

SECTION IV - PROPOSED PROJECTS AND LAND USE

A. Existing Land Use Development Plans

The Town of Clay has embarked on a number of land use studies and plans in the recent past. In 1999, a land use and traffic circulation study was completed of the Town's two main transportation arteries, Route 31 and Route 57. This area had seen significant growth in both residential and commercial development in the years preceding 1999 and such a study was necessary to properly manage future growth. A second corridor study of these two main transportation routes was completed in 2006. This study complemented the 1999 study and focused primarily on the need for future roadway improvements, access management and land use. Copies of these reports are available for review at the Town of Clay Town Hall (Route 31 & Route 57 Land Use and Circulation Study, November 1999; Route 31 & Route 57 Corridor Study, April 2006).

Between 1995 and 2005, a surge of residential development occurred in the predominantly agricultural section of the Town north of Route 31. In an effort to manage this growth, the Town completed the Northern Land Use Study in 2007. The purpose of this study was to assist the Town in projecting future growth patterns in this area and to manage future land use. Along with general recommendations pertaining to zoning, traffic patterns and land use, this report included specific recommendations for waterfront development. These recommendations included:

- Understand the Town's relationship to the Rivers and the Canal, and reflect what is unique about them and the Town in future riverfront design projects.
- Plan at a scale larger than the riverfront.
- Maximize the variety of recreational uses.

A copy of this report is available for review at Town Hall (Town of Clay Northern Land Use Study, Revised May 2007).

As described in Section II.B., existing land use in the Waterfront Corridor consists primarily of both high and low density residential development. Large undeveloped tracts of land remain north of Route 31.

B. Proposed Land Use of Waterfront Corridor

Proposed land uses in the waterfront corridor are intended to be consistent with the policies presented in Section III. In addition, proposed land uses shall take into account both the opportunities for development and the constraints to development identified in Sections II.J.

The highest priority for the Town in developing a comprehensive master plan for the Waterfront Corridor should be to develop recreational and land-based water-dependent uses while fostering an appreciation for the historic heritage that the Seneca and Oneida Rivers have played in the Town's past.

The Town has a rich waterfront heritage that includes Native American presence, early colonial settlements, agriculture, industry and the Barge Canal.

The following were identified as general objectives to be considered in future developments within the Waterfront Corridor:

- Native Americans settled along the Seneca and Oneida Rivers long before the Europeans made their way to the Town of Clay. Various archeological investigations conducted along the river provided evidence of Native American settlements and encampments in the Three Rivers Area. It is believed that the Three Rivers Area was a regular meeting place for members of the Iroquois Confederacy prior to the late 1790's. The significance of Three Rivers Point to Native American heritage should be recognized.
- The history of Three Rivers Point as the location of a former world-class entertainment night club and destination motel should be recognized.
- Future waterfront development should include a mix of residential, retail, office space and public open space to promote a "waterfront village" atmosphere.
- Three Rivers Point should be developed as a destination attraction, accessible by both land and water.
- Adjacent waterfront developments (specifically Three Rivers Point and Maider Road) should be linked by pedestrian walkways and limited-access roadways.
- Access to the waterfront for boating and shoreline fishing is limited and should be increased.

Taking these points into consideration, the following long-term land and water uses are proposed for the Waterfront Corridor:

- Maider Road shall continue as a residential area with future development emphasizing water access and water use. Efforts should be initiated to remediate former industrial sites along Maider Road to allow new development of residential, water-dependent and water-enhanced commercial development.
- Three Rivers Point shall be developed into a multi-use center highlighting the history of the site and establishing itself as a regional waterfront destination.
- Town-owned land on Black Creek Road shall be held by the Town for future development in a manner that is consistent and compliments the State Lock 23 Canal Park.
- Development of select locations for public shoreline fishing access.
- Construction of new and/or improvement of existing public boat launch and docking facilities.
- Construction of select pedestrian walkway linking new waterfront development and possibly linking to the Canalway Trail.

C. Proposed Projects

The following projects are considered in response to issues and opportunities previously identified. These recommendations seek to provide a balance of residential and commercial development while

conserving the natural environment and historic heritage of the waterfront. Refer to [Figure 15 – Proposed Redevelopment Projects](#) for the location of each of the following proposed projects:

Development of Three Rivers Point

Development of Three Rivers Point has been identified as the highest priority waterfront redevelopment opportunity in the Town of Clay. The first phase of development should include reconstruction of the seawall, construction of docking facilities and construction of a shoreline walkway. This work may be completed by, or in conjunction with, the New York State Canal Corporation. The shoreline walkway should include a hard decorative walking surface, lighting and benches. The walkway should extend either under Route 57 and the CSX rail bridge (preferably) or up to Route 57. If it runs up to Route 57, it should be a location that will be amenable to a pedestrian crosswalk in the future. Docking facilities should include marine power hookups and water connections.

The Town owns a number of parcels on the Point totaling approximately 4.8 acres. A portion of this land should be set aside for public green space and public facilities. This public area provides an opportunity to commemorate and recognize the historic significance of this site. Public facilities should include green space and restrooms with showers.

The balance of the Town land on the Point should be zoned to encourage mixed-use development consisting of eating establishments, boutique retail, office space and high- density housing. The land should then be sold to private development interests with pre- approved plans that meet the Town’s intent for this site.

This project could be broken up into the following phases:

<u>PHASE</u>	<u>COST ESTIMATE</u>
Site Survey	\$10,000
Phase I Environmental Site Assessment	\$7,000
Geotechnical Investigation	\$12,000
Reconstruction of Sea Wall	\$1.4 Million
Shoreline Walkway	\$90,000
Docking Facilities	\$
Extension of Public Sewer System	\$50,000

Project Benefits

Three Rivers Point is one of the finest points along the Canal system for citing a recreational docking and marine facility. Lock 23, located just to the east of Three Rivers Point, is the busiest lock on the Canal system. A significant amount of recreational boating traffic passes this point throughout the Canal operating season. Development of the point as a waterfront destination accessible from the Canal provides the opportunity for economic stimulus as businesses cater to the needs of the recreational boater. Benefits would also be realized by the recreational boating community. Boating destinations along the Canal in the vicinity of Three Rivers Point currently exist in Seneca Falls, Baldwinsville, the east

end of Oneida Lake, Phoenix and Oswego. Public docking and marine facilities at Three Rivers Point would greatly complement these facilities.

Agencies involved in redevelopment of Three Rivers Point might include the DEC, Canal Corporation and the Department of State.

Development of a Redevelopment Plan for Maider Road

Maider Road, situated along the Oneida River adjacent to Three Rivers Point and Route 57, presents a terrific opportunity for future development. However, a number of obstacles exist to any future growth of Maider Road. One active and one inactive industrial site remain in the heart of this area. Another former industrial area is currently undergoing environmental investigations and remediation. The area's proximity to Route 57 provides easy access to the more developed portions of the Town to the south and Oswego County to the north. However, increased traffic at the Maider Road intersection with Route 57 due to future development could present concerns. Public water is limited to the west end of Maider Road. There are no sanitary sewers serving this area.

The Maider Road area is an ideal location for both water-dependent and water-enhanced uses. With an accessible shoreline, it provides a great opportunity for docking and marine services. Following closure and remediation of the former industrial sites, there will be ample land available for planned residential development. Residential development of this area should have an emphasis on water usage and access. In addition, development of this area should take advantage of, and preserve, scenic views. Pedestrian and vehicular traffic connections to Three Rivers Point should also be considered.

The redevelopment of Maider Road and the surrounding area is very complex, and beyond the scope of this Program. It is our recommendation that a redevelopment plan be formulated for the future of Maider Road and the surrounding area. The plan should include all of the opportunities and concerns raised above. Such a plan will consider the types of development that best suit the area and the need for any zoning to encourage this development.

The cost for an engineering study and master plan for the redevelopment of Maider Road is estimated to be \$90,000.

Environmental Remediation of Former Industrial Sites on Maider Road

One active and one inactive industrial site are located at the west end of Maider Road. Another former industrial area is currently undergoing environmental investigations and remediation. These sites present an obstacle for redevelopment of this area for water dependent and residential development. Efforts should be made to further investigate and remediate Town-owned parcels along Maider Road. The Town should also work in conjunction with private owners of environmentally impacted lands along Maider Road to facilitate remediation of these properties. All former industrial land along Maider Road should be remediated to accommodate future residential development.

The BOA Program may be the ideal avenue to pursue the funding and other resources to complete this work. It is recommended that the Town pursue having this area designated a BOA to facilitate site evaluation and remediation.

Provide Shoreline Access at DEC Property

Much of the river shoreline through the Town of Clay is privately owned. As a result, there are limited opportunities for the general public to enjoy the benefits of access to the rivers. It is suggested that the Town work with the DEC to develop shoreline access to the Seneca River from land currently owned by the DEC west of Route 57, just north of the Bayberry development. This property, totaling approximately 38 acres, is currently vacant land that is not in use. It is in the middle of a densely populated portion of the Town and is easily accessible by Route 57. Considerations for this property include hiking trails, picnic tables and benches adjacent to the water, shoreline fishing access including handicapped accessible shoreline fishing, and a boat launching facility for canoes, kayaks and other non-motorized watercraft.

Preservation of the Town-Owned Land on Black Creek Road for Future Use

The Black Creek Road property lies adjacent to State lands abutting the Oneida River on both the east and west sides of Lock 23. This parcel's proximity to the waterfront and the State's Lock 23 Park provides an excellent opportunity for water-dependent and water-enhanced development.

The Town has not yet determined the best means of utilizing this property. It is recommended that the Town retain this property for future development in a manner that compliments Lock 23 Park and provides unique waterfront related activities.

D. Proposed Water Uses

Current water uses of the Oneida and Seneca Rivers through the Town of Clay consist of recreational boating, boat docking by private property owners and occasional commercial traffic. Use of the waterway is not expected to change in the future. The Town will work in partnership with the New York State Canal Corporation and other State agencies to develop public access and boater enhancements. Jurisdiction for use of the waterway and shoreline will remain with the New York State Canal Corporation. All waterway uses shall be in conformance with rules and regulations of the New York State Canal Corporation. Boating on the Oneida and Seneca Rivers shall conform to the Boating Rules and Regulations as listed in the latest edition of the Cruising Guide to the New York State Canal System, as well as applicable sections of the Rules and Regulation of the New York State Canal Corporation (NYCRR, Title 21, Chapter III, Subchapter D). The construction of docks, retaining walls or other structures in the water shall conform to applicable sections of the Rules and Regulation of the New York State Canal Corporation, applicable regulations as governed by the DEC and applicable regulations of the ACOE. Please refer to Appendix C – Canal Regulations for additional information.

Harbor Management Plan

As previously described in Section I – Waterfront Revitalization Area Boundary, and in Section II – Inventory and Analysis, the Seneca, Oneida, and Oswego rivers within Clay are part of the State Canal System, owned and maintained by the NYS Canal Corporation. Long-term water uses appropriate for the State Canal System within Clay include recreational and, to a lesser extent, commercial boating, which are consistent with the boating activities throughout the Canal System.

A key recommendation set forth in the statewide Canal Revitalization Program was the establishment of harbor centers and service ports at existing urban and village centers along the length of the Canal System which would provide an array of pedestrian and boater public services aimed at revitalizing the System as a major recreation resource. In this regard, Three Rivers Point is identified to serve as a service port, with docks, shower and laundry facilities, and campgrounds for canal boaters and trail users.

While the Town works in partnership with the NYS Canal Corporation and other State agencies to develop public access and boater enhancements, jurisdiction for use of the Canal and shoreline rests with New York State. In this regard, the NYS Canal Corporation maintains the navigation channel and canal infrastructure. In addition, rules and regulations adopted pursuant to New York State Canal Law (21 NYCRR Sub-Chapter D, Parts 150-156) and design standards enforced by the NYS Canal Corporation serve as the definitive controls governing use of the Canal. Key provisions set forth in the rules and regulations are as follows:

- Navigation season (beginning from April 5th – May 20th to November 15th – 20th)
- Size of boats (up to 300 feet long and 43½ feet wide)
- Maximum boat speed (6 miles per hour along land-cut canal segments and dependent on local conditions along canalized rivers and lakes)
- Occupancy of NYS Canal Corporation lands adjacent to the Canal System is regulated through the issuance of revocable permits by the NYS Canal Corporation.

The NYS Canal Corporation also enforces guidelines governing the construction of docks along the Canal System, set forth in the Standards for Docks on the Canal System. Key provisions of those standards are as follows:

- Applicable to residential/non-commercial docks accommodation four or fewer boats with a maximum dock length of 100 feet (commercial and larger docks analyzed on a case-by-case basis).
- Docks shall not interfere with Canal navigation.
- Docks shall have a minimum offset of 24 feet (for land-cut canal sections) or 50 feet (for canalized water bodies) from navigation channels.
- Docks shall be constructed parallel to the shore in land-cut areas and be at least 50 feet from navigation aids.
- Dock designs shall be approved by the NYS Canal Corporation.
- Boat slips must incorporate acceptable provisions for shoreline protection.

- One dock per property owner is permitted.
- Docks shall not restrict access across Canal lands.
- Docks shall be set back at least 10 feet from adjacent property lines.
- Excavated slips shall be no larger than 1,000 square feet.

The complete text of the dock standards is included as Appendix C – Canal Regulations and Standards for Docks on the Canal System.