, sites, and structures such as railroad or streetcar lines, tunnels, monuments, road markers, landscapes associated with a transportation system, ruins of historic buildings or structures, and groups of buildings or structures such as an industrial complex or commercial area associated with the process and technology of conveying passengers or materials.

Continuing on the sentiment for intensive-level investigation, any building documented by the NYS OPRHP Historic Resource Inventory Form can be examined further and developed for nomination to the New York State and/or National Register of Historic Places. As mentioned in *Chapter 2: Conducting the Survey*, properties listed on the New York State and/or National Register of Historic Places were not included in this survey—largely to avoid duplication. Also excluded were buildings associated with the Erie Canal and Cayuga-Seneca Canal because of the current work by the ECNHC and partnering agencies to list the Barge Canal System on the National Register of Historic Places.

Other surface transportation modes could be explored further, such as the various canal networks (existing and abandoned) in the Genesee-Finger Lakes Region. The Lake Ontario shoreline and the various Finger Lakes could be investigated in more detail for docks or piers connecting to ferry operations and other water-related resources. Although not considered surface transportation, aviation and military resources could be documented in the future. Finally, pedestrian-related resources such as boardwalks, walkways, and trails are potential transportation-related sites and districts.

Municipalities can also utilize the survey data by promoting historic preservation in their communities. The buildings documented in the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* can be locally protected, either as local landmarks or as a contributing building in a historic district, utilizing stand alone local historic preservation laws/ordinances or through the municipality’s zoning code. The comprehensive planning process is also another opportunity for municipalities to incorporate these identified historic resources into local planning efforts.

Lastly, as mentioned in *Chapter 1: Introduction*, federal funds under the UPWP program have been provided to conduct the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment*. As required under the UPWP program, this project meets several goals of the *LRTP: 2007-2027 Update*. This long range planning document reflects the priorities and direction of the Genesee-Finger Lakes Region within the larger context of the eight planning factors identified in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU is federal legislation enacted in 2005 which authorizes highway, transportation safety, transit, and other surface transportation programs through 2009. Through the Transportation Enhancements Program (TEP), Congress authorized funding for transportation projects of cultural,

aesthetic, historic, and environmental significance. In cooperation with GTC for the Genesee-Finger Lakes Region, the NYSDOT administers this program.

To be eligible for TEP funds, the proposed project must meet three requirements:

1. Fit into one or more of the 12 eligible enhancement categories.
2. Relate to surface transportation.
3. Benefit the public interest through the provisions of public access and use.

The two enhancement categories that best compliment the goals of the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* are Category 6: Historic Preservation and Category 7: Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities (Including Historic Railroad Facilities and Canals). In order to receive federal funds, the historic resource must be listed on or eligible for the National Register of Historic Places. All preservation work must also meet Section 106 of the National Historic Preservation Act of 1966. The *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* identifies buildings that are related to surface transportation, which includes water as surface transportation and excludes aviation and military. (The Perry-Warsaw and Dansville Municipal airplane hangars are the only air-related buildings identified in this survey.) The survey project also examines buildings that are best suited for rehabilitation as welcome centers and/or pedestrian, bicycle, boater, mass transit, and/or motor vehicle facilities.²⁷

Therefore, the results of the *Genesee-Finger Lakes Historic Transportation Gateway Inventory and Assessment* have been in keeping with the eligibility requirements of the Transportation Enhancements Program under SAFETEA-LU. Since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the U.S. Department of Transportation has provided significant funds for historic preservation through their regular grant programs. ISTEA continued in the Transportation Equity Act for the 21st Century (TEA-21) and SAFETEA-LU. Although the current bill expires September 30, 2009, this federal grant program should be considered as a future funding source for the preservation of historic transportation-related buildings, especially to meet the goals of the *LRTP: 2007-2027 Update*—such as providing “gateways” to enhance the sense of place to residents and visitors in the Genesee-Finger Lakes Region.

²⁷ New York State Department of Transportation, “Transportation Enhancements Program Guidebook;” available https://www.nysdot.gov/programs/tep/tep-repository/guidebook_0.pdf; Internet; accessed 22 July 2009.