

**VILLAGE OF PITTSFORD
PLANNING BOARD**

RESOLUTION 2020-3 DECISION ON WATERFRONT CONSISTENCY

Project: Active Transportation Plan

Date: 9-3-2020

Applicant Name: Village of Pittsford
Address: 11 North Main St.
Pittsford, NY 14534

Action: Adoption of the Pittsford Active Transportation Plan

At a meeting of the Planning Board of the Village of Pittsford (the “Board”) duly convened on September 3, 2020, at 5:00 PM at Village Hall, 21 N. Main St, Pittsford, NY 14534,

The following resolution was offered by Board Member Justin Vlietstra, who moved its adoption, and seconded by Board Member Leitgeb, to wit:

WHEREAS, The Village of Pittsford Planning Board (the “Board”) received and reviewed the following documents:

- Coastal assessment form (“CAF”)
- Full Environmental Assessment Form (FEAF)
- Pittsford Active Transportation Plan dated January 2019, and Active Transportation Plan Supplement, July 13 2020 (the “ATP” or “Plan”)
- Referral resolution from the Village of Pittsford Board of Trustees, dated July 15, 2020.

WHEREAS, The Board has reviewed the submitted documents pursuant to chapter 121, Local Waterfront Consistency, of the Code of the Village of Pittsford; and

WHEREAS, The Board has reviewed said documents for consistency and impacts in the Village of Pittsford.

WHEREAS, The Board has held a public hearing, and received comments thereat; and

WHEREAS, The proposed action is an Type 1 action subject to SEQRA Review; and

WHEREAS, after review, the Planning Board makes the following findings regarding the consistency review as required by §121-5.G:

- (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.

Finding: the action is inconsistent with this policy because:

Per Page 1, paragraph 1 of the Active Transportation Plan "...the Pittsford Active Transportation Plan aims to develop a thorough strategy to guide the future of active transportation in both the Town and Village." However, the Plan does not provide for improved access to the Canal, and does not provide for improved canal corridor amenities. The LWRP stipulates that access and connectivity must be improved. Per LWRP: "Canal corridor amenities shall be maintained and improved" and See attached 'Pittsford Village Planning Board ATP Considerations per LWRP' for relevant citations from the LWRP, comments, and recommendations.

(2) Protect water-dependent uses, promote siting of new water-dependent uses in suitable location and support efficient harbor operation (LWRP Policy 2).

Finding: Not applicable

There will be no new water dependent uses. There will be no significant impacts on water quality of the Canal.

(3) Protect existing agricultural lands within the LWRP area (LWRP Policy 3).

Finding: Not applicable

The Plan does not impact agricultural lands within the LWRP area.

(4) Promote sustainable uses of living marine resources in coastal waters (LWRP Policy 4).

Finding: Not applicable

The Plan does not significantly impact living marine resources within the LWRP area.

(5) Protect and restore ecological resources, including significant fish and wildlife habitats, wetlands and rare ecological communities (LWRP Policy 5).

Finding: Not applicable

The Plan does not significantly impact ecological resources and wildlife in the LWRP area.

(6) Protect and improve water resources (LWRP Policy 6).

Finding: Not applicable

Water resources are not significantly impacted by the Plan -- canal waters are unaffected.

(7) Minimize loss of life, structures and natural resources from flooding and erosion (LWRP Policy 7).

Finding: Not applicable

No significant alterations of the canal bank are proposed.

(8) Protect and improve air quality in the LWRP area (LWRP policy 8).

Finding: Not applicable

More pedestrian transportation is beneficial to the environment. The plan is not expected to impact air quality.

(9) Minimize environmental degradation in the LWRP area from solid waste and hazardous substances (LWRP Policy 10).

Finding: Not applicable

The Plan will not generate solid waste and hazardous substances.

(10) Provide for public access to, and recreational use of, coastal waters, public lands and public resources of the LWRP area (LWRP Policy 11).

Finding: the action is inconsistent with this policy because:

Per Page 1, paragraph 1 of the Active Transportation Plan "...the Pittsford Active Transportation Plan aims to develop a thorough strategy to guide the future of active transportation in both the Town and Village." However, the Plan does not provide for improved access to the Canal, and does not provide for improved canal corridor amenities. The LWRP stipulates that access and connectivity must be improved. Per LWRP: "Canal corridor amenities shall be maintained and improved" and See attached '**Pittsford Village Planning Board ATP Considerations per LWRP**' for relevant citations from the LWRP, comments, and recommendations. In particular, see citations and recommendations regarding LWRP policy 1 and 9 in this attachment.

(11) Enhance visual quality and protect outstanding scenic resources (LWRP Policy 12).

Finding: Not applicable

No changes to scenic resources or visual quality are proposed in the Plan.

(12) Preserve historic resources of the LWRP area (LWRP Policy 13).

Finding: Not applicable

No changes to historic resources are proposed in the Plan.

(13) All actions must conform to the State Environmental Quality Review Act (SEQRA) regulations (6 NYCRR Part 617).

Finding: The Planning Board has received a FEAF and expects the Village Board and Town Board to complete the SEQR process.

(14) All actions must adhere to Village protective measures for environmental resource preservation (Pittsford Environmental Guidebook and the Greenprint for Pittsford's Future).

Finding: Not applicable

(15) Perform dredging and disposal of dredge spoil materials in a manner which is protective of natural resources.

Finding: Not applicable

No dredging is proposed in the Plan.

NOW THEREFORE, IT IS RESOLVED that the Planning Board of the Village of Pittsford finds the action to be (consistent | inconsistent) with waterfront consistency standards.

The question of the foregoing resolution was duly put to vote as follows:

Justin Vlietstra
Susan Lhota
Justin Leitgeb
JoAnne Shannon
David Marshall

Dated: September 3, 2020

By order of the Planning Board of the Village of Pittsford

Chairperson,
Planning Board

DRAFT

Pittsford Village Planning Board ATP Considerations per LWRP

Concerns:

LWRP Policy 1.1:

LWRP Section III, page 3:

“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.”

Recommendation: Amend ATP as appropriate to implement crosswalks that are visually and/or texturally different from the roadway to enhance pedestrian safety and calm traffic.

LWRP Section III, page 3-4:

“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.”

Recommendation: Amend ATP purpose and goals to include “improve access to the Canal”. Currently the ATP includes goals for improving access to schools, connecting the Village to Pittsford plaza, traffic calming, etc. Goals are mentioned in the ATP in multiple sections, including page 4, page 37, page 38. The ATP does not address connectivity to the Erie Canal and this is a substantial improvement that is needed. Village connectivity to the Erie Canal needs to improve, and Town residential neighborhoods near the Canal need improved access.

Examples:

- For the Village the bridges over the Canal need to be designed for pedestrians and bicyclists.
- Connect bicycle boulevards to canal.
- Better bike lanes to/from canal along major routes.
- Additional access points to the canal – development along south side of the canal (near Sutherland high school, Bob Ford Field)

See ATP pg. 71 #1 for canal access improvements in the Town.

See Bob Ford field recommendations, LWRP section IV page 22.

LWRP Section III, page 5:

“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.”

Recommendation: The ATP should address improvements to allow for “high peaks of pedestrian movement”, particularly at the Erie Canal bridges. These need significant improvement to accommodate heavy pedestrian and bicyclist travel.

Note: This recommendation is supported by multiple citations in the LWRP. Improving access to the Canal is vitally important; the three bridges in Pittsford Village inadequately support bicyclists and pedestrians and improvements are needed. For instance, wider sidewalks and bike lanes are needed on all bridges. The Monroe Ave. Bridge and N. Main street bridge have unnecessary center lane striping that can be removed to create space for wider sidewalks and/or bike lanes. The State St. Bridge lacks center lanes and has 7-8ft wide sidewalks but has no bike lanes.

LWRP Section III, page 6:

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.

Recommendation: The ATP needs to address improvements to the canal corridor amenities as specified in the LWRP. ATP plans should include access for canoes, non-motorized boaters. Evaluate potential Ice-skate amenities, and access in the winter.

LWRP Section III, page 27:

“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 2: not applicable: **Preserve historic resources of the coastal area**

- No concern on archaeological impacts and preservation. Widening roads and sidewalks slightly or constructing new sidewalks is not of concern.

Policy 3: **Enhance visual quality and protect outstanding scenic resources**

3.1: item 2a: Intrusive artificial light sources may be a concern. Ensure that any lighting installed is dark sky compliant, has a color between 2700 and 3000 Kelvin and is otherwise consistent with Village Code.

Policy 4: not applicable: **Minimize loss of life, structures, and natural resources from flooding and**

erosion.

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.” LWRP Section III, page 15

- Will any pavement expansion increase runoff into the canal? Will this water be filtered? Can our stormwater system be improved?
- Consult engineer to determine whether sidewalk expansion will impact stormwater.
- Sidewalks: prefer pervious or permeable pavement when practical
- Follow best practices for integration of audible pedestrian signals with the village environment.

Policy 6: not applicable: **Protect and restore ecological resources, including significant fish and wildlife habitats, wetlands, and rare ecological communities.**

- More pedestrian transportation is beneficial to the environment.

Policy 7: not applicable: **Protect and improve air quality in the waterfront area.**

- More pedestrian transportation is beneficial to the environment.

Policy 8: not applicable: **Minimize environmental degradation in the coastal area from solid waste and hazardous substances.**

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

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)” LWRP section III, page 27

Recommendations:

- **The ATP does not address connectivity to the Erie Canal and this is a substantial improvement that is needed. Village connectivity to the Erie Canal needs to improve, and Town residential neighborhoods near the canal need improved access to the Canal. I.e., the Sutherland neighborhood and the North side of Monroe Avenue do not have adequate connections for bicyclists or pedestrians to the Erie Canal.**
- Increase width of bicycle lanes to ensure that bicyclists of all skill levels are able to safely use them. High traffic roads should have buffered bicycle lanes that are 6-8 feet wide or a dedicated mixed-use path, depending on traffic speed. As access to the canal is primarily by way of bridges, special attention should be paid to ensure their safety for pedestrians and bicyclists. This is of particular importance in terms of access to the canal path, as it is a heavily-used bicycle path. Eight-foot wide sidewalks should be the goal on village bridges, along with a buffered bicycle lane as space allows. Refer to LWRP policies and AASHTO guidelines.

- Connect Nazareth to Pittsford plaza via Auburn trail
- Connect disconnected adjacent neighborhoods to the Erie Canal path
- Amend ATP purpose and goals to include “improve access to the Canal”. Currently the ATP includes goals for improving access to schools, connecting the Village to Pittsford Plaza, traffic calming, etc. Goals are mentioned in the ATP in multiple sections, including pg 4, page 37, page 38.
- Add restroom facilities to accommodate recreational use of the canal area

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 nonmotorized 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.”

LWRP Section III, page 28

Recommendation: See recommendations listed under 9.1 as many are consistent with this policy.

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.”

LWRP Section III, page 29

Recommendation: this supports the linear park recommendation in the ATP and Village comprehensive plan at the Library lot.

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

Policy 10.2 is applicable.

Recommendations:

- Amend the ATP to consider human powered water transportation. Boat launch for canoes & kayaks. Boat tie-ups at Schoen Place so tourists can get to restaurants.

- Ice skating along canal is mentioned in the LWRP
- Provide waterway docking or launch facilities that are accessible to important open space and recreational areas throughout the coastal area.
 - Boat launches, Bob Ford Field, King's Bend park - "park and paddle"
 - Boat tie ups for canoes: existing at kings bend park, lock 32. Can't get a boat into the canal at kings bend park.
 - Improve access including docking at the Port of Pittsford and Schoen Place for human-powered, low freeboard watercraft.
 - Add floating dock at end of wood dock behind library for access for paddleboards and other small craft.
- Change policy and add signage to accommodate space for human-powered watercraft.
- Encourage canoe rentals
- Add a storage facility for canoes/kayak/sailboats - consider storage facility them at canal path barns at Schoen Place, store your own boat or make a coop with friends.

Policy 11: not applicable: **Promote sustainable use of living marine resources in coastal waters.**

Policy 12: not applicable: **Protect existing agricultural lands in the coastal area.**

Policy 13: not applicable: **Promote appropriate use and development of energy and mineral resources**

Other recommendations:

LWRP Section IV, pages 23, 24 had many ideas that need to be addressed:

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.*

Other noteworthy LWRP sections:

- Section IV, pages 1-24 has many specific recommendations.
- Section IV, page 19: Stop lights at both ends of Schoen Place.
- Section III, page 3: "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."
- Section V, page 14: "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."