

**Town and Village of Pittsford  
Local Waterfront Revitalization Program**

Adopted:  
Town Board and Village Board of Trustees, November 15, 2005

Approved:  
NYS Secretary of State Christopher L. Jacobs, June 23, 2006

**RESOLUTION OF  
THE TOWN OF PITTSFORD TOWN BOARD**

**and**

**THE VILLAGE OF PITTSFORD BOARD OF TRUSTEES**

**Adoption of the Town of Pittsford and Village of Pittsford Local Waterfront  
Revitalization Program (LWRP)**

WHEREAS, the Town of Pittsford and the Village of Pittsford caused to be prepared a Local Waterfront Revitalization Program in cooperation with the New York State Department of State, pursuant to Article 42 of the Executive Law; and

WHEREAS, a Draft Generic Environmental Impact Statement (DGEIS) was prepared for the draft LWRP in accordance with the requirements of Part 617 of the implementing regulations for Article 8 of the Environmental Conservation Law; and

WHEREAS, the draft LWRP, including all proposed local laws and zoning amendments, and the DGEIS, were circulated by the Department of State to appropriate local, county, state and federal agencies in accordance with the requirements of Executive Law, Article 42 and Part 617 of the implementing regulations for Article 8 of the Environmental Conservation Law; and

WHEREAS, the Village of Pittsford and Town of Pittsford (the "Lead Agencies") accepted the DGEIS as complete and ready for public review and comment, whereupon Notices of Completion was filed and made to appropriate agencies and interested parties; and

WHEREAS, a public hearing on the LWRP and DGEIS was jointly held by the Village of Pittsford and Town of Pittsford pursuant to legal notice, providing an opportunity for the general public to comment on the LWRP and DGEIS; and

WHEREAS, the Lead Agencies caused to be prepared a Final Generic Environmental Impact Statement (FGEIS) to fully address any concerns raised through the DGEIS review process; and

WHEREAS, in some instances, responses to comments also involved revising the draft LWRP document itself; and

WHEREAS, Village of Pittsford and Town of Pittsford, as joint Lead Agencies,

accepted the FGEIS as complete on October 13, 2005 and October 18, 2005 respectively, whereupon Notices of Completion were filed and properly circulated, along with the FGEIS and revised draft LWRP pages, to appropriate agencies and interested parties; and

WHEREAS, the Lead Agencies held a joint public hearing on November 15, 2005 concerning the matter of the Lead Agencies' intent to adopt a Findings Statement, thereby concluding SEQR, adoption of the Local Waterfront Revitalization Program (LWRP), as revised in the FGEIS, and the related proposed local laws associated with the LWRP, as described herein.

NOW, THEREFORE, BE IT RESOLVED, that the Lead Agencies find that the Town of Pittsford and Village of Pittsford Local Waterfront Revitalization Program will have a beneficial impact on the natural and man-made environment, and social and economic conditions of the Village of Pittsford and Town of Pittsford; and

BE IT FURTHER RESOLVED, that the Lead Agencies find and determine, based on the entire record of the environmental review process, including all relevant State, Village and Town Laws and records of Village and Town bodies, as well as all correspondence received regarding the local coastal management planning process, that the Town of Pittsford and Village of Pittsford Local Waterfront Revitalization Program, and all of the related proposed local laws associated with the LWRP, are necessary to:

- Ensure that a comprehensive local coastal program and consistent set of policies is adopted to guide use and development in the canal area and to protect the quality of the Village's and Town's canal environment;
- Ensure the existing character of the Village and Town and the economic vitality of the Village and Town are maintained and enhanced as appropriate;
- Provide a comprehensive planning vision and sound basis for waterfront revitalization, development, promotion of certain uses, and protection of social, economic, natural, and scenic resources;
- Establish the basis to obtain funding for further coastal planning from federal, State, and other sources and to assure these federal, State, and other resources that the Town of Pittsford and Village of Pittsford LWRP is consistent with State and federal programs; and
- Guarantee that local residents, through local government, will continue to have control over actions in their community; and

BE IT FURTHER RESOLVED, that the Village of Pittsford Board of Trustees and Town of Pittsford Town Board, serving as co-Lead Agencies for SEQRA purposes,

determine and decide that the adoption of the Local Waterfront Revitalization Program, and all of the related proposed local laws associated with the LWRP, as described herein, will have a significantly beneficial impact upon the coastal environment and generally upon the Village of Pittsford and Town of Pittsford and will enhance and protect the health and welfare of the residents of the Village and Town and thus should be adopted; and

BE IT FURTHER RESOLVED, that the Lead Agencies, having considered the Draft and Final Generic EISs, and having considered the preceding written facts and conclusions relied upon to meet the requirements of 6 NYCRR 617.11, make the following certification of findings:

- The requirements of 6 NYCRR Part 617 have been met;
- Consistent with the social, economic, and other essential considerations from among the reasonable alternatives thereto, the action approved is one which minimizes or avoids adverse environmental effects to the maximum extent practicable; including the effects disclosed in the environmental impact statement; and
- Consistent with social and economic, and other essential considerations, to the maximum extent practicable, adverse environmental effects revealed in the environmental impact statement process will be minimized or avoided by incorporating as conditions to the decision those mitigative measures which were identified as practicable; and
- Consistent with the applicable policies of Article 42 of the Executive Law, as implemented by 19 NYCRR 600.5, this action will achieve a balance between the protection of the environment and the need to accommodate social and economic considerations.

\* \* \* \*

Village of Pittsford Board of Trustees  
Village of Pittsford  
21 North Main Street  
Pittsford, New York 14534

*Ryan*  
Signature of Responsible Official

Robert Corby  
Name of Responsible Official

Mayor  
Title of Responsible Official

11/15/05  
Date

Town of Pittsford Town Board  
Town Hall  
11 South Main Street  
Pittsford, New York 14534

William A. Carpenter  
Signature of Responsible Official

William A. Carpenter  
Name of Responsible Official

Supervisor  
Title of Responsible Official

11-17-05  
Date



STATE OF NEW YORK  
**DEPARTMENT OF STATE**  
41 STATE STREET  
ALBANY, NY 12231-0001

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George E. Pataki  
Governor

Christopher L. Jacobs  
Secretary of State

June 26, 2006

Honorable William A. Carpenter  
Supervisor Town of Pittsford  
Main Street, Pittsford, NY 14534

Dear Supervisor Carpenter:

I am pleased to inform you that I have approved the Town and Village of Pittsford Local Waterfront Revitalization Program (LWRP), pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. Everyone who participated in the preparation of this program is to be commended for developing a comprehensive management program that promotes the balanced preservation, enhancement, and utilization of the Village's valuable waterfront resources.

I am notifying State agencies that I have approved your LWRP and am advising them that their activities must be undertaken in a manner consistent, to the maximum extent practicable, with the program.

I look forward to working with you as you endeavor to revitalize and protect your waterfront.

A handwritten signature in black ink, appearing to be "C. L. Jacobs", written in a cursive style.

Christopher L. Jacobs  
Secretary of State

CLJ:lt\gn



STATE OF NEW YORK  
**DEPARTMENT OF STATE**  
41 STATE STREET  
ALBANY, NY 12231-0001

---

George E. Pataki  
Governor

Christopher L. Jacobs  
Secretary of State

June 26, 2006

Honorable Robert C. Corby  
Mayor Village of Pittsford  
21 N Main Street  
Pittsford, NY 14534

Dear Mayor Corby:

I am pleased to inform you that I have approved the Town and Village of Pittsford Local Waterfront Revitalization Program (LWRP), pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. Everyone who participated in the preparation of this program is to be commended for developing a comprehensive management program that promotes the balanced preservation, enhancement, and utilization of the Village's valuable waterfront resources.

I am notifying State agencies that I have approved your LWRP and am advising them that their activities must be undertaken in a manner consistent, to the maximum extent practicable, with the program.

I look forward to working with you as you endeavor to revitalize and protect your waterfront.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Jacobs", with a long horizontal flourish extending to the right.

Christopher L. Jacobs  
Secretary of State

**Town of Pittsford  
&  
Village of Pittsford  
Local Waterfront Revitalization Program**



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

## **ACKNOWLEDGMENTS**

The Town and Village of Pittsford would like to thank the following individuals for their participation, vision, and effort in developing this local waterfront revitalization program.

### **Town of Pittsford Board**

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John Higgins, Jr.

Karen Green

Henry Marini (former)

### **Village of Pittsford Board**

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Tom Farlow

Tim Galli

Steve Maddox

Paula Sherwood

Richard Dennison (former)

Donald Foreman (former)

Glen Brown (former)

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Joanne VanZandt

Kay Sfikas

Paul Wilson

## **Village of Pittsford Canal Corridor Master Plan Committee**

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Robert Corby	Linda Lanphear	Virginia Searl
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Bob Beeley	John Galle	George Muller

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Gregory Fisher

The Town Village of Pittsford would also like to thank Jeffery Beach, David MacLeod and Thomas Zyskowski of the New York State Department of State Division of Coastal Resources, the New State Department of Transportation, the New York State Canal Corporation, Governor Pataki and other interested stakeholders for their insight and participation.

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## Introduction

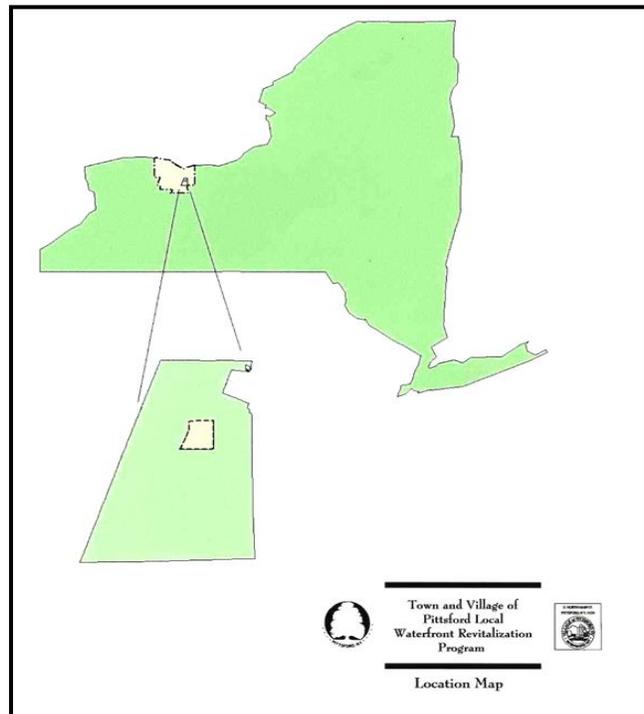
This report integrates the Town and Village of Pittsford Local Waterfront Revitalization Program (LWRP) plan and draft generic environmental impact statement (DGEIS). A discussion of the potential impacts of adopting this plan is included in Section IX. The DGEIS does not address individual projects which may be proposed in the future. It is envisioned that due to the unique environmental, historic and cultural circumstances involved along the Pittsford waterfront (i.e., the former Monaco Oil site, historic village, etc.), individual projects should be subject to specific State Environmental Quality Review Act (SEQRA) review, determination of significance, permitting (if necessary) and compliance with the precepts and policies of this LWRP.

Pittsford, New York, a suburb of Rochester, is located in Monroe County in western New York State. The community is situated about six and a half miles southeast of the center of downtown Rochester (See [Location Map](#)). Rochester lies on the north end of the Genesee River, near Lake Ontario, approximately halfway between Buffalo and Syracuse.

The Village of Pittsford is located in the geographic center of the Town. The village's commercial center is situated one block south of the Erie canal in the 'Four Corners' area.

Revitalization of the canal waterfront has been a community priority for several years. In fact the Pittsford community and Monroe County in general have been held out as good examples to other communities. Pittsford is a model in the state in terms of canal front open space and recreation amenities, historic preservation, and appropriate waterfront development. The Pittsford community prides itself in its planning for the future. This waterfront plan will help guide change as it occurs rather than merely reacting to the changes that are to come.

Wherever LWRP policies involve land under the jurisdiction of the Canal Corporation, the Town and Village of Pittsford will work closely with the Canal Corporation to insure that implementation of the policies do not adversely affect Canal Corporation Maintenance Facility Operations. Furthermore, the Town and Village of Pittsford



acknowledge that proposed future uses of canal owned land are subject to review and approval by the Canal Corporation. Any dredging operation will comply with the jurisdictional requirements of the Canal Corporation and Army Corps of Engineers.

The entire study area is located in an area of potential archeological/historical significance. Any project which requires authorization from a State or Federal Agency will need to comply with the State Historic Preservation Act.

In addition to guiding the various private sector projects currently underway or planned along the canal, the plan suggests some important community waterfront enhancement projects. These projects include improvements to the canal trail system, potential open space and recreation opportunities, as well as addressing key community infrastructure needs such as traffic safety improvements and additional public parking. Funding opportunities can be secured through various sources, such as the New York State Canal Corporation, The New York State Clean Air-Clean Water Bond Act, the federal transportation enhancement program (TEA 21), and HUD's Canal Corridor Initiative. These funds will supplement local public and private investments and will allow Pittsford to enhance and promote the value the Erie Canal offers to both community members and visitors.

## **Section I Waterfront Revitalization Area Boundary**

### **A LWRP Boundary**

This boundary uses the Town of Pittsford town-wide parcel map, LWRP project boundary, scale, 1" = 800 feet as the basis for this description. Please refer to that map for specific location determination. A [Boundary Map](#) is provided.

Beginning at the westerly boundary of the Town of Pittsford with the Town of Henrietta, at the northern boundary of the Conrail property line (south of the Erie Canal), thence running northerly approximately 700 feet, crossing the canal and at the northerly boundary of the lands of the NYS Canal corporation at the boundary with the Town of Henrietta, thence easterly approximately 700 feet to the beginning of the Widewaters Turning Basin, continuing along the boundary of the lands of New York State in a northerly direction for approximately 2,200 feet, thence easterly approximately 400 feet, following the boundary of the lands of NYS, thence southerly approximately 1,200 feet to the lands of the NYS Office of Parks, Recreation and Historic Preservation thence heading easterly approximately 800 feet to the western boundary of NYS Route 65, following the western boundary of said route approximately 800 feet to the intersection of the lands of the NYS Canal Corporation, thence, heading easterly approximately 100 feet, crossing said highway and proceeding easterly for approximately 800 feet following along the boundary of the lands of the NYS canal corporation, thence northerly approximately some 6,200 feet, crossing French Road and following more or less the lands owned by New York State, and formerly serving as the Erie Canal, thence easterly approximately 100 feet and thence southerly some 5,000 feet following the boundary of the NYS lands, thence heading easterly approximately 500 feet along the southern lot lines of the West Brook Road subdivision, thence southerly some 800 feet following the eastern bounds of the lands of NYS/Town of Pittsford thence heading easterly some 400 feet, turning southerly and running 600 feet more or less, and following the lands in public ownership easterly for 100 feet, then southerly for some 200 feet and thence heading east along the northern boundary of the lands of the NYS Canal Corporation for approximately 2,100 feet and continuing eastward, more or less, crossing NYS Route 31, thence following the eastern boundary of a privately-owned parcel fronting on Route 31 for approximately 300 feet and thence heading northerly at the intersection of the corporate boundary of the abutting the lands Village of Pittsford for approximately 800 feet to the northwest corner of the village boundary, following said boundary easterly some 800 feet until the southern right of way of the N/F New York Central Railroad, thence heading southeasterly some 2,000 feet to the intersection with North Main Street, crossing said street in an easterly direction, thence heading north along the eastern boundary of said street for approximately 300 feet thence

heading southeasterly, 400 feet north of and paralleling the former New York Central Railroad right of way to the western boundary of the Wood Creek residential community, thence, following said boundary in a southwesterly direction, crossing NYS Route 31 to the former New York Central Railroad right of way, following said right of way southwesterly some 2,600 feet to the canal crossing abutment, thence following the northern boundary of the lands of the NYS Canal Corporation easterly some 3,000 feet until the eastern boundary of the lots of the Vincent Drive subdivision, thence northerly some 700 feet along the lands of NYS, thence southeasterly some 3,600 feet to include the Great Embankment Park to the boundary of the Town of Perinton, thence following said boundary southerly some 100 feet, crossing the canal, and at the boundary of the Town of Perinton and the northern boundary of NYS 96, following said road some 9,600 feet to the southern boundary of the Village of Pittsford, thence, heading northwesterly following the eastern bound of South Street some 1,000 feet, thence heading northerly following the eastern bound of Boughton Avenue, crossing NYS Route 31, thence following the northern boundary of said route for approximately 2,600 feet to the intersection with the Conrail line, thence following said rail line some 9,600 feet to the point of beginning.

## **B LWRP Overlay Districts**

The Town and Village of Pittsford have adopted overlay districts into their respective zoning codes to ensure that appropriate consistency review is conducted for all projects occurring within each of the communities' jurisdictions in the LWRP area. A combined [LWRP Overlay District Map](#) is provided on the following page.

### **Town LWRP Overlay District**

This boundary uses the Town of Pittsford town-wide parcel map, LWRP project boundary, scale, 1" = 800 feet as the basis for this description. Please refer to that map for specific location determination. A [Town LWRP Overlay District Map](#) is provided.

**Western Area** - Beginning at the westerly boundary of the Town of Pittsford with the Town of Henrietta, at the northern boundary of the Conrail property line (south of the Erie Canal), thence running northerly approximately 700 feet, crossing the canal and at the northerly boundary of the lands of the NYS Canal corporation at the boundary with the Town of Henrietta, thence easterly approximately 700 feet to the beginning of the Widewaters Turning Basin, continuing along the boundary of the lands of New York State in a northerly direction for approximately 2,200 feet, thence easterly approximately 400 feet, following the boundary of the lands of NYS, thence southerly approximately 1,200 feet to the lands of the NYS Office of Parks, Recreation and Historic Preservation thence heading easterly approximately 800 feet to the western boundary of NYS Route 65, following the western boundary of said route

approximately 800 feet to the intersection of the lands of the NYS Canal Corporation, thence, heading easterly approximately 100 feet, crossing said highway and proceeding easterly for approximately 800 feet following along the boundary of the lands of the NYS canal corporation, thence northerly approximately some 6,200 feet, crossing French Road and following more or less the lands owned by New York State, and formerly serving as the Erie Canal, thence easterly approximately 100 feet and thence southerly some 5,000 feet following the boundary of the NYS lands, thence heading easterly approximately 500 feet along the southern lot lines of the West Brook Road subdivision, thence southerly some 800 feet following the eastern bounds of the lands of NYS/Town of Pittsford thence heading easterly some 400 feet, turning southerly and running 600 feet more or less, and following the lands in public ownership easterly for 100 feet, then southerly for some 200 feet and thence heading east along the northern boundary of the lands of the NYS Canal Corporation for approximately 2,100 feet and continuing eastward, more or less, crossing NYS Route 31, thence following the eastern boundary of a privately-owned parcel fronting on Route 31 for approximately 300 feet to the intersection with of the corporate boundary of the Village of Pittsford, thence south along the village boundary to the northern boundary of the Conrail line, thence following said rail line some 9,600 feet to the point of beginning.

**Eastern Area** – Beginning at a point on the village boundary that is 400 feet north and normal to the northern boundary of the former New York Central Railroad right of way, thence following a line 400 feet north of and parallel to the northern boundary of the former New York Central Railroad right of way to the Wood Creek residential community, thence, following said boundary in a southwesterly direction, crossing NYS Route 31 to the former New York Central Railroad right of way, following said right of way southwesterly some 2,600 feet to the canal crossing abutment, thence following the northern boundary of the lands of the NYS Canal Corporation easterly some 3,000 feet until the eastern boundary of the lots of the Vincent Drive subdivision, thence northerly some 700 feet along the lands of NYS, thence southeasterly some 3,600 feet to include the Great Embankment Park to the boundary of the Town of Perinton, thence following said boundary southerly some 380 feet, crossing the canal, and at the boundary of the Town of Perinton and the southern boundary of the lands owned by the NYS Canal Corporation heading west along said boundary some 8400feet to the northern boundary of NYS 96, thence following said boundary some 3000 feet to the southern boundary of the Village of Pittsford, thence east and thence north along the village boundary to the point of beginning.

### **Village LWRP Overlay District**

This boundary uses the Town of Pittsford town-wide parcel map, LWRP project boundary, scale, 1" = 800 feet as the basis for this description. Please refer to

that map for specific location determination. A [Village LWRP Overlay District Map](#) is provided on the following page.

Beginning at the northwest corner of the village boundary, following said boundary easterly some 800 feet until the southern right of way of the N/F New York Central Railroad, thence heading southeasterly some 1,500 feet to the northern most corner of parcel 151.18-1-48, thence easterly to the western most corner of parcel 151.18-1-38, thence following the northern boundary of said parcel to the intersection with North Main Street, crossing said street in an easterly direction to northwest corner of parcel 151.18-1-49, following the northern boundary of said parcel some 700 feet, thence following the eastern boundary of the same parcel some 350 feet to a point 400 feet normal to the northern boundary of the former New York Central Railroad right of way, thence following a line 400 feet north of and parallel to the northern boundary of the former New York Central Railroad right of way to the Village Boundary, thence heading south along the boundary to the southeast corner of the village boundary, thence west along the village boundary to the intersection of the northern boundary of South Street and the village boundary, thence heading northwesterly following the eastern bound of South Street some 1,000 feet, thence heading northerly following the eastern bound of Boughton Avenue, crossing NYS Route 31, thence following the northern boundary of said route for approximately 2,600 feet to the intersection with the Conrail line, thence following said rail line to the western boundary of the village, thence north along the village boundary to the point of beginning.

## Section II Inventory and Analysis

### A Local and Regional Context

From west to east, the canal enters the Town of Pittsford just to the west of the turning basin at Lock 32. The canal traverses the western portion of the town, and enters the village's jurisdiction as it flows under the Monroe Avenue Bridge. The canal bisects the Main Street and Schoen Place districts, and exits the village approximately halfway between the State Street and Mitchell Road bridges. The canal exits the town along the eastern border, approximately one-half mile west of Bushnell's Basin and the Marsh Road Bridge.

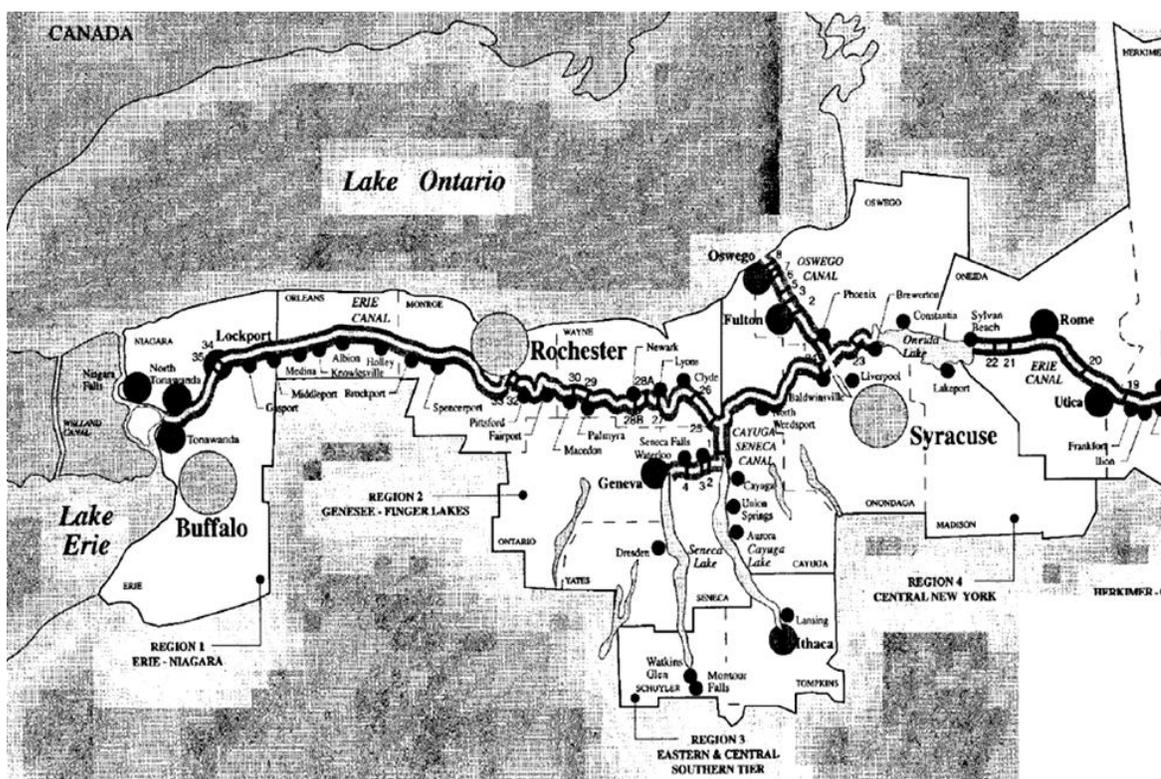
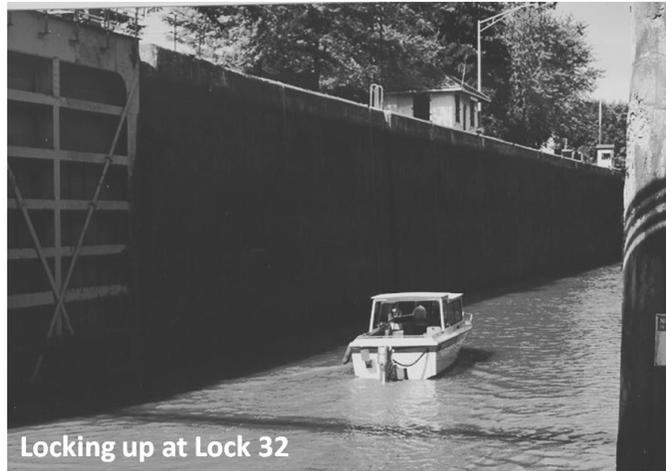


Image of Erie Canal from Syracuse to Buffalo, illustrating Pittsford's place on the canal and its relationship to the region. Map from the Draft New York State Canal Recreationway Plan, New York State Canal Recreationway Commission, and Beyer Blinder Belle Consortium, July 1995.

Pittsford was founded in 1789 by brothers Simon and Israel Stone. The original center of the settlement was located one mile south of the Main Street four corners. In 1811 the village center migrated from the mile post area to its present location in anticipation of the construction of the canal and the State's east-west road. The village, incorporated in



1827, grew as the local economy was stimulated by canal traffic. During the second half of the 1800's, canal traffic through Pittsford averaged 250 boats a week, a figure exceeded in the peak, fall shipping season. In the mid to late 1800's (the Auburn and Rochester railroad was built through Pittsford in 1842), passenger rail lines greatly reduced passenger traffic on the canal, resulting in the canal being used mainly for freight transport. The canal was significantly rebuilt when it was enlarged in 1910-1912 to support bulk shipping. Pittsford served as a major fueling station for canal boats during the first half of the 20th century. However, the increased use and higher speed of train further reduced the canal's use as a freight transportation conduit. The canal experienced a resurgence of freight use during WWII, due to the canal's ability to ship grain at a lower cost per ton than the railroads.

From the 1960's to the present, canal freight shipments have dropped sharply. Today, it is rare to see any bulk cargo shipped on the canal. In 1975 the Port of Pittsford Park opened across the canal from Schoen Place. Recently the Village of Pittsford received a grant to build a bulkhead across from the Newcomb Oil Company to permit refueling of canal craft. This facility has increased Pittsford's attraction as a place to stop when traveling through by boat. The canal has three engineering structures of significance in the Town of Pittsford. These are Lock 32, Lock 62, and the Great Embankment. Lock 32 is located just west of Clover Street (NYS



route 65) near its intersection with Jefferson Road (NYS route 252). The lock is 44.5 feet wide and 300 feet long and has a depth of 12 feet over the sill. This

lock represents a 25 foot change in elevation. Lock 32 was originally built between 1910 and 1912 when the canal was redone to accommodate motorized traffic.

Approximately 8,000 boats pass through this lock in a season. (This number includes each lock-up or down of the three local tour boats.) The stretch of state owned land north of the lock serves as a multiple use park, featuring picnic tables, a jungle gym, a car top boat launch and a wooded area. This park serves as a major access point to the canal for recreational users.

Lock 62, described in greater detail in the historic resources and assets part found in Appendix A, is located behind the Wegmans Complex on Monroe Avenue. The Great Embankment, which is also described in Appendix A, was a major engineering feat at the time of its construction.



## **B Existing Land Use and Ownership Patterns**

The land within several feet of both the north and south shores of the canal is owned by the State of New York throughout the corridor. The total holdings exceed 300 acres of canal front property. The largest sections of state holdings are at the west end of the corridor the areas around Locks 32 and 62 and the east end of the corridor near Knickerbocker Road. With the exception of the stretch of canal in front of the NYSDOT facility mentioned earlier, the Erie Canal Heritage Trail runs all the way across the town and village along the northern shore of the canal. This trail, which is on the state's land, utilizes what was once the towpath walked by horses and mules pulling canal boats. The heritage trail is now used for many recreational activities including: walking, jogging, biking, rollerblading, fishing, outdoor canal side dining, and feeding the large resident duck population; a very popular activity at Schoen Place with both adults and children. A survey of residents conducted for the preparation of the town's comprehensive plan noted that the canal trail was the "favorite place" among Pittsford residents. The trail can be accessed from several points in Pittsford. The park at Lock 32 is a very popular access point. The parking lot at this lock is often filled past capacity. Cars frequently line Clover Street near this lock due to insufficient off-street parking.

The trail is accessible from French Road via the trail extension going to Lock 62 and from the Monroe Avenue extension, near Central Music, where the trail can be picked up east bound under Monroe Avenue and west bound off of Brook

Road, a neighboring side street. In the village center the trail can be accessed behind the Depot and Village Department of Public Works garage and also anywhere along Schoen Place. Schoen Place is a very popular access point, leading to parking headaches, particularly on summer weekends. At the east end of the town the trail is accessible at the Town of Pittsford Great Embankment Park as well as from several neighborhood trail connections.

Description of land use patterns is most easily accomplished by dividing the canal into the six sections naturally created by the five road bridges that cross the canal in the town and village. These bridges are Clover Street (NYS Route 65), Monroe Avenue (NYS Route 31), North Main Street (NYS Route 96), State Street (NYS Route 31), and Mitchell Road.

### **West of Clover Street**

With the exception of one residential street west of the turning basin, the majority of land on both shores of the canal in this area is state-owned. The north side is a park and the south side includes 25 to 30 acres of state-owned land which, with the exception of the New York State Department of Transportation (NYSDOT) site, is primarily undeveloped. This area is being considered primarily for open space preservation, with some recreation use and small-scale supporting development.

### **Clover Street to Monroe Avenue**

The predominant land use of the north shore beyond the trail is residential. There are two exceptions, the Lock 62 spur and the site where the NYSDOT/Canal Corporation and the town sewer district facilities are located. The state-owned land surrounding the stretch of trail leading to Lock 62 features a woodlot and wetlands. The eastern end of the property, near Monroe Avenue, houses the NYSDOT paint truck facility, the NYS Canal Corporation facility and boat lift and the Town of Pittsford sewer district service center. The south side of the canal in this stretch is almost entirely state-owned and includes a public boat ramp accessible from Clover Street and the Pittsford Crew rowing center. With the exception of these facilities, the remainder of the state lands is currently in a natural state. The former Monoco Oil Company property occupies the far eastern end directly across from the NYSDOT facility.

### **Monroe Avenue to North Main Street**

This bridge represents the town/village border. The western half of the north shore here is approximately 20 acres of land owned by the Town of Pittsford. This area is undeveloped open space which offers many possibilities. The eastern half contains the Village of Pittsford Department of Public Works garage and other commercial developments such as the Grove Street office buildings, and the former Depot Inn which has been redeveloped as a hotel, restaurant,

and meeting center. There are two houses between the depot and the canal on North Main Street. One of these houses is a commercial establishment. The south shore has a few retail establishments at the west edge, but is otherwise privately-owned residential land.

### **North Main Street to State Street**

The north shore of this section contains one of the key attractions of the area: Schoen Place and Northfield Common. This stretch of retail establishments, restaurants, historical structures and other canal side attractions draws many shoppers, diners, and recreational users. This area is a living example of the transitions canal communities have gone through. Pittsford's more industrial past is still evident in the rough hewn lumber yard buildings, bean and grain barns, and coal tower. The current use of these structures to house retail and eating establishments reflects the change in character that the area has undergone. The land immediately behind Schoen Place is privately-owned agricultural land, the majority of which will be permanently protected from development as part of Pittsford's Greenprint for the Future purchase of development rights program. The south shore here features the Port of Pittsford Park, which is located in the village but maintained by the town. Next to the park is a public parking lot and the town library. The rest of this side is privately owned by the commercial establishments along State Street.

### **State Street to Mitchell Road**

This section is privately owned residential property on both shores. Most homes are screened from the canal by fences, trees or other plantings. The Bob Ford Field hosts two youth baseball fields on land owned by the New York State Canal Corporation. A very informal small boat launching site is adjacent to the ball fields.

### **Mitchell Road to the Town Line**

There are a few residential structures immediately adjacent to Mitchell Road but the rest of the north shore is wooded all the way to the Town of Pittsford Great Embankment Park (maintained by the town but also owned by the New York State Canal Corporation). This park includes a car top boat launch and additional wooded land. The wooded area between Mitchell Road and the park surrounds the former path of the Auburn rail line and is now a Rochester Gas & Electric



The Colonial Belle

right of way. Jefferson Road (NYS route 96) runs along the south shore in this section, but a narrow strip with trees and picnic areas has been maintained between the road and the canal as an informal linear park. The support structures from the Auburn railroad canal crossing still exist and are considered a possible site for developing a pedestrian canal crossing. (See [Village](#) and [Town](#) Waterfront Land Use maps)

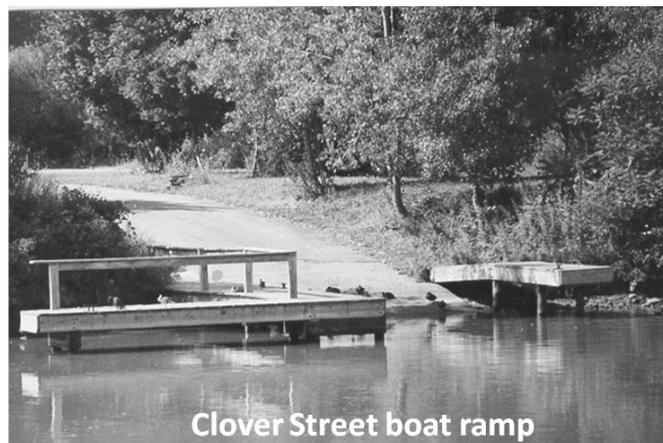
## **C Existing Water Use Patterns**

The canal in this area is used for many different water related activities.

Canoeing and kayaking are very popular activities that are readily accessible to the general public. Relatively little expensive or specialized equipment is needed and such equipment may be rented at canalside water sport establishments. Many larger, privately owned water craft such as pontoon boats, power boats of all sizes, and sail boats (with the mast down) pass through on day trips, on longer vacations, or on their way through to the Atlantic or Lake Erie and other inland water ways.

Pittsford's two high schools have a combined crew team which practices, and sometimes competes on the canal.

There are several larger boats in or near the Pittsford area that offer sightseeing cruises on the canal, including lunch and dinner cruises. These boats include the Sam Patch which docks Town and in Pittsford part of the week, and the Colonial Belle and Fairport Lady, both out of Fairport. Pittsford also offers a white water training course on the spillway of Lock 32. Pittsford has an inadequate number of access points for launching boats. Car top boats can be launched from a dock in the park at Lock 32 or a dock in the Town of Pittsford Great Embankment Park. The only access for trailer boats in Pittsford is the ramp on the south shore, just east of Clover Street.



Docking is also an issue in Pittsford. There is a need for more transient docking as well as overnight facilities. Care must be taken to add tie-up points in places that do not conflict with the surrounding, existing uses. (See [Existing Water Use Map](#)).

## **D Natural Resources and Environmentally Sensitive Features**

### **Wetlands**

Wetlands are defined as areas covered with shallow water permanently or for periods long enough to support aquatic or semi-aquatic vegetation. Areas designated as wetlands may include bogs, swamps, marshes, wet meadows, flood plains, and water logged soils. The current national policy regarding wetlands is that there shall be no net loss. The State Department of Environmental Conservation regulates wetlands larger than 12.4 acres using the following designations:

1. Class I - wetlands designated as Class I shall not be disturbed for any reason unless “it is determined that the proposed activity satisfied a compelling economic or social need that clearly outweighs the loss of or detriment to the Class I wetland.”
2. Class II - disturbance is generally not allowed - “a permit shall be issued only if it is determined that the proposed activity satisfies a pressing economic or social need that clearly outweighs the loss of or detriment to the benefits of the Class II wetland”.
3. Class III & IV - less strictly regulated - there are few wetlands with these designations in Pittsford.

Wetlands smaller than 12.4 acres are regulated by the U.S. Army Corps of Engineers and the Town of Pittsford. Local policy regarding wetlands comes from the Wetlands Protection Law, Article XV of the Code of the Town of Pittsford, it states that it is “the public policy of the Town of Pittsford to preserve, protect and conserve freshwater wetlands and the benefits derived there from...”

Wetlands serve many important functions including: providing habitat for wildlife and plants, playing a role in storm water management and flood control, filtering pollutants, recharging groundwater, and providing passive recreational and educational opportunities.

There are several small wetland areas relevant to the canal greenway plan, and one area large enough to merit state regulation. This area, labeled PT-3 by the town, is north of the canal, between Clover Street and Monroe Avenue, along the trail extension to Lock 62. It is designated as a class II wetland by the state. Other relevant areas include an area south of the canal opposite the turning basin at the west end of Pittsford, the northern portion of the undeveloped parcel north of the canal between Monroe Avenue and North Main, and a small wetland on the north shore near Mitchell Road. (See [Ecological Resources Map](#))

## Woodlots

Wooded areas provide habitats for varied flora and fauna. They also; protect watersheds and soils from flooding and erosion, act as storm buffers by slowing winds and moderating temperature extremes, and purify the air through removal of carbon dioxide and creation of oxygen. In addition wooded areas provide an important source of recreation and visual pleasure.

Pittsford has many woodlots including several in the canal area. The western edge of the town features woodlots on both the north and south shores in the proximity of the turning basin. As well as being the site of a state regulated wetland, the land surrounding the old canal bed extending to Lock 62 is heavily wooded. The south shore of the canal, east of Clover Street and west of the former Monoco property is mostly wooded as far as Jefferson Road and, in some areas, beyond. The canal is lined with trees and heavy undergrowth on both shores from Mitchell Road east to the Town of Pittsford Great Embankment Park. The woods on the north side are deeper, while the trees on the south simply line a narrow strip between the canal and Jefferson Road. The north side of the canal from the Great Embankment east to the town border is heavily wooded. The Great Embankment (See Appendix A) is where the land and canal bed were artificially built up to support the canal overpass over Irondequoit creek. The Irondequoit creek valley south of the canal is also lined with trees.



## Landscape

Open spaces serve several important functions: they protect and buffer ecologically sensitive areas including wetlands, other water resources, important habitats and sensitive soils; they act as a recreational resource; they can support trail systems; they help shape the character of the community and they have aesthetic value.

Much of Pittsford's remaining open space is agricultural land which also serves many of the aforementioned functions. As it is directly behind Schoen Place, the Powers Farm is the most relevant agricultural open space to any canal projects. Pittsford established its Greenprint plan to protect approximately 2,000 acres of agricultural land from development.

Steep slopes are susceptible to erosion and increased flooding. The only relevant area in which this issue must be addressed is the area near Irondequoit creek between East Street and Thornell Road, along NYS route 96. Development in this area should be avoided

### **Wildlife Issues and Habitat**

Pittsford supports a year-round population of several types of ducks and geese at Schoen Place. Feeding these water fowl is a very popular pastime on the shores of Schoen Place. The canal also has several kinds of fish living in it including: small mouth bass, sunfish, sheepshead, carp, and suckers. While the canal is not a commercial fishery, many people do fish along the canal's shores for recreation.

The Pittsford Canal Corridor is home to a great blue heron population, as well as other wading birds, deer and other "suburban" animals such as raccoons, rabbits and squirrels. None of the species living in the Pittsford canal corridor are threatened or endangered.

The Pittsford Canal Corridor provides wildlife with added benefits by linking existing undeveloped areas, connecting them for animal movement, and preserving an important corridor for migratory birds.



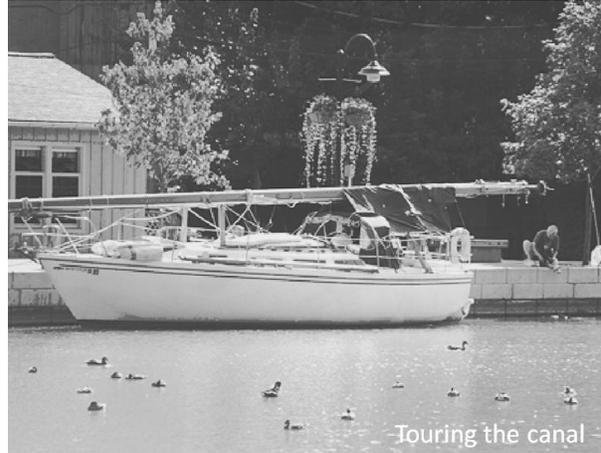
### **Hazardous Waste Areas**

Known existing and former hazardous waste sites relevant to the canal include: the NYSDOT maintenance facility located on the canal near the Monroe Avenue Bridge, and the site of the former Pittsford town dump off Marsh Road. According to NYSDOT officials the maintenance facility site has been remediated, the offending materials removed, and monitoring completed. (Note: This description is not intended to serve to document the presence or absence of hazardous waste on any particular property or as an exhaustive list of such properties).

## **E Infrastructure**

### **Existing Water Services**

Pittsford's water supply comes via a franchise agreement and contract with the Monroe County Water Authority. Water mains that predate the agreement are owned by the town but maintained by the Water Authority through the contract. All mains built since the agreement belongs to the water authority. Plans for development along the canal corridor should not tax the overall capacity of the system. The Water Authority draws from Lakes Ontario, Hemlock and Canadice, with treatment done at the Shoremont water treatment facility in Greece.



### **Existing Sewer Services**

The Town of Pittsford is part of the Monroe County Pure Waters sewer district and does not own or operate its own waste water treatment facility. The town does own and operate all its own lines leading to the Pure Waters trunk lines. The village operates its own system which is also connected to the Pure Waters trunk lines. The main trunk lines have been designed with adequate capacity to serve the study area.

### **Solid Waste**

Solid household waste removal service is provided through private contract to property owners. The town and village provide removal services for bulk yard waste during scheduled periods.

## **F Transportation Systems**

### **Water Transportation**

The Erie Canal serves as a conduit creating easier access to the Great Lakes, the Hudson River, the St. Lawrence Seaway, and the Atlantic Ocean. Utilizing the canal for transit eliminates the need to go all the way around Nova Scotia and then back down the St. Lawrence to get to the Great Lakes region from the Atlantic Ocean or Hudson River. The reverse is also true.

The canal system also provides greater accessibility to New York's inland bodies of water. Two of the Finger Lakes, Cayuga and Seneca can be reached through the Cayuga-Seneca canal. Onondaga Lake runs south, off of the canal, to

Syracuse and the canal goes through Oneida Lake, east of Syracuse. Going north from Troy, Lake Champlain can be reached via the Champlain Canal. From Lake Champlain in New York State, a traveler can continue north on the Chambly Canal in the Province of Quebec to the St. Lawrence River.

## **Roadways**

Pittsford contains state, county, town and village highways. The state highways are the most relevant roads to the canal project and include; route 96, route 31, route 65, and route 252. State Routes 31 (Monroe Avenue and State Street) and 96 (Main Street) intersect at the four corners in the village center. Both roads cross the canal in the village, with 31 crossing twice due to a bend in the canal. Route 96 turns east and goes on to run parallel to the canal as Jefferson Road. Route 65 (Clover Street) crosses the canal in the western portion of the town. Route 252 (Jefferson Road) crosses 65 just south of the Lock 32 area and runs through an area with significant open space.

Schoen Place (formerly Schoen's Alley) is a village street that parallels the canal, connecting North Main Street to the west and State Street to the east. The stores, restaurants and promenade along this road and nearby Northfield Common are a major attraction. The width and layout of the road and lack of proper pedestrian walkways currently creates precarious situations for both pedestrians and motorists. The layout and streetscape of this road are areas in need of careful consideration. Several of the commercial establishments off State Street which abut the canal have taken advantage of the canalfront setting.

## **Public Mass Transit**

The only public transportation available in Rochester is that provided by the Regional Transit Service, Inc. (RTS) bus system. Routes 7 and 17 service the Pittsford area. Both routes go from the village to downtown Rochester, one via Monroe Avenue (route 7) and the other via East Avenue (route 17)

## **Parking**

Parking within the village is a major issue. A large portion of the available parking in the village is privately owned and limited to patrons of the owners' businesses. The current supply of public parking is less than adequate. One step that could be easily taken to help alleviate some of the crunch would be for the owners of private parking to allow increased use of their lots for public parking on weekends and other off peak hours. Two other related needs are that for more parking for employees of village businesses and a need for longer term parking lots. A parking management plan should be developed for the village that takes a quadrant by quadrant approach to evaluating and reworking existing parking.

## **G Topography and Geology**

Pittsford lies 461 feet above sea level and is characterized by drumlins and other glacial formations. The majority of the area surrounding the canal in Pittsford is relatively flat. There are a few regions though, such as the area between Mitchell Road and the Town of Pittsford Park, where the land beyond the canal trail falls away fairly steeply.

Pittsford's topography and geology were significantly impacted by glaciations. Glacial till left behind has made for good agricultural soils, but these soils are particularly prone to erosion. Portions of the Erie canal in Pittsford contain a rare type of shale named for the town. This shale, found most predominantly near Lock 62, is loaded with specimens of *Hughmilleria Socialis*, a eurypterid. Another common fossil found in the Lock 62 area is *Eurypterus Pittsfordensis*.

## **H Water Quality**

The quality of surface waters is rated by the New York State Department of Environmental Conservation according to their best potential use. The classifications range from AA and A, the highest quality, to D and N, the poorest quality. The canal in this region is given a rating of B. This means that its best usage is primary and secondary contact such as recreation and fishing. There are no point source emissions in the Pittsford region.

## **I Zoning**

With the exception of the Monoco site, which is zoned commercial, all the waterfront land in the town outside of the village along the canal corridor is zoned residential. It should be noted that, along Monroe Avenue in the town, there are two business areas near the canal. The site of Central Music, located off Brook Road is zoned as commercial. On the opposite side of Monroe Avenue, the area in the vicinity of 3750 Monroe Avenue is zoned for business and light industrial uses. The town code includes provisions for floodplain protection, open space preservation (for the RRAA and SRAA zoning districts), and protection of designated historic landmarks. Both a site plan and architectural review process are required for commercial developments. An incentive zoning provision in town code offers an opportunity for the town to gain amenities such as open space preservation, new connecting walkways, among other potential benefits in exchange for modifications to the zoning requirements for a particular project. The use of incentive zoning is an option for applicants. Incentive zoning is a useful technique in appropriate instances to permit flexibility where a measurable community benefit is gained.

The corridor has a several different zoning types in the village which correspond generally to the historic use patterns. These including residential, general business, retail business, light-industrial, and special mixed use. The village code includes overlay districts for historic preservation and environmentally sensitive areas. A second review is required for any development in protected historic areas and any disturbance and/or development in environmentally sensitive areas must go through a special review procedure.

The area which encompasses Schoen Place and Northfield Common are currently zoned M-1, light industrial. While this designation made sense historically, it may not entirely reflect the community vision for the area and hence may no longer the most appropriate zoning designation. A zoning designation which is responsive to the historic canalfront setting that offers opportunities for new investment and the adaptive reuse of the grain mill and bean storage barns may be more appropriate. Incentive zoning can be used as a tool to secure public amenities as part of the development process.

## Section III LWRP Policies

New York State's Coastal Management Program contains a number of policies for managing the State's designated inland waterways, including the state canal system. The policies are currently implemented under the provisions of the Waterfront Revitalization of Coastal Areas and Inland Waterways Act - Article 42 of the NYS Executive Law. This law requires state agencies to ensure that actions within the boundaries of approved local waterfront revitalization programs, which state agencies directly undertake, approve, or fund are consistent with the state coastal policies.

An approved LWRP, is required to incorporate the coastal policies of Article 42 and the New York State CMP, and specifies through local refinement and elaboration how the State policies apply to the local conditions. A major purpose of this LWRP is to specify how the broader State policies apply to Pittsford's distinct Erie Canal waterfront area and resources.

Thus, it is the intent that the New York State Coastal Program be strengthened by providing more specific information upon which to determine State consistency with the LWRP, while affording the Town and Village of Pittsford a unique opportunity to adapt State coastal policies to local needs and objectives.

For the Town and Village of Pittsford, the policies contained in Section III should also be considered in conjunction with the Proposed Land and Water Uses described and mapped in Section IV, as well as the Planning Principles and Design Guidelines found in Sections IV and V. It is the intent of the Town and Village of Pittsford that the Proposed Land and Water Uses, the proposed Planning Principles, and the proposed Design Guidelines also be used by State agencies for the purposes of determining consistency of actions with the Pittsford LWRP.

### Policy 1

**Foster a pattern of development in the Town and Village of Pittsford that enhances community character, preserves open space, makes efficient use of infrastructure, makes beneficial use of a waterfront location, and minimizes adverse effects of development**

#### 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.

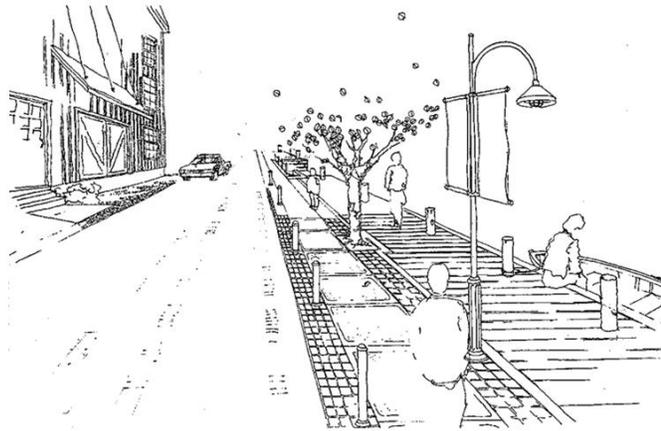
No action will be undertaken within the LWRP boundary, as described in Section I, which detracts from the historic character of the community. In implementing this policy, it is recognized that change will occur in the waterfront area, but that such change should contribute to and not detract from the rich fabric of historic character that is so important to the economy, vitality, and sense of place of the Pittsford community.

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. The intent of the guidelines is to maintain the historic community character by preserving its existing architectural heritage. The town and village will encourage the adaptive reuse of historic structures and discourage the removal of physically sound structures, and will encourage the restoration of store and building facades to be compatible with the architectural history and character of the village. New construction projects will, when possible, include design details on new buildings which respond to the community's architectural heritage and character. New construction or alterations will 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.

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 exists 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 screened from view 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.

The siting of new construction or building alterations should reflect and reinforce the existing building line and be compatible with existing mass and height. New buildings should not compete with, or destroy the existing street line and skyline but should enhance its overall character. 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.

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



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

construction, or alterations, should enhance the character of the community and canal and contribute to, not detract from, a unified and memorable Pittsford identity.

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. Development should create clear vehicular movement and pedestrian patterns. The town and village will identify potential conflict areas where vehicular and pedestrian interaction occurs and upgrade pedestrian movements to an equal or greater priority than vehicle movements. Traffic calming mechanisms will be incorporated 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 crosswalks, incorporation of stop signs and lights where appropriate and beneficial, and the incorporation of pedestrian friendly streetscape elements to further separate vehicles and pedestrians.



*An example of appropriate development where the buildings relate in height, mass, architectural character, address the canal front, and permit public access to the canal.*

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.

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. Motor vehicle 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.

### 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 view sheds and natural features. Where feasible, new developments should retain the integrity of the site's character as expressed through its land form 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. Larger structures 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.

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.

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.

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.

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. Signs should be compatible with the town and village scale, complementary to its surroundings and not distracting.

### **Policy 1.2**

#### **Ensure that development or uses make beneficial use of their waterfront location**

A uniform range of building setbacks should be established along the canal front which would provide for a mix of public, semi-public, 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.

### **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.

#### **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.

### **Policy 2**

#### **Preserve historic resources of the coastal area**

(See Policy 1.5 for additional detail on historic resource conservation standards.) A partial inventory and description of the historically significant buildings and structures found in Pittsford is presented in Appendix A. The types of historic resources which will be affected are outlined in Policy 2.1.

#### **Policy 2.1**

##### **Maximize preservation and retention of historic resources**

A key goal of the LWRP is to continue the on-going preservation and retention of historic resources in the Town and Village of Pittsford, including those assets identified in Appendix A and others. Historic preservation, adaptive reuse of historic structures and community connections to the canal within the LWRP boundary shall be maintained to the extent practicable.

Historic resources are those structures, landscapes, districts, areas or sites, or underwater structures or artifacts which are listed or designated as follows:

1. Any historic resource in a federal or state park established, solely or in part, in order to protect and preserve the resource

2. Any resource on, nominated to be on, or determined eligible to be on the National or State Register of Historic Places
3. Any cultural resource managed by the New York State Nature and Historic Preserve Trust or the New York State Natural Heritage Trust
4. Any archaeological resource which is on the inventories of archaeological sites maintained by the New York State Department of Education or the Office of Parks, Recreation, and Historic Preservation
5. Any resource which is a significant component of an Urban Cultural Park
6. Any locally designated historic or archaeological resources protected by a local law or ordinance

Once a resource has been identified as historic, those elements important in defining the character and value of the resource should be documented. Designation information, available documentation, and original research can be used to quantify important character-defining elements of the historic resource in terms of its time, place, and use; materials, features, spaces, and spatial relationships; setting within its physical surroundings and the community; and association with historic events, people, or groups. The value of the historic resource should also be determine as indicated by: its membership within a group of related resources which would be adversely impacted by the loss of any one of the group of resources; the rarity of the resource in terms of the quality of its historic elements or in the significance of it as an example, or the significance of events, people, or groups associated with the resource.

Once the character-defining elements of the resource are identified, they should be preserved and retained with the least degree of intervention. Passive approaches are often insufficient to achieve needed preservation; an active commitment to preservation is necessary. In order to achieve complete preservation and retention of the resource, the following standards should be applied to the maximum extent practicable:

1. Protect and maintain historic materials and features according to the following approach:
  - a. Evaluate the physical condition of important materials and features.
  - b. Stabilize materials and features to prevent further deterioration.
  - c. Protect important materials and features from inadvertent or deliberate removal or damage.
  - d. Ensure the protection of historic elements through a program of nonintrusive maintenance of important materials and features.
2. Repair historic materials and features according to recognized preservation methods when their physical condition warrants

3. When a historic feature is missing or the level of deterioration or damage precludes maintenance or repair:
  - a. Limit the replacement of extensively deteriorated features or missing parts to the minimum degree necessary to maintain the historic character of the resource.
  - b. Maintain historic character where a deteriorated or damaged feature is replaced in its entirety. In replacing features, the historic character of the resource can be best maintained by replacing parts with the same kind of material. Substitute materials may be suitable if replacement in kind is not technically or economically feasible and the form, design, and material convey the visual appearance of the remaining parts of the feature.
  - c. When re-establishing a missing feature, ensure that the new feature is consistent with the historic elements of the resource. If adequate historical, pictorial, and physical documentation exists so that the feature may be accurately reproduced, use available documentation to design and construct a new feature. If adequate documentation does not exist, design and construct a new feature that is compatible with the remaining features of the resource. The new design should be based on research, pictorial, and other evidence so that a true historical appearance is created.
4. Provide for efficient, compatible use of the historic resource.

A valid approach to preserving historic resources is to provide for on-going, efficient, compatible use of that resource. Such uses should maximize retention of the historic character of the resource. Maximum retention of historic character is best achieved by using the resource as it was historically used. If the resource cannot be used as it was historically used, a use should be adapted to the historic resource in a way that maximizes retention of character-defining materials and features. When adapting a resource to a new use, alterations to the resource should be minimized in order to preserve and retain its historic character. Therefore necessary updates in systems to meet health and safety code requirements or to conserve energy should be made in a manner which minimizes potential negative impacts on the resource's historic character. Alterations to the resource should only be made as needed to ensure its continued use and only in a manner which minimizes adverse impacts on the resource. Alterations should not obscure, destroy, or radically change character-defining spaces, materials, features, or finishes. Alterations may include selective removal of features that are not historic elements of the resource and its setting and that detract from the overall historic character of the resource. New additions should only be constructed after it is determined that an exterior addition is the only viable means of assuring continued use of the resource. In constructing new additions, appropriate design and construction should be used to minimize adverse impact on

the resource's historic character. Adverse impacts can be minimized in new additions by: clearly differentiating from historic materials and features; using design compatible with the historic materials, forms and details, size, scale and proportion, and massing of the resource to protect the integrity of the resource and its setting. In addition, new additions should be designed such that, if removed in the future, the essential form and integrity of the historic resource and its setting would not be impaired.

When it is not possible to completely preserve and retain the resource, the loss of historic resources or the historic character of the resources of the waterfront area should be minimized. A historic resource should be relocated when it cannot be preserved in place and:

1. The resource is imperiled:
  - a. Directly by a proposed activity which has no viable alternative which would not result in adverse effects on the resource
  - b. Indirectly by surrounding conditions which are likely to result in degradation or inadequate maintenance of the resource
2. The resource cannot be adapted for use on the existing site which would result in preservation of the resource
3. A suitable site for relocation is available
4. It is technically and economically feasible to move the resource

A historic resource should be allowed to be demolished only when:

1. It is not feasible to protect the resource through relocation, and
  - a. The resource has been officially certified as being imminently dangerous to life or public health; or
  - b. The resource cannot be adapted for any use on the existing site or on any new site.

Prior to relocation or demolition of the resource, the character-defining elements of the historic resource, in its original context, must be documented in detail.

Potential adverse impacts of development on adjacent or nearby historic resources should be avoided. New development should be compatible with the historic character of the affected resource. Development should be designed to a size, scale, proportion, mass, and spatial relationship compatible with the historic resource, and should use materials, features, forms, details, textures, and colors compatible with similar features of the historic resource.

Adverse cumulative impacts on historic resources should also be limited. A historic resource which is a member of a group of related resources that may be adversely impacted by:

1. The loss or diminution of any one of the members of the group;

2. A series of otherwise minor interventions on a historic resource; or
3. From development adjacent to the historic resource.

### **Policy 2.2**

#### **Protect and preserve archaeological resources**

Development projects shall further protect and preserve archaeological resources situated in the canal planning area and the remainder of the Town and Village of Pittsford.

When an action is proposed on an archaeological site, fossil bed, or in an area identified for potential archaeological sensitivity on the archaeological resources inventory maps prepared by the New York State Department of Education, a cultural resource investigation shall be conducted. An initial site survey shall be conducted, as required, to determine the presence or absence of cultural resources in the project's potential impact area. If cultural resources are discovered as a result of the initial survey, a detailed evaluation of the cultural resource shall be conducted to provide adequate data to allow a determination of the resource's archaeological significance.

If impacts are anticipated on a significant archaeological resource, such potential adverse impacts must be minimized by:

1. Redesigning the project;
2. Reducing direct impacts on the resource; and
3. Recovering data prior to construction.

Disturbance or adverse effects on any object of archaeological or paleontological interest situated on or under lands owned by the State of New York shall be avoided and these resources may not be appropriated for private use.

## **Policy 3**

### **Enhance visual quality and protect outstanding scenic resources**

The LWRP will aid the community's long term commitment to the enhancement and protection of important scenic resources and open space programs. (Note: See Policy 1.5 for additional detail on design and aesthetic issues in the waterfront area.)

#### **Policy 3.1**

##### **Protect and improve visual quality throughout the coastal area.**

Policies and development proposals shall protect and improve visual quality throughout the coastal area.

The visual quality of waterfront development is an important component in the character of waterfront communities. Water-dependent uses often include activities, infrastructure, and changes to the landscape which add visual interest. Some of these

uses contribute ephemeral landscape qualities, such as the movement of a boat across the water's surface. Other uses include elements that may not in themselves be considered scenic, yet contribute interest to the landscape.

Major structures contribute to scenic quality and should be preserved, protected and reused whenever possible. There are many excellent examples of preservation and reuse in the waterfront area of the village, such as:

1. Historic residences and neighborhoods
2. The Phoenix Hotel and other buildings in the Historic Business District;
3. The coal tower, barns and structures along the canal on Schoen Place, Northfield Commons and Depot
4. Pittsford Dairy, among others.

There have been significant historic preservation efforts made in the Village of Pittsford. These efforts are typified by the active participation of town and village preservation boards, architectural review boards and volunteer groups like Historic Pittsford.

Wetlands, concentrations of fish and wildlife, important open space, including open water, and shorelines in natural conditions all contribute to scenic quality. The following measures shall be implemented to protect natural scenic values:

1. Maintain or restore original land forms except where altered land forms provide useful screening or contribute to scenic quality
2. Carefully manage, and where practicable, avoid structures or activities which introduce visual interruptions to natural landscapes including:
  - a. Introduction of intrusive artificial light sources
  - b. Fragmentation of and structural intrusion into open space areas
  - c. Changes to the continuity and configuration of natural shorelines and associated vegetation.

It is not the intent of this policy to prohibit completely development of open lands, rather to manage that development and to conserve open lands as part of the development process.

### **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.

## Policy 4

### **Minimize loss of life, structures, and natural resources from flooding and erosion.**

Projects that will affect areas designated by the Federal Emergency Management Agency (FEMA) as flood hazard areas will undergo review and flood damage mitigation planning as set forth through local laws. There are areas of flood plain associated with the East Branch of Allen's Creek and the Mill Creek/Irondequoit Creek flood plain. These stream corridors are managed through a NYSDEC permitting process, the National Flood Insurance Program and Town of Pittsford zoning law - Article XVI, Flood Damage Prevention.

#### **Policy 4.1**

### **Minimize losses of human life and structures from flooding and erosion hazards by using the recommended management measures.**

The town and village shall minimize the potential for losses of human life and structures from flooding and erosion hazards by implementing the following recommended management measures, in order of priority:

1. Minimize potential loss and damage by locating development and structures away from flooding and erosion hazards.
  - a. Avoid developing new structures and uses or reconstruction of structures damaged by 50 percent or more of their value, in areas which are likely to be exposed to hazards unless:
    - the structure or use functionally requires a location on the shore or in coastal waters
    - the new development would be located in an area of substantial public investment
    - the new structure or use is necessary for shoreline development which:
      - concentrates water-dependent uses and other development
      - would not result in impairment of natural resources
2. Locate new structures which are not functionally dependent on a location on or in coastal waters, are not in areas of substantial public investment, or do not reinforce the role of a developed waterfront, as far away from flooding and erosion hazards as possible.
3. Where practical, moving existing structures and development which are exposed to hazards away from the hazard is preferred over maintaining

structures and development in place. Maintaining existing development and structures in hazard areas may be warranted for:

- a. structures which functionally require a location on the coast or in coastal waters;
  - water-dependent uses which, by the nature of the use, cannot avoid exposure to hazards; or,
  - sites in areas with extensive public investment, public infrastructure, or major public facilities.
4. Use vegetative non-structural measures which have a reasonable probability of managing flooding and erosion based on site characteristics including exposure, geometry, and sediment composition. Use vegetative measures to increase protective capacities of natural protective features at every opportunity.
5. Enhance existing natural protective features and use non-structural measures which have a reasonable probability of managing erosion, using practical vegetative measures in association with all other enhancement efforts.
6. Use hard structural erosion protection measures for control of erosion only where:
  - a. Avoidance of the hazard is not appropriate because a structure is: functionally dependent on a location on or in coastal waters; located in an area of extensive public investment; or reinforces the role of areas of concentrated development.
  - b. Vegetative approaches to controlling erosion are not effective.
  - c. Enhancement of natural protective features would not prove practical in providing erosion protection.
  - d. Construction of a hard structure is the only practical design consideration and is essential to protecting the principal use.
  - e. The proposed hard structural erosion protection measures are:
    - limited to the minimum scale necessary;
    - based on sound engineering practices;
  - f. Practical vegetative methods have been included in the project design and implementation.
  - g. Adequate mitigation is provided and maintained to ensure that there is no adverse impact to adjacent property or to natural coastal processes and natural resources and, if undertaken by a

private property owner, does not incur significant direct or indirect public costs.

#### **Policy 4.2**

##### **Preserve and restore natural protective features.**

Natural protective features that minimize the potential for flooding and erosion shall be restored and preserved to the maximum extent practicable. Development and other activities shall maximize the protective capabilities of natural protective features by:

1. Avoiding alteration or interference with natural conditions
2. Enhancing existing natural protective features;
3. Restoring the condition of impaired natural protective features wherever practical;
4. Using practical vegetative approaches to stabilize natural features;
5. Managing activities to limit damage to, or reverse damage which has diminished, the protective capacities of natural features; and/or
6. Providing relevant signage or other educational or interpretive material to increase public awareness of the importance of natural protective features.

The New State Canal Corporation owns, operates, and maintains the canal for the purpose of seasonal navigation. NYS Canal Corporation operates and maintains water levels in the canal with a series of control gates and surge basins. The control gates allow water flows to be manipulated, when necessary, to alleviate high water conditions in the canal. Surge basins along the watercourse minimize the effect of lock operations on water levels in the canal. The basins also provide additional, temporary water capacity in the event of storm activity.

#### **Policy 4.3**

##### **Expend public funds for management or control of flooding or erosion hazards only in areas which will result in proportionate public benefit.**

Expenditures of public funds for the management, or control of flooding or erosion hazards will only be in areas that result in proportionate public benefit. In applying this policy, areas of high public use, such as the canal path would receive higher priority.

In accordance with this policy, expenditure of public funds for flooding or erosion control projects:

1. is limited to those circumstances where public benefits exceed public costs

2. is prohibited for the exclusive purpose of flooding or erosion protection for private development, with the exception of work done by an erosion control district; and
3. may be apportioned among each level of participating governmental authority according to the relative public benefit accrued.

Factors to be used in determining public benefit attributable to the proposed flood or erosion control measure include:

1. Economic benefits derived from protection of public infrastructure and investment and protection of water- dependent commerce;
2. Protection of significant natural resources;
3. Integrity of natural protective features;
4. Extent of public infrastructure investment; and
5. Extent of existing or potential public use.

#### **Policy 4.4**

**Comply with the provisions of any municipal erosion management plan, consistent with the provisions of this policy.**

The management of flood and erosion hazards is contained within the town and village zoning laws, and applies to any new development in the canal corridor. The costs associated with flood and erosion control would be borne by project sponsors. No new project will be approved which creates a significant flood or erosion hazard, or which interferes with existing flood and/or erosion control devices, structures or management features.

## **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

Any disturbance of the bed or banks of protected watercourses will require authorization from the NYSDEC and the Army Corps of Engineers.

#### **Policy 5.1**

##### **Prohibit direct or indirect discharges which would cause or contribute to contravention of water quality standards and targets.**

Direct and indirect discharges to the canal and area streams which would cause or contribute to a contravention of water quality standards or targets, are regulated by NYSDEC through a permit process pursuant to Title 6 of the Official Compilation of Codes, Rules and Regulations of the State of New York (6NYCRR), Chapter X - Division of Water Resources.

The Town of Pittsford is part of the Monroe County Pure Waters sewer district and does not own or operate its own waste water treatment facility. The town owns and operates lines leading to the pure waters trunk lines. The Village of Pittsford operates its own sewage collection system. The village system is also connected to the Pure Waters trunk lines. The main trunk lines have been designed with adequate capacity to serve the study area.

To further ensure that discharges to canal and area stream waters are prohibited, marine pump-out stations constructed at appropriate points along the Pittsford section of the canal would prevent the discharge of waste materials into canal waters. The inclusion of pump-out stations will be a condition for approval of any new marinas proposed in the LWRP area.

To ensure effective treatment of sanitary sewage and industrial discharges, the Town and Village shall:

1. Maintain efficient operation of sewage collection and treatment facilities;
2. Provide and manage on-site disposal systems:
  - a. use on-site disposal systems only when impractical to connect with public sewer systems.
  - b. protect surface and groundwater against contamination from pathogens and excessive nutrient loading by keeping septic effluent separated from groundwater and by providing adequate treatment of septic effluent.

3. Encourage evaluation and implementation of alternative or innovative on-site sanitary waste systems to remediate on-site systems that currently do not adequately treat or separate effluent.

### **Policy 5.2**

#### **Minimize non-point pollution of canal waters and manage activities causing non-point pollution.**

Discharges to the canal and area streams will be managed in accordance with NYSDEC regulations and permit standards to minimize non-point pollution. Changes to the storm water management system will be coordinated through the local jurisdiction and will include participation of the regional storm water management planning organization for major projects.

In order to minimize non point pollution of the canal and other waters of the town and village using the following approaches will be used in order of priority:

1. Avoid non point pollution by limiting non point sources.
  - a. Reduce or eliminate introduction of materials which may contribute to non point pollution.
  - b. Avoid activities which would increase off-site stormwater runoff and transport of pollutants.
  - c. Control and manage stormwater runoff to:
    - minimize transport of pollutants
    - restore sites to emulate natural stormwater runoff conditions where degraded stormwater runoff conditions exist
    - achieve no net increase of runoff where unimpaired stormwater runoff conditions exist.
  - g. Retain or establish vegetation to maintain or provide:
    - soil stabilization; and,
    - filtering capacity in riparian and littoral zones.
    - Preserve natural hydrological conditions.
    - Maintain natural surface water flow characteristics.
  - e. Retain natural watercourses and drainage systems where present.
  - f. Where natural drainage systems are absent or incapable of handling the anticipated runoff demands:
    - develop open vegetated drainage systems as the preferred approach and design these systems to include long and indirect flow paths and to decrease peak runoff flows;

- use closed drainage systems only where site constraints and stormwater flow demands make open water systems infeasible.
- g. Reduce pollutant loads to local waters by managing unavoidable non point sources and use appropriate best management practices as determined by site characteristics, design standards, operational conditions, and maintenance programs.

The reduction of non point source pollution shall be accomplished by using specific management measures appropriate to specific land use or pollution source categories, applied within the context of the prioritized approach of avoidance, reduction, and management presented in the previous policy section. Those measures are as follows:

1. Agriculture
  - a. Control soil erosion and contain sediment in order to avoid entry of soils into local waters.
  - b. Manage nutrient loadings by applying nutrients only in amounts needed for crop growth, avoiding nutrient applications which will result in nutrient loadings to local waters and tributaries.
  - c. Limit contamination of local waters from pesticides to the extent possible by applying pesticides only when economically appropriate and in a safe manner.
  - d. Manage irrigation and use of chemicals to avoid contamination of return flows with fertilizers, pesticides or their residues, or accumulated salts; and to prevent contamination of source waters by avoiding back flow of waters used to apply chemicals through irrigation.
2. Urban
  - a. For new development, manage total suspended solids in runoff to remain at pre development loadings.
  - b. For site development, limit activities that increase erosion or the amount or velocity of stormwater runoff
  - c. For construction sites, reduce erosion and retain sedimentation on site, and limit and control use of chemicals and nutrients.
  - d. For new on-site sewage disposal systems, ensure that siting, design, maintenance, and operation prevent discharge of pollutants.
  - e. Plan, site, and design roads and highways to manage erosion and sediment loss, and limit disturbance of land and vegetation.
  - f. Plan, site, and design bridges to protect ecosystems.

- g. For roads, highways, and bridges, minimize to the extent practical the runoff of contaminants to local waters.
- 3. Marinas
  - a. Site and design marinas such that currents will aid in flushing of the site or renew its water regularly.
  - b. Assess impact on water quality as part of marina siting and design.
  - c. Manage stormwater runoff, discharge of hazardous substances, and solid waste.
- 4. Hydro-modifications
  - a. Maintain the physical and chemical characteristics of surface waters, reduce adverse impacts, and, where possible improve the physical and chemical characteristics of surface waters in channels.
  - b. Minimize impacts of channelization and channel modification on in-stream and riparian habitat, and identify opportunities to restore habitat.
  - c. Use vegetative means, where possible, to protect stream banks and shorelines from erosion.
  - d. Manage wetlands that have been channelized to simulate natural hydrology.
- 5. Floatables and litter
  - a. Prohibit all direct or indirect discharges of refuse or litter into waters of the state or upon public lands contiguous to and within 100 feet of waters of the state.
  - b. Limit entry of floatables to surface waters through containment and prevention of litter.
  - c. Remove and dispose of floatables and litter from surface waters and shorelines.
  - d. Implement pollution prevention and education programs to reduce discharge of floatables and litter into storm drains.

### **Policy 5.3**

#### **Protect and enhance water quality of canal waters.**

Water quality shall be protected based on an evaluation of physical, and aesthetic factors. Physical factors include pH, dissolved oxygen, dissolved solids, nutrients,

odor, color and turbidity. Health factors include pathogens, chemical contaminants, and toxicity. Aesthetic factors include oils, floatables, refuse, and suspended solids.

In all public and private actions, the town and village will minimize the disturbance of streams within the LWRP boundary, including their bed and banks, in order to prevent erosion of soil, increased turbidity, and irregular variation in velocity, temperature, and level of water, to the extent practicable. In cooperation with other jurisdictions, NYSDEC and the Canal Corporation, the town and village will support appropriate and practicable management measures limiting the incursion of waterborne pollutants from highly turbid streams used to fill the canal, such as the Genesee River, and to moderate seasonal fluctuations in water levels. The town and village shall require avoidance and minimization methods, including the reduction in the scope of work and the use of clean fill, in order to limit potential adverse impacts on water quality due to excavation or placement of fill in public and private projects.

#### **Policy 5.4**

##### **Limit the potential for cumulative and secondary impact of watershed development and other activities on water quality and quantity.**

Development and other activities shall limit the potential for cumulative and secondary impact on water quality and quantity within the LWRP area to the greatest extent practicable. To protect water quality development and other activities shall ensure the:

1. Protection of areas that provide important water quality benefits
2. Maintenance of natural characteristics of drainage systems
3. Protection of areas which are particularly susceptible to erosion and sediment loss.

Development and other activities shall limit the individual impacts associated with development to prevent cumulative water quality impacts which would lead to a failure to meet water quality standards.

#### **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.

## **Policy 6.1**

### **Protect locally significant fish and wildlife habitats.**

Significant wildlife habitats such as wetlands and designated upland open spaces shall be maintained and enhanced. Therefore, it is the policy of the Town and Village of Pittsford that a hierarchy of actions for the protection of significant habitats in regard to proposed development activities in these areas is hereby established. The first level of mitigation shall be the prevention of potential adverse impacts through:

1. Avoidance of the ecologically sensitive area all together;
2. The scheduling of activities to avoid vulnerable periods; and
3. The prevention of fragmentation of the habitat.

The second level of mitigation shall be the minimization of unavoidable adverse impacts through:

1. Reduction in the scale and intensity of the development to the maximum extent practicable; and
2. Environmentally sensitive design.

The third level of protection shall be the development of specific measures to protect environmentally sensitive areas from unavoidable impacts or to minimize those impacts. For example, the following land management tools shall be used to mitigate the impact of development on habitats:

1. Conservation-based design, where open space resources are protected through clustering—this is particularly important for development on open natural landscapes.
2. Recognition and planning for the protection of the interface between the land and the water's edge as an important habitat area, wherever feasible.
3. Development of habitat protection plans for major development projects to protect noteworthy habitats.
4. Where appropriate, permanent management of natural open lands through conservation easements and similar mechanisms to the maximum extent practicable.

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.

Proposals for development areas which also contain wetlands, such as the Monroe Avenue parcel, shall include measures for the prevention of loss of such wetlands by:

1. Enforcing existing local wetland protection protocols;
2. Avoiding the placement of fill or the excavation of wetlands;
3. Minimizing adverse impacts resulting from unavoidable fill, excavation, or other activities;
4. Providing compensatory mitigation for adverse impacts which may result from unavoidable fill, excavation or other activities remaining after all appropriate and practicable minimization has been accomplished; and,
5. Providing and maintaining adequate buffers between wetlands and adjacent or nearby uses and activities in order to ensure protection of the wetland's character, quality, values and functions.

In addition, wetlands shall be protected and promoted for their educational and recreational value.

## **Policy 7**

### **Protect and improve air quality in the waterfront area.**

Air quality in the Town and Village of Pittsford comes under the direct management of the New York State Department of Environmental Conservation (NYSDEC), pursuant to 6NYCRR, Chapter III - Air Resources, and the Federal Clean Air Act.

#### **Policy 7.1**

##### **Control or abate existing, and prevent new, air pollution.**

Development and other activities shall, to the extent possible, control or abate existing, and prevent new air pollution. New development or land uses shall be reviewed such that air pollution in the canal corridor is not exacerbated, and that federal and state air quality thresholds are not exceeded. In order to achieve these standards the town and village shall:

1. Limit pollution resulting from new or existing stationary air contamination sources, consistent with:
  - a. Attainment or maintenance of any applicable ambient air quality standard;
  - b. Applicable New Source Performance Standards;
  - c. Applicable control strategy of the State Implementation Plan; and,
  - d. Applicable Prevention of Significant Deterioration requirements.
2. Recycle or salvage air contaminants using best available air cleaning technologies.
3. Limit pollution resulting from vehicular or vessel movement or operation, including actions which directly or indirectly change transportation uses

or operation, consistent with attainment or maintenance of applicable ambient air quality standards, and applicable portions of any control strategy of the State Implementation Plan.

4. Restrict emissions to the outdoor atmosphere of air contaminants which are potentially injurious to human, plant, or animal life or property, or unreasonably interfere with the comfortable enjoyment of life or property.
5. Limit new facility or stationary source emissions of acid deposition precursors consistent with achieving final control target levels for wet sulfur deposition in sensitive receptor areas, and meeting New Source Performance Standards for the emissions of oxides of nitrogen.

#### **Policy 7.2**

##### **Limit discharges of atmospheric radioactive material to a level that is as low as practicable.**

Air quality in the Town and Village of Pittsford relative to the discharge of atmospheric radioactive material comes under the direct management of the NYSDEC. Development proposals shall limit discharges of atmospheric radioactive material to a level that is as low as practicable.

#### **Policy 7.3**

##### **Capture and recycle chlorofluorocarbon compounds during service and repair of air-conditioning and refrigeration units to the greatest extent possible.**

The capture and recycling chlorofluorocarbon compounds during service and repair of air-conditioning and refrigeration units to the greatest extent possible shall be required within the LWRP boundary.

#### **Policy 7.4**

##### **Limit sources of atmospheric deposition of pollutants.**

Sources of atmospheric deposition of pollutants shall be limited to the greatest extent practicable within the LWRP boundary.

### **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.

The intent of this policy is to protect people from sources of contamination and to protect waterfront resources from degradation through proper control and management of wastes and hazardous materials. In addition, this policy is intended to promote the expeditious remediation and reclamation of hazardous waste sites in developed centers to permit redevelopment.

### **Policy 8.1**

#### **Manage solid waste to protect public health and control pollution**

As described in the LWRP Report, municipal solid waste (MSW) removal service is provided through private contract to property owners. The town and village provide removal services for bulk yard waste during scheduled periods. Solid waste disposal in the canal corridor and elsewhere in the State is managed through a permit process regulated by NYSDEC pursuant to 6NYCRR Part 360. Solid wastes are those materials defined under ECL §27-0701 and 6 NYCRR Part 360-1.2.

Solid waste management in the Pittsford section of the canal corridor shall be conducted in accordance with state regulations and appropriate county, town and village ordinances, to prohibit impacts to public health and minimize pollution. Major development or activities generating solid wastes must plan for proper and effective solid waste disposal prior to approval. When managing solid waste disposal activities within the waterfront area, such management shall be in accordance with the following solid waste management priorities:

1. Reduce the amount of solid waste generated;
2. Reuse material for the purpose for which it was originally intended or recycle material that cannot be reused; and
3. Use land burial or other approved methods to dispose of solid waste that is not being reused or recycled.

Further, the town and village will work with adjacent communities and other levels of government to support a market for maximum resource recovery by using materials and products manufactured with recovered materials, and recovering materials as a source of supply for manufacturing such materials and products to the extent practicable. The town and village will prevent the discharge of solid wastes into the environment by using proper handling, management, and transportation practices, and will operate solid waste management facilities to prevent or reduce water pollution, air pollution, noise pollution, obnoxious odors, litter, pest infestation, and other conditions harmful to the public health.

### **Policy 8.2**

#### **Manage hazardous wastes to protect public health and control pollution.**

Hazardous waste disposal in the canal corridor and elsewhere in the state is managed through permit processes regulated by NYSDEC pursuant to 6NYCRR Part 370. Hazardous waste management in the Pittsford section of the canal corridor shall be conducted in accordance with state regulations and appropriate county, town and village ordinances, to prohibit impacts to public health and prevent pollution.

The Town and Village of Pittsford shall promote the management of hazardous waste in accordance with the following priorities:

1. Eliminate or reduce generation of hazardous wastes to the maximum extent practical.
2. Recover, reuse, or recycle remaining hazardous wastes to the maximum extent practical.
3. Use detoxification, treatment, or destruction technologies to dispose of hazardous wastes which cannot be reduced, recovered, reused, or recycled.

The town and village shall ensure the maximum safety of the public from hazards associated with hazardous wastes through the proper management and handling of industrial hazardous waste treatment, storage, and disposal. Known existing and former hazardous waste sites relevant to the canal include: the NYSDOT maintenance facility located on the canal near the Monroe Avenue Bridge, and the site of the former Pittsford town landfill off Marsh Road. According to NYSDOT officials the maintenance facility site has been remediated, the offending materials removed, and monitoring completed. The Town of Pittsford shall examine the former town landfill to permit redevelopment or a passive nature park at the site. The town will select a remediation program which will ensure that the public health and the environment will be protected. The future use of the site may determine the selected cleanup levels.

### **Policy 8 .3**

#### **Protect the environment from degradation due to toxic pollutants and substances hazardous to the environment**

Protection of the environment in the Pittsford section of the canal corridor will be conducted in accordance with state regulations and appropriate county, town and village ordinances.

Substances hazardous to the environment are defined under ECL §37-0101. Toxic pollutants are defined under ECL §17-0105. The town and village will prevent release of such toxic pollutants or substances hazardous to the environment which would have a deleterious effect on fish and wildlife resources.

The town and village shall prevent environmental degradation due to persistent toxic pollutants by limiting discharges of bioaccumulative substances; and by avoiding the resuspension of toxic pollutants, and hazardous substances and wastes, and reentry

of bioaccumulative substances into the food chain from existing environmental sources.

The town and village will protect public health, public and private property, and fish and wildlife from inappropriate use of pesticides defined under ECL §33-0101 and 6 NYCRR Part 325. The town and village shall limit use of pesticides to effectively target actual pest populations as indicated through integrated pest management methods; prevent direct or indirect entry of pesticides into waterways; and minimize exposure of people, fish, and wildlife to pesticides.

The town and village shall report, respond to, and take action to correct all unregulated releases of substances hazardous to the environment.

#### **Policy 8.4**

##### **Prevent and remediate discharge of petroleum products.**

Protection of the environment in the Pittsford section of the canal corridor will be conducted in accordance with state regulations and appropriate county, town and village ordinances. Prevention and remediation of petroleum product discharges are managed by NYSDEC regulation.

All major petroleum-related facilities within the waterfront area shall demonstrate that an adequate plan for prevention and control of petroleum discharges is in place, and that such facilities shall follow the methods approved for handling and storage of petroleum products and using approved design and maintenance principles for storage facilities. Any petroleum discharge shall be cleaned up and removed in accordance with the guidelines contained in the New York State Water Quality Accident Contingency Plan and Handbook and the procedures specified in the New York State Water Quality Accident Contingency Plan and Handbook, and shall:

1. Give first priority to minimizing environmental damage responding quickly to contain petroleum spills and containing discharges immediately after discovery; and,
2. Recovering and recycling petroleum discharges using the best available practices.

#### **Policy 8.5**

##### **Transport solid waste and hazardous substances and waste using routes and methods which protect the safety, well-being, and general welfare of the public and the environmental resources of the state; and protect continued use of all transportation corridors and highways and transportation facilities**

Transportation of solid waste and hazardous substances and waste shall be conducted using routes and methods that protect the safety, well-being, and general welfare of the public and the environment. Other than the residential and/or commercial collection of municipal solid waste, local streets and highways shall be avoided unless

absolutely necessary. Preferred routes shall be on the interstate highway and rail systems.

#### **Policy 8.6**

##### **Site solid and hazardous waste facilities to avoid potential degradation of coastal resources.**

To avoid potential degradation of coastal resources, no new solid or hazardous waste facilities will be sited, approved for construction or permitted to operate within the Pittsford section of the canal corridor. Such facilities are deemed to be an incompatible land use in the canal planning area, and contrary to the objectives of this LWRP.

### **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.

#### **Policy 9.1**

##### **Promote appropriate physical public access and recreation throughout the coastal area**

Appropriate physical public access and recreational opportunities will be provided throughout the waterfront area at a scale and design appropriate to the setting. All public access will be provided in accordance with the federal, Americans with Disabilities Act (ADA)

The town and village shall provide a level of public access and type of recreational use along the waterfront which takes into account the public demand for access and recreational use, the type and sensitivity of natural resources affected, the purpose of public institutions which may exist on the site, the public accessibility of site or facility, and the potential for adverse impacts on adjacent land uses. Such public access shall be convenient and well-defined.

The town and village shall protect and maintain existing public access and water-related recreation facilities. The town and village shall prevent physical deterioration of facilities due to lack of maintenance or overuse, and shall prevent any on-site or adjacent development project or activity from directly or indirectly impairing physical public access and recreation or adversely affecting its quality. The town and village shall protect and maintain established access and recreation facilities and the infrastructure that supports them.

The town and village shall provide additional physical public access and recreational facilities at public sites in the waterfront area. The town and village shall promote acquisition of additional public park lands and public facilities to meet existing public access, recreational and community needs. The town and village shall support public access and recreational facilities on non-park public waterfront lands as a secondary use. The town and village shall provide access and recreational facilities to all members of the public whenever access or recreation is directly or indirectly supported through federal or state projects or funding and shall retain a public interest which will be adequate to preserve public access and recreational opportunities where appropriate in publicly owned lands immediately adjacent to the waterfront in any transfer of public lands.

All development or activities likely to affect the public's use and enjoyment of public waterfront lands shall provide physical public access to, and/or water-related recreation facilities on, waterfront lands. The town and village shall provide incentives to private development projects which provide public access and/or water-related recreation facilities. Public access and recreation shall be restricted only where incompatible with public safety and the protection of natural resources.

## **Policy 9.2**

### **Connect important open space assets**

Proposed projects within the LWRP boundary will preserve and improve connections to important open space assets. A comprehensive trail system exists in the town and village, including the Erie Canal Towpath, Auburn Rail Trail, Lock 62 Trail, among others. The Erie Canal Towpath in the Pittsford area is the most heavily traveled trail section in the region and state. Connecting the trail system to the historic village, surrounding neighborhoods, parks as well as significant open space areas has wide public support and is an important community goal. The trail system will be expanded to provide these connections.

Waterfront trail systems will run along the water's edge to the maximum extent practicable. Trails will be designed to accommodate appropriate forms of non-motorized transportation in a safe and attractive manner. As public investments are made in the coastal area, the trail will be improved as necessary and appropriate to accommodate the variety of users.

The interconnection between the Powers Farm (included in the Greenprint for the Future) and the Schoen Place waterfront and Northfield Common areas will be improved. Opportunities for improving connections to open space assets include but are not limited to: improvements to the canal trail through the Schoen Place waterfront; improvements to the canal side connections to Port of Pittsford Park and the historic village business district; realignment of the canal trail (along the canal) through the NYS DOT/Canal Corporation property; improved access to Lock 32 Park; improvement to the Lock 62 trail and the Auburn Rail trail. Additional opportunities are discussed in greater detail in Section IV of the LWRP.

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.

All new development projects shall 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. The incorporation of parks and other green spaces, pedestrian access and trails, within any new development should be encouraged.

### **Policy 9.3**

#### **Provide public visual access to coastal lands and waters or open spaces at all sites where physically practical.**

Public visual access to coastal lands and waters or to open spaces at all sites shall be provided and/or enhanced where physically practical. The town and village shall avoid loss of existing visual access by: limiting physical blockage of existing visual access by development or activities due to the scale, design, location, or type structures; protecting view corridors provided by streets and other public areas leading to the canal; and protecting visual access to open space areas associated with natural resources.

The town and village shall increase visual access to the canal front whenever practical. Interpretative exhibits shall be provided at appropriate locations for visual access to enhance public understanding and enjoyment of views of the waterfront and its associated water-dependent uses. Visual access to areas of high visual quality including community waterfronts, water-dependent uses, agriculture, and natural resources shall also be provided.

### **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.

### **Policy 9.5**

#### **Provide access and recreation which is compatible with natural resource values and neighboring land uses.**

Access and recreational opportunities which are:

An example of streetscape elements which help separate pedestrian and vehicular compatible with natural resource values shall be maintained, enhanced and/or provided where missing. Many of the proposed projects address these issues directly. It is the goal of several projects to increase public access to both the canal and its surrounding environs. Projects such as the opening of the bicycle path along the NYSDOT facility strive to maximize the physical and visual access to the water's edge. The following factors shall be used in determining the potential for adverse environmental effects:

1. Intensity of the associated recreational, scientific, or educational activity;
2. Level of likely disturbance associated with the proposed activity
3. Sensitivity of the natural resources involved and the extent of the ecological benefits associated with avoidance of the area.

Public access and recreational activities shall be limited where uncontrolled public use would lead to impairment of natural resources. Where such impairment is likely to occur, the town and village shall:

1. Establish appropriate seasonal limitations on access and recreation in order to minimize adverse impacts on fish and wildlife species;
2. Provide stewardship which is capable of controlling anticipated adverse impacts before providing public access;
3. Physically limit or avoid provision of public access to natural resource areas whose principal values are based on the lack of human disturbance;
4. Provide educational, interpretive, research, and passive uses of natural resources through appropriate design and control of public access and recreation.

The town and village shall provide public access for fish and wildlife resource related activities, including fishing, provided that the level of access would not result in a loss of resources necessary to continue supporting these 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.

### **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.

## **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 so as 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, by 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

## **Policy 12**

### **Protect existing agricultural lands in the coastal area.**

Agricultural resources are protected in Pittsford’s waterfront area. With its Greenprint Plan, Pittsford has already acted to preserve its remaining significant agricultural lands in the coastal area. The plan protects approximately 2,000 acres of farm land town-wide via a purchase of development rights program by the community. The Powers Farm, the only working farm, and the Pittsford Dairy, listed on the national historic register, are located in the coastal area. The Powers Farm was included in the Greenprint and thus is permanently protected from development. The historic designation of the dairy also prevents inappropriate development. The two farms serve as immediately visible examples of Pittsford’s agricultural history and act as an open space buffer, providing a scenic view behind Schoen Place and preventing development sprawl.

#### **Policy 12.1**

##### **Establish and maintain favorable conditions which support existing or promote new coastal agricultural production.**

The Pittsford Greenprint specifically supports existing agricultural production in the canal corridor through preservation of the Powers Farm. It is the policy of the LWRP to:

- 1. Support the existing relationship of the Powers Farm to Schoen Place, and hence the canal.
- 2. Promote new agricultural production where appropriate.
- 3. Support services and commercial enterprises necessary to support agricultural operations.

#### **Policy 12.2**

##### **Minimize adverse impacts on agriculture from unavoidable conversion of agricultural land or agricultural production to other land uses.**

It is the policy that:

- 1. Adverse impacts on agriculture from unavoidable conversion of agricultural land or agricultural production to other land uses shall be minimized;

2. Current agricultural production be allowed to continue; and,
3. Future agricultural use be encouraged.

For example, the community through the Greenprint program and its implementing regulations has permanently protected the only agricultural land in the LWRP boundary from conversion of agricultural land or agricultural production to other land uses. This protection has been rendered by purchasing the development rights in perpetuity on the Powers Farm, thereby removing the conversion potential, saving important farmland from non-agricultural development.

### **Policy 12.3**

#### **Preserve scenic and open space values associated with agricultural lands.**

Scenic and open space values associated with agricultural lands shall be preserved within the LWRP boundary to the maximum extent practicable. (See Policy 1.5 Design Guidelines for an expansion of this policy.) As an example, Pittsford has permanently preserved the scenic and open space values associated with agricultural lands at the Powers Farm through its “Greenprint for the Future” program.

Since a conservation easement has been secured by the town on the agricultural lands of the Powers Farm, there are not likely to be further losses of farmland in the LWRP area. Improved visual and physical access to these lands—in particular to support farm-related uses such as a farm market or similar operations are encouraged.

## **Policy 13**

### **Promote appropriate use and development of energy and mineral resources**

Development of large-scale energy production and mineral resources are not proposed in the LWRP plan area and are considered an incompatible land use.

#### **Policy 13.1**

##### **Conserve energy resources.**

Conservation of energy resources shall be encouraged to the extent practicable regarding new development in the LWRP plan area.

#### **Policy 13.2**

##### **Promote alternative energy sources that are self-sustaining, including solar and wind powered energy generation.**

Development of major, new energy production sources are not proposed in the LWRP plan area and are considered an incompatible land use.

#### **Policy 13.3**

##### **Ensure maximum efficiency and minimum adverse environmental impact when siting major energy generating facilities.**

No major energy generating facilities are proposed in the LWRP plan area and are considered an incompatible land use.

**Policy 13.4**

**Minimize adverse impacts from fuel storage facilities.**

Discharges to the canal and adverse impacts from fuel storage facilities are managed in accordance with NYSDEC regulations and permit standards. Policies and development shall minimize detrimental effects on the waterway as a result of fuel storage facilities.

**Policy 13.5**

**Minimize adverse impacts associated with mineral extraction.**

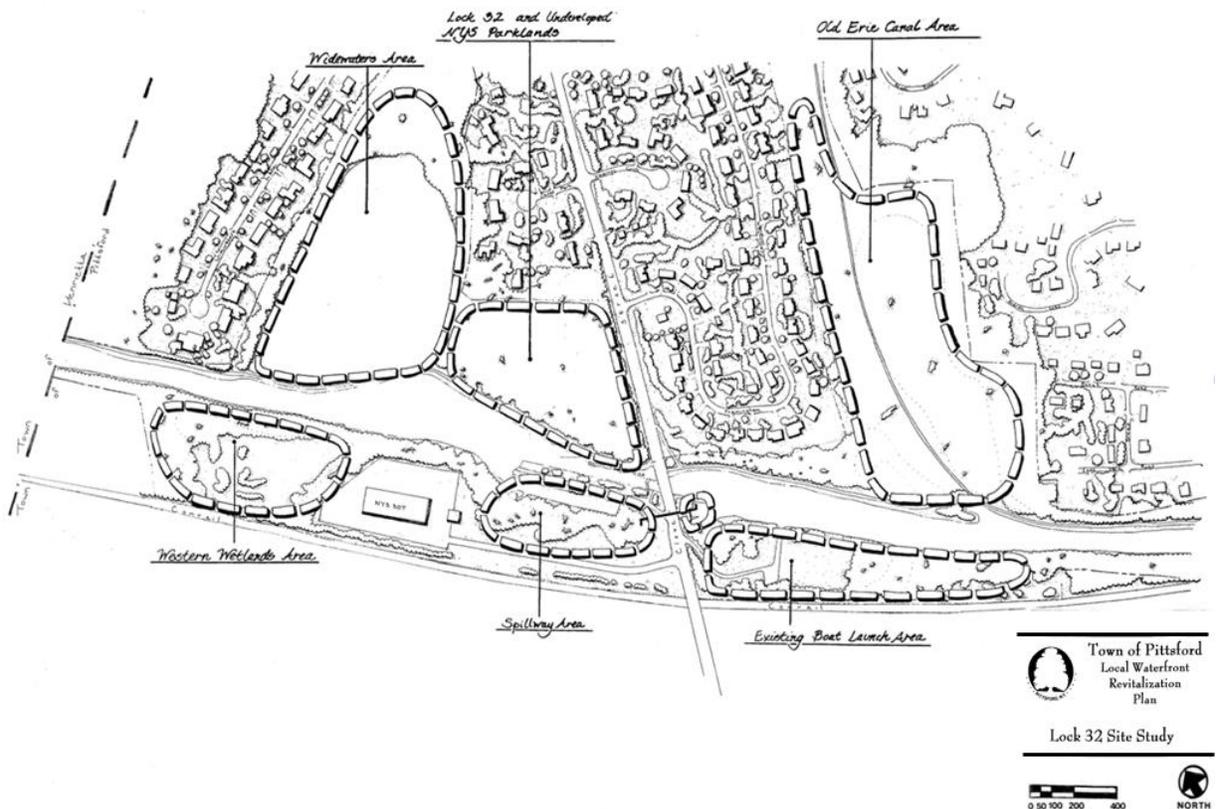
No mineral extraction activities are associated with or proposed in the LWRP plan.

# Section IV Proposed Land and Water Uses & Proposed Projects

## Town Planning Areas

### Lock 32 Area

The Town of Pittsford conducted a public visioning effort regarding potential development in this area of publicly owned land. The study area included: Lock 32 and undeveloped New York State-owned parklands; the Widewaters area; the western wetlands; the Lock 32 spillway area; the existing boat launch; and, the Old Erie Canal area. The community study group reached consensus on a number of recommended possible uses and amenities for each of the areas included in the study. (See [Lock 32 Site Study Map](#))



**Recommended Uses:**

**Lock 32 Park and Undeveloped New York State Parklands**

Playground facilities, maintenance of the area’s natural character; improved parking and access from Clover Street; improved north-south pedestrian and bicycle access along the Clover Street/railroad and canal crossings; better east-west trail connection under Clover Street (optimal); pedestrian friendly east-west crossing at pavement grade with landscaped median or other appropriate traffic calming methods including lane width reductions; extension of Lock 32 park; restrooms; improved year round access to the existing boat launch area and Pittsford Crew rowing facility; boat dockage; small food concession and bait shop; extended hours/season; pay telephone; and, historic/lock/town interpretive signage.

**Widewaters Area**

Ice skating (small area); maintenance of the surge basin; maintaining “forever wild” as the predominant theme; fishing docks; and, interpretative resource (history, canal, nature).

**Western Wetlands**

These areas should remain in wild state and could offer nature interpretation; and, trails.

**Spillway Area**

Whitewater kayaking and support structure, retail sales and equipment rental, human powered craft; park amenities; small benches and picnic tables; trail connection east to west; unpaved parking (small in size to match site); bathrooms; and, swift water rescue training facility.

**Existing Boat Launch Area**

“Small scale” boat launch; rowing/crew boat center; sheriffs’ water patrol substation; canal-side trail; passive recreation (e.g. picnicking, etc.); ice skating; improved boat dockage; public parking; boat rental (non- motorized); and, pedestrian connection under Clover Street and across canal.

**“Old Erie Canal” Area**

Encourage trail; cross country skiing along canal path; interpretive signage; and, benches. Given the proximity to the canal trail and access to the Monroe Avenue Commercial District, Lock 62 and the Historic Spring House transient boat dockage east of the Old Erie Canal District on the north side of the canal is recommended.



## **Lock 62 Area**

This historically significant site (See Appendix A) provides a great opportunity for historic interpretation. The existing trail connection, which follows the former route of the canal, should be improved and better markings should be provided where it branches off from the existing canal trail. An historical marker, including photos, should be added at the site of the Odenbach Boat Works. An enhanced relationship between Wegmans and Lock 62 site would be desirable.

## **NYSDOT/NYS Canal Corporation Property**

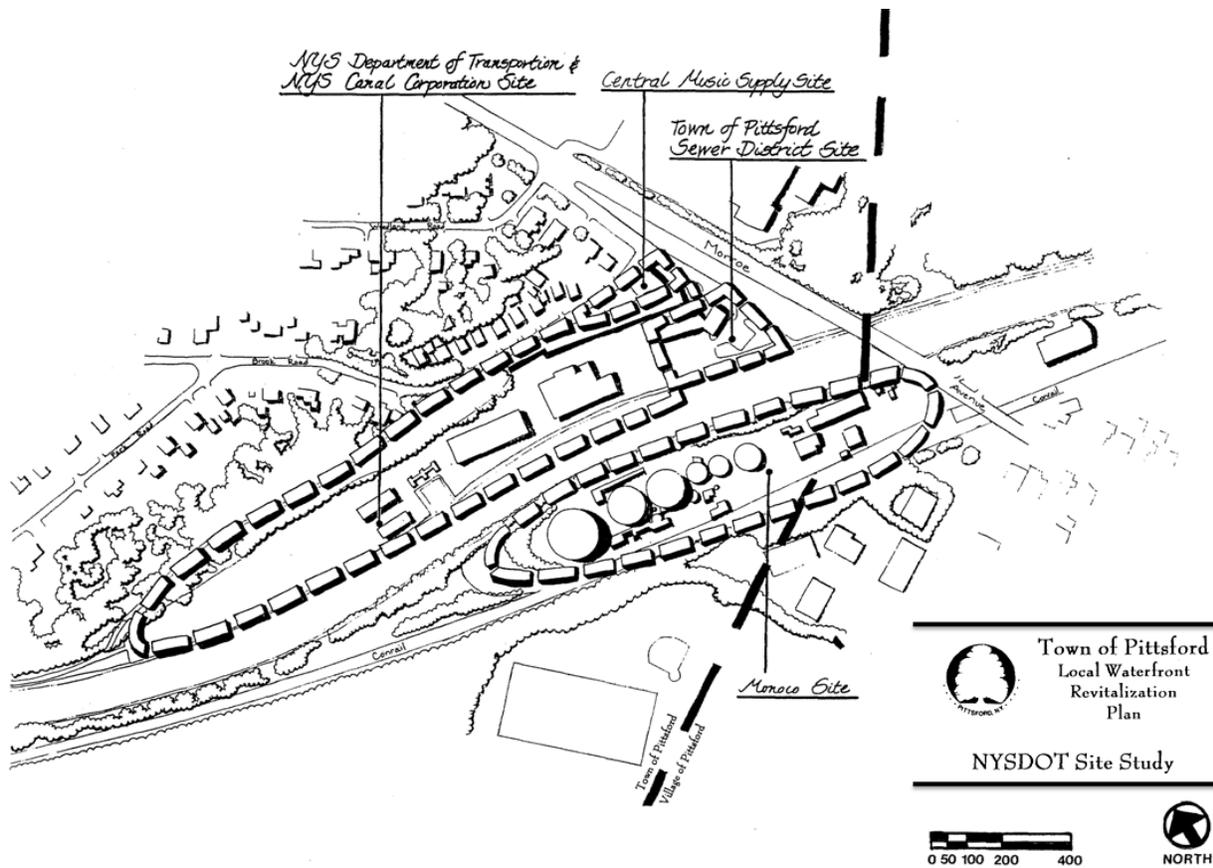
This group of buildings is the only impediment to passage on the canal trail as it traverses Pittsford. Gaining trail access in front of facility would not only create a desirable connection for canal travelers, but would increase their safety. The current set-up requires all people traveling on the canal path to go through the adjacent neighborhood to regain access to the trail. This creates a precarious situation as there are no sidewalks and there is a corner with very poor visibility that cars and canal users must navigate safely. There are existing buildings on this site that could be adaptively reused. As with any of the development proposed along the canal corridor, caution should be taken to maintain the scale, greens pace and style characteristic of the community. Any plans for this site should be compatible with the surrounding residential atmosphere and should consider water-related or water-enhanced use potential.

The Town of Pittsford conducted a public and private visioning process intended to inform and guide future development with regard to the NYSDOT/Canal Corp. property. The goal of this effort was to take a proactive approach by planning for and steering future change at the site rather than merely reacting to it. Public work group meetings were conducted to examine neighborhood and private property owners' desires and needs. The result of the visioning process was a clearer understanding of the issues among the interested parties and stakeholders. The NYSDOT study group discussed opportunities and concerns regarding the potential redevelopment of the NYSDOT/Canal Corporation and Town of Pittsford Sewer Department properties. The area is bounded by the New York State Barge Canal, Monroe Avenue, and East Brook Road. Also included in the study discussion were the Central Music property adjacent to these properties and the Monoco Oil property situated across the canal from the NYSDOT site. The study group reached consensus on a number of recommended new uses, adaptable re-uses of the existing buildings and grounds, and amenity improvements for the areas included in the study. (See [NYSDOT Site Study Map](#))

**Recommended Uses:**

**NYS DOT/Canal Corporation Property**

For the short term, the consensus was to allow the site uses to remain “as is” with some aesthetic improvements however, preferred future uses include; reuse the buildings for artisan/craftsman workshops; create community access workshop(s); small gift/antique shops; restaurant with patio dining; promote short-term canal side citizen green-up projects; park; safety/comfort station inside building(s); 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); allow the site to be used for small-scale special events; re-route the canal towpath to the canal edge, keeping the trail off Brook Road; improve the pedestrian/bicycle access from Monroe Avenue to the canal path. The study group felt that the buildings on the property would support a number of adaptive reuses. Further, the group stated that a preference for mixed use should be encouraged on the site but that a priority be put on preservation of the adjacent neighborhood.



### **American Music Co.**

Current use could remain “as is”; allow potential future use such as small scale “mom & pop” scale convenience store; and, dress/tailor type shop. Commercial concerns discussed included: hours of operation (no night hours and no weekends); limited traffic generation; lighting; and, signage. Design characteristics should “fit” the adjacent residential neighborhood.

### **Town of Pittsford Sewer District**

Current use could remain “as is”; restaurant; canal related sheriff or state police sub-station; community center; court; and interpretive center for the canal. The study group agreed that a canal-related reuse of the building would be preferable.

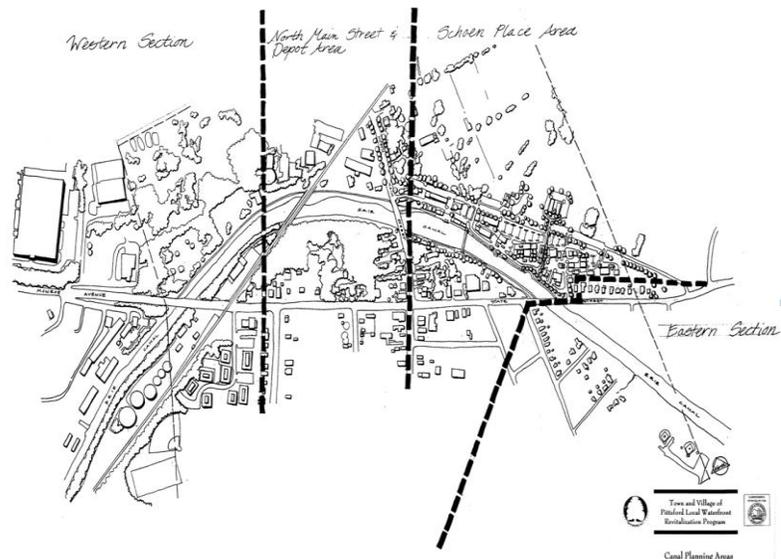
### **Former Monoco Oil Property**

This canal-side property also has the potential for economic or recreational opportunities. In the long term, there may be several options for this site. The feasibility of a variety of development options may be possible. Short term development of an interim plan which includes visual buffering is desirable. Recommended site uses are: canal-side park (partial use); passenger rail station (commuter transportation node); office park/commercial; light industrial; hotel/motel; and, restaurant. The study group found that the property had limited potential for redevelopment due to the property’s elevation, steep canal embankment, site egress and the potential for significant environmental problems.

## **Village Canal Planning Areas**

It is useful to consider the canal area in the village as comprising four sections (See [Canal Planning Areas](#) map and [Plan Overview](#) map):

1. The western section from the village-town line to the DPW site
2. North Main Street and the depot area
3. Schoen Place and environs





## Planning Principles

This is the largest undeveloped tract of land in the village (with the exception of the Powers Farm, most of which has been protected as part of the Pittsford Greenprint resource protection program).

Any future use of this area must respond to the environmental setting. Waterfront access via the trail must be maintained. Expanded access to the canal may be possible here through additional docking facilities--potentially for both public and private users.

Specific natural features that need to be recognized and protected include the wetland areas, feeder streams, and wetland-upland edge habitat.

The pine plantation on the village-owned land is a noteworthy local resource.

Old fields, woodlands and wetlands, and the canal and path render a park like ambiance to the area. The waterfront connection should be emphasized as new uses emerge.

Protection of the existing freshwater wetland areas (which will need to be “flagged” and mapped prior to detailed site planning or development) and buffer areas will be important. The existing pine plantation offers a unique park like setting, hence offering a natural opportunity to explore the possibilities of a passive park use here. This ambiance speaks to the site’s potential to serve multiple purposes. Some sort of public development would be appropriate here--primarily on existing town and/or village-owned property. Perhaps this area could be used for community recreation facilities (nature walks, open field for casual ball play, etc.) and for some additional public access to the canal. A nature trail would be a nice addition here. Such a trail could connect from the Auburn Rail Trail at the northern boundary, wind along the edge of the wetland area, link through the evergreen plantation, and connect back to the canal path.

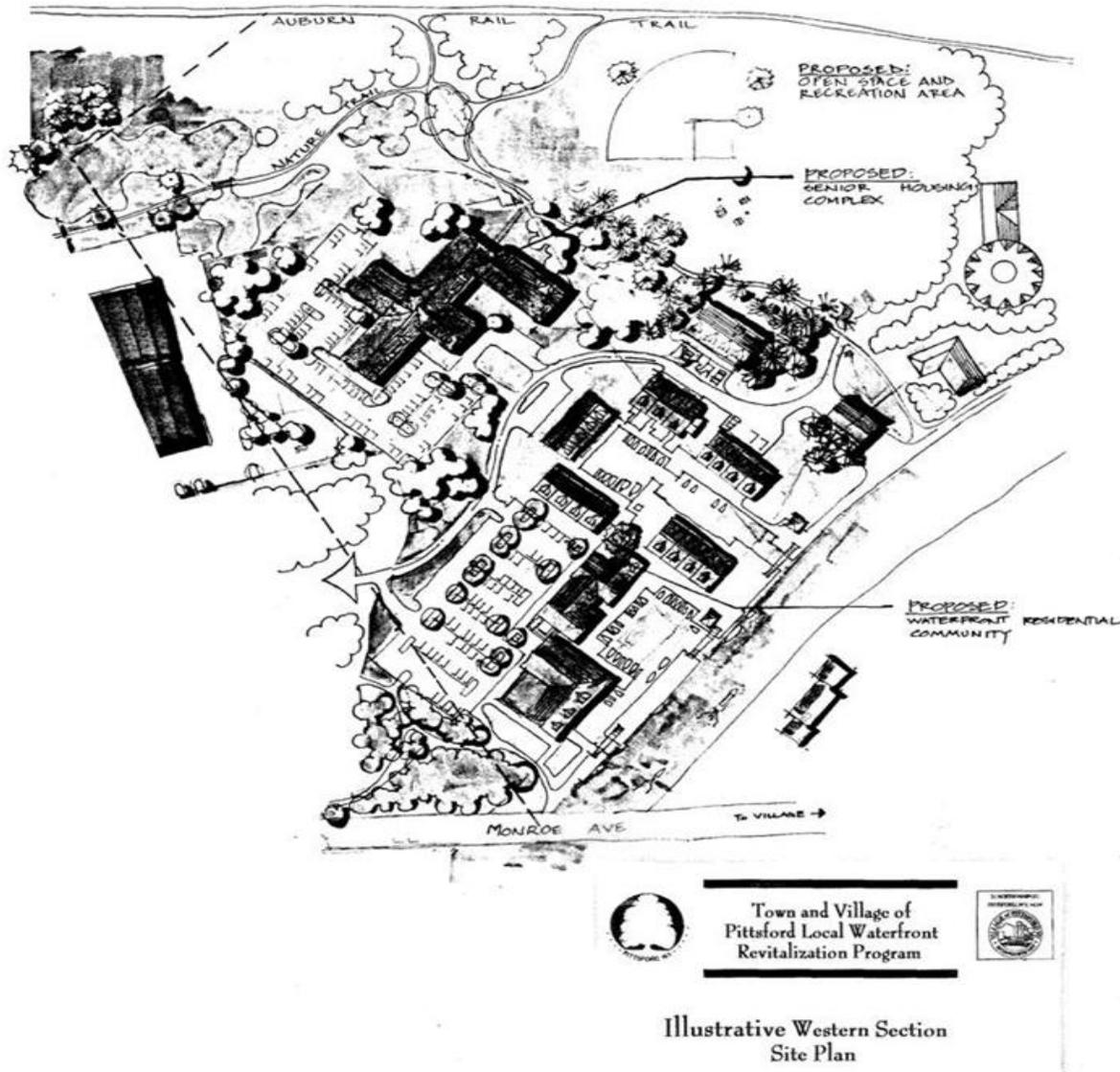


*Shadblow in bloom in the western section of the canal in the village.*



Wetland near the canal in the village

The park-like ambiance could be the inspiration for a design theme for any future plans to develop land in this area. This large waterfront site presents a strong development potential, given its setting in the heart of the village. Should this area be planned for development, a park-like waterfront theme is appropriate. New buildings should front primarily along the canal edge, in keeping with historic waterfront development patterns.



The intensity of development should be moderate--with a portion of the natural landscape maintained. Because this area is not well serviced by existing streets, any new development should be carefully designed to provide a pedestrian and physical connection with the center of the village. Regardless of the use, traditional neighborhood design principles should be used to ensure development is compatible with the building patterns, scale, orientation and physical character of the rest of the

village. Large buildings oriented toward parking lots rather than streets are not appropriate.

Any development should respond to the canal front setting and include a mixed use program primarily consisting of residential units and shops. Development of the parcel as a single-use commercial entity such as office, hotel, or light industrial purposes is not envisioned for this canal front site. An [Illustrative Western Section Site Plan](#) and [Potential Site Design](#) drawing are provided on the following pages. The site plan and site design drawings are conceptual in nature and illustrate a potential development scenario for the Western Section. As shown in the drawings, the site plan engages the waterfront through the proposed boat basins and docking slips



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Potential Site Design Perspective

Public access is maintained through a continuous pedestrian path along the canal, which intersects with trails that lead back into the property and recreation amenities, such as a nature trail and athletic fields. The actual form that development ultimately takes in this area will be shaped by the local zoning regulations and will comply with Article 15.

This area may offer several opportunities for siting community facilities and/or parks which take advantage of the area's connection to the canal and its central location. Such public uses could strengthen this connection as the land uses here evolve over time. One of the challenges for any significant public use of this site is the difficulty in accessing the property. Access options need further exploration, recognizing the need to protect existing neighborhoods from adverse traffic impacts.

The key to development of this site is obtaining easier access. Through this planning process, a good deal of discussion has been conducted with the affected property owners regarding potential access. Several design options were drawn to identify potential solutions. Two of the design options included: access at the foot of the Monroe Avenue Bridge; or, the access drive at the existing traffic signal north of the bridge near 3750 Monroe Avenue.

Concurrent with this access review should be a look at the related access issues to Monroe Avenue in terms of the Sutherland Street and Village Green area to the east. Access issues from the canal front out to Monroe Avenue must be finally resolved collaboratively by the area property owners, the community leadership, affected neighbors, and the New York State Department of Transportation, the agency which is responsible for Monroe Avenue (NYS Route 31)

In the near-term, the village public works garage could be considered for site plan changes that would offer a more public “waterfront-friendly” front yard area. Long-term options for relocating some of the functions of this non water-dependent facility should be further explored. Options to be explored include moving the operation to a less sensitive location on the site or to other village property. A third option would be for the village to discuss ways to secure space in town public works facilities for some of its operations.

Recognizing the central location of this site to the village, it is obvious why the site provides a certain level of convenience in servicing community needs in the heart of the village.

## North Main Street and the Depot Area

As one approaches the village from the north along East Avenue and North Main Street, the experience is quite pleasant and engaging. The streetscape which includes the college and attractive homes in a wooded setting creates an attractive and subtle “gateway” to the center of the community.



*The village public works garage fronts on the canal. Options to lessen its visual impact on the canal should be explored.*

However, the character of the experience changes after crossing under the railroad bridge. Wide expanses of

asphalt contrast sharply with the prior experience. This area includes several historic properties (a more detailed listing of historic properties is provided in a latter section) including the former New York Central Railroad Depot (“the Depot”) and the Pittsford Dairy Farm. In addition there are two older houses between the depot and the canal on North Main Street. One of these houses is a commercial establishment.

The south facing shore of the canal in this area has a few retail establishments at the west edge, but is otherwise privately-owned residential land.

### Planning Principles



*The Pittsford Farms Dairy, provides an attractive “gateway” into the Village of Pittsford.*

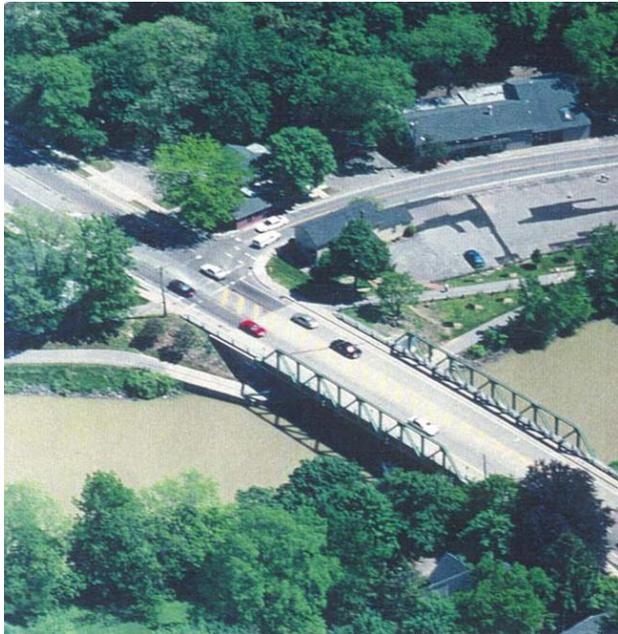
“Recapturing” North Main Street as an attractive village street is an appropriate goal. This area, between the four corners and the railroad bridge provides an important gateway from the north to the village center. Several properties contribute to the ambiance of the North Main Street corridor, including the Pittsford Dairy Farm, Village

Hall, and several other restored and renovated historic structures that frame the “street wall”. Improving the linkage between the four corners and the canal area will be beneficial to area businesses and will strengthen the sense of a community center.

As a gateway to the village, and to the canal area, North Main Street is an important corridor. Reintroducing street trees along the corridor will help redefine the edge between street traffic, pedestrians, and the building facades. This segment of street, in particular the bridge itself, should be evaluated for excessive pavement and lane width. It seems possible that some creative use of the existing street width on the bridge could be rededicated to pedestrian enhancements in the form of wider sidewalks.

Decorative lighting of the bridge for sidewalk illumination has been discussed for its potential to have a positive impact on the experience of crossing the bridge in the evening. Pedestrian-level street lighting will also help visually connect this part of North Main Street with the four corners. Lighting of the path under the bridge should also be considered. The safety of the intersection of Schoen Place with North Main Street could be improved greatly by the placement of a traffic signal. This should be explored with the New York State Department of Transportation along with the other transportation-related issues raised as part of the implementation of the plan.

The sidewalks on the canal bridge are narrow and very close to the road travel lanes--creating a perceived and potential safety hazard. It will be appropriate to reexamine options to widen the sidewalks and expand the tree planting strip in collaboration with



Pedestrian and vehicular safety would be significantly increased by the addition of a traffic light at the intersection of Schoen Place and North Main Street.



The former Depot Hotel, now the Depot Inn, is being converted to a luxury inn on the waterfront.

the New York State Department of Transportation, the agency that controls this stretch of road.

The former Depot Inn and Restaurant have been renovated with a significant investment of capital into this important property. The renovated facility offers an excellent opportunity to expand Pittsford's capture of visitor business. The waterfront setting of the hotel provides a chance to connect the lodging facility with navigation interests.

This section of the canal averages more than 150 feet in width. The excess width may allow the installation of docking along the canal bank without interfering with the navigation channel. The location is ideal for both overnight and short-term docking. Hotel amenities provide a nice opportunity for visitors to take advantage of the hospitality services offered at there. Excursions, weddings, parties, etc. could all be booked as part of a hotel package.

Due to the nature of parking demands, there will be parking areas created near the canal edge. This is generally not a recommended use of waterfront land, but is a necessary reality given the use program for the area.

Landscape treatments including trees, shrubs, and flower plantings along with berms (earth mounds) can help buffer the parking area from the canal and bike path.

Opportunities for access from North Main Street to the village public works site are convoluted. This access will play an important role in determining the ultimate public use of the public works property in the long term. It is recommended that an access plan be developed as a collaborative effort among the property owners and the village to help secure long-term access solutions for all of the stakeholders in the area.

As the canal trail on the north side grows in popularity, additional opportunities for canal paths are recognized. The potential for a path along the south side of the canal should be investigated further—perhaps as a westerly extension of the path at the Port of Pittsford Park, connecting through to the Monroe Avenue Bridge—and perhaps beyond to the Lock 32 area. Any path would need to respect private property issues. One method to build a path along the embankment would be as a boardwalk built on piers extending out over the canal along the shore. This solution would keep the path off the steep bank and visually removed from neighboring properties.

## Schoen Place and Environs

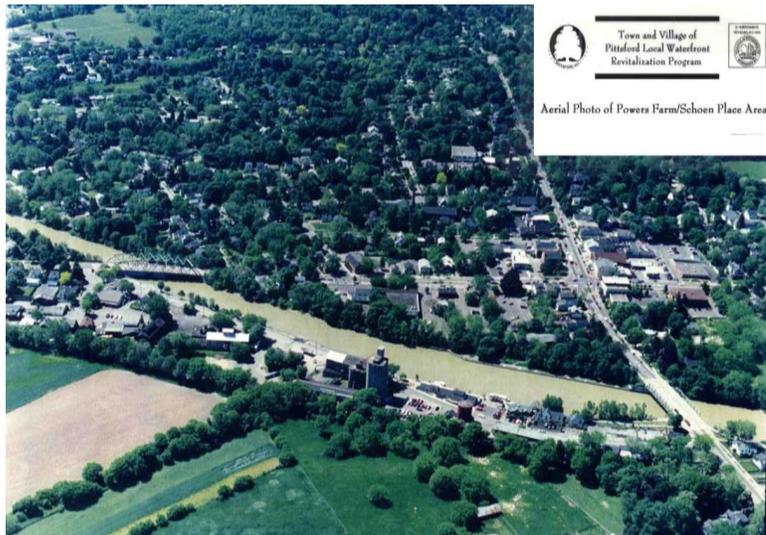
The north shore of this section contains one of the key attractions of the area: Schoen Place and Northfield Common. (See [aerial photo](#) of Powers Farm, Schoen Place area, the four corners, and the neighborhood beyond.) This stretch of retail establishments, restaurants, historical structures and other canalside attractions draws many shoppers, diners, and recreational users. The area is a living example of the transitions successful canal communities have gone through.



*View of the Powers farm from Schoen Place*

Pittsford's more industrial past is still evident in the rough hewn lumber yard buildings, bean and grain barns, grain elevators, and the former coal tower. The current use of some of these structures to house retail and eating establishments illustrates the change in character that the area has undergone.

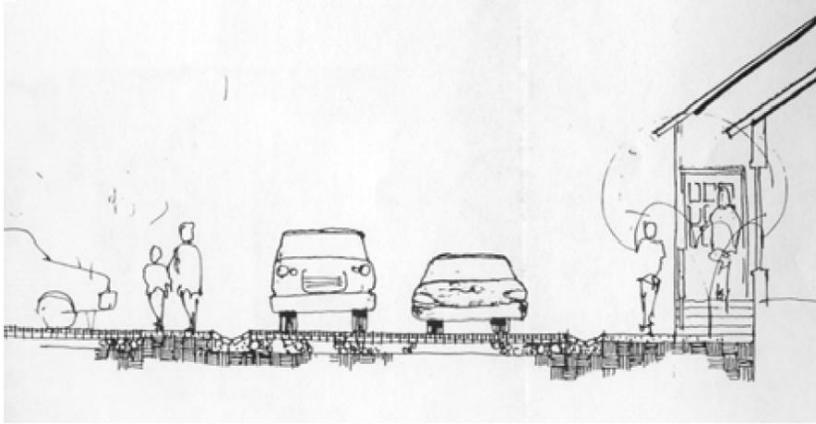
Currently this busy area is accessed from two state highways without the benefit of traffic signals. There are no sidewalks along most of the street, creating a potentially dangerous situation for pedestrians; in particular for children, the elderly or others with mobility challenges. There are no comprehensive plans to



address parking and access to this growing area. Further, the current zoning designation for the mill and barn complex is manufacturing which may not be appropriate for the long-term use opportunities for these key properties. This plan is intended to address these issues. (See [Schoen Place Area Opportunities Plan](#))

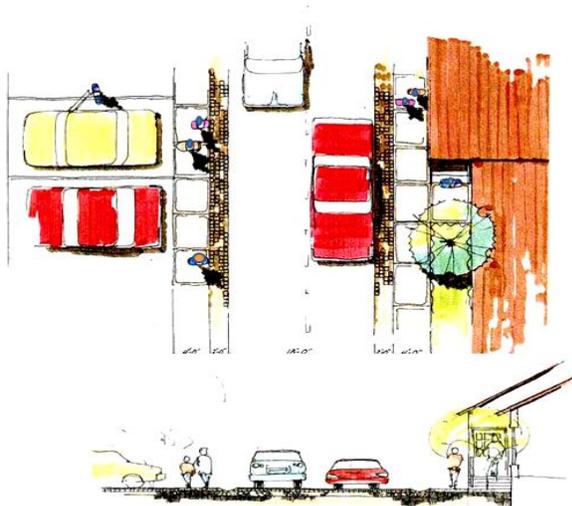
A waterfront vision is crucial for the Schoen Place area. For example, the grain mill complex--until recently in full operation--has ceased processing activities. The complex is now for sale. Nearby, the complex of bean storage barns are no longer being used for bean storage and these buildings are being developed for other uses.





*A sketch illustrating a more manageable separation of vehicles and pedestrians using a textured edge and gutter. Drawing by Environmental Design & Research, P.C., 1998.*

One opportunity for Schoen Place and Northfield Common is to enhance the pedestrian friendly environment that makes the most valuable use of the prime waterfront real estate while enhancing and protecting the existing businesses, neighborhoods and the area's historical character. The plan helps address the needs for a parking and access



strategy to help provide creative solutions to these pressing issues.

These needs and opportunities can best be addressed by making several traffic related changes coupled with the creation of a conceptual parking master plan. The layout of the road can be improved with some fairly subtle enhancements.

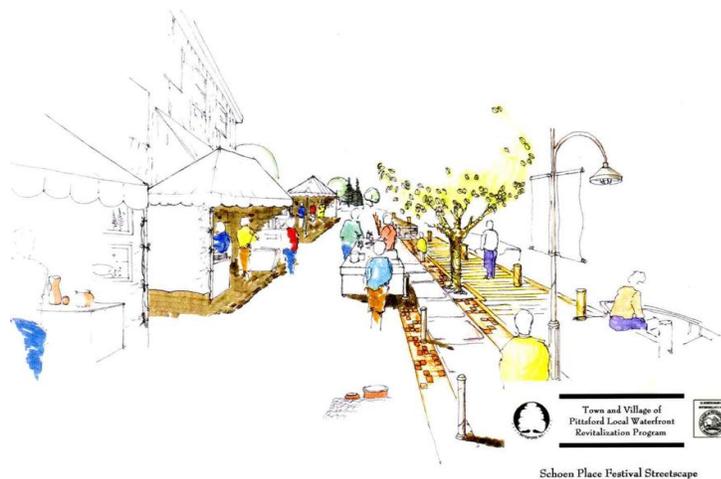
Minor realignments of the travel lanes will open up the road edges for placement of a sidewalk. This is particularly critical at the west end of Schoen Place and near the grain mill. Introduction of some curves in the

straight section between the grain mill and the ice cream shop will provide a chance to introduce a future sidewalk on the grain mill side, create an "entry statement" for the barn complexes, and permit some subtle landscape improvements to the canal edge

Traffic movement on Schoen Place could be managed under the concept of "intended speed" (versus "design speed"--which is currently encourages excessive speeds--in particular along the straight section). The intended speed may be more appropriate at around 15 miles per hour.



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Schoen Place Streetscape



A sketch illustrating a more manageable separation of vehicles and pedestrians using a textured edge and gutter - drawing by Environmental Design & Research, P.C., 1998-is presented in the Schoen Place Pedestrian and Safety Enhancements [diagram](#).

To achieve an intended speed, traffic calming features such as trees and other plantings can be selectively introduced. Travel

lanes may be slightly narrowed to slow traffic--yet remaining wide enough to ensure the adequate movement of larger vehicles including fire equipment. The edge of the traffic lanes might include a textured edge to serve as both a gutter and as a visual and textural statement to “slow down”.

These changes will return much of the waterfront streetscape, that is now somewhat overwhelmed by a road and vehicle traffic, to the pedestrian (See [Schoen Place Streetscape](#) and [Schoen Place Festival Streetscape](#) diagrams). They will also create a less hurried traffic flow pattern.

Another important feature for an improved pedestrian environment is the addition of better lighting--some of which has been recently placed along the canal trail.

### **Alignment Options**

The conceptual plan for the Schoen Place area improvements (See [Schoen Place Area Improvements Plan](#)) illustrates one of the most favored options discussed in the planning process. This option recognizes existing circulation patterns and provides a more favorable treatment of the waterfront setting. Other options which have been discussed included making Schoen Place more of a pedestrian promenade, and locating part or the entire roadway to the rear of the existing buildings.

While this alternative did not receive a consensus of support, some of those ideas may actually become feasible as individual property owners develop long range plans for their properties. In particular, the area near the grain mill and bean barns offers an opportunity to move the road to the rear, making these locations fronting directly on a pedestrian-oriented waterfront. Hence, any physical improvement planning process for Schoen Place should include further consultation with each of the owners and tenants to fine tune the solution that maximizes the canal front setting.

## **Adaptive Reuse of Historic Grain Mill and Bean Barn Complex**

(See Schoen Place Design Concept Perspective [diagram](#))

Well thought-out, appropriately scaled, adaptive reuse for the grain elevators, grain mill, and the barn complex at the east end of Schoen Place could greatly enhance the attraction of this already popular area. These clusters of buildings serve as a sort of landmark for the village.



*An example of an historic structure used as a farmers market. This market is located in York, Pennsylvania.*

Like the other buildings in Schoen Place that have been successfully adapted for other uses, these buildings offer economic development potential. The scale and historic character are important to the overall ambiance of Schoen Place and their reuse is strongly encouraged. There are challenges with adaptively reusing such large-scale buildings to new uses—yet their historic character makes them particularly interesting—and potentially very attractive to the right tenants.

The types of uses appropriate here include retail office, artists' lofts, and food, recreation and entertainment. Residential uses may be part of a mixed use program. A balance of low-traffic and parking generating uses with more intensive uses is appropriate.

### **Pittsford Visitors and Interpretive Center**

These historic agricultural-industrial buildings present the ideal setting for the creation of a visitors and interpretive center focusing on the area's history. This center could provide an orientation to the greater community, detailing existing businesses, historic sites, the influence of agriculture and the canal on local history, and examples of modes of canal transportation.

The center is envisioned to be used by Pittsford residents—including students—as part of a community heritage educational program. It will also be attractive to visitors, families and friend of residents as well as travelers from other areas stopping by Pittsford. Ideally the visitors' center will be a self-sufficient operation that would generate operating revenue from retail sales and special events to cover overhead costs. A canal museum could be a component of the visitors' center or perhaps developed as a separate project.

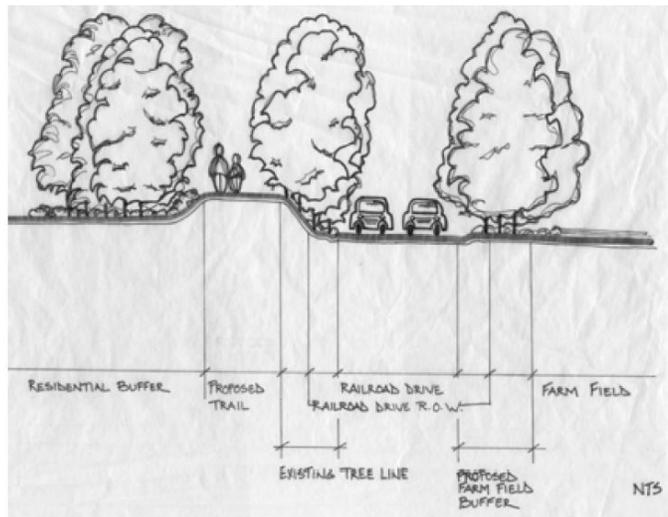
As one development option, perhaps some type of “urban cultural park” designation may be desirable. New York State Office of Parks Recreation and Historic Preservation support the Urban Cultural Parks program. Browns' Race area in Rochester is a



which the current or future traffic flows will meet the required warrants for placing traffic signals at either or both of these intersections.

Traffic signal coordination for these proposed signals and the four corners area would help with traffic flow. Part of the signal analysis should include the timing and function of the pedestrian crossing signals at the four corners area and a look at the pedestrian crossing needs on State Street.

The proximity of the Powers Farm provides several valuable opportunities. A connection can easily be drawn between Schoen Place and the farm to exemplify the importance of agriculture in Pittsford’s history.



*Drawing illustrating typical separation of pedestrian trails and vehicular access lanes through the use of a highly vegetative buffer.*

A section of the property may provide much needed space for parking as the traffic at Schoen Place increases. Also along these lines, the edge of the property could be used to extend the access road to Route 31 beyond the residential properties. This access drive would not interfere with the back yards of the homes along State Street, rather, it is conceived as a “below-grade” road build at a lower elevation than the existing homes. An additional possibility is the creation of a farm market to enable the sale of produce to customers via a Schoen Place location.

**Parking**

The conceptual plan for the Schoen Place area has been designed to accommodate both current parking demands and needs for expanded activity with the adaptive reuse of the grain mill and barn complexes. The parking analysis shown in the table below summarizes the approximate parking demand and parking provided in the plan. (Please note that these figures are based on a compilation of existing approved plans, the concept plan, and rough field measurements of the existing vacant structures. All figures use current parking requirements per the village zoning code.)

**Schoen Place Parking Analysis**

Area	Approximate Parking Required for Area Build Out per Zoning Code	Approximate Parking Provided in Plan
West End including Coal Tower Restaurant area	210	230

Area	Approximate Parking Required for Area Build Out per Zoning Code	Approximate Parking Provided in Plan
Northfield Common	220	130*
Former Pittsford Flour Mill complex, Bean Storage complex, and Schoen Place expansion area on Powers Farm	210	350**
Total	640	710

\* Represents current parking arrangement which, although undersized per zoning, appears to work do to shared parking by businesses that have varied customer peak periods. Note, the opportunity to share parking with the

\*\* Includes proposed Schoen Place expansion area.

To secure these parking improvements, a cooperative approach among the village and property owners is recommended. In particular, there needs to be a better way to accommodate general area visitors and employees in designated parking areas, while offering the prime parking spaces to patrons of the area businesses. Hence, some type of common or public parking area should be developed in addition to the private parking lots. Perhaps state or county funding could be secured in addition to local and private funding for such a facility.

On the Port of Pittsford Park side of the canal, a natural opportunity exists to create an extension of the waterfront pathway from the park toward the State Street Bridge. One consideration for the performance area for bands, which currently play from a barge, is to create a performance platform in the hillside. This would help with the acoustics of the performance and allow listeners on both sides of the canal an opportunity to see the band play.

Parking on the Port of Pittsford side of the canal could be improved perhaps by better organized layouts. Parking improvements such as an attractively design parking structure will go a long way to securing the village of the village as a cultural and commercial community center. Any new parking should be designed to respond to the canal front setting and to maintain the ambiance there.

The site grade also offers an opportunity to connect this area near the library to the Schoen Place area with a pedestrian bridge. Given the level of pedestrian activity along Schoen Place and the library and four corners area, an attractive pedestrian bridge would help strengthen the relationship between these parts of the village. The bridge envisioned would begin “at- grade” near the library embankment above the canal, cross the canal in an attractively designed “landmark” statement about the community, and connect to Schoen Place at the end of the waterfront bulkhead.

Perhaps the Schoen Place side would include a silo-like structure to serve as both a winding staircase with an interior elevator. As a short-term option, a water shuttle or water taxi may be used to demonstrate the feasibility and interest in pedestrian crossings at this location.

Parking problems, such as those described above and throughout the rest of the community, demand the development of a parking management plan. Issues that should be explored in its creation include:

1. Employee parking
2. Better signage
3. Fewer restrictions on who parks where
4. The addition of new lots and/or garages
5. Use of a permit parking system
6. Establishing a fee for parking
7. Creation of a separate parking area for recreational users
5. Use of private lots by the public during off-peak hours
6. Creation of a parking area on Powers' property
7. The use of the RG&E right-of-way behind Schoen Place

### **The Eastern Village Section**

The eastern section from the State Street Bridge to the village boundary at the Bob Ford field includes residential uses and the canal path. Most homes are screened from the canal by fences, trees or other plantings. Some of the homes take advantage of the canal front with small boat tie-ups. Many of the residences offer attractive landscaping as a feature along the canal path, making for an interesting setting for path users. The Bob

Ford Field hosts two youth little league baseball fields on land owned by the New York State Canal Corporation. An informal small boat launching site is adjacent to the ball fields.

### **Planning Principles**

Respect and protect the residential setting. There are few opportunities in the village for public access to the canal to launch a canoe or small boat. A potential opportunity exists near the Bob Ford fields' site--perhaps near the electric transmission line--to improve an informal car top boat launch for local residents. The scale of the launch area could be small--perhaps limited to non-motorized craft. Should this concept be supported, a working group of neighborhood residents and the village could further refine this concept into a preliminary plan for presentation to the New York State Canal Corporation.

Along the canal path east of the State Street Bridge, there may be opportunities to provide some pedestrian-level lighting for a reasonable distance.

### **The Eastern Corridor-Village Line to Perinton**

The green canal edge should be protected and enhanced as a recreation and open space corridor from the village line to the Town of Perinton. The Great Embankment Park is an important recreation resource in this area and continued enhancements as called for in the park master plan are supported. The floating docks along the canal near the park provide a nice water access facility. The historic resources near the Mitchell Road Bridge and in Cartersville near the Irondequoit Creek are recognized as special places. The establishment of clear design guidelines for this area should be developed. Suggestions include:

1. Address barriers to waterfront trails, and trail connections to surrounding neighborhoods.
2. Ascertain the most feasible way to deal with potential increases in traffic and parking demands due to the increased attraction of the canal area.
3. Protect existing residential areas.

### **Town-wide Circulation links**

Pittsford has many partial trails connecting some of its areas to others, but valuable links, which would create a continuous network of trails, are missing. Suggested additions/changes include:

1. Creation of a pedestrian friendly, safe crossing of Monroe Avenue which connects the Auburn Trail and the historic Lock 62 Trail.
2. Where feasible, creation of a trail on the south shore of the canal.
3. Addition of a pedestrian bridge crossing the canal between the North Main and State Street bridges
4. Improvement of the North Main Street bridge. This should include; enlargement of the existing sidewalks or addition of a walkway outside the existing guard rail, and the addition of better lighting.
5. Creation of a better means to get across the canal, railroad tracks and Jefferson Road at Clover Street.
6. Gaining a right-of-way in front of the DOT facility between Monroe and Clover (as detailed above)
7. Connection of the surrounding neighborhoods to the village center through creation of needed linking trails, a bridge across the canal at the flood gate or former Auburn rail trestle, and a pedestrian bridge across the east end of Jefferson Road.

8. Creation of a trolley and/or water taxi service to link outlying activity centers with the village center. This could be a multi-faceted project with water taxis being used both for transportation and for short leisure rides.

There are several non project-specific needs that should be considered as final plans are developed. These include:

1. Better canal access points for car top boats
2. Improved access to the community's economic development sites.
3. Enhance streetscapes through the use of appropriate street trees, shrub and flower plantings, lighting, street furniture, curbing, sidewalks and other amenities in an architectural setting appropriate to the historic patterns.
4. Support increased offerings to rent and lease boats in the community via private service providers.
5. Develop visitor services including public orientation kiosks, restrooms, etc. and consider creating a centrally-located Pittsford visitors center.
6. Develop winter recreational activities such as an outdoor ice skating facility.

## **Alternatives**

There are three alternative actions that the town and village can pursue. These are:

1. Adopt the Local Waterfront Revitalization Program as proposed
2. Adopt an altered plan
3. Do not adopt a Local Waterfront Revitalization Program

Of the available alternatives, adoption of the Local Waterfront Revitalization Program (LWRP) as proposed would provide the best combination of appropriately scaled growth, recreational and waterfront resource enhancement, and natural resource protection in accordance with the goals of the Comprehensive Plan. 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. The plan, as proposed, would go the farthest toward achieving this goal. Further discussion of the remaining two alternatives, adopt an altered plan and no action, are provided in Appendix A - Generic Environmental Impact Statement.

While the altered plan and no action scenarios would meet at least one of the community's objectives, each would do so at the expense of another important community objective. Neither would achieve the necessary balance between resource protection and economic growth, and neither would address the enhancement of Pittsford's canal waterfront in terms of community character.

Adoption of this Local Waterfront Revitalization Program would best ensure that the community's multiple goals for the waterfront are achieved. The plan's combination of projects, made in consideration of a careful analysis of the study area's natural and cultural resources, were derived with significant input from the community. As a result the LWRP, as proposed, will enhance the character of the Pittsford waterfront in a manner consistent with the community's desires and Comprehensive Plans.

## 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**

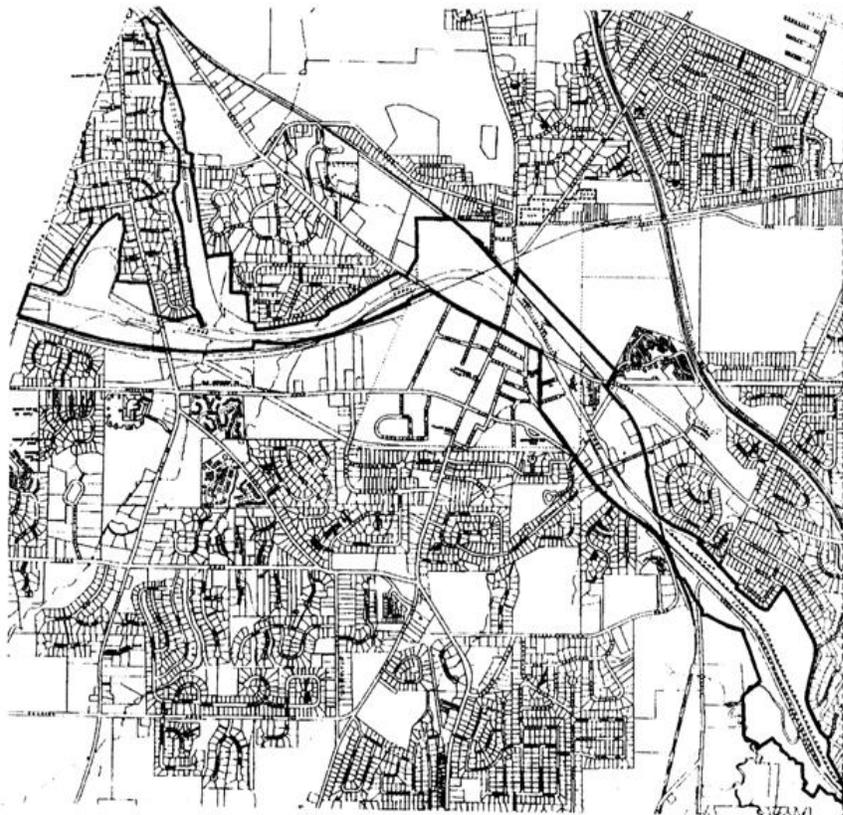
The Town and Village of Pittsford have amended their individual zoning ordinances to incorporate the Waterfront Consistency Law.

### **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.

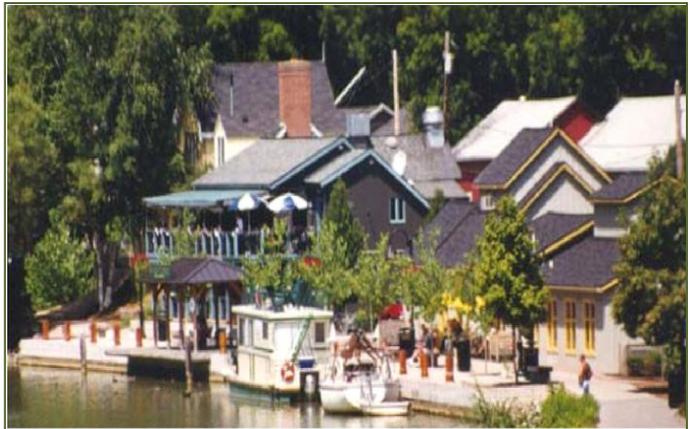
The Village of Pittsford provides a great historic model for the future. These guidelines are intended to support the evolution of Pittsford as a distinctive community, a community which has a spirit and vitality of its people that is reflected in the built environment.

### **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.

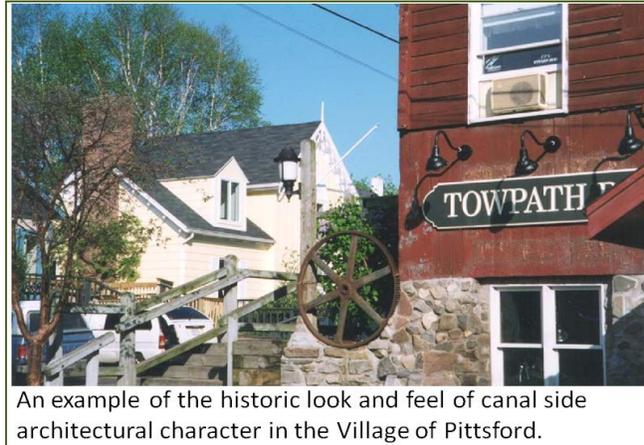


Several buildings along Schoen Place address both the canal front as well as the street.

## 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.

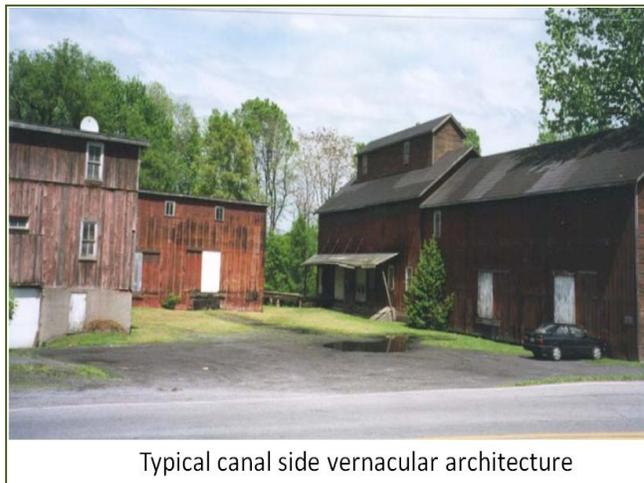
Where new development is created along the canal, provisions for public access to the canal should be incorporated within the design of the site. Such provisions should allow for pedestrian corridors and other design elements consistent with the linear park nature of the canal corridor. Design elements 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

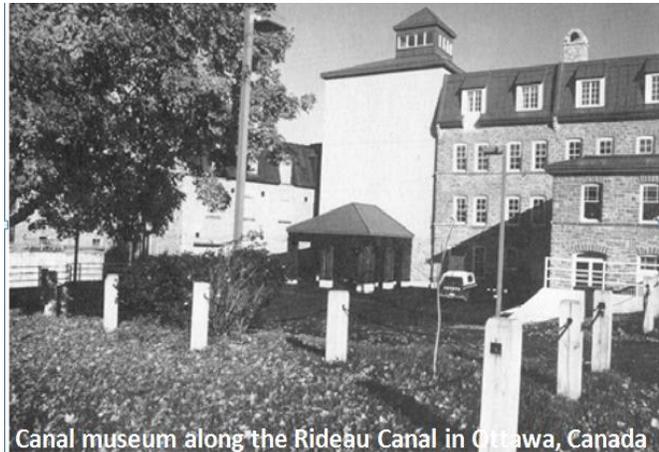
Incorporate flexible zoning rules to accommodate the adaptive reuse of historic structures and permit well designed new buildings that improve the pedestrian and visual environment.

#### 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

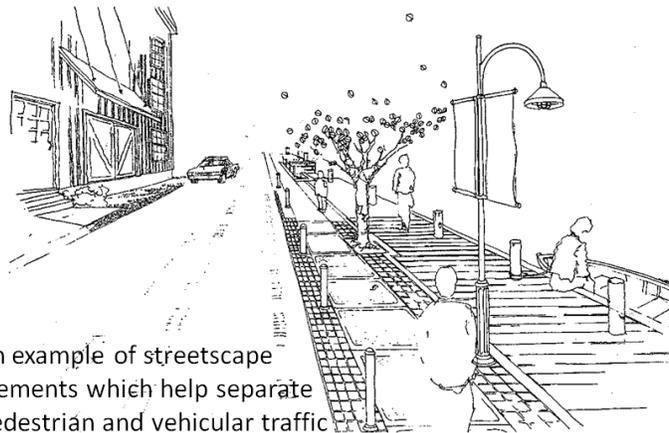
Looking toward other successful examples that bring quality, compatibility and safety to the both the streetscape and the canal front. Much can be learned by examining other local waterfront revitalization programs for municipalities which boarder the Erie canal, as well as learning from other successful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

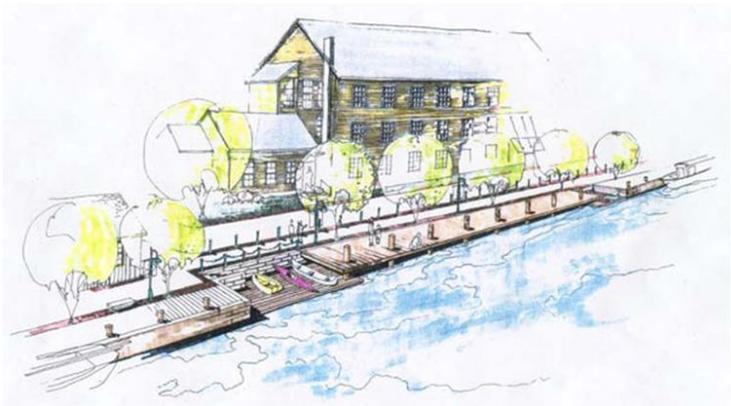
## **Existing Sites and Structures**

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.

## **Section VI State Actions and Programs Which Should be Undertaken in a Manner Consistent with the LWRP**

State actions will affect and be affected by implementation of the Town and Village of Pittsford LWRP. Under State law certain State actions within or affecting the local waterfront area must be "consistent" or "consistent to the maximum extent practicable" with the enforceable policies and purposes of the LWRP. This consistency requirement makes the LWRP a unique, intergovernmental mechanism for setting policy and making decisions and helps to prevent detrimental actions from occurring and future options from being needlessly foreclosed. At the same time, the active participation of State agencies is also likely to be necessary to implement specific provisions of the LWRP.

The first part of this section identifies the actions and programs of State agencies which should be undertaken in a manner consistent with the LWRP. Pursuant to the State Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Executive Law, Article 42), the Secretary of State individually and separately notifies affected State agencies of those agency actions and programs which are to be undertaken in a manner consistent with approved LWRPs. The list of State actions and programs included herein is informational only and does not represent or substitute for the required identification and notification procedures. The current official list of actions subject to State consistency requirements may be obtained from the NYS Department of State.

The second part of this section is a more focused and descriptive list of State agency actions which are necessary to further implementation of the LWRP. It is recognized that a State agency's ability to undertake such actions is subject to a variety of factors and considerations; that the consistency provisions referred to above, may not apply; and that the consistency requirements cannot be used to require a State agency to undertake an action it could not undertake pursuant to other provisions of law. Reference should be made to Section IV and Section V, which also discuss State assistance needed to implement the LWRP.

### **Office for the Aging**

Funding and/or approval programs for the establishment of new or expanded facilities providing various services for the elderly.

### **Department of Agriculture and Markets**

#### **Agricultural Districts Program.**

#### **Rural Development Program.**

### **Farm Worker Services Programs.**

Permit and approval programs:

- A. Custom Slaughters/Processor Permit.
- B. 4.02 Processing Plant License.
- C. Refrigerated Warehouse and/or Locker Plant License.

### **Division of Alcoholic Beverage Control/State Liquor Authority Permit and Approval Programs:**

- 1. Ball Park - Stadium License.
- 2. Bottle Club License.
- 3. Bottling Permits.
- 4. Brewer's Licenses and Permits.
- 5. Brewer's Retail Beer License.
- 6. Catering Establishment Liquor License
- 7. Cider Producer's and Wholesaler's Licenses.
- 8. Club Beer, Liquor, and Wine Licenses.
- 9. Distiller's Licenses.
- 10. Drug Store, Eating Place, and Grocery Store Beer Licenses.
- 11. Farm Winery and Winery Licenses.
- 12. Hotel Beer, Wine, and Liquor Licenses.
- 13. Industrial Alcohol Manufacturer's Permits.
- 14. Liquor Store License.
- 15. On-Premises Liquor Licenses.
- 16. Plenary Permit (Miscellaneous -Annual).
- 17. Summer Beer and Liquor Licenses.
- 18. Tavern/Restaurant and Restaurant Wine Licenses.
- 19. Vessel Beer and Liquor Licenses.
- 20. Warehouse Permit.
- 21. Wine Store License.
- 22. Winter Beer and Liquor Licenses. 23. Wholesale Beer, Wine, and Liquor Licenses.

### **Division of Alcoholism and Alcohol Abuse**

Facilities, construction, rehabilitation, expansion, or demolition or the funding of such activities.

Permit and approval programs related to alcoholism facilities, community residences and out-patient facilities.

### **Council on the Arts**

Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

### **Architecture and environmental arts program.**

#### **Department of Banking**

Permit and approval programs including authorization certificates applicable to banks, credit unions, foreign banking corporations, investment companies, savings and loan associations, trust companies, safe deposit companies, and branches of these entities.

License as a Licensed Lender.

License for a Foreign Banking Corporation Branch. Department of Correctional Services

Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

### **Dormitory Authority of the State of New York**

Financing of higher education and health care facilities. Planning and design services assistance program. Department of Economic Development

Preparation or revision of statewide or specific plans to address State economic development needs.

### **Education Department**

Construction, rehabilitation, expansion, demolition or funding of educational facilities.

Permit and approval programs related to private business school registration, drug manufacturing and wholesaling, and private school licensing, and storekeeper certification.

**Empire State Development Corporation and its Subsidiaries and Affiliates Acquisition**, disposition, lease, grant of easement or other activities related to the management of land under the jurisdiction of the Corporation.

Planning, development, financing, construction, major renovation or expansion of commercial, industrial, and civic facilities and the provision of technical

assistance or financing for such activities, including, but not limited to, actions under its discretionary economic development programs such as the following:

1. Tax-Exempt Financing Program.
2. Lease Collateral Program.
3. Lease Financial Program.
4. Targeted Investment Program.
5. Industrial Buildings Recycling Program.

Administration of special projects.

Administration of State-funded capital grant programs.

Energy Planning Board and Energy Office

Preparation and revision of the State Energy Master Plan.

### **New York State Energy Research and Development Authority**

Issuance of revenue bonds to finance pollution abatement modifications in power-generation facilities and various energy projects.

### **Department of Environmental Conservation**

Acquisition, disposition, lease, grant of easement and other activities related to the management of lands under the jurisdiction of the Department.

Classification of Waters Program; classification of land areas under the Clean Air Act

Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

Implementation of the Environmental Protection Act of 1993 and the Clean Water/Clean Air Bond Act of 1996, including financial assistance/grant programs.

Permit and approval programs in the following areas:

1. Air Resources.
2. Construction Management.
3. Fish and Wildlife.
4. Lands and Forests.
5. Regulatory Affairs.
6. Hazardous and Solid Wastes.
7. Water Resources.

### **Environmental Facilities Corporation**

Industrial Finance and Financial Assistance to Business Programs. Clean Water State Revolving Fund for Water Pollution Control.

1. Point Source Projects.
2. Nonpoint Source Projects.

### **Facilities Development Corporation**

Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

### **Office of General Services**

Administration of the Public Lands Law for acquisition and disposition of lands, grants of land and grants of easement of land under water, issuance of licenses for removal of materials from lands under water, and oil and gas leases for exploration and development Administration of Article 4-B, Public Buildings Law, in regard to the protection and management of State historic and cultural properties and State uses of buildings of historic, architectural or cultural significance.

Facilities construction, rehabilitation, expansion, or demolition.

### **Department of Health**

Construction, rehabilitation, expansion, demolition, or the funding of health related facilities.

Permit and approval programs including: operating certificates related to diagnostic and treatment centers, hospitals, hospices and health related facilities; and permits to operated day camps, food service establishments, temporary residences and to hold mass gatherings.

### **Division of Housing and Community Renewal and its Subsidiaries and Affiliates**

Construction, rehabilitation, expansion, or demolition of public housing facilities.

Financial assistance/grant programs including Section 8 programs, the HOME program, Housing Development Fund programs, and other housing related assistance programs.

Preparation and implementation of plans to address housing and community renewal needs.

### **Housing Finance Agency**

Funding programs for the construction, rehabilitation, or expansion of facilities.

### **Affordable Housing Corporation**

### **Job Development Authority**

Financing assistance programs for commercial and industrial facilities. Medical Care Facilities Financing Agency

Financing of medical care facilities.

### **Office of Mental Health**

Construction, rehabilitation, expansion, demolition, or the funding of mental health facilities.

Permit and approval programs related to community residences, family care homes, inpatient facilities and outpatient facilities.

**Office of Mental Retardation and Development Disabilities Construction,** rehabilitation, expansion, demolition, or the funding of mental retardation and developmental disabilities facilities.

Permit and approval programs related to establishment and construction of community residences and outpatient facilities.

### **Division of Military and Naval Affairs**

Preparation and implementation of the State Disaster Preparedness Plan.  
Natural Heritage Trust

Funding program for natural heritage institutions

Office of Parks, Recreation and Historic Preservation (including Regional State Park Commissions)

Acquisition, disposition, lease, grant of easement or other activities related to the management of land under the jurisdiction of the Office.

Construction, rehabilitation, expansion, demolition, or the funding of such activities and/or projects funded through the Environmental Protection Fund or Clean Water/Clean Air Bond Act.

Programs related to recreational boating, safety and enforcement. Programs for and related to State and local historic preservation projects. Land and Water Conservation Fund programs.

Nomination of properties to the Federal and/or State Register of Historic Places.

Permit and approval programs:

1. Floating Objects Permit.
2. Marine Regatta Permit.
3. Navigation Aide Permit.
4. Posting of Signs Outside State Parks.

Preparation and revision of the Statewide Comprehensive Outdoor Recreation Plan and the Statewide Comprehensive Historic Preservation Plan and other plans for public access, recreation, historic preservation or related purposes.

Recreation services program.

Heritage Areas System Programs and activities

### **Power Authority of the State of New York**

Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Authority.

Facilities construction, rehabilitation, expansion, or demolition. New York State Science and Technology Foundation Corporation for Innovation Development Program.

Center for Advanced Technology Program.

### **Department of Social Services**

Construction, rehabilitation, expansion, demolition, or the funding of social service facilities.

Homeless Housing and Assistance Program.

Permit and approval programs related to adult residential care facilities, children's services, homes for adults, special care homes and day care facilities.

### **Department of State**

Appalachian Regional Development Program. Coastal Management Program.

Community Services Block Grant Program.

Permit and approval programs related to billiard room licenses, cemetery operation, and compliance with the Uniform Fire Prevention and Building Code

### **State University Construction Fund**

Construction, rehabilitation, expansion, demolition, or the funding of State University facilities.

### **State University of New York**

Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the University.

Construction, rehabilitation, expansion, demolition, or the funding of State University facilities.

### **Division of Substance Abuse Services**

Construction, rehabilitation, expansion, demolition, or the funding of substance abuse facilities.

Permit and approval programs related to substance abuse services. 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.

### **Department of Transportation**

Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Department.

Construction, rehabilitation, expansion, or demolition of facilities, including but not limited to:

1. Highways and parkways.
2. Bridges on the State highways system.
3. Highway and parkway maintenance facilities.
4. Rail facilities.

Financial assistance/grant programs:

1. Funding programs for construction/reconstruction and reconditioning/preservation of municipal streets and highways (excluding routine maintenance and minor rehabilitation).
2. Funding programs for rehabilitation and replacement of municipal bridges.
3. Subsidies program for marginal branch lines abandoned by Conrail.
4. Subsidies program for passenger rail service.

Permits and approval programs related to rural and small urban transit grants; design, construction and rehabilitation of maintenance and storage facilities; operation of major petroleum facilities; outdoor advertising; use of State owned property.

Preparation or revision of the Statewide Master Plan for Transportation and sub-area or special plans and studies related to the transportation needs of the State.

Water Operation and Maintenance Programs including activities related to the containment of petroleum spills and development of an emergency oil- spill control network

**Division of Youth**

Construction, rehabilitation, expansion, demolition, or the funding or approval of youth related facilities.

**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).

## **Section VII Local Commitment and Consultation**

### **Local Commitment and Involvement in LWRP Development**

The Town of Pittsford town board and the Village of Pittsford board of trustees initiated and oversaw the preparation of this Local Waterfront Revitalization Program. This LWRP is an appropriate extension of significant past and on-going planning efforts undertaken by the community. Each jurisdictional board empanelled committees to examine the opportunities, presented by the canal and its environs, and of strengthening the community's historic ties to the waterway. The committees were comprised of community leaders, concerned citizens and various stakeholders. The stakeholders included the New York State Canal Corporation, the New York State Department of Transportation, Historic Pittsford, Pittsford Crew Rowing Club, among others (See acknowledgments page).

The LWRP development process has involved committee meetings, public hearings, meetings with NYS Canal Corporation, NYS Department of Transportation and NYS Department of State staff to refine and enhance the LWRP.

To facilitate development of the LWRP, numerous town, village and joint committee meetings were held. In addition, workshops, public hearings, interviews and field visits were conducted. The initial Canal Corridor Initiative planning effort also involved extensive regional consultation efforts. With respect to the preparation of the draft Local Waterfront Revitalization Program, the Planning Board and its consultant met several times with the staff of the New York Department of State to address and refine waterfront issues and enhance the LWRP.

### **Consultation and Review**

The draft LWRP was accepted for review and comment by the Town of Pittsford town board and Village of Pittsford board of trustees at a concurrent public hearing held June 16, 1999. The final LWRP, adopted November 15, 2005, incorporates comments received by the public, interested and involved agencies, and the New York Department of State.

## **Section VIII Conclusion**

The Town and Village of Pittsford are in a good position to greet the new millennium. The past century has evidenced tremendous change in this historic canal community. The community is preparing for the future by recognizing and strengthening its ties to the past.

This plan frames the tremendous opportunity that awaits Pittsford along the Erie Canal--an opportunity that has been developing for about two hundred years. This opportunity, however, will not be fully realized without a cooperative approach. An approach to “community building” which reinforces the fact that collaboration literally means working together. With this collaboration, a greater good can be achieved.

The plan clarifies opportunities for guiding the private sector while investing in the future of the community. Town and village governments too can use the plan to define capital and other programs that strengthen community assets in a way that enhances the quality of life for residents, while continuing to support a setting for appropriate business investments in Pittsford. Residents and civic organizations can each find an appropriate element of this plan, and help advance it to become a reality. Given this collaboration and cooperation, the future for the Erie Canal and the Town and Village of Pittsford will become as creative and as vital as its past.

## **Section IX Summary of Environmental Impacts**

### **Potential Environmental Impacts**

As stated in the introduction, this plan also functions as the Generic Environmental Impact Statement (GEIS) for the purposes of compliance with the State Environmental Quality Review Act (SEQRA). As a generic impact statement, it is meant to describe the potential impacts of adoption of the LWRP plan. Adoption of the LWRP will not result in the approval of any development activity, either private or public. Due to the unique environmental, historic and cultural considerations evidenced along the Pittsford waterfront (i.e., the former Monaco Oil site, historic village, etc.), individual projects should be subject to specific SEQRA review, determination of significance, permitting (if necessary) and compliance with the precepts and policies of this LWRP. The proposed land and water uses and proposed projects contained in the plan must still undergo more detailed, site specific planning by the public and/or private entities that will undertake these actions. As individual activities are proposed and reviewed, site specific environmental reviews may be necessary. Among other things, such reviews should consider the scope and scale of the proposed action and whether these are consistent with the concepts outlined in this plan and generic environmental impact statement.

In general, adoption of this Local Waterfront Revitalization Program (LWRP) by the Town and Village of Pittsford will not have an adverse environmental impact on the study area. The plan itself embodies the concept of environmental protection in that it carefully considers the environmental setting of the canal waterfront (see Section II entitled “Inventory and Analysis”). The plan should be viewed as an attempt to mitigate against the impact of uncontrolled development on the natural and cultural resources along the canal waterfront. Through the use of the policies set forth in Section III “LWRP Policies” and the illustrated design guidelines in Section V the LWRP seeks to promote very limited new development that is consistent with, and enhances the environmental setting. In general, the plan is expected to have a beneficial impact on the community over time. Updated land use concepts for the waterfront will help the community to achieve its desired objectives.

#### Alternatives

There are three alternative actions that the town and village can pursue. These are:

1. Adopt the Local Waterfront Revitalization Program as proposed
2. Adopt an altered plan
3. Do not adopt a Local Waterfront Revitalization Program

Of the available alternatives, adoption of the Local Waterfront Revitalization Program (LWRP) as proposed would provide the best combination of appropriately scaled growth, recreational and waterfront resource enhancement, and natural resource protection in accordance with the goals of the Comprehensive Plan. 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. The plan, as proposed, would go the farthest toward achieving this goal.

It is difficult to anticipate possible alternatives to a plan, as opposed to specific projects proposed within. The most obvious alternative would be to take "no action". This, essentially, means that the town and village would not adopt the plan. In light of the effort that has already been made to identify the area's valuable natural and cultural resources, and to solicit input from the community as to the most appropriate ways to enhance and protect these resources while generating economic activity along the Pittsford waterfront, the "no action" alternative would be counter-productive. It would also do nothing to further the goals of the town's comprehensive plan.

Existing local, state, and federal regulations would likely be sufficient to protect most of the natural and cultural resources in the corridor. But the benefit of the plan is that it proposes to grow the community in a way that enhances the community's character and incorporates and protects the community's valuable resources. This balance can only be achieved through a deliberate, collaborative planning process which looks to the future. In the absence of a plan, and a program to implement the plan, the community must simply react to development proposals as they are submitted. The establishment of inappropriate uses, or sprawl type development along the waterfront, is one possible result. Another possible result would be that no new improvements would occur along the canal.

Another alternative action for the town and for the village would be to adopt an altered plan. The degree to which the plan emphasizes resource protection or economic development, for example, is a potential area of change. It would be possible to develop a plan that focuses solely on the protection of the waterfront's natural features. Under such a scenario, areas such as the Monroe Avenue Parcel might be left untouched, or the entire Powers Farm might be recommended for permanent protection. At the other extreme, the desire to create economic development opportunities could be the sole focus of the plan. Under this scenario, areas identified as appropriate for the development of public spaces and parks might instead be designated for commercial or industrial uses. The relocation of non-water related uses from the waterfront might no longer be a priority in this case.

While each of these scenarios would meet at least one of the community's objectives, each would do so at the expense of another important community objective. Neither would achieve the necessary balance between resource protection and economic growth, and neither would address the enhancement of Pittsford's canal waterfront in terms of community character.

Adoption of this Local Waterfront Revitalization Program would best ensure that the community's multiple goals for the waterfront are achieved. The plan's combination of projects, made in consideration of a careful analysis of the study area's natural and cultural resources, were derived with significant input from the community. As a result the LWRP, as proposed, will enhance the character of the Pittsford waterfront in a manner consistent with the community's desires and Comprehensive Plans.

## **Impact on Land**

Adoption of the LWRP by the Town and Village of Pittsford will impact land resources in the study area. Some areas, as described in Section II, are currently undeveloped or underdeveloped and are proposed for more intensive uses in the plan. Other portions of the study area are already developed and plans proposed include the adaptive re-use of existing structures where available. Sections IV and section V of the plan call for carefully scaled development that will add to the community's economic base while preserving valuable natural areas and recreational opportunities. By starting with a careful analysis of the environmental setting, areas containing environmental constraints or important natural resources such as steep slopes, floodplains, woodlots, etc., have been identified and considered in the development of these proposals. Erosion and flooding are not significant issues in the Pittsford canal corridor. None of the proposed projects will take place in the areas designated by the Federal Emergency Management Agency as flood hazard areas.

## **Impact on Water**

Adoption of the LWRP by the Town and Village of Pittsford should have a minimum adverse impact on the existing water resources in the study area described in Section II. No development is planned that would lead to the addition of point or non-point source pollution to the water. Sections IV and V discuss the possibility for relocating some of the non water- dependent or water-enhanced industries located along the canal may even lead to an improvement in water quality. For example, the NYSDOT facility, the Monoco Oil Company site, and the Pittsford Department of Public Works garage are all uses which could be relocated away from the waterfront to allow for the creation of more appropriate canal related development at these waterfront sites. The use of all or parts of these sites along the waterfront as public or recreational spaces would potentially enhance long term water quality.

Wetlands, which were also identified as part of the resource inventory and analysis in Section II, are found in several locations throughout the study area. Proposals for these areas (illustrated in Section IV) take into account the presence of the wetlands. For example, improvements to the existing trail connection to Lock 62 will not impact the state regulated wetland located adjacent to the trail. Plans for the Monroe Avenue Parcel also account for the protection of the included wetland. Portions of the site outside of the wetland area are proposed for mixed use development which takes advantage of the prime location along the canal. The proposal states that “development of this area with uses that relate to the canal is desirable, but great care should be taken not to overwhelm the site with excessive development.” The wetland area will be incorporated into a proposed park which will include both active and passive recreation opportunities. In addition to both state and federal regulation of wetlands in the study area, the Town of Pittsford’s local Wetlands Protection Law, Article XV of the Code of Pittsford, states that it is “the public policy of the Town of Pittsford to preserve, protect and conserve freshwater wetlands and the benefits derived therefrom...” The combination of these regulations, and the clear identification in the plan of areas where wetlands must be carefully considered, should ensure that site specific review of proposals for these areas will result in the protection of all existing wetlands in the study area to the maximum extent possible.

Similarly, the three major creeks which run through Pittsford, their tributaries, and their primary flood plain areas are identified in the plan. It is recommended that caution be used when pursuing activities around any of the creeks as these actions could impact wetlands downstream. The Irondequoit Creek and its floodplain are singled out for their natural features, vegetation and wildlife. The plan states that preservation of this ecosystem is important and that construction in these floodplains should be minimized or avoided altogether.

## **Impact on Air**

As a result of the proposed increase in commercial and residential development in portions of the waterfront area, minor adverse impacts to local air quality might be anticipated. However, it is not anticipated that these impacts will be of a type or magnitude that would adversely affect human health or the environment, or to even cause irritation or annoyance. The proposed development of additional parks and trails along the waterfront should help to mitigate against negative air quality impacts. The closure and clean up of the former Monoco Oil facility will eliminate a major source of air pollution in the canal area.

## **Impact on Plants and Animals**

Adoption of the LWRP by the Town and Village of Pittsford will result in both positive and negative impacts on plant and animal resources in the waterfront area. There are

numerous woodlots, several wetlands, and a variety of waterfowl, wading birds, fish, and other animals such as deer, raccoons, rabbits and squirrels in the study area. No threatened or endangered species have been identified as living in the Pittsford canal corridor area. Where new development is proposed, existing vegetation will be removed and some wildlife displaced. For example, one area of concern will be the Monroe Avenue parcel. Aside from the flora and fauna in the wetland area which is proposed to be incorporated into the design of this site, the development of the remainder of this site will result in the removal of some vegetation and the displacement of the wildlife living there. There is a green corridor via the Auburn rail trail which connects this site to another large undeveloped area behind Nazareth College. This corridor should allow the wildlife living in the area to move to other, undeveloped, areas. In general, the creation of a continuous stretch of parks does provide area wildlife with some benefits. By connecting existing undeveloped areas, important connections for animal movement will be created. In addition an important migratory corridor for birds will be preserved.

## **Impact on Agricultural Land Resources**

Adoption of the LWRP by the Town and Village of Pittsford will not adversely impact agricultural resources in the study area. The Powers Farm, located directly behind Schoen Place, is the most relevant agricultural open space to any canal projects. The proposed expansion of Schoen Place into a small portion of the farm was planned for in Pittsford's Greenprint for the Future (1996). This area was not included in the protection strategy for the Powers Farm. The remainder of the farm, however, was recommended for full protection in the Greenprint. Subsequent implementation of the Greenprint has resulted in the town's purchasing development rights from several farms as recommended. The Powers Farm is expected to be protected under this program in the near future. Once the conservation easement is in place, this land will be permanently protected from conversion to non-agricultural uses. The proposals for Schoen Place take advantage of its proximity to a working farm. The Powers Farm serves as an immediately visible example of Pittsford's agricultural history and acts as a buffer, providing a scenic view behind Schoen Place and preventing sprawl type development. The plan's proposals for Schoen Place integrate the Powers Farm to the benefit of both the commercial center and the farm. For example, the concept of reusing the grain elevators and the barns at the east end of Schoen Place for the development of a historical museum takes advantage of the adjacent working farm as a reminder of the community's agricultural history. In addition, the edge of the farm property could enhance the viability of Schoen Place by providing room for additional parking and for a possible extension of the access road to Route 31 beyond the residential properties. The farm could benefit by the possible creation of a Farm Market at Schoen Place which would enable the farm to sell produce directly to customers at this busy commercial area.

## **Impact on Aesthetic Resources**

While it is difficult to determine whether impacts to aesthetic resources are positive or negative, the proposals in Sections IV and V of this plan are intended to enhance the aesthetic qualities of the canal waterfront. The proposals incorporate and protect the most important natural features of the landscape, while promoting carefully scaled development of sites along the waterfront for canal related uses. Enjoyment of the aesthetic qualities of this area will be enhanced by the improvement of trails and the creation of additional public spaces along the waterfront, and by increased access to the water. Streetscape improvements, including the use of appropriate street trees, shrub and flower plantings, lighting, street furniture, curbing, sidewalks and other amenities will also serve to enhance the experience of those who frequent the waterfront area. Proposals were developed in consideration of the state's design guidelines and principles for public spaces, site and building development, and the preservation and maintenance of canal structures in the canal corridor.

## **Impact on Historic and Archaeological Resources**

Appendix A provides a listing and brief description of some of the many historical sites along the Pittsford Canal. The plan proposes that these sites be linked through the creation of an historical interpretation trail. In addition, as described in Sections IV and V, a possible adaptive reuse of the grain elevators and barns at the east end of Schoen Place could be the creation of a museum dedicated to the area's canal history. Both the interpretive trail and the museum would enhance the enjoyment and understanding of the value of the area's historical resources. Pittsford's historic structures are already protected by strict zoning rules and are slated, in the plan, for adaptive reuse whenever possible.

## **Impact on Open Space and Recreation**

Overall, adoption of the LWRP by the Town and Village of Pittsford will have a positive impact on open space and recreational resources along the canal. It is the intent of this LWRP to preserve Pittsford's unique character and return the shoreline to water-dependent and water-enhanced uses. Section V proposes carefully scaled development that will add to the community's economic base while preserving valuable natural areas and recreational opportunities. Section IV discusses proposals to extend the canal trail along the north shore, eliminating existing gaps, and to create a trail on the south shore, linked to the north shore trail by a pedestrian bridge will enhance opportunities for walking, running, bicycling, and fishing along the waterfront. Additional public spaces along the shoreline, including parks for both active and passive recreational opportunities are also proposed. On-water recreation will also be enhanced by proposals for increased boat launch access and docking facilities, and the recent development of a new facility for the Pittsford Crew rowing club.

Some existing open spaces may be lost as a result of the development proposals in the plan. However, the plan focuses carefully designed development in appropriate locations while protecting important natural features and preventing sprawl type commercial development that would be inconsistent with the community's character. Important open spaces, such as the Powers Farm, are incorporated into the proposals and are recognized for their significant contribution to the overall character of the waterfront area. Other open spaces will be created or enhanced, including the canal trail and several parks along the waterfront.

## **Impact on Critical Environmental Areas**

There are no Critical Environmental Areas (CEA), established pursuant to subdivision 6 NYCRR 617.14(g), in the study area.

## **Impact on Transportation**

Transportation impacts of the LWRP's proposed projects listed in Sections IV and V will be mixed. As a result of the future changes to the limited development sites along the waterfront, the number of automobile trips generated by this area can be expected to increase slightly. Future development proposals along the waterfront should undergo review of their potential transportation impacts as part of the review process. The type and scale of individual proposals will determine the extent of the transportation analysis required. It is intended that adverse transportation impacts of the plan described in Sections IV and V, will be offset to some degree, by proposed transportation improvements and by the creation of a pedestrian and bicycle friendly environment that encourages people to walk or ride. The most extensive changes to the transportation system proposed in the plan are for Schoen Place. It is proposed that the layout of this road be altered slightly. This would allow for the creation of a more manageable traffic flow and parking patterns. Additional access to Schoen Place via a new road proposed off Route 31. Additional changes to Schoen Place would include traffic signals at its intersections with North Main Street and State Street, and traffic calming features to enhance the pedestrian environment.

The plan calls for several other transportation improvements including expanded trails on both sides of the waterfront, several enhanced trail connections across the river, and the creation of a trolley and/or water taxi service to link outlying activity centers with the village center.

## **Impact on Energy**

Adoption of the LWRP will not have a significant impact on energy resources.

## **Noise and Odor Impacts**

Adoption of the LWRP will not result in adverse impacts from odors, noise, or vibration. In fact, due to the closure of the Monoco Oil facility and the potential for relocating the NYSDOT and Canal Corporation operations proposed in Section IV, noise and odor control should be greatly improved.

## **Impact on Public Health**

Adoption of the LWRP will not result in any adverse impact on public health.

## **Impact on Growth and Character of Community or Neighborhood**

Adoption of the LWRP by the Town and Village of Pittsford will have a positive effect on the character of the community. The plan is consistent with the Town of Pittsford's Comprehensive Plan and complements the town's Greenprint initiative. The LWRP is part of Pittsford's vision to create a "ribbon of green" within the community and supports revitalization of the waterfront, which has been a community priority for several years. The projects proposed in Section IV of this plan will contribute to both of these goals. They will allow the community to continue to grow while ensuring that this growth takes place in a manner that contributes to Pittsford's unique sense of place. By focusing carefully scaled development the community will be able to accommodate future growth, expand its economic base, and protect and enhance its natural areas, recreational resources, and open spaces.

This LWRP is also consistent with, and is Pittsford's contribution to, New York State's plan to create a continuous stretch of parks and tourist attractions throughout the New York State canal system.

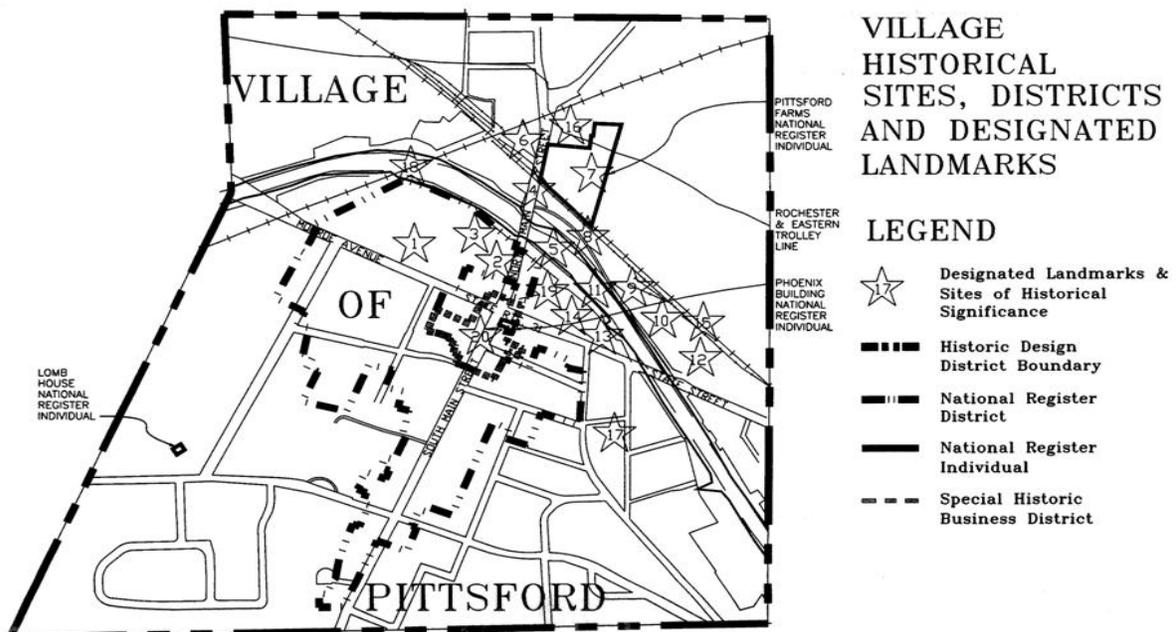
## APPENDIX A HISTORICAL RESOURCES AND ASSETS

The Pittsford canal area is rich with history. This provides an excellent opportunity for the creation of an historical interpretation trail. Appropriately located placards could be used to identify historical sites along the canal and to explain how these sites relate or related to the canal. What follows is a brief description, moving along the canal from west to east, about each site that is a possible feature for an historical trail.

### Village Historical Sites

(See [Village Historical Sites map](#))

- 1 Sylvanus Lathrop House - This elegant two-story brick federal style house was constructed in 1826 by early Pittsford entrepreneur, Sylvanus Lathrop. Distinctive elements of the house include elliptical gable end fan lights, carved stone lintels, and a highly detailed federal style entrance with ionic entrance porch. Lathrop made a fortune as the general contractor responsible for construction of the local section of the Erie Canal. Several years after construction of the canal was completed, Lathrop moved further west to Ohio. The ample size, refined proportions, and sophisticated architectural detailing of this house are evidence of the prosperity brought to Pittsford by the opening of the Erie Canal. As a result of the economic boom brought by the canal, the Village has been left with a legacy of many federal style structures.
- 1 Sam Hutchison/Brown House - This mid-nineteenth-century two-story wood



frame vernacular house was home to, Sam Hutchison, the proprietor of one of Pittsford's late-nineteenth-century canal businesses. Hutchison had the house remodeled and expanded by raising the roof and adding the Queen Anne style staggered saw-cut clapboard filling the gable end. Pittsford has retained a group of houses dating from the 1880's, which share similar gable end detailing and are believed to be the work of a single builder/carpenter. Two additional examples of this local style are located immediately across North Main Street between the Four Corners and the canal. The house has been faithfully restored to its original design configuration by the current owners, Mr. and Mrs. Glenn Brown.

3. Agate/Zornow House - Designed by Rochester architect, A. J. Warner, this large brick two-story hipped roof structure is the Village's most sophisticated Queen Anne style house. The house features a Medina sandstone coursed foundation and carved lintels. The gable ends occurring over two-story bays are clad with "beaver tail" red slate. Twin entrance porches with Eastlake style spindle work face the street. Double entrance doors lead to a large entrance hall with oak stair and stepped colored glass windows. The interior retains 11-foot high ceilings and high quality false graining. The house is set on nearly two acres of lawns bordering the canal. A small two-story wood frame vernacular tenant house, dating from the first quarter of the nineteenth century, is located at the rear of the property.

The house was constructed in 1887 for Pittsford businessman, John Agate. Agate, with his brother Will, operated a large and successful malt business and grist mill. The malt houses were located on the west side of North Main Street along the south bank of the Erie Canal. These buildings were destroyed during the turn-of-the-century canal widening project. The Hutchison and Zornow families, who have occupied this house during most of the twentieth century, also owned canal related businesses.

4. North Main Street Cottages - The four small wood-frame vernacular houses located immediately north of the canal on North Main Street date from the middle of the nineteenth century. The two houses located on the east side of the street retain distinctive Italianate style details including paired half-round windows and a bracketed entrance canopy. Although modest in size and simple in design, this group is significant as a remaining example of typical village housing from the mid-nineteenth-century.

Several of the homes have historic ties to the canal. The Lusk House at 31 North Main Street, now Colony House, served as a canal tavern for many years. The two houses located on the east side of North Main Street were owned by the Schoen family who operated a large produce and coal business on Schoen's Alley.

5. Port-of-Pittsford Park - This concrete mooring wall was constructed at the beginning of the twentieth century as part of New York State's canal widening project. Each community along the canal was provided with a port suitable for the docking of barges. Pittsford's port was most active during the 1930s and 1940s when it was used by Ted Zornow as a coaling station for canal tugboats. The Town of Pittsford created the current park during the mid-1970s.
6. New York Central Railroad Depot - These fine twin structures served Pittsford until 1959 when passenger service was discontinued and this rail line became a freight spur. The hipped roof brick building served as the passenger terminal and was constructed in 1860 following New York Central's standard terminal design. This structure retains many original elements of its beaded board interior. The gabled wood frame freight terminal was constructed at the turn-of-the-century after an earlier building collapsed during a heavy snow.
7. Pittsford Farms - This National Register listed mid-nineteenth century farm estate is both architecturally and historically significant. The large wood frame two-story gabled main house is set on a small knoll and is surrounded by extensive park-like grounds. Italianate in style, the house features broad overhanging eaves supported by paired scroll brackets, paired half-round windows, and tall floor-to-ceiling windows opening to an elaborate bracketed porch. Cast iron statuary, a circular drive, and the gothic revival cast iron fence mounted on a stone retaining wall at the front of the site show the influence of the mid-nineteenth-century Rural Landscape Movement. The farm retains a significant collection of agricultural outbuildings.

The main house was originally constructed in 1814 By Samuel Hildreth, an early Pittsford merchant and the operator of a large stagecoach network which traversed western New York. Hildreth's stables were located just south of the house but were destroyed when the railroad was constructed in 1834.

The present appearance of the property is due to Jarvis Lord, who purchased the farm in the 1860s. Lord, a prominent politician and entrepreneur, profited from the reconstruction of the Great Embankment during the 1850's

In 1888 the farm was sold to Frank and Estelle Hawley. During the Hawleys' ownership the farm gained national recognition for its outstanding herds of Jersey cattle and Shetland ponies. The Hawleys also began the dairy which today is Pittsford's oldest business.

The 200-acre farm was sold to the Ted Zornow in 1946 and remains a family operation. The farmstead and dairy are owned by Zornow's son-in-law, Charles Corby. The bulk of the farmland is owned by Roger Powers, another son-in-law of Zornow. The development rights for most of Power's portion of the property are part of the purchase by the Town of Pittsford to assure their preservation as agricultural open space.

8. Schoen Complex - This group of former warehouses, sheds, and a coal storage silo is located at the western end of Schoen Place. In the early 1900's, the coal tower in Schoen Place serviced canal boats and the community. These simple wood frame vernacular structures are architecturally and historically significant. The coal tower, due to its size, is one of Pittsford's important visual landmarks. The historic canal warehouse district along Schoen Place is one of the Village's most unique assets.

The Schoen Brothers business was begun in the nineteenth century selling seed as well as farmer's and builder's supplies. The site also included an apple dry house. The dry house operations consisted of peeling, cutting, coring and drying apples to preserve them. Pittsford was an important fruit growing area in the first decades of the twentieth century and apple drying was a flourishing business. Businesses such as this, based on agriculture and dependent on the canal or railroad for transportation, were the driving force behind the Village's economy in the nineteenth-century.

Early in the twentieth century the business's focus shifted toward the sales of coal. Customers included local home owners, businesses, and commercial tug operators on the canal. The coal tower was constructed in the 1920s. Coal was unloaded by conveyor from railroad cars into the silo. The coal was then fed through chutes into trucks parked below.

In the late 1960s Ted Collins bought the property to house his landscaping business. Several years later the landscaping business was moved to Mendon and Collins began renovating the buildings for use as retail shops and restaurants.

9. Pittsford Flour Mills - The flour mill and grain elevator are the most important character defining elements of Pittsford's canal waterfront. This complex consists of a three-story wood frame flourmill; a one-story rusticated concrete block warehouse, a 130-foot tall concrete grain elevator and several smaller tile and concrete silos. The flour mill was constructed next to the canal in the mid-nineteenth century. The building was expanded in the early twentieth century for additional production area and office space. The warehouse and silos were also completed at his time. The grain elevator was constructed in 1927. The complex was served by two rail sidings.

Flour milling, one of Pittsford's primary businesses in the nineteenth century, occurred on this until the 1930s. After the mill was sold by Grandin Vogt to Henry Perrigo early in this century, it was expanded and became an important regional producer of flour. The capacity of the mill which had been about 20 barrels a day was increased to over 1000 barrels per day.

Ted Zornow bought the complex in 1952 for use as part of his grain wholesaling business. Wheat, red kidney beans, oats and black beans from area farmers

were processed, bagged, and shipped by railroad to food processors throughout the eastern United States. This business continued to operate until 1997.

10. T. J. Zornow Inc. - This complex consists of five individual structures. The first two structures constructed on the site were the one-story stucco hipped roof office with truck scales and the large two-story flat- roofed bean warehouse located immediately behind. To the west are a one-story wood frame truck shed and wood frame steel-sided grain storage building. At the east end of the site is a nineteenth-century two-story wood frame mill moved from Geneseo in 1942. These buildings have an extremely high level of integrity and are an outstanding example of an early twentieth century rural agribusiness complex. Similar structures are rapidly disappearing from communities across New York State, so preservation of this structure through adaptive reuse should be a high priority.

Sam Hutchison moved to Pittsford from Mendon in 1886, bought George Wiltsie's canal warehouses and established a wholesale produce business. The canal widening project necessitated the demolition of Hutchison's warehouses located on the south bank of the canal east of North Main Street. Hutchison relocated the business to the east end of Schoen Place. The business included a large apple dry house which burned in 1923. The business was inherited by Sam's son Herbert who ran it until he was bankrupted during the depression of the 1930s. The warehouses were then purchased by Ted Zornow, Hutchison's son-in-law. Zornow established a grain and bean wholesale operation which continued to operate until 1997

11. Big Spring - A natural spring is located in the canal bed near the south bank opposite Newcomb Oil. During the winter the location of the spring is easily identified by presence of open water, usually crowded with wild ducks. The spring, which was known and used by Native Americans, attracted the Village's first settler, Israel Stone, who built a log cabin at the site in 1789

The pond was the source of a small creek which flows through Pittsford Farms on its way to Irondequoit Creek. In 1909 when the canal was widened, the spring was incorporated into the canal. At the insistence of the Hawley family, who used the creek to supply water for pastured livestock, New York State constructed a culvert running from the south bank of the canal to the north side of the railroad bed. Today this creek feeds several irrigation ponds used by the Powers' farming operation.

12. Pittsford Lumberyard - Founded as Wadhams & Whitlock Lumber Dealers, this business was originally located south of State Street between Boughton Avenue and the canal. The canal widening of 1911 forced the business to relocate to the east end of Schoen Place. The lumberyard continued to operate until 1972 when a fire destroyed the larger lumber sheds and inventory. Over the following

ten years owner John Mason renovated the remaining buildings and constructed several new buildings to create the Northfield Commons retail area.

13. Stone-Plumb-Newcomb House - This two and one-half story gabled wood frame house is thought to be one of the oldest surviving structures in the Village. The general proportions of the house's main block, the 12 over 12 double hung sashes, the plan configuration, timber frame construction, low ceiling heights and large cellar cooking fireplace all suggest the house was constructed during the first quarter of the nineteenth century. The heavy Greek revival detailing found at the porch and main cornice is the result of a 1840s remodeling.

The first structure erected in Pittsford Village was a log cabin constructed on the site of the current house by Israel Stone in 1789. The present house is believed to be a replacement of the original cabin but the exact date of construction is not known.

In 1845 the house was purchased by the Plumb family. Mr. Plumb was an English immigrant and successful farmer. In addition to remodeling the house, the Plumbs established extensive gardens on the property which were destroyed by the 1910-1912 canal enlargement projects. The Plumb farm extended from this house to include most of the east end of what are now Schoen Place as well as about fifty acres of what today is the Powers Farm. The altering of the Erie Canal route through the Village in the 1850's physically isolated the Plumb house from the Plumb F

14. Plumb's Lane Cottages - These two small vernacular houses, located on the south bank of the canal, were moved to their current site during the first quarter of the twentieth-century. The larger two- and one-half-story house was moved from North Main Street to allow for expansion of the canal in 1910. Prior to the canal enlargement, Plumb's lane was a pleasant tree shaded dirt lane running along the south bank of the canal between North Main Street and State Street. The smaller one and one-half-story house was moved in 1925 from State Street to make room for a gas station which today is the Oak Orchard Canoe building. Both structures are good examples of late- nineteenth-century modest village housing. During the 1980's the houses had become deteriorated and the owner applied for a demolition permit to allow development of a carpet store on the site. Because the Village Architectural and Preservation Review Board denied the demolition permit, the houses were sensitively renovated for commercial use.
15. Rochester & Eastern Trolley Line - The Rochester & Eastern Railway, an electric trolley route from Rochester, opened a station in Pittsford in 1904. From Pittsford, the route ran east through Victor and Canandaigua to Geneva. Pittsford's station was located on the east side of North Main Street in the structure presently housing The Pittsford Pub and Ciao. The route through Pittsford entered the Village just north of the Pickle Factory at the northwest

corner of the Village. From there the tracks ran between Elm and Line Streets to North Main Street. From the station the tracks ran east through the pastures of Pittsford Farms toward Bushnell's Basin.

The trolley was heavily used by Pittsford residents who worked in Rochester and was partly responsible for the suburban development which began to occur on the fringes of the Village as well as other areas within the Town of Pittsford. In addition to passengers the trolley carried fruit, perishable express items, and package freight. Due largely to the increase in automobile ownership, trolley service was discontinued in 1931.

As late as the 1950s mail was drawn by hand cart from the station up the hill to the Post Office located on South Main Street. In 1963 the abandoned structures were joined by a contemporary link and converted into a restaurant. Freight rail service was entirely discontinued in the mid-1980s and the railroad tracks were removed. The historic integrity of these structures is currently threatened by neglect and proposed historically inappropriate alterations.

16. Boughton Avenue Neighborhood - This historic neighborhood consists of modest vernacular two-story single family wood frame houses dating from the mid-nineteenth-century to the first two decades of the twentieth century. The Italianate, Queen Anne, Colonial Revival and Four-Square styles are all well represented in the area.

The original route of the Erie canal ran between South Street and what is now Boughton Avenue. The route is still visible today in the form of a depression in the backyards of houses in this area. After the canal was rerouted to the east around 1850, this area was sold off for lots. Like many communities along the canal, Pittsford experienced a wave of Irish immigrants during the middle of the nineteenth-century. Many Irish canal workers settled in this area, earning the neighborhood the nickname of "Little Dublin." The growing Irish community led to the establishment of the Saint Louis Roman Catholic Parish which was originally housed in a church on State Street. Through the first half of the twentieth century this neighborhood remained a working class area. Over the last thirty years new residents have renovated most of the homes in the area making the Boughton Avenue area one of the Village's most attractive neighborhoods. Today this area has special significance as a rare surviving example of a rural mid-nineteenth-century working class neighborhood retaining a high level of architectural integrity.

17. New York West Shore & Buffalo Railroad - Pittsford's second rail line opened in 1883. This line was also soon acquired by the New York Central Railroad. Constructing the line required building a significant embankment through the northern section of the Village. The North Main Street bridge was constructed in 1905 using abutments built of large blocks of highly fossiliferous locally quarried Penfield Dolomite. The double-span steel truss canal trestle was

constructed during 1911-1912 during the widening of the canal. A freight and passenger terminal was located off Monroe Avenue at the current site of Talbots. Originally the line consisted of a double track. Today this line remains very active averaging 10-20 trains per day. It is part of the Conrail network and serves both local freight and as the mainline bypass around the Rochester freight yard.

18. Thirsty's Tavern - The two-story brick gabled Thirsty's building dates from the first half of the nineteenth-century. Although altered with an early twentieth-century storefront addition, this structure retains an elliptical gable window and original proportions at the second floor and eaves. This structure was built as a house and originally had an appearance similar to the Canandaigua National Bank building, located a few doors down the street.

For many years Pittsford was known as the Town with six churches and six saloons. Like many rural canal communities, Pittsford was far less genteel than today's observer might suspect. Street brawls were not uncommon, particularly between crews of different canal boats.

As Pittsford has grown to become a suburban residential community, most of the bars have disappeared. Of Pittsford's historic tavern locations, only the present site of Thirsty's remains a bar today

19. Phoenix Hotel - This three-story step gabled brick hotel is one of Western New York's most important remaining works of Federal style architecture. This well proportioned building features regularly spaced six over six windows with cut stone lintels and sills. A recessed arcade of elliptical arches frames the windows and doors at the first floor. An half-round fanlight is located at the gable end. The Federal style entrance with leaded transom and side lights is a reconstruction of the original. The building retains an original ballroom at the third floor with coved plaster ceiling.

Pittsford was the site of several early inns because of its location on the primary road between Rochester and Canandaigua and because a large stage coach company operated out of the settlement. The Phoenix Hotel was built to replace an earlier hotel which had burned. The structure's relatively large size anticipated the growth in business due to the opening of the Erie Canal. In the 1830's railroads, began to replace



**The Phoenix building**

the canal as the primary means of passenger transportation. Pittsford's location on a busy rail line continued to provide a steady stream of hotel guests. The Phoenix, later known as the Pittsford Inn, was one of three operating hotels

Pittsford retained until the first quarter of the twentieth-century when the rise of the automobile eliminated much of the need for lodging in small towns. Over the next fifty years the building served alternately as a popular restaurant and tavern.

During the 1950's, a new gasoline service station was constructed up against the main facade of the old Phoenix Hotel. As a result residents started to become concerned about the future of the building and the Village. Soon after the construction of the gas station, the building burned and remained vacant for several years.

Although in dilapidated condition, the loss of this building would have irreparably changed Pittsford. Fortunately, at a time when preservation was extremely uncommon in our area, the local newspaper publisher, Andrew Wolfe, bought and painstakingly restored the building for use as the offices of his publishing company. The restoration of the Phoenix building demonstrated that preservation offered a viable alternative to demolition and new construction. Perhaps more importantly it helped the entire community realize the potential it could accomplish through preservation.

## Town Historical Sites

(See [Town Historical Sites map](#))

1. The Widewaters Turning Basin - in this area just west of lock 32 the wooden hulls of abandoned barges are completely visible in the winter when the canal is drained, and partially visible in the summer.
2. Schuyler's Farm and Lomb's Wood - the former route of the canal is visible as a line of giant willow trees that have grown in the soil filling the old canal bed. The line runs across the Schuyler farm and east to the boundary of Lomb's woods near Sutherland High School.
3. The Odenbach Boat Works - during WWII the abandoned branch of the canal between the new route and lock 62 was used to build landing craft. The boats were then floated to New York City for use overseas.
4. Lock 62 - one of very few double locks, this lock was built between 1855 and 1857 during the first canal expansion. The width was doubled to handle two-way traffic between 1869 and 1873. This lock is 18 feet wide by 110 feet long, and has a depth of 7 feet over the sill.



5. The Spring House (3001 Monroe Avenue) - originally called the “Spring House Canal Inn and Spa”, this structure was built in the 1820's as an elegant inn to take advantage of the spa and natural medicinal springs (now dormant) which existed in what is now the Oak Hill Country Club golf course.
6. Cartersville - this area was a port on the old canal route where horse and mule teams were changed. The settlement also had a distillery and a canalside warehouse for flour, produce and whisky. There is an historic marker on East Street noting the site of this former community. Cartersville was originally a separate community, but Pittsford eventually grew to include it. This is where Simon Stone had his grist and sawmill. (See below) The Cartersville trail runs along the Great Embankment to Bushnell’s Basin.
7. Richardson-Jaeschke Mill Site - this grist mill and saw mill built in 1789 lies one mile east of Mitchell Road on the south side of the canal at Irondequoit creek. It is reputed to be the oldest mill site in Monroe County. The original mill was built by Simon Stone (one of Pittsford’s founders) to mill wheat and rye. In 1913 the canal enlargement displaced the site.
8. The Great Embankment - this point, where the canal passes over Irondequoit creek, is one of the most significant engineering feats of the entire canal. It was built in 1821 and 1822 to carry the canal across the 70 foot deep, one mile wide Irondequoit creek valley. It was enlarged in the 1850's and again in the early 1900's. To this date it is still the highest canal embankment in the world. It was created by adding soil between the natural surrounding hills of the Pittsford esker. This stretch of the canal can be isolated in the event of a break or leak by lowering flood gates at Cartersville and Bushnell’s Basin. Before the glacial era this stretch of Irondequoit creek, culminating in Irondequoit Bay was the path of the Genesee River.
9. Auburn Line - The Rochester & Auburn Railroad rail service arrived in Pittsford in 1837. The line reached Canandaigua in 1836 and Auburn in 1840. In 1853 it became a branch of the New York Central Railroad. Until other rail lines were established, the Auburn line served as the primary route between Rochester and New York City. Even when this line was superseded by the main line between Syracuse and Rochester it remained a very busy secondary route with as many as 17 passenger trains a day during the 1890s. Even as late as the 1950s six-passenger trains and a local freight ran every day on this route. The rail line



became the primary means of shipping for Village industries. Numerous rail sidings were developed through the Village. Until World War II passenger service remained one of Village residents' primary means of travel.

The rail road tracks were removed in the mid-nineteen eighties. Since that time, most visible signs of this rail line have disappeared. However the historic economic importance of this line should not be overlooked. During the nineteenth century and early twentieth century the railroad provided efficient transportation for Pittsford's agriculture related industries



Abandoned trestle from the former Auburn and Rochester rail line

sustaining the community's economy. As a result Pittsford enjoyed prosperity and slow steady growth, while neighboring canal communities, such as Bushnell's Basin, shrank or disappeared altogether once the initial boom from the canal was over.

10. New York State Department of Transportation/NYS Canal Corporation - Canal Boat Maintenance Facility The NYSDOT/Canal Corporation facility houses the storage maintenance facility for the historic canal boats used by the Canal Corporation for operations and bridge inspections on the canal.

# **APPENDIX B            TOWN AND VILLAGE OF PITTSFORD CONSISTENCY LAWS**

**BE IT ENACTED BY THE  
TOWN BOARD OF THE  
TOWN OF PITTSFORD  
NEW YORK  
AS FOLLOWS:**

**LOCAL LAW No. 4 of 2005:  
WATERFRONT CONSISTENCY LAW**

Sec. 1            Title

This Local Law shall be known as ‘Local Law No. 4 of 2005: Waterfront Consistency Law.’”

Sec. 2            Purpose and Intent

- A.            This local law is adopted under the authority of the Municipal Home Rule Law and the Waterfront Act of the State of New York (Article 42 of the Executive Law).
- B.            The purpose of this local law is to provide a framework for agencies of the Town 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.
- C.            It is the intention of the Town of Pittsford that the preservation, enhancement, and utilization of the natural and man-made resources of the coastal area of the Town take place in a coordinated and comprehensive manner to ensure a proper balance between natural resources and the need to accommodate population growth, economic development, and attract the traveling public. Accordingly, this local law is intended to achieve such a balance, permitting the beneficial use of coastal resources while preventing: loss of fish and wildlife; diminution of designated open space areas or public access to the waterfront; erosion of the shoreline; impairment of scenic beauty; losses due to flooding;

erosion and sedimentation; or permanent adverse changes to ecological systems.

- D. The substantive provisions of this law shall apply only while there is in existence a Local Waterfront Revitalization Program–Town and Village of Pittsford, which has been adopted in accordance with Article 42 of the Executive Law of the State of New York.

Sec. 3 Amendment to Zoning Code

The Pittsford Town Code, Chapter 185, shall be amended to add the following:

**ARTICLE XIVB**

**Waterfront Consistency Law.**

**§ 185-78.3. Definitions.**

- A. “Actions” are either Type I or Unlisted actions as defined in the State Environmental Quality Review Act (SEQRA) regulations (6NYCRR Part 617) which are undertaken by an agency and which may include:
  - 1. Projects or physical activities, such as construction or other activities that may affect the environment by changing the use, appearance or condition of any natural resource or structure, that:
    - (a.) are directly undertaken by an agency; or
    - (b.) involve funding by an agency; or
    - (c.) require one or more new or modified approvals from an agency or agencies;
  - 2. Agency, planning and policy making activities that may affect the environment and commit the agency to a definite course of future decisions;
  - 3. Adoption of agency rule, regulations and procedures, including local laws, codes, ordinances, executive orders and resolutions that may affect the environment
  - 4. Any proposed action within the Town’s jurisdiction relative to the Local Waterfront Revitalization Program–Town and Village of Pittsford boundary that requires site plan review and approval by the Town of Pittsford Planning Board; or
  - 5. Any combination of the above.

- B. This law does not apply to Type II, excluded or exempt actions as defined in the State Environmental Quality Review Act (SEQRA) regulations (6 NYCRR Part 617).
- C. “Agency” means any board, agency, department, office, other body, or officer of the Town of Pittsford.
- D. “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 Town 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.
- E. “Coastal Assessment Form” means the form used by an agency to assist it in determining the consistency of an action within the limits of the Local Waterfront Revitalization Program–Town and Village of Pittsford.
- F. “Consistent” means that an action will: fully comply with the policy standards and conditions contained in Section III of the LWRP and, whenever practicable, advance one or more of them; and, consider the design guidelines contained in Section V of the LWRP.
- G. “Direct Actions” mean actions planned and proposed for implementation by an agency, such as but not limited to a capital project, rule making, procedure making and policymaking.
- H. “Local Waterfront Revitalization Program (LWRP)” means the Local Waterfront Revitalization Program–Town and Village of Pittsford, approved by the New York State Secretary of State pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Executive Law, Article 42), a copy of which is on file in the office of the clerk of the Town of Pittsford.
- I. “Planning Board” means the Planning Board of the Town of Pittsford.

**§ 185-78.4. Authorization.**

The Planning Board is hereby authorized to review and make all determinations regarding the consistency of proposed actions with the Local Waterfront Revitalization Program—Town and Village of Pittsford policy standards and conditions, and the LWRP design guidelines.

**§ 185-78.5. Review of actions.**

- A. Whenever a proposed action is located, in whole or in part, within the Town’s waterfront area, an agency shall, prior to approving, funding or

undertaking the action, refer to and receive a determination from the Planning Board that the action is consistent with the LWRP policy standards and conditions set forth in paragraph 7 herein (unless a determination from the Planning Board is not forthcoming as stipulated in paragraph 5).

- B. Whenever an agency receives an application for approval or funding of an action or as early as possible in the agency's formulation of a direct action to be located in whole or in part in the Town's waterfront area, the applicant, or in the case of a direct action, the agency shall prepare a coastal assessment form (CAF) to assist with the consistency review of the proposed action.
- C. The agency shall refer a copy of the completed CAF to the Town Planning Board for review within ten (10) days of its submission.
- D. After referral from an agency, the Planning Board shall consider whether the proposed action is consistent with the LWRP policy standards and conditions as set forth in paragraph "J " herein. The Planning Board shall require the applicant to submit all completed applications, CAFs and any other information deemed necessary for its consistency review and determination.
- E. The Planning Board shall render its determination, in writing, to the agency within thirty (30) days following referral of the CAF from the agency, unless extended by the mutual agreement of the Planning Board and the applicant or in the case of a direct action the agency. The consistency determination shall indicate whether, in the opinion of the Planning Board, the proposed action is inconsistent with one or more of the LWRP policy standards and conditions or design guidelines and shall elaborate in writing the basis for its determination.
- F. The Planning Board shall, along with its consistency determination, make any suggestions to the agency concerning modification of the proposed action to make it consistent with the LWRP policy standards and conditions, design guidelines or to greater advance them.
- G. In the event that the Planning Board's consistency determination is not forthcoming within the specified time, the referring agency shall provide written notification to the Planning Board regarding assumption of the consistency review, and make its own consistency decision without the benefit of the Planning Board's determination.
- H. The Planning Board (or agency, in a case when the Planning Board's determination is not forthcoming within the time period specified in paragraph G) shall make the determination of consistency based on the

CAF and such other information as deemed necessary to make its determination.

- I. The Planning Board (or agency, in a case when the planning board's determination is not forthcoming within the time period specified in paragraph G) shall have the authority, in its finding of consistency, to impose practicable and reasonable conditions on an action to ensure that it is carried out in accordance with this local law.
- J. Actions to undertaken within the Town of Pittsford's waterfront planning area shall be evaluated for consistency with the following policy standards and conditions, and design guidelines, which are derived from and further explained and described in Sections III and V of the Local Waterfront Revitalization Program–Town and Village of Pittsford. Agencies that undertake direct actions shall also consult Section IV of the LWRP in making their consistency determination. The action shall be consistent with the policy to:
  1. Foster a pattern of development in the LWRP area that incorporates the design guidelines contained Section V of the LWRP and which enhances community character, preserves open space, makes efficient use of infrastructure, makes beneficial use of the waterfront location, and minimizes adverse effects of development (LWRP Policy 1).
  2. Takes advantage of the community's location on the canal to provide amenities for residents and visitors; and, guides future development so that it complements, not competes with or detracts from the historic village.
  3. Protect water-dependent uses, promote siting of new water-dependent uses in suitable locations and support efficient harbor operation (LWRP Policy 2)
  4. Protect existing agricultural lands within the LWRP area (LWRP Policy 3).
  5. Promote sustainable uses of living marine resources in coastal waters (LWRP Policy 4).
  6. Protect and restore ecological resources, including significant fish and wildlife habitats, wetlands, and rare ecological communities (LWRP Policy 5).
  7. Protect and improve water resources (LWRP Policy 6).
  8. Minimize loss of life, structures, and natural resources from flooding and erosion (LWRP Policy 7).
  9. Protect and improve air quality in the LWRP area (LWRP Policy 8).

10. Minimize environmental degradation in the LWRP area from solid waste and hazardous substances (LWRP Policy 10).
  11. Provide for public access to, and recreational use of, coastal waters, public lands, and public resources of the LWRP area (LWRP Policy 11).
  12. Enhance visual quality and protect outstanding scenic resources (LWRP Policy 12).
  13. Preserve historic resources of the LWRP area (LWRP Policy 13).
  14. All actions must conform to the State Environmental Quality Review Act (SEQRA) regulations (6NYCRR Part 617).
  15. All actions must adhere to Town protective measures for environmental resource preservation (Pittsford Environmental Guidebook and the Greenprint for Pittsford's Future).
  16. Perform dredging and disposal of dredge spoil materials in a manner which is protective of natural resources.
- K. If the Planning Board (or agency, in a case when the Planning Board's determination is not forthcoming within the time period specified in paragraph G), determines that the action would not be consistent with one or more of the LWRP policy standards and conditions, and design guidelines, such action shall not be undertaken unless the Planning Board or agency makes a written finding with respect to the proposed action that:
1. No reasonable alternatives exist which would permit the action to be undertaken in a manner that will not substantially hinder the achievement of such LWRP policy standards and conditions, and design guidelines;
  2. The action would be undertaken in a manner that will minimize all adverse effects on such LWRP policy standards and conditions, and design guidelines;
  3. The action will advance one or more of the other LWRP policy standards and conditions, and design guidelines; and
  4. The action will result in an overriding town, regional or state wide public benefit.
- Such a finding shall constitute a determination that the action is consistent with the LWRP policy standards and conditions, and design guidelines.

- L. The Planning Board and, if applicable, each agency, shall maintain a file for each action made the subject of a consistency determination. Such files shall be made available for public inspection upon request.

**§ 185-78.6. Enforcement**

The Commissioner of Public Works shall be responsible for the enforcement of this local law. No work or activity on any project in the waterfront area which is subject to review under this local law shall be commenced or undertaken until the Commissioner of Public Works has been presented with a written determination from the Planning Board or agency that the action is consistent with the LWRP policy standards and conditions, and design guidelines. In the event that an activity is not being performed in accordance with this local law or any conditions imposed thereunder, the Commissioner of Public Works shall issue a stop work order and all work shall immediately cease. No further work or activity shall be undertaken on the project so long as the stop work order is in effect.

Sec. 4 Severability

If any section, sentence, clause or phrase of this Local Law is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining provisions of this Local Law.

Sec. 5 Effective Date

This Local Law shall take effect immediately upon filing with the Secretary of State.

**Village of Pittsford LWRP Consistency Law**

**NOTICE OF PUBLIC HEARING**

**VILLAGE OF PITTSFORD**

Please take notice that a public hearing will be held before the Village of Pittsford Board of Trustees, Tuesday, March 14, 2000 at 7:30 P.M. at the Pittsford Village Hall, 21 North Main Street, Pittsford, NY, to consider the adoption of **Proposed Local Law #6 of 2000**, which local law would add Chapter 121, **Local Waterfront Consistency** to the Code of the Village of Pittsford as follows:

# **LOCAL WATERFRONT CONSISTENCY LAW**

## **Chapter 121**

### **121-1 Title**

### **121-2 Authority and Purpose**

### **121-3 Definitions**

### **121-4 Village of Pittsford Planning Board 121-5 Review of Actions**

### **121-6 Enforcement**

### **121-7 Violations**

### **121-8 Severability**

### **121-9 Effective Date**

### **121-1 Title**

This local law shall be known as the Village of Pittsford Waterfront Consistency Law.

### **121-2 Authority and Purpose**

- A. This local law is adopted under the authority of the Municipal Home Rule Law and the Waterfront Act of the State of New York (Article 42 of the Executive Law).
- B. The purpose of this 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.
- C. It is the intention of the Village of Pittsford that the preservation, enhancement, and utilization of the natural and man-made resources of the coastal area of the village take place in a coordinated and comprehensive manner to ensure a proper balance between natural resources and the need to accommodate population growth, economic development, and attract the traveling public. Accordingly, this local law is intended to achieve such a balance, permitting the beneficial use of coastal resources while preventing: loss of fish and wildlife; diminution of designated open space areas or public access to the waterfront; erosion of the shoreline; impairment of scenic beauty; losses due to flooding; erosion and sedimentation; or permanent adverse changes to ecological systems.

- D. The substantive provisions of this law shall apply only while there is in existence a

Local Waterfront Revitalization Program-Town and Village of Pittsford which has been adopted in accordance with Article 42 of the Executive Law of the State of New York.

### **121-3 Definitions**

- A. “Actions” mean either Type I or unlisted actions as defined in the State Environmental Quality Review Act (SEQRA) regulations (6NYCRR Part 617) which are undertaken by an agency and which include:
1. projects or physical activities, such as construction or other activities that may affect the environment by changing the use, appearance or condition of any natural resource or structure, that:
    - (a) are directly undertaken by an agency; or
    - (b) involve funding by an agency; or
    - (c) require one or more new or modified approvals from an agency or agencies;
  2. agency planning and policy making activities that may affect the environment and commit the agency to a definite course of future decisions;
  3. adoption of agency rule, regulations and procedures, including local laws, codes, ordinances, executive orders and resolutions that may affect the environment;
  4. any proposed action within the village’s jurisdiction relative to the Local Waterfront Revitalization Program-Town and Village of Pittsford boundary that requires site plan review and approval by the Village of Pittsford Planning Board; and
  5. any combination of the above.
- B. This law does not apply to Type II, excluded or exempt actions as defined in the State Environmental Quality Review Act (SEQRA) regulations (6NYCRR Part 617).
1. “Agency” means any board, agency, department, office, other body, or officer of the Village of Pittsford 2. “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.

3. “Coastal Assessment Form” means the form used by an agency to assist it in determining the consistency of an action within the limits of the Local Waterfront Revitalization Program-Town and Village of Pittsford.
4. “Consistent” means that an action will: fully comply with the policy standards and conditions contained in Section III of the LWRP and, whenever practicable, advance one or more of them; and, consider the design guidelines contained in Section V of the LWRP.
5. “Direct Actions” mean actions planned and proposed for implementation by an agency, such as but not limited to a capital project, rule making, procedure making and policymaking.
6. “Local Waterfront Revitalization Program (LWRP)” means the Local Waterfront Revitalization Program-Town and Village of Pittsford, approved by the New York State Secretary of State pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Executive Law, Article 42), a copy of which is on file in the office of the Clerk of the Village of Pittsford.
7. “Planning Board” means the planning board of the Village of Pittsford.

#### **121-4 Village of Pittsford Planning Board**

The planning board is hereby authorized to review and make all determinations regarding the consistency of proposed actions with the Local Waterfront Revitalization Program-Town and Village of Pittsford policy standards and conditions, and the LWRP design guidelines.

#### **121-5 Review of Actions**

- A. Whenever a proposed action is located, in whole or in part, within the village’s waterfront area, and agency shall, prior to approving, funding or undertaking the action, refer to and receive from the Village of Pittsford Planning Board, a determination from the planning board that the action is consistent with the LWRP policy standards and conditions set forth in paragraph 7 herein (unless a determination from the planning board is not forthcoming as stipulated in paragraph 5).
- B. Whenever an agency receives an application for approval or funding of an action or as early as possible in the agency’s formulation of a direct action to be located in whole or in part in the village’s waterfront area, the applicant, or in the case of a direct action, the agency shall prepare a

coastal assessment form (CAF) to assist with the consistency review of the proposed action.

- C. The agency shall refer a copy of the completed CAF to the village planning board within ten (10) days of its submission and prior to approving, funding, or undertaking the action, shall consider the determination of the planning board with reference to the consistency of the proposed action to the LWRP.
- D. After referral from an agency, the planning board shall consider whether the proposed action is consistent with the LWRP policy standards and conditions as set forth in paragraph G herein. The planning board shall require the applicant to submit all completed applications , CAF's and any other information deemed necessary to its consistency review and determination.
- E. The planning board shall render its written consistency determination to the agency within sixty (60)days following referral of the CAF from the agency, unless extended by the mutual agreement of the planning board and the applicant or in the case of a direct action, the agency. The consistency determination shall indicate whether, in the opinion of the planning board, the proposed action is consistent with or inconsistent with one or more of the LWRP policy standards and conditions or design guidelines and shall elaborate in writing the basis for its determination.
  - 1. The planning board shall, along with its consistency determination, make any suggestions to the agency concerning modification of the proposed action to make it consistent with the LWRP policy standards and conditions, design guidelines or to greater advance them.
  - 2. In the event that the planning board's consistency determination is not forthcoming within the specified time, the referring agency shall provide written notification to the planning board regarding assumption of the consistency review, and make its own consistency decision without benefit of the planning board's determination.
- F. The planning board (or agency, in a case when the planning board's determination is not forthcoming within the time period specified in paragraph 5) shall make the determination of consistency based on the CAF and such other information as deemed necessary to make its determination. The planning board shall issue its determination within sixty (60) days following receipt of the complete application and CAF or submission by the applicant of any additional required information. The planning board (or agency, in a case when the planning board's determination is not forthcoming within the time period specified in

paragraph 5) shall have the authority, in its finding of consistency, to impose practicable and reasonable conditions on an action to ensure that it is carried out in accordance with this local law.

G. Actions undertaken within the Village of Pittsford's jurisdiction relative to the waterfront planning area shall be evaluated for consistency with the following policy standards and conditions, and design guidelines, which are derived from and further explained and described in Sections III and V of the Local Waterfront Revitalization Program-Town and Village of Pittsford, a copy of which is on file in the office of the village clerk and available for inspection during normal business hours. Agencies which undertake a direct action shall also consult Section IV of the LWRP in making their consistency determination. The action shall be consistent with the policy to:

1. Foster a pattern of development in the LWRP area that incorporates the design guidelines contained in Section V of the LWRP and which enhances community character, preserves open space, makes efficient use of infrastructure, makes beneficial use of the waterfront location, and minimizes adverse effects of development (LWRP Policy 1), takes advantage of the community's location on the canal to provide amenities for residents and visitors; and guides future development so that it complements, not competes with or detracts from the historic village.
2. Preserve historic resources of the LWRP area (LWRP Policy 2).
3. Enhance visual quality and protect outstanding scenic resources (LWRP Policy 3).
4. Minimize loss of life, structures, and natural resources from flooding and erosion (LWRP Policy 4).
5. Protect and improve water resources (LWRP Policy 5).
6. Protect and restore ecological resources, including significant fish and wildlife habitats, wetlands, and rare ecological communities (LWRP Policy 6).
7. Protect and improve air quality in the LWRP area (LWRP Policy 7).
8. Minimize environmental degradation in the LWRP area from solid waste and hazardous substances (LWRP Policy 8).
9. Provide for public access to, and recreational use of, coastal waters, public lands, and public resources of the LWRP area (LWRP Policy 9).

10. Protect water-dependent uses, promote siting of new water-dependent uses in suitable location and support efficient harbor operation (LWRP Policy 10).
11. Promote sustainable uses of living marine resources in coastal waters (LWRP Policy 11).
12. Protect existing agricultural lands within the LWRP area (LWRP Policy 12).
13. Promote appropriate use and development of energy and mineral resources (LWRP Policy 13).
14. All actions must conform to the State Environmental Quality Review Act (SEQRA) regulations (6NYCRR Part 617).
15. All actions must adhere to village protective measures for environmental resource preservation (Pittsford Environmental Guidebook and the Greenprint for Pittsford's Future).
16. Perform dredging and disposal of dredge spoil materials in a manner which is protective of natural resources.

#### H. Planning Board Findings

1. If the planning board (or agency, in a case when the planning board's determination is not forthcoming within the time period specified in paragraph E), determines that the action would not be consistent with one or more of the LWRP policy standards and conditions, and design guidelines, such action shall not be undertaken unless the planning board or agency makes a written finding with respect to the proposed action that:
  - (a) No reasonable alternatives exist which would permit the action to be undertaken in a manner which will not substantially hinder the achievement of such LWRP policy standard and conditions, and design guidelines.
  - (b) The action would be undertaken in a manner, which will minimize all adverse effects on such LWRP policy standards and conditions, and design guidelines.
  - (c) The action will advance one or more of the other LWRP policy standards and conditions, and design guidelines; and
  - (d) The action will result in an overriding village, regional or statewide public benefit. Such a finding shall constitute a determination that the action is consistent with the LWRP policy standards and conditions, and design guidelines.

- I. The planning board and, if applicable, each agency, shall maintain a file for each action made the subject of a consistency determination. Such files shall be made available for public inspection upon request.

### **121-6 Enforcement**

The Village Building Inspector shall be responsible for the enforcement of this local law. No work or activity on any project in the waterfront area which is subject to review under this local law shall be commenced or undertaken until the director of public works has been presented with a written determination from the planning board or agency that the action is consistent with the LWRP policy standards and conditions, and design guidelines. In the event that an activity is not being performed in accordance with this local law or any conditions imposed thereunder, the director of public works shall issue a stop work order and all work shall immediately cease. No further work or activity shall be undertaken on the project so long as the stop work order is in effect.

### **121-7 Violations**

- A. A person who violates any of the provisions of, or who fails to comply with any conditions imposed by this local law shall have committed a violation, punishable by a fine not exceeding five hundred (\$500) dollars for a conviction of a first offense and punishable by a fine not exceeding one thousand (\$1,000) dollars for a conviction of a second or subsequent offense. For the purpose of conferring jurisdiction upon courts and judicial officers, each week of continuing violation shall constitute a separate additional offense.
- B. The village attorney is authorized and directed to institute any and all actions and proceedings necessary to enforce this local law. Any civil penalty shall be in addition to and not in lieu of any criminal prosecution and penalty. The village may also enforce this local law by injunction or other civil proceeding.

### **121-8 Severability**

The provisions of this local law are severable. If any provision of this local law is found invalid, such finding shall not affect the validity of this local law as a whole or any part of provision hereof other than the provision so found to be invalid.

### **121-9 Effective Date**

This local law shall take effect immediately upon filing with the New York State Secretary of State in accordance with Section 27 of the Municipal Home Rule Law.

**TOWN AND VILLAGE OF PITTSFORD JOINT WATERFRONT REVITALIZATION  
PROGRAM (LWRP)**

**Coastal Assessment Form (CAF)**

A. INSTRUCTIONS (please print or type all answers):

1. Applicants or, in the case of direct actions, town and/or village agencies, shall complete this CAF for proposed actions which are subject to the LWRP consistency review law of the municipality wherein the action is proposed. This assessment is intended to supplement other information used by an agency in making a determination of consistency with the Town and Village of Pittsford Joint Local Waterfront Revitalization Program.
2. Before answering the questions in Section C, the preparer of this form should review the policies and explanations of policy contained in the Town and Village of Pittsford Joint Local Waterfront Revitalization Program (LWRP), a copy of which is on file in the Town's Department of Public Works office or in the Village Clerk's office. A proposed action should be evaluated as to its significant beneficial and adverse effects upon the waterfront area.
3. If any question in Section C on this form is answered "yes", then the proposed action may affect the achievement of the LWRP policy standards and principles, as well as conditions contained in the consistency review law. Thus, the action should be analyzed in more detail and, if necessary, modified prior to making a determination that an action is consistent to the maximum extent practicable with the LWRP policy standards and conditions. If an action cannot be certified as consistent with the LWRP policy standards and conditions, it shall not be undertaken.

B. DESCRIPTION OF SITE AND PROPOSED ACTION

1. Type of Town/Village agency action (check appropriate response):
  - a. Directly undertaken (e.g. capital construction, planning activity, agency regulation, land transaction)
  - b. Financial assistance (e.g. grant, loan, subsidy)
  - c. Permit, approval, license, certification
  - d. Agency undertaking action:
2. Describe Nature and Extent of Action:
3. Location of Action:
4. Street or Site Description



significance to the Town, Village, State or Nation?	<input type="checkbox"/>	<input type="checkbox"/>
2. Will Proposed Action Involve or Result in any of the Following:	YES	NO
a. Physical alteration of land along the shoreline, land under water or coastal waters?	<input type="checkbox"/>	<input type="checkbox"/>
b. Physical alteration of two(2) acres or more land located elsewhere in the waterfront area?	<input type="checkbox"/>	<input type="checkbox"/>
c. Expansion of existing public services or infrastructure in underdeveloped or low density areas of the waterfront area?	<input type="checkbox"/>	<input type="checkbox"/>
d. Energy facility not subject to Article VII or VIII of the Public Service Law?	<input type="checkbox"/>	<input type="checkbox"/>
e. Mining, excavation, filling or dredging?	<input type="checkbox"/>	<input type="checkbox"/>
f. Reduction of existing or potential public access to or along the shore?	<input type="checkbox"/>	<input type="checkbox"/>
g. Sale or change in use of publicly-owned lands located on the shoreline or under water?	<input type="checkbox"/>	<input type="checkbox"/>
h. Development within designated flood hazard area?	<input type="checkbox"/>	<input type="checkbox"/>
i. Development on a natural feature that provides protection against flooding or erosion?	<input type="checkbox"/>	<input type="checkbox"/>
j. Diminished surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>
k. Removal of ground cover from the site?	<input type="checkbox"/>	<input type="checkbox"/>
8. Project	YES	NO
a. If project is to be located adjacent to shore:		
(1) Will water-related recreation be provided?	<input type="checkbox"/>	<input type="checkbox"/>
(2) Will public access to the shoreline be provided?	<input type="checkbox"/>	<input type="checkbox"/>
(3) Does the project require a waterfront site?	<input type="checkbox"/>	<input type="checkbox"/>
(4) Will it supplant a recreational or maritime use?	<input type="checkbox"/>	<input type="checkbox"/>
(5) Do essential public services and facilities presently exist at or near the site?	<input type="checkbox"/>	<input type="checkbox"/>
(6) Is it located in a flood prone area?	<input type="checkbox"/>	<input type="checkbox"/>
(7) Is it located in an area of high erosion?	<input type="checkbox"/>	<input type="checkbox"/>
b. If the project site is publicly owned:		

- |     |   |                          |                          |
|-----|---|--------------------------|--------------------------|
| (1) | Will the project protect, maintain and/or increase the level and types of public access to water-related recreation resources and facilities? | <input type="checkbox"/> | <input type="checkbox"/> |
| (2) | If located in the foreshore, will access to those and adjacent lands be provided?   | <input type="checkbox"/> | <input type="checkbox"/> |
| (3) | Will it involve the siting and construction of major energy facilities?   | <input type="checkbox"/> | <input type="checkbox"/> |
| (4) | Will it involve the discharge of effluents from major steam electric generating and industrial facilities into a waterway?                    | <input type="checkbox"/> | <input type="checkbox"/> |
| c.  | Is the project site presently used by the community as an open space or recreation area?  | <input type="checkbox"/> | <input type="checkbox"/> |
| d.  | Does the present site offer or include scenic views or vistas known to be important to the community?   | <input type="checkbox"/> | <input type="checkbox"/> |
| e.  | Will the surface area of any waterways or wetland areas be increased or decreased by the proposal?  | <input type="checkbox"/> | <input type="checkbox"/> |
| f.  | Will the project involve any waste discharges?  | <input type="checkbox"/> | <input type="checkbox"/> |
| g.  | Does the project involve transport, storage, treatment or disposal of solid waste or hazardous material?                                      | <input type="checkbox"/> | <input type="checkbox"/> |
| h.  | Does the project involve shipment or storage of petroleum products?   | <input type="checkbox"/> | <input type="checkbox"/> |
| i.  | Does the project involve discharge of toxics, hazardous substances or other pollutants?   | <input type="checkbox"/> | <input type="checkbox"/> |
| j.  | Will the project affect any area designated as a freshwater wetland?  | <input type="checkbox"/> | <input type="checkbox"/> |
| k.  | Will the project alter drainage flow, patterns or surface water runoff on or from the site?   | <input type="checkbox"/> | <input type="checkbox"/> |
| l.  | Will best management practices be utilized to control storm water runoff into waterways?  | <input type="checkbox"/> | <input type="checkbox"/> |
| m.  | Will the project cause emissions which exceed federal or State air quality standards or generate significant amounts of nitrates or sulfates? | <input type="checkbox"/> | <input type="checkbox"/> |

D. REMARKS OR ADDITIONAL INFORMATION (Add any additional sheets necessary to complete this form.)

If assistance or further information is needed to complete this form, depending on project location, please contact:

Town of Pittsford Department of Public Works at (585) 248-6250 or

Village of Pittsford Village Clerk's office at (585)

Preparer's Name:

Telephone Number: ( )

Title:

Agency:

Date:

# APPENDIX C

# TOWN AND VILLAGE OF PITTSFORD OVERLAY DISTRICT LAWS

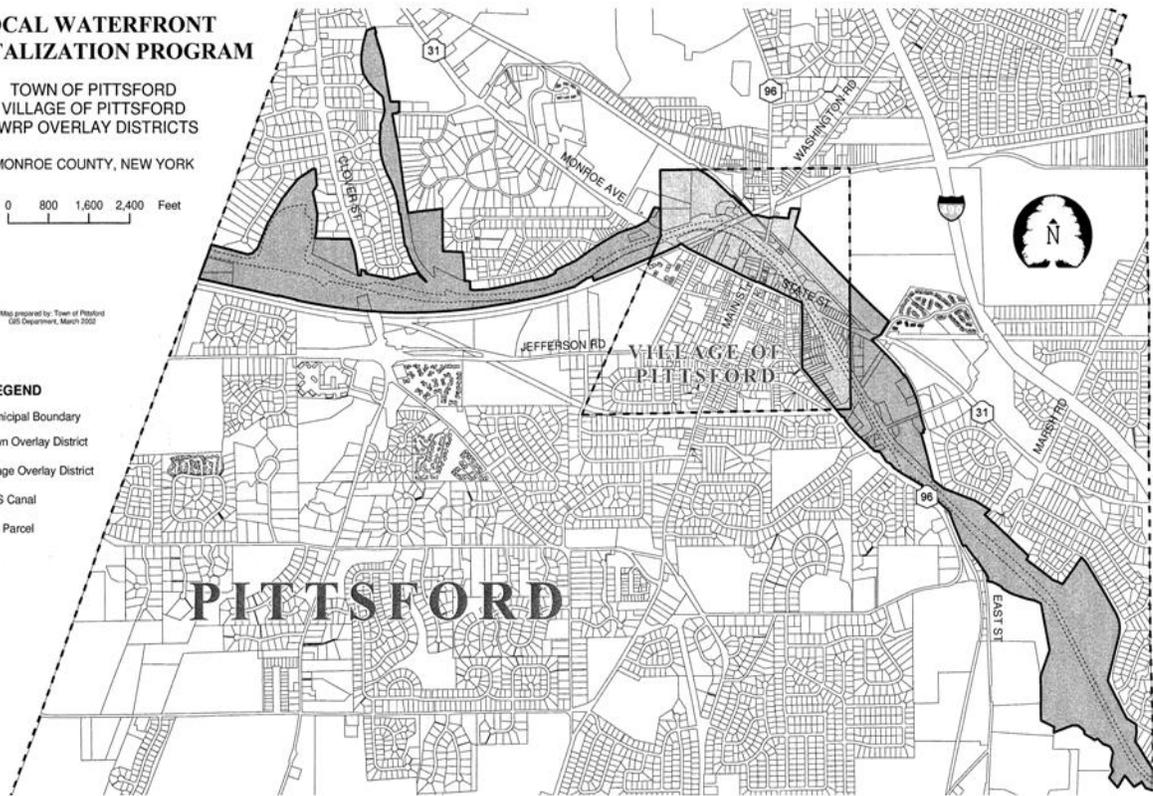
## LOCAL WATERFRONT REVITALIZATION PROGRAM

TOWN OF PITTSFORD  
VILLAGE OF PITTSFORD  
LWRP OVERLAY DISTRICTS  
MONROE COUNTY, NEW YORK

0 800 1,600 2,400 Feet

Map prepared by: Town of Pittsford  
GIS Department, March 2002

- LEGEND**
- - - Municipal Boundary
  - Town Overlay District
  - Village Overlay District
  - ⋯ NYS Canal
  - Tax Parcel



**BE IT ENACTED BY THE  
TOWN BOARD OF THE TOWN OF PITTSFORD  
NEW YORK  
AS FOLLOWS:  
LOCAL LAW No. 3 of 2005:  
ESTABLISHMENT OF LOCAL WATERFRONT  
OVERLAY DISTRICT**

Section 1: Title

This Local Law shall be known as “Local Law No. 3 of 2005: Establishment of Local Waterfront Overlay District

Section 2: Amendment to Zoning Law

The Pittsford Town Code, Chapter 185, shall be amended to add the following:

**ARTICLE XIVA**

**Local Waterfront Overlay District**

§ 185-78.1. Establishment of District.

The purpose of the Local Waterfront Overlay District (LWOD) is to provide special controls to guide land use and development within the waterfront areas of the Town of Pittsford. The regulations are designed to protect the sensitive waterfront areas, and to maintain consistent land use the Town and Village of Pittsford’s Local Waterfront Revitalization Program (LWRP).The LWOD regulations are not intended to be substituted for other zoning district provisions.

The overlay district is to be superimposed on the principal zoning district provisions and should be considered as additional requirements to be met in establishing a use within the respective principal zoning district.

- B. Pursuant §185-5, the Official Zoning Map of the Town of Pittsford is amended and revised to establish and include the Local Waterfront Overlay District, as described in exhibit A and depicted in exhibit B.

## §185-78.2 Permitted Uses

Those uses otherwise permitted in the underlying districts shall be permitted in accordance with the regulations applicable thereto.

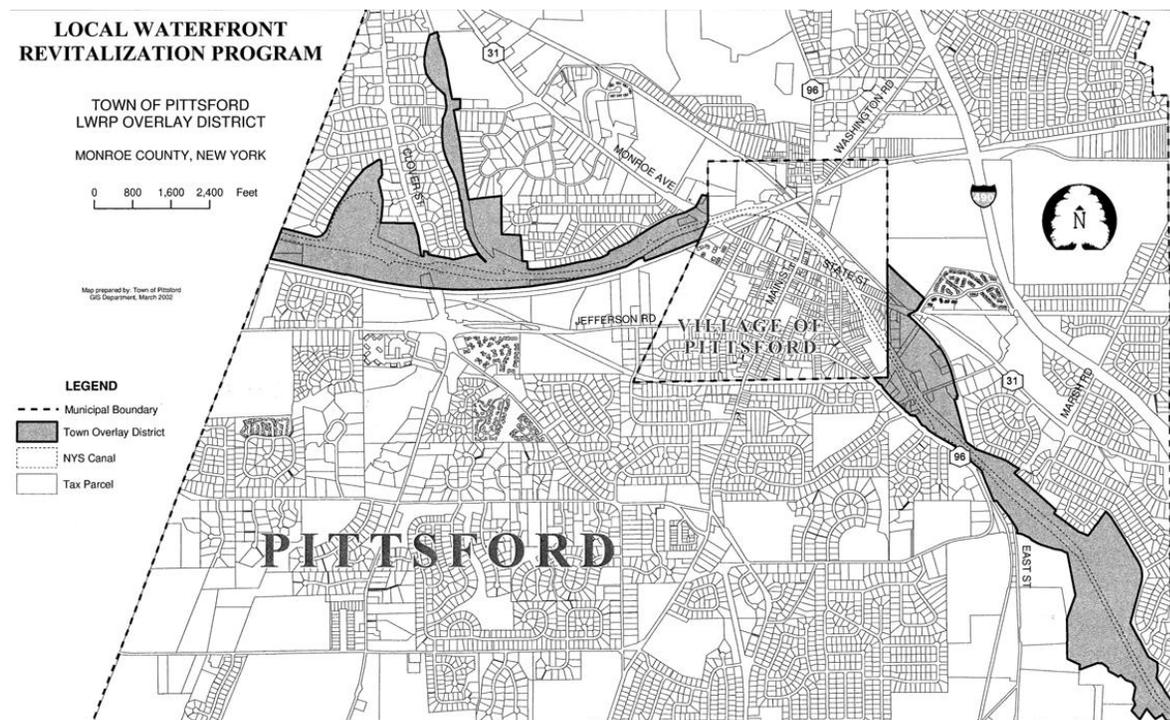
In addition to any other provisions of this chapter applying to them, lots, lands and structures in the Local Waterfront Overlay District shall be subject to the policy standards, conditions and design guidelines contained in the Town and Village of Pittsford's Local Waterfront Revitalization Program as such document may be amended from time to time, as well as the Town of Pittsford Waterfront Consistency Law.

### Sec. 3 Severability

If any section, sentence, clause or phrase of this Local Law is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining provisions of this Local Law.

### Sec. 4 Effective Date

This Local Law shall take effect immediately upon filing with the Secretary of State.



**NOTICE OF PUBLIC HEARING**  
**VILLAGE OF PITTSFORD**

Please take notice that a joint public hearing will be held before the Village of Pittsford Board of Trustees and the Town of Pittsford Council Members on Tuesday, November 15, 2005 at 7:00 PM at the Pittsford Community Library, 24 State Street, Pittsford, NY, to consider the adoption of Proposed Local Law #9 of 2005, which local law would amend the Code of the Village of Pittsford as follows:

ADD:

**ARTICLE XI A**  
**LOCAL WATERFRONT OVERLAY DISTRICT**

§ 210-45.1. Establishment of District

- A. The purpose of the Local Waterfront Overlay District (LWOD) is to provide special controls to guide land use and development within the waterfront areas of the Village of Pittsford. The regulations are designed to protect the sensitive waterfront areas, and to maintain consistent land use of the Town and Village of Pittsford's Local waterfront Revitalization Program (LWRP). The LWOD regulations are not intended to be substituted for other zoning district provisions. The overlay is to be superimposed on the principal zoning district provisions and should be considered as additional requirements to be met in establishing a use within the respective principal zoning district.
- B. Pursuant to §210-4. the Zoning Map of the Village of Pittsford is amended and revised to establish and include the Local Waterfront Overlay District as described in the LWRP as adopted by the Village of Pittsford.

§ 210-45.2. Permitted Uses

- A. Those uses otherwise permitted in the underlying districts shall be permitted in accordance with the regulations applicable thereto.
- B. In addition to any other provisions of this chapter applying to them, lots, lands and structures in the Local Waterfront Overlay District shall be subject to the policy standards, conditions and design guidelines

contained in the Village of Pittsford's Local Waterfront Revitalization Program as such document may be amended from time to time, as well as the Village of Pittsford Chapter 121, Local Waterfront Consistency.

Acct. 1168

Village of Pittsford  
Board of Trustees  
Anne Z. Hartsig, Secretary  
10/26/05 1 tcp

