

## Section V – Implementation Program

To advance this vision to reality for the Town and Village of Pittsford, a public-private partnership will be required. Many of the opportunities identified in this plan are actually community development projects which will be appropriately advanced by the private sector. For example, the adaptive reuse of the mill and barn complexes on Schoen Place will require significant private investment.

Public sector involvement will include coordination of improvements to public streets, public parking areas, and community facilities and efforts of a similar nature. The best results will be achieved as a collaborative effort among both the public sector and private sector. Fortunately, the town and village governments and the private sector have established a successful model in the improvements to the canal corridor, notably in Schoen Place. The Erie Canal Park project was a public private partnership that resulted in the creation of an attractive public waterfront space, dockage for the Sam Patch tour boat, and improvements to private commercial properties. This model--perhaps expanded in scale--will be appropriate to implement many of the opportunities presented in this plan. Cooperation between the town and village will continue to be important. Implementation of this plan will be advanced considerably by integration with the town and village master plans and zoning laws. The interaction between the town and village are considerable. The lines that divide the town and village are jurisdictional but the ties are cultural, historic, and economic.

### Next Steps

It is expected that following adequate public review and feedback on this draft plan, it will be modified and refined as necessary and appropriate. The plan can be adopted by the town and village boards as policy. These policies will help further organize community efforts toward plan implementation. A review under the state environmental quality review act procedures is required prior to adoption of the plan. Upon adoption, several opportunities to advance the vision should be pursued. These include:

**Community Canal Improvement Projects** - A number of opportunities to enhance the canal corridor as a community asset have been identified. These opportunities can be beneficial to both residents and business persons as improvements to both the sense of place and quality of life in Pittsford. Some highlights include:

1. Trail enhancements - extensions of the trail to the south bank of the canal between the North Main and State Street Bridges will be

of great use to village residents. Neighboring businesses will also benefit from the increased exposure.

2. Development plan for the Schoen Place area - building upon the plan outlined herein, this plan should be refined at a more detailed scale working closely with the property owners to create the most workable and creative vision possible. Emphasis should be placed on coordinating private sector investments with necessary public improvements. A financing strategy would be collaboratively developed along with a phasing plan.
3. Visitors center - an opportunity that should be secured now and not lost is the concept of creating a Pittsford Visitors Center. The historic resources to potentially house the center are currently vacant and action should be taken to secure space for this to occur. Perhaps modeled on the state's urban cultural park, the center could orient visitors to all of the attractions in the greater Pittsford area. The next step would be to secure funding to conduct a feasibility study for the visitors center. The study would determine the program, scope, and financing plan and feasibility for the center.

**Parking Program** - The parking problems, as described in Section IV, demand the development of a parking management plan. The plan is best addressed on a village-wide basis. Issues that should be explored in its creation include:

1. Employee parking
2. Signage
3. Addition of new lots and/or garages
4. Use of a permit parking system
5. Creation of a separate parking area for recreational users
6. Use of private lots by the public during off-peak hours
7. Creation of a parking area on Powers' property
8. The use of the RG&E right-of-way behind Schoen Place
9. Financing--user fees and parking improvement districts

## Local Laws Necessary to Implement the LWRP

### Zoning Changes

The town and village expect to make modifications to their current zoning maps and use regulations to reflect the opportunities noted in the LWRP. For example, in addition to the incorporation of LWRP design guidelines, zoning in the eastern portion of Schoen Place should be reviewed toward creation of a more appropriate waterfront revitalization zoning district.

**Town** As a Phase I implementation component of the LWRP, the Town of Pittsford intends to create a canal corridor LWRP Zoning Overlay District. The specific language of the LWRP Zoning Overlay District will be developed and adopted as part of the implementation process.

The LWRP zoning overlay district, in conjunction with the town's proposed consistency law (item 2 of this subsection), the LWRP Policies (Section III), as well as the design guidelines and principles delineated in Section IV of this LWRP, will ensure that activities therein are provided an extra layer of scrutiny commensurate with the community's expressed vision for the canal corridor.

The zoning overlay district will define the limit of the area to be evaluated for LWRP consistency. The overlay district will encompass the area within the LWRP boundary under the town's jurisdiction, exclusive of the area administered by the village, described in Section I - LWRP Boundary (See [Town of Pittsford LWRP Zoning Overlay District Boundary Map](#)).

**Village** The Village of Pittsford has modified its M1, M2, and B2 zoning districts to reflect the land use and design guideline recommendations contained in the next section of this LWRP. The Village has developed a Village of Pittsford LWRP Zoning Overlay District (See [Combined Town and Village of Pittsford LWRP Zoning Overlay District Boundary Map](#)).

As stated in its overlay zoning ordinance, "Coastal Area" means that portion of the New York State coastal waters and adjacent shorelands as defined in Article 42 of the Executive Law of the State of New York which is located within the boundaries of the Village of Pittsford, as shown on the Coastal Area map on file in the office of the New York State Secretary of State and as delineated in the Local Waterfront Revitalization Program-Town and Village of Pittsford.

## **Consistency Law**

The town and village will adopt consistency laws that will ensure compatibility with comprehensive plans, and the integration of the canal plan within the LWRP boundary with regard to:

1. Residential neighborhood preservation
2. Parking, traffic and long-term transportation solutions (regional coordination)
3. Town-village interface areas
4. Business districts and the economic future
5. Open space and recreation elements

## **Management Structure**

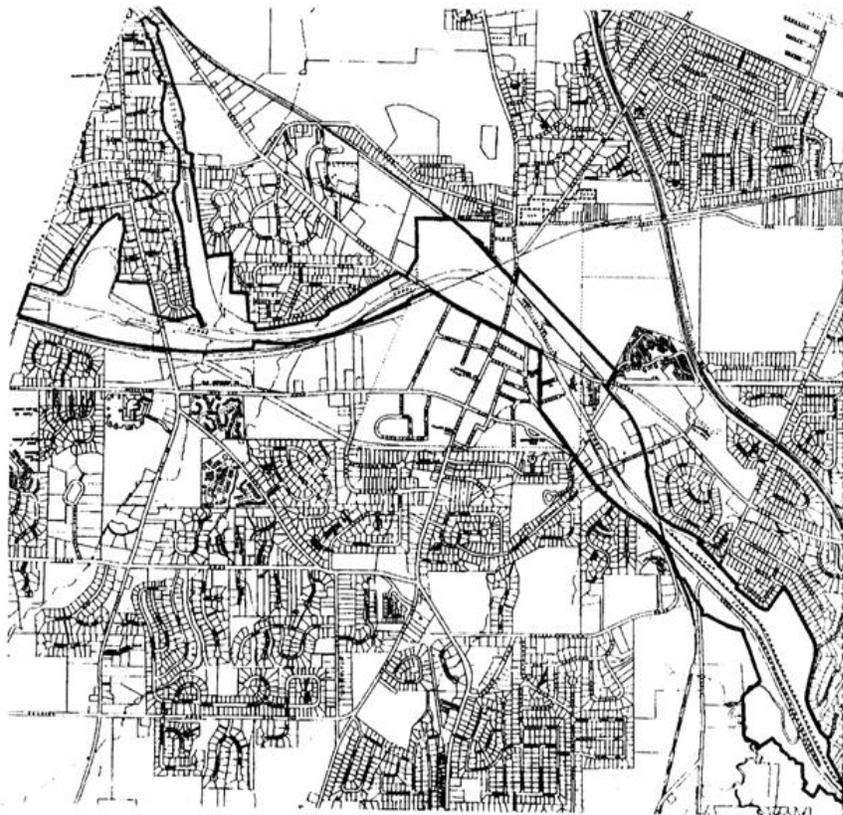
The Town and Village of Pittsford have amended their individual zoning ordinances to incorporate the Waterfront Consistency Law.

### **Town of Pittsford**

The Pittsford Town Code, Chapter 185 has been amended to add Article XIVB, Waterfront Consistency Law. § 185-78.4 authorizes the planning board to “review and make all determinations regarding the consistency of proposed actions with Local Waterfront Revitalization Program - Town and Village of Pittsford policy standards and conditions, and the LWRP design guidelines.” The Town’s Consistency Laws provide a framework for consideration of the policies and purposes of the LWRP when reviewing applications for actions or direct agency actions located in the Town’s and Village’s waterfront area. § 185-78.5 outlines the procedures for the review of actions.

### **Village of Pittsford**

The Village of Pittsford has added Chapter 121, Local Waterfront Consistency to the Code of the Village of Pittsford. The purpose of the local law is to provide a framework for agencies of the Village of Pittsford to consider the policies and purposes of the Local Waterfront Revitalization Program - Town and Village of Pittsford when reviewing applications for actions or direct agency actions located in the coastal area; and to insure that such actions and direct actions are consistent with the said policies and purposes. § 121-4 authorizes the Village of Pittsford Planning Board to review and make all determinations regarding the consistency of proposed actions with Local Waterfront Revitalization Program - Town and Village of Pittsford policy standards and conditions, and the LWRP design guidelines The Village’s Consistency Laws provide a framework for consideration of the policies and purposes of the LWRP when reviewing applications for actions or direct agency actions located in the Town’s and Village’s waterfront area. § 121-5 outlines the procedures for the review of actions.



LWRP  
Overlay District  
Boundary  
Map

 LWRP Boundary

## Other State and Local Policies

All activities must conform to the State Environmental Quality Review Act. All activities must adhere to town and village measures for environmental resource preservation (Pittsford Environmental Guidebook and Greenprint for the Future).

## Design Guidelines and Principles

These local design principles have been established to: guide site and building development; and, preserve and maintain locally sensitive standards for canal area structures. Managing change and the natural evolution of the historic Town and Village of Pittsford is an ongoing challenge. Recognizing an evolution of two centuries of community development, the community is constantly being “recreated”. Consulting with historic documentation of the canal area proves this point clearly. The canal itself has been through multiple reconstructions. Bridges have been replaced several times. Railroads have come--and gone. Mills and warehouses have been built--and taken down--a few remain. Yet through all of the changes, Pittsford has retained the sense of charm and place of an old canal village. A “hometown” feel that is difficult to describe in words.

The town and village design guidelines are intended to help both applicants and public officials responsible for reviewing projects within the canal corridor. Pittsford’s unique

design characteristics, which have evolved over the past two centuries, provide a foundation for the guidelines. The guidelines respect these historic patterns that have proved successful through the generations. In fact, a renaissance in classic community planning and design is emerging nationally in the school of “the new urbanism”, an approach that recognizes that people want their built environment to respond to a “human scale” and encourages walking, bicycling and personal interaction.

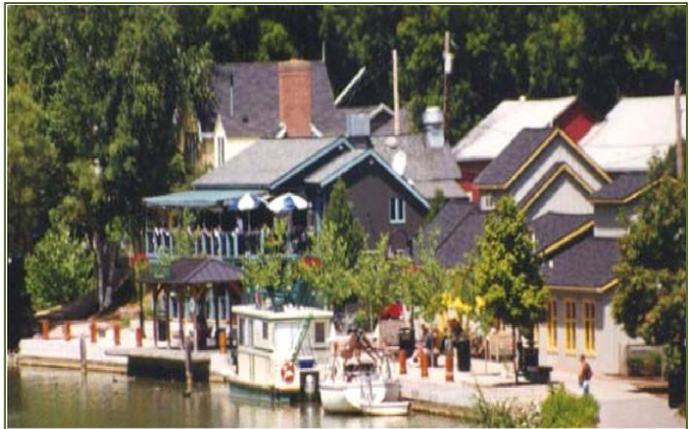
The Village of Pittsford provides a great historic model for the future. These guidelines are intended to support the evolution of Pittsford as a distinctive community, a community which has a spirit and vitality of its people that is reflected in the built environment.

### **Design principles**

The following principles are incorporated in the design of the guidelines:

#### **1. Respecting scale, patterns, and details**

Maintain the historic community character by the preserving the existing architectural heritage. Encourage the adaptive reuse of historic structures and discourage the removal of physically sound structures. Encourage the restoration of store and building facades to be compatible with the architectural history and character of the village. Incorporate, when possible, design details on new buildings which respond to the community’s architectural heritage and character. Encourage new construction or alterations to be done in accordance with the existing historical patterns of the area. Such patterns include; walkable village sized blocks rather than super blocks; on-street parking; garages and parking lots at the rear of structures; sidewalks with street trees; buildings which address the public realm at street level (e.g. front doors on front walks); and the use of building materials, such as brick, wood, and wood shingle siding, which are consistent with the overall character of the area--among others.

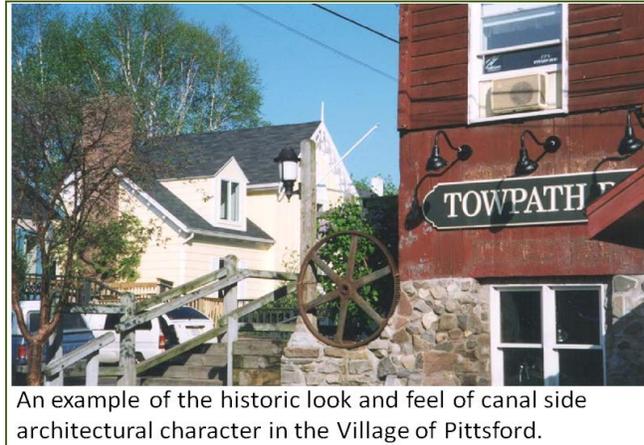


Several buildings along Schoen Place address both the canal front as well as the street.

## 2. Relate buildings and sites to the canal front

A uniform range of building setbacks should be established along the canal front which would provide for a mix of public, semipublic, and private spaces and uses.

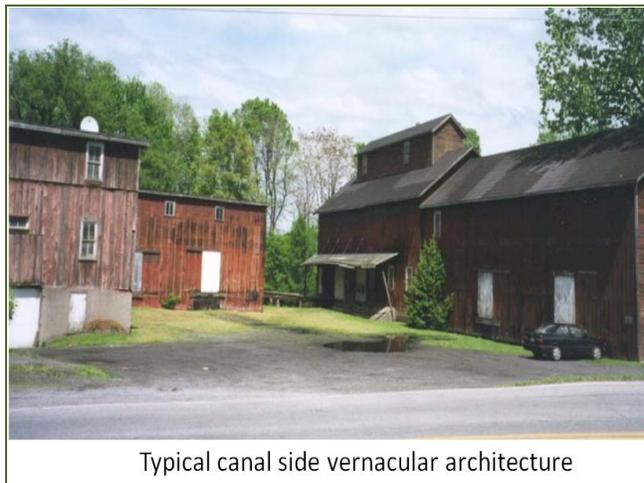
Where new development is created along the canal, provisions for public access to the canal should be incorporated within the design of the site. Such provisions should allow for pedestrian corridors and other design elements consistent with the linear park nature of the canal corridor. Design elements may include the construction of impervious paths, boardwalks, the introduction of plantings, benches, trash receptacles and bike racks, or other design elements as appropriate.



An example of the historic look and feel of canal side architectural character in the Village of Pittsford.

## 3. Creating a Continuity of Interest

The new construction of buildings, or building alterations, should be sited in such a way that the fronts of buildings, where appropriate, address the public realm which exist along the street and canal. Doors should face the street and where appropriate the canal path. Parking lots and other service entries, storage, maintenance, loading, and refuse collection areas should be regulated to the rear or sides of buildings away from public view. These entities should be screened from view



Typical canal side vernacular architecture

either by the use of vegetation, appropriate fencing, a combination of the two, or through site layout and buildings configuration. The visual impact of parking near the canal should be minimized. All at-grade parking fronting on, or in view of, the canal should be screened from view.

The siting of new construction or building alterations should reflect and reinforce the existing building line and be compatible with existing mass and height ratios. The siting of new buildings or building alterations should be respectful of views to and from the canal, existing natural features, and where feasible retain the integrity of the site's character as expressed through its landform and landscape. The incorporation of parks and other green spaces, pedestrian access and trails, within any new development should be encouraged.

#### 4. Creating Incentives for Investment

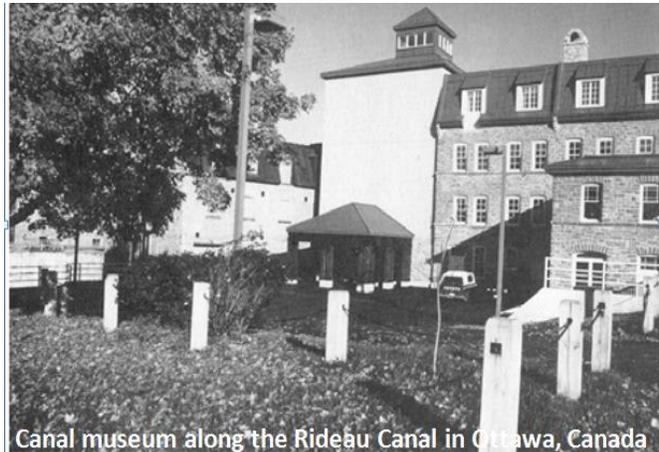
Incorporate flexible zoning rules to accommodate the adaptive reuse of historic structures and permit well designed new buildings that improve the pedestrian and visual environment.

#### 5. Using Good Local Examples of the Vernacular

Attractive older buildings and public spaces within the Town and Village, and along the canal should serve as models for new construction and the design of public spaces.

This local vernacular, as expressed through site and architectural details such as roof shape, building scale, window size, fenestration, and appropriate landscape elements, should be incorporated within the design of new buildings and public spaces.

Overall, the design of new construction, as well as infill construction, or alterations, should enhance the character of the community and canal and contribute to, not detract from, a unified and memorable Pittsford identity.



Canal museum along the Rideau Canal in Ottawa, Canada

#### 6. Gaining Ideas from Other Communities

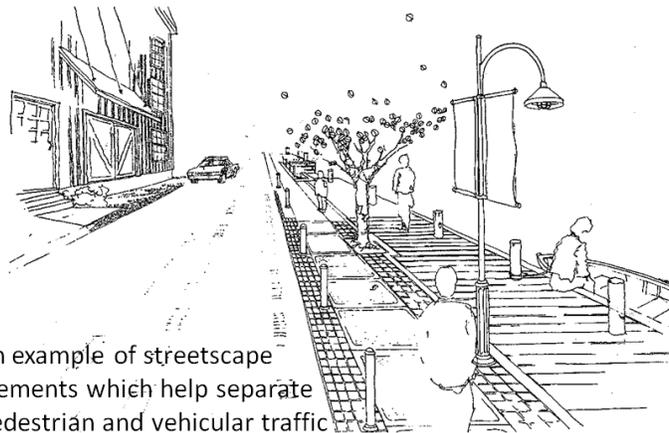
Looking toward other successful examples that bring quality, compatibility and safety to the both the streetscape and the canal front. Much can be learned by examining other local waterfront revitalization programs for municipalities which boarder the Erie canal, as well as learning from other successful waterfront and canal initiatives, like the Rideau Canal in Ottawa.



Skating on the Rideau Canal in Ottawa, Canada

## 7. Traffic Calming

Create clear vehicular movement and pedestrian patterns. Identify potential conflict areas where vehicular and pedestrian interaction occurs and upgrade pedestrian movements to an equal or greater priority than vehicle movements. Incorporate traffic calming mechanisms into the existing street network to reduce the potential for vehicular and pedestrian conflict. Such mechanisms include curb bump-outs, paving textural changes, signage, pedestrian cross-walks, incorporation of stop signs and lights where appropriate and beneficial, and the incorporation of pedestrian friendly streetscape elements to further separate vehicles and pedestrians. Pedestrian friendly streetscape elements include, the construction of sidewalks, plantings of street trees, use of bollards to separate traffic patterns -both vehicular and pedestrian, allocation of benches, planters and appropriate signage, as well as the maintenance of building fronts, and public spaces.



An example of streetscape elements which help separate pedestrian and vehicular traffic

Where appropriate the town and village should incorporate bike lanes along its streets, or off road bicycle and pedestrian paths to link residential areas with village and town activity centers, recreational amenities, the canal, and trail networks. In addition, new projects should incorporate public access for pedestrian and bicycle circulation, especially if the project abuts existing trails or public access areas.

Vehicular access, with the exception of emergency vehicles should be prohibited on the canal towpath and any drop-off points should be set well back from the canal's edge.

### **Applicability**

#### **Adaptive Reuse and New Construction**

It is expected that the guidelines will be used to assist in the design and review of new construction projects within the study area—including adaptive reuse of existing buildings. In these cases, adherence to the guidelines is expected to the maximum extent practicable. Practical difficulties or potential conflicts can be discussed with town and village staff with the intent that solutions reached be brought to the appropriate review board for concurrence. The intent of the guidelines is to provide substantive direction while providing reasonable flexibility in their application.

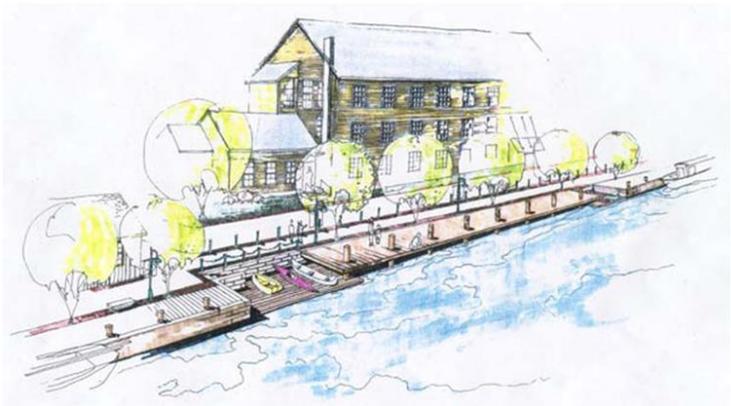
## **Existing Sites and Structures**

Except for a simple change of occupancy of a building resulting in no physical change, the guidelines would apply to projects involving building or site modifications to existing sites and structures. The degree to which the guidelines will apply is commensurate with the degree to which the site and or buildings are to be modified, as determined by the local review boards. Over time, as the guidelines are used, it would be appropriate to review the zoning code, and make adjustments in the code, and to the design review process.

## **Site Design & Architectural Issues**

### **Building Siting and Massing**

Appropriate siting and incorporation of visual elements will create areas which are reflective of the character and heritage of traditional development patterns within the town and village, and along the canal. These patterns include: walkable village sized blocks rather than super blocks; sidewalks with street trees; buildings which address the public realm at street level (e.g. front doors on front walks); and the use of building materials, such as brick, wood, and wood shingle siding, which are consistent with the overall historical period of the area, among others.



*Sketch illustrating enhancements to the pedestrian environment, creation of a canoe/kayak slip, and reuse of the grain mill.*

### **New Construction and Building Alterations**

The siting of new construction or building alterations should reflect and reinforce existing setbacks and building line continuity and be compatible with existing mass, bulk, and height ratios. Where possible the entranceway to such buildings should be located along street level and should engage the public realm. New construction should incorporate elements of pre-existing architectural styles and patterns and site details--reflective of the surrounding area--as well as existing and historical development patterns. Parking areas should be regulated to the rear or sides of buildings away from public view. Buildings and plantings should form an attractive edge to the street instead of a dominance of pavement and parking lots.

## **Major New Development**

The siting of major new development should address the physical location and logical organization of buildings on a site in relation to both the surrounding man-made environment and the encompassing natural environment. The siting of new development should be respectful of existing viewsheds and natural features. Where feasible, new developments should retain the integrity of the site's character as expressed through its landform and landscape. Open space, courtyards, and landscaped pathways within any new development should be encouraged to provide transitional areas between public and private spaces.

Major new developments should incorporate logical development patterns, which are typical of the village vernacular, with New Urbanism principles to create developments which are pedestrian-oriented, human-scaled, contain buildings which relate to the street, incorporate historical details within new construction, and are aesthetically pleasing.

For example, major buildings can be placed as a terminus to major interior streets, or otherwise properly placed on the site. Minor buildings can be placed along this street or as connectors between more dominant buildings. Infill buildings within areas should be placed along a main internal street. Several smaller buildings can be placed opposite each other along these streets and at intersections to create a feeling of enclosure and a sense of place.

Lines of sight should end on important visual elements such as significant structures, or public spaces. The line of sight should never end on a blank wall. Corner buildings should be designed to wrap the corner by continuing design elements like horizontal bands or cornices. In cases of larger structures, they should be broken up into smaller more pedestrian scaled structures which relate better to the existing streetscape.

Distance between buildings and building clusters should be minimized to create a connection between uses. An interesting facade and window scheme will stimulate pedestrian interest, as opposed to a blank wall or parking lot, and a more pleasant experience can be created.

## **Building Mass and Height**

In order to form a strong architectural and visual group, buildings should address the street and be located close to the sidewalk (this is especially important where buildings are located at corners). Where existing buildings do not address the street, a small setback containing plantings or an entry feature should be incorporated into the front entrance of the building's facade. Parking, loading, and service areas should be screened from view.

Generally, the mass and height of new buildings should be reflective of the building heights and masses within its vicinity. However, in areas like Schoen Place which have single story businesses, three story barns and 120' grain elevators, it is better to refer to the dimensions outlined within the village zoning code for final determination of

appropriate building height and mass. In general, new buildings should not compete with, nor destroy the existing street line and skyline but should enhance its overall character.

In addition the architectural details of new buildings, such as the roof line, building facade, window selection, fenestration, etc., should remain sympathetic to the buildings in the vicinity and respond to the local architectural styles and details. New development should strive to blend into the overall community context. Where possible, to access important vistas and public spaces new buildings should also provide strategic openings in building lines.

## **Site Issues**

### **Transportation, mobility and traffic calming**

To achieve the goal of reducing the adverse impacts of vehicular traffic on pedestrian traffic, several methods may be applied. The first option is to create clear vehicular movement and pedestrian patterns. This can be accomplished through the use of appropriate signage, construction of sidewalks, realignment of streets, and the introduction of visual elements along the road edge which clue drivers in to the presence of pedestrian traffic.



*Clear pedestrian and vehicular patterns need to be established. Curbs and sidewalks would help separate vehicular and pedestrian zones.*

The second option identifies potential conflict areas where high levels of vehicular and pedestrian interaction occur. At these areas traffic calming mechanisms, such as curb bump outs and pedestrian crossing signal lights should be installed. Buffer areas, where appropriate space permits, should be developed between pedestrian and vehicular traffic. These buffer areas should include pedestrian friendly streetscape elements such as sidewalks, street trees, benches, bike racks, trash receptacles, and planters.

### **Linkage and Curb Cuts**

The clear and orderly organization and flow of pedestrians and vehicles would be further enhanced by linking destination places together via a sidewalk network and by the use of curbs to reinforce the separation of vehicular and pedestrian areas. In tight commercial areas, businesses should be encouraged to share parking areas and curb cuts, and to provide sidewalk connections between them.

Furthermore, where excessive curb cuts exist, they should be eliminated or reduced through the sharing of common entrances and exits. Where no edge exists between the asphalt of parking lots and the asphalt of the road, curbs should be introduced as defining elements separating vehicles at rest from those at motion. Well defined parking areas with pedestrian sidewalk connections to stores and business would also go a long way towards enhancing pedestrian safety and further reducing the potential for vehicular and pedestrian conflict.

In addition, the town and village should continue to incorporate bike lanes along its streets, or off road bicycle and pedestrian paths to link residential areas with village and town neighborhoods, recreational amenities, the canal, and trail networks. New projects should be encouraged to incorporate public access for pedestrian and bicycle circulation, especially if the project abuts existing trails or public access areas.

### **Pedestrian and Non-motorized Traffic**

The development of attractive pedestrian-oriented environments is a key component of livable, sustainable and viable community. Sidewalk corridors should incorporate building and store front entrances, link streets with parking lots and provide for safe efficient pedestrian movement. Street corridors should be of a pedestrian scale and include pedestrian streetscape elements such as sidewalks, street trees, benches, bike racks, trash receptacles, and planters. In addition, sidewalks should be built to current performance standards and incorporate universal access standards where appropriate and necessary. The incorporation of crosswalks at high pedestrian and vehicular conflict areas is strongly encouraged. Crosswalks should be highlighted by constructing them in a different material than the pavement or should be striped prominent. Pedestrian crossing signals and appropriate signage should be installed wherever required.

Maintaining and creating connections between existing and proposed trails and sidewalks is particularly important. New projects abutting existing or proposed sidewalks and trails should be strongly encouraged to incorporate these elements as well as other needed public amenities into the layout of the development of the project site. This can be accomplished through the use of incentive zoning among other tools.



*Schoen Place is one of the areas which would benefit from streetscape improvements which would greatly reduce pedestrian and vehicular conflicts.*

## **Parking and Circulation**

Parking lots and other service entries, storage, maintenance, loading, and refuse collection areas should be relegated to the rear or sides of buildings away from public view. Whenever possible, these entities should be screened from view either by the use of vegetation, appropriate fencing, a combination of the two, or through site layout, building design and configuration. The creation of additional side and back entrances to buildings will render side and back parking lots more attractive to costumers and the buildings more visually interesting to pedestrians. In addition, the visual impact of parking near the canal should be minimized and all at-grade parking fronting on, or in view of, the canal should be screened from view.

Parking requirement standards, as defined within the town and village codes, should be incorporated for all new development and construction projects. Parking bay and driveway widths should also correspond to standards established within the codes.

Where feasible, businesses and adjacent uses should be encouraged to share parking facilities. New parking lots should be designed to facilitate easy of pedestrian and vehicular movement. Larger parking lots should incorporate elements such as islands with plantings to break up the mass and space of the parking lot and to provide an area for safe pedestrian navigation.

Within a new project or additions to existing projects, the drive lanes should be designed to link and unify the uses in a project and provide pedestrian and vehicular connections to the public realm along existing frontage streets. The creation or incorporation of main “streets” within a commercial project should include the amenities associated with a pedestrian scale environment. These may include curbing, trees, sidewalks, and lighting. Overall, the design of parking lots should provide for the safe and efficient movement of both pedestrians and vehicles.

## **Transit**

Appropriate alternative modes of transportation such as buses, trolleys, water shuttle and taxi, among others, should be identified and implemented to reduce the number of automobile trips and to accommodate high peaks of pedestrian movement. Park-and-ride lots, bus shelters, and other commuter services should be planned into the construction and rebuilding of larger commercial areas. As the traffic increases, the use of alternative modes of transportation will be essential as part of a regional solution to the transit problems facing the greater Pittsford area.

## **Landscaping**

Visually appealing pedestrian-oriented environments which include the use of landscaping as part of a streetscape improvement program not only attract more interest from passing motorists and help reduce speeds but are also more appealing places for pedestrians.

The community would be visually enhanced by the addition of landscaping to parking areas that would provide visual relief, shade, and buffer between adjoining land uses. Trees, shrubs, flowers, and ground covers should be used as appropriate. Large areas of asphalt should be divided into smaller units through the use of landscaping or other techniques. Planting islands should be large enough to support mature trees. In places where the long term support to mature plantings is not practical, the use of strategically placed, tasteful container plantings is encouraged. In the winter, planting islands can serve as snow storage areas--provided the plant species used are tolerant of salt, cold temperatures, and are physically strong enough to support a load of snow without additional protection.

### **Street Trees**

The addition of street trees is recommended to shade and enclose the street and to define the edge of the public realm and private space. The addition of street trees also reduces and defines the scale of the pedestrian space and physically separates pedestrian movement from vehicular movement. Streetscape plans should include appropriate planting areas for street trees, and in areas of high traffic should incorporate protective measures such as granite curbs to define tree planters, as well as the use of tree grates and when necessary trunk protectors.

### **Stream Corridors**

All stream corridors should be preserved from encroaching developments. Streams are primary habitats for different species of plants, fish and animals, and provide educational and linkage opportunities. Adoption of overlay zoning, by the town and village, could be used as an extra level of protection for stream corridors and other sensitive aquatic and non-aquatic resources.

### **Open Space and Amenities**

The preservation of significant open space areas should continue to be pursued as outlined within the Greenprint. The concept of a ribbon of green along the canal should be incorporated into all existing and new projects. For example, in existing commercial areas, the expansion of green space and planting areas can be used to improve the aesthetic nature of the site. In new projects, open space should be required as an integral component of the design scheme, rather than a remnant of the development process. (The later may be accomplished through the use of buffer areas between different land uses, cluster development, incentive zoning and the transfer of development rights.)

New developments should also be respectful of existing viewsheds and natural features. Where feasible the integrity of the sites character as expressed through its landform and landscape, should be retained. Parks and other green spaces within any new development should be encouraged to provide transitional areas between public and private spaces, as well as provide habitat linkages for wildlife.

## **Lighting**

Pedestrian level lighting should be on fixtures not exceeding fifteen feet in height. These can be freestanding fixtures located along the sidewalks. Luminaires without cutoffs are acceptable for pedestrian-level lights. The fixture and luminaire should fit the design palette of the project, while complementing other nearby architectural styles that are considered acceptable examples by the community.

Lighting fixtures for parking lots should be between 10-20 feet in height depending on the setting. Parking and circulation lighting fixtures should include a cutoff type luminary to prevent spillage of direct light above the fixture. All outdoor lighting should be screened by shields or hoods to prevent glares onto adjacent premises. Intensity levels of individual fixtures can be reduced by utilizing a larger number of small slight poles. In small pedestrian areas, incandescent lights and high pressure sodium-vapor lights with a warm yellow can be used to improve the quality of lighting. Metal halide lights should be avoided in small pedestrian areas, as they emit harsh blue lighting, but may be more appropriate for parking lot lighting.

## **Signs and Awnings**

A hierarchy of signs should be developed to address historical districts, commercial and special use areas, as well as building facades and sides of buildings which may be used as signs or for other advertising purposes, and other uses as deemed necessary. This hierarchy should address the use of primary signs and secondary signs.

Primary signs are those which state the businesses name and should be placed directly above a door or on one side near the door or awning face. Secondary signs, those which list hours of operation or other information, should be located at pedestrian eye level. The size of lettering used in the sign should be legible, and in proportion to the size building it will be advertising. Commercial signs should be at a scale appropriate to the use and volume of facility, but must also comply with the town and village, not highway scale. Signs should be easy to read, complementary to its surroundings and not distracting. Where street numbers are used, they should be clear, simple and placed directly above or next to the entrance door. Additionally, the use of banners as signs should follow these same simple guidelines.

Where signs are designated to highlight walking tours or significant sites, a centrally located directory should be placed in a suitable location. The directory should contain a map directing pedestrians to points of interest in the community, as well as brochures and additional tourist information.

## **Harbor Management Plan Town and Village of Pittsford**

Article 42 of the New York State Executive Law, Section 922 – Waterfront Revitalization of Coastal Areas and Inland Waterways – authorizes local governments to prepare harbor management plans (HMP) as part of their Local Waterfront Revitalization Program (LWRP). In the course of preparing a LWRP, the Town and Village of Pittsford recognized the need to manage water activities in areas adjacent to the Waterfront Revitalization Area (WRA) proposed in their program. To that end, the Town and Village have integrated a HMP within the LWRP. As outlined below, the HMP addresses conflict, congestion, and competition for space in the use of surface waters and underwater lands and identifies various alternatives for the optimum use of the waterfront and adjacent water surfaces. More specifically, LWRP Section II identifies those areas within the WRA that are recognized as important Town and Village resources; LWRP Section III provides specific guidance for the HMP area; LWRP Section IV summarizes the results of public visioning projects that identified the key harbor management issues concerning water use in the Town and Village and recommends specific planning principles and capital projects for implementing the vision; LWRP Section VI identifies the authorities of various New York State agencies.

The following list identifies the required elements of a harbor management program found in 19 NYCRR 603.3 – Harbor Management. Since the entire area of the HMP is contained within the NYS Canal, reference is also made to the authority of the NYS Canal Corporation.

### **Boundary**

The boundary of the Town and Village of Pittsford Harbor Management Plan includes the lands of the New York State Canal Corporation, which is an artificial land-cut channel, lying within the boundaries of the Town and Village of Pittsford. Beginning at a point on the intersection of the said lands of the New York State Canal Corporation with the westerly boundary of the Town of Pittsford; running thence easterly along the northerly line of the lands of the New York State Canal Corporation to its intersection with the westerly boundary of the Village of Pittsford; thence continuing easterly along the northerly boundary of the lands of the New York State Canal Corporation to the easterly boundary line of the Village of Pittsford; thence easterly along the lands of the New York State Canal Corporation to the easterly boundary of the Town of Pittsford; thence southerly along the easterly boundary of the Town of Pittsford to the southerly line of lands of the New York State Canal Corporation; thence westerly along the lands of the New York State Canal Corporation to the easterly boundary of the Village of Pittsford; thence continuing westerly along the lands of the New York State Canal Corporation to the westerly boundary of the Village of Pittsford; continuing thence westerly along the lands of the New York State Canal Corporation to the westerly boundary line of the Town of Pittsford; and thence north along said westerly line across the NYS Canal to the place of beginning. The boundary is shown on a map

contained in Section I - Waterfront Revitalization Area Boundary, delineated by hatched lines on said map. The State Canal System is owned and maintained by the New York State Canal Corporation.

### **Inventory and Analysis**

A complete inventory and analysis of existing uses, features and conditions in the HMP area is found in LWRP Section II – Inventory and Analysis. The text describes existing water use patterns and states the need for additional transient docking space.

A map depicting Existing Water Uses is included in LWRP Section II. The water uses are identified as:

- Lock 32 Park
- Cartop Boat Dock/Launch
- Whitewater Practice Area
- NYS Canal Corp Boatlift and Maintenance Facility – Village of Pittsford Erie Canal Park
- Port of Pittsford Park
- Oak Orchard Canoe Dock/Launch – Boat Fueling Dock
- Canal Control Gate
- Great Embankment Park

### **Issues of Local Importance**

Primary issues of local importance identified in the Town and Village of Pittsford LWRP can be summarized as the need to provide harbor infrastructure such as roadways, bulkheads, boat ramps and vessel waste pump-out facilities and docks to primarily accommodate recreational boaters.

### **Issues of Regional Importance**

The NYS Canal Corporation has developed The Canal Recreationway Plan to guide development along the Erie Canal. The Plan identifies the Town and Village of Pittsford as one of several "Canal Landings" located along the recreationway. "Canal Landings" are characterized by the Canal Corporation as having the following characteristics:

- Canal Landings are intended to be destination points along the Canal
- Each Canal Landing has direct water access and is primarily focused on water and boating.
- Canal Landings will include services for boaters and trail users, and restaurants, shops and lodging facilities with a canal theme. They will have canal interpretive facilities and public open space suitable for canal oriented events.

- To the extent possible, suggested Canal Landings are sited at historic canal terminals or locks. These sites generally have existing dock walls, providing a wharf or boat tie-up.
- The goal for each landing is to include as many services and facilities as possible and locally desirable.
- Each Landing will have a minimum service package for boaters and trail users consisting of docks or boat fenders and tie-ups, telephone, trash drop and information signage, and one or more of the following elements:
  - a. A variety of boating opportunities, including charter, tour and excursion boats, boat rental and others.
  - b. Expanded services for boaters and trail users, including marinas, docks, marine repair, pump-out and fuel, water and electric service, rest rooms, access to showers and laundry facilities and boat and bicycle repair.
  - c. Restaurant and canal-oriented shops.
  - d. Lodging.
  - e. Canal interpretive and tourist information.
  - f. Public open space for events.

**Erie Canalway National Heritage Corridor and Commission.**

Public Law 106-554, December 21, 2000, Title VIII, Sections 801-810, established the Erie Canal National Heritage Corridor, and the Erie Canalway National Heritage Corridor Commission. This legislation also outlines the responsibilities of the Secretary of the Interior, including the provision of technical assistance from the National Park Service in the preparation of a Canalway Plan which "...shall incorporate and integrate existing federal, state, and local plans to the extent appropriate regarding historic preservation, conservation, education and interpretation, community development and tourism-related economic development for the corridor that are consistent with the purposes of this title" Public and interagency involvement in the development of the Preservation and Management Plan commenced in December 2003.

**Opportunities and Objectives**

In preparing the LWRP, the Town and Village of Pittsford have conducted extensive visioning and planning sessions to achieve a consensus regarding local objectives in the harbor area.

LWRP Section III reflects this consensus, and is detailed in the following policy regarding water-dependent uses.

***Policy 10 Protect water-dependent uses, promote siting of new water-dependent uses in suitable locations and support efficient canal operation.***

Proposals which preserve existing, and/or create new, water-dependent uses in the canal area shall be given priority over those facilities that are not water-dependent or water-enhanced. Existing water-dependent uses include the boat launch at Lock 32 Area; the former Lock 62 extension; the NYS Department of Transportation/the NYS Canal Corporation property; Great Embankment Park; and trail links.

Section IV of the LWRP proposes the following future uses: water taxi stop; continue NYS Canal Corporation boat storage/maintenance activities; canal related sheriff or state police sub-station; short-term transient boat dockage; boating services (e.g. pump out station, gas, restrooms, etc.); tour boat destination stop (not a start/end terminal with parking);

The overriding local goal, as stated in the Town of Pittsford Comprehensive Plan, is to preserve the historic canal-front character in the heart of the Village of Pittsford, and to provide improvements to existing facilities and infrastructure along the canal throughout the town, thus creating investment opportunities that will act as a catalyst for economic growth, community revitalization and job creation. The community's desire is to maximize use of the canal as an amenity for the town and to ensure that all uses complement, but do not compete with the village.

### **Underwater Lands and Navigable Waters**

There are no privately owned underwater lands in the Town or Village of Pittsford. All navigable waters within the Town and Village of Pittsford are contained within the Erie Canal and regulated by the New York State Canal Corporation.

### **Water-dependent Uses**

Existing Water Use Patterns are described in LWRP Section II. The following policies found in LWRP Section III, Policy 10 concern the protection of water dependent uses:

***Policy 10.1 Protect water-dependent uses***

Water-dependent uses are activities which can only be conducted on, in, over or adjacent to a water body because such activity requires direct access to that water body, and which involves, as an integral part of such activity, the use of the water. Water-enhanced uses are activities which have no critical dependence on obtaining a waterfront location, but the profitability of the use and/or the enjoyment level of the users would be increased significantly if the use were adjacent to, or had visual access to, the waterfront.

Existing water-dependent uses, such as the boat launch at Lock 32 and existing canal access facilities, shall be supported and maintained. The overriding goal of the Town

and Village of Pittsford for this waterfront plan is to guide change rather than react or drive it. Within this context, development in the canal area shall:

- a. Preserve the historic canal front character in the heart of the Village of Pittsford.
- b. Provide improvements to the existing facilities and infrastructure along the canal throughout the Town of Pittsford, thereby protecting and enhancing community character.
- c. Maximize the use of the canal as an amenity for the community while permitting uses which complement, but do not compete with the historic village.

***Policy 10.2- Promote the siting of new water-dependent uses at suitable locations and provide for their safe operation.***

The Erie Canal and its environs offer numerous opportunities to the town and village for the creation of new facilities and amenities. There is also significant potential for adaptive re-use and restoration of existing structures and sites. Indeed, the town and village have conducted public planning processes which have identified specific areas of project opportunity and community based goals. Some of these projects include: the Lock 32 Area -- north and south shores, east and west of Clover Street; the former Lock 62 extension; the NYS Department of Transportation/the NYS Canal Corporation property; creation of a small inn and/or bed and breakfast; town-village economic development site; Schoen Place; Powers Farm; Mitchell Road Bridge Area; former Auburn Railroad trestle; Cartersville Area; the former gravel operation off Jefferson Road; Great Embankment Park; and, trail links. A complete discussion of these areas can be found in Section IV of the LWRP.

***Policy 10.3 Improve the economic viability of water-dependent uses***

One of the goals of the Town and Village of Pittsford is to improve the economic viability of water dependent uses in the community. Boater services such as fuel, fresh water, electricity, and sewage pump-outs will be supported in areas where boating amenities are needed. Important canal corridor infrastructure elements include but are not limited to:

1. Existing water and sewer services;
2. Solid waste disposal;
3. Transportation systems; and,
4. Parking.

Improvements within the LWRP boundary shall be conducted in a manner which enhances and supports the waterfront area and historic patterns of development.

Detailed descriptions of the recommendations and planning principles incorporated in the LWRP to improve the economic viability of water dependent uses can be found in Section IV.

***Policy 10.4 Allow water-enhanced uses which complement or improve the viability of water-dependent uses***

Water-enhanced uses which complement and/or improve the viability of water-dependent uses shall be encouraged. When determining if a water-enhanced use is appropriate for siting along the waterfront, the following factors should be considered:

1. The use would accommodate an important public service.
2. The use would provide an economic incentive to prevent the loss of a water-dependent use.
3. The use would be sited and operated so as not to interfere with water-dependent uses.
4. The use would be sited in a manner which would not preclude future expansion of a water-dependent use.
5. The activity would make beneficial use of a canal location through siting and design to increase public enjoyment of the waterfront and enhance community character.

Detailed descriptions of the recommendations and planning principles incorporated in the LWRP to improve the economic viability of water dependent uses can be found in Section IV of the LWRP.

**Management of Underwater Lands and Navigable Waters**

The management of underwater lands and navigable waters within the Town and Village of Pittsford is regulated by the NYS Canal Corporation. LWRP Section VI lists the NYS Canal Corporation as an agency whose actions should be undertaken in a manner consistent with the LWRP.

**Water Use Plan**

While the Village works in partnership with the NYS Canal Corporation and other state agencies to develop public access and boater enhancements, jurisdiction over the use of the Canal and shoreline rests with New York State. In this regard, the Canal Corporation maintains the navigation channel and canal infrastructure. In addition, rules and regulations adopted pursuant to NYS Canal Law (21 NYCRR Sub-chapter D, Parts 150-156) and design standards enforced by the 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 15-20;

- Size of boats up to 300 ft. long and 43.5 ft. wide;
- Maximum boat speed - 6 mph along land-cut canal segments (such as Whitehall) and dependent on local conditions along canalized rivers and lakes;
- Occupancy of Canal Corporation lands adjacent to the Canal System is regulated through the issuance of revocable permits by the Canal Corporation.

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

- Applicable to residential/non-commercial docks accommodating four or fewer boats with a maximum dock length of 100 ft. (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 ft. (for land-cut canal sections) or 50 ft. (for canalized waterbodies) from navigation channels;
- Docks shall be constructed parallel to the shore in land-cut areas and be at least 50 ft. from navigation aids;
- Dock designs shall be approved by the 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 ft. from adjacent property lines
- Excavated slips shall be no larger than 1,000 sq. ft.

### **Policies Concerning Present and Future Use of the Water Use Plan Area**

Section 121-5 (G) of the proposed LWRP Consistency Law for the Village of Pittsford states that actions taken within the Village of Pittsford's jurisdiction shall "take(s) advantage of the community's location on the canal to provide amenities for residents and visitors; and guide future development so that it complements, not competes with or detracts from the historic village.", and (2)... promote siting of new water-dependent uses in suitable location and support efficient harbor operation(LWRP Policy 10)."

Section 185-78.5 of the proposed LWRP Consistency Law for the Town of Pittsford provides identical guidelines.

## Capital Projects

The Plan Overview Concept Maps contained in LWRP Section IV depict the proposed water uses within the Town and Village of Pittsford harbor management area. The designation of various proposed water surface uses are shown on the Land and Water Use Concept Maps contained in LWRP Section IV. The maps depict proposed new docking facilities in the North Main - Depot Area, and a canoe put-in and additional dockage in the Schoen Place Area.

## Techniques to Implement the Harbor Management Plan

The land and water surface uses are proposed and will be implemented through LWRP Policy 10, existing regulations, management plans and agreements, policies, planning principles and through the development of capital projects identified in Section IV of the LWRP that concern waterside infrastructure and docks.

Harbor management goals will be implemented by maintaining the existing environmental and recreational qualities of the Pittsford waterfront and by helping to protect the health, safety, and welfare of waterfront residents through the LWRP policies and planning principles detailed in the LWRP.

LWRP Section VI lays out State actions that affect and will be affected by the LWRP. With reference to the HMP area these include the authorities exercised by the Thruway Authority/Canal Corporation/Canal Recreationway Commission:

- Acquisition, disposition, lease, grant of easement and other activities related to the management of land and other resources under the jurisdiction of the Thruway Authority, Canal Corporation, and Canal Recreationway Commission.
- Facilities construction, rehabilitation, expansion, or demolition.
- Permit and approval programs related to the use of the Canal System lands and waters, advertising devices, and the transport of radioactive waste and materials.
- Statewide Canal Recreationway Plan.

## Additional Considerations

1. **Conflict and Competition for Space** - This issue will be addressed by rules and regulations adopted pursuant to NYS Canal Law (21 NYCRR Sub-chapter D, Parts 150-156).
2. **Structures** - The location, construction, size and location of wharves, docks, moorings, piers, jetties, platforms, breakwaters or other structures, whether temporary or permanent, is regulated pursuant to NYS Canal Law (21 NYCRR Sub-chapter D, Parts 150-156) and design standards enforced by the Canal Corporation serve as the definitive controls governing use of the Canal.

3. **Regional Needs** - The regional needs of users will be met through the guidelines developed through the Statewide Canal Recreationway Plan, the water-dependent use policy in LWRP Section III and the measures outlined for infrastructure development in LWRP Section IV.

4. **Additional Applications**

- i. commercial shipping is n/a
- ii. recreational boating

The needs of recreational boaters will be met through the guidelines developed through the Statewide Canal Recreationway Plan, and the following policies found in LWRP Section III:

**Policy 1.4 Improve canal corridor infrastructure**

Boater services such as fuel, fresh water, electricity, and sewage pump outs will be supported in areas where boating amenities are needed. Important canal corridor infrastructure elements include but are not limited to: existing water and sewer services; solid waste disposal; transportation systems and parking. Improvements within the LWRP boundary shall be conducted in a manner which enhances and supports the waterfront area and historic patterns of development.

**Policy 1.5 Improve canal corridor amenities**

Canal corridor amenities shall be maintained and improved. For example, a significant public visioning process has been conducted as an integral part of this planning effort and has incorporated publicly supported recommendations regarding canal corridor amenity improvements. These recommendations included improvements which will be made in the Lock 32 Area Lock 62 Area, NYSDOT/NYS Canal Corporation Property Area, Western Section, North Main Street and the Depot Area, Schoen Place and Environs, and the Eastern Section. Specific recommended improvements, opportunities and planning principles for these areas are included in LWRP Section IV.

- iii. Commercial and recreational fishing and shell fishing Commercial fishing is N/A in the Town and Village of Pittsford. Issues regarding recreational fishing will be met through LWRP Policy 11:

**Policy 11 Promote sustainable use of living marine resources in coastal waters.**

Recreational uses of living marine resources, and their accompanying economic activity, constitute an important contribution to the local economy. Continued use of living resources depends on maintaining the long-term health and abundance of fishing resources and habitats, and on ensuring that the resources are sustained in usable abundance and

diversity for future generations. This requires the protection and conservation of habitat, restoration of habitats in areas where they have been degraded, and maintenance of water quality at a level that will foster the occurrence and abundance of these resources. Use of the available resources must be consistent with the maintenance of healthy stocks and habitats and must maximize the benefits of resources use to provide valuable recreational experiences and viable business opportunities for recreational fisheries.

As an MS4, as defined by the Phase II Stormwater Regulations, the Town of Pittsford will comply with state permit requirements and preserve and improve non-point source pollution impacts on water quality to the extent practical. Enforcement of existing local wetland protection laws and the protection and/or expansion of wetland resources adjacent to or within the LWRP boundary will help insure maintenance of living marine resources. The LWRP shall also promote sustainable public uses of the living marine resources, for example, improving amenities and public access to the canal for recreational fishing from shore and by boat.

**Policy 11.1 -Ensure the long-term maintenance and health of living marine resources.**

It is the policy of the Town and Village of Pittsford that the long-term maintenance and health of living marine resources shall be enhanced to the extent practicable. It is recognized that the State of New York Canal Corporation operates the canal on a seasonal basis. As a result, the canal is subject to seasonal fluctuations in both water volume and flow to allow for flood control, maintenance and repair. A reasonable level of water volume and flow shall be maintained to ensure that fisheries resources are adequately protected given the need to consider flood control and navigational interests.

**Policy 11.2 -Provide for recreational use of canal fisheries.**

The LWRP shall promote the sustainable public use of the living marine resources by allowing access to the canal for seasonal recreational fishing from shore, including ADA accessible areas where appropriate and by boat.

Infrastructure supporting public use of the canal shall be encouraged. Such infrastructure may include but is not limited to:

1. Small craft launch site(s);
2. Tie-ups and access points for low free-board water craft like canoes and kayaks;
3. Boating support services including:

- a. Short term dockage;
  - b. Potable water and electrical hook-ups;
  - c. Sewage pump out station(s); and
  - d. Fuel
- iv. aquaculture and mariculture is n/a
- v. waste management

Waste management issues will be addressed by the following policy contained in LWRP Section III:

**Policy 8 Minimize environmental degradation in the coastal area from solid waste and hazardous substances.**

Development of the waterfront area has resulted in contamination of some waterfront parcels, particularly from industrial uses. Former landfills may produce leachates which degrade both surface and groundwater sources. A variety of substances, ranging from improperly disposed motor oils to industrial waste dumps, may pose immediate problems and can preclude or delay appropriate reuse of waterfront lands. Smaller and more incremental solid waste problems arise from littering.

- vi. mineral extraction is n/a
- vii. dredging is n/a
- viii. public access

Public access issues will be addressed through the following policy contained in LWRP Section III:

**Policy 9 Provide for public access to, and recreational use of, canal waters, public lands, and public resources of the waterfront area**

A critical component of this LWRP is to provide public access to, and recreational use of the canal, public lands, and public resources in the canal corridor. The canal area opportunities and proposals described in the Inventory and Analysis, illustrate Pittsford's commitment to improving access along the corridor and throughout the community.

- ix. recreation (See viii above)
- x. habitats and natural resource protection

Issues regarding habitats and resource protection will be addressed by the following policies contained in LWRP Section III:

**Policy 6 Protect and restore ecological resources, including significant fish and wildlife habitats, wetlands, and rare ecological communities.**

Significant wildlife habitats, wetlands and other natural resources and sensitive areas shall be protected to the maximum extent practicable, recognizing that development will occur in the waterfront area. These areas include wetlands, stream corridors, floodplains, woodlots, open space and steep slopes, and the canal corridor. Implementation of this policy requires balancing development uses with habitat conservation. The intent is not to prevent development, rather it is to ensure fish and wildlife habitats are conserved as part of the development process.

xi. water quality

Issues regarding water quality will be addressed through the following policy contained in LWRP Section III:

**Policy 5 Protect and Improve Water Resources.**

The state and local goal of the LWRP is to take advantage of the canal as an amenity. A primary focus of the LWRP is improvements to the properties, facilities, and structures within the canal corridor. The Erie Canal in the Pittsford area is a man-made water resource, and is subject to the management controls established by the New York State Canal Corporation, and water quality standards administered by the New York State Department of Environmental Conservation (NYSDEC) and the federal Clean Water Act.

The stream classification of the New York State Barge Canal within the Town of Pittsford is "B". Two regulated streams cross under the canal in Pittsford. Irondequoit Creek is classified as B(t). It passes under the canal in the eastern part of the town in the area of the canal known as the "great embankment". The East Branch of Allen Creek is classified as B. It passes under the canal in the western part of town just downstream of the Allen Creek Storm water detention facility off Jefferson Road. NYSDEC's regulations protect streams classified as C(t) or better (AA through C(t), highest to lowest). These waters shall be:

1. Suitable for fish propagation and survival to the extent practicable;
2. The water quality shall be suitable for primary and secondary contact recreation, although other factors may limit the use for these purposes.

Issues regarding open space will be addressed through the following policy contained in LWRP Section III:

**Policy 1.3 Maintain and enhance natural areas, recreation and open space**

The preservation of significant open space areas should continue to be pursued. The concept of a ribbon of green along the canal, should be incorporated into all existing and new projects. For example, in existing commercial areas, the expansion of green space and planting areas can be used to improve the aesthetic nature of the site. In new projects, open space should be required as an integral component of the design scheme, rather than a remnant of the development process. This may be accomplished through the use of buffer areas between different land uses, cluster development, incentive zoning and the transfer of development rights.

xii. aesthetic values

Issues regarding aesthetic values will be addressed through the following policies contained in LWRP Section III:

**Policy 1.1 Preserve community character**

The property owners and the Town and Village of Pittsford planning boards, architectural review boards, historic preservation groups (e.g., Historic Pittsford), have made significant efforts toward identifying and preserving existing landmarks, as well as, maintaining the charming residential character that defines the community. Therefore, it is important that the historic scale and patterns of development, and individual historic resources be recognized and preserved, and that buildings and sites of local, state or national historic significance be conserved and productively used to the maximum extent practicable.

**Policy 3.2 Protect aesthetic values associated with recognized areas of high scenic quality**

The plans for all proposed projects shall be designed to protect and enhance the aesthetic values and visual quality of Pittsford's canal corridor.

xiii. water dependent uses

Issues regarding water dependent uses will be addressed through the following policy contained in LWRP Section III:

**Policy 10 Protect water-dependent uses, promote siting of new water-dependent uses in suitable locations and support efficient canal operation.**

Proposals which preserve existing, and/or create new, water-dependent uses in the canal area shall be given priority over those facilities that are not water-dependent or water-enhanced. Existing water-dependent uses

include the boat launch at Lock 32 Area; the former Lock 62 extension; the NYS Department of Transportation/the NYS Canal Corporation property; Great Embankment Park; and trail links.

- xiv. common law riparian or littoral rights n/a

This consideration does not apply. The entire extent of the Erie Canal in the Town and Village of Pittsford is owned by the NYS Canal Corporation.

- xv. public interest under the Public Trust Doctrine

Issues of public interest under the Public Trust Doctrine will be addressed through the following policy contained in LWRP Section III:

**Policy 9.4 Preserve public interest in and use of lands and waters held in public trust by the state and other government levels**

The LWRP furthers the state's goal for promoting the canal as a public amenity for community residents and visitors. Therefore no policy or development proposal shall contravene the public interest in and use of lands and waters held in public trust by the state and other government levels.