

MEETING NOTICE

The Village of Planning & Zoning Board of Appeals will hold a Special Workshop Meeting on August 24, 2020 at 6:00 PM. Due to public health and safety concerns related to COVID-19, the Village of Pittsford Planning and Zoning Board of Appeals will not be meeting in-person. In accordance with the Governor's Executive Orders 202.1, 202.3, 202.4, 202.6, 202.7, 202.8, 202.10, 202.13, 202.14, 202.15, 202.18, the August 24, 2020 Village of Pittsford Planning and Zoning Board of Appeals meeting will be held via videoconferencing, and a transcript will be provided at a later date. The public will have an opportunity to see and hear the meeting live and provide comments.

The public can watch the live meeting online from the videoconferencing link made available on the Village of Pittsford's website or Facebook page.

<https://www.villageofpittsford.com>.

PZBA Special Workshop Meeting
Mon, Aug 24, 2020 6:00 PM - 9:00 PM (EDT)

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**VILLAGE OF PITTSFORD
PLANNING AND ZONING BOARD OF APPEALS**



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Dan Keating, Liaison
Mindy Zoghlin, Board Attorney

**PLANNING & ZONING BOARD OF APPEALS
SPECIAL WORKSHOP MEETING**

Monday August 24, 2020 at 6:00 pm

Tentative Agenda

This agenda and the order of review may change at the discretion of the Chairperson.

- ✓ Review of draft LWRP Recommendations

Pittsford Village Planning Board ATP Considerations per LWRP

First draft

August 10, 2020

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 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)”

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?

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

Policy 5: Protect and improve water resources

- Maybe, ask questions, consider it in future.
- Does this enhance the Canal as an amenity?
- **“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.”**
- Will any pavement expansion increase runoff into the canal? Will this water be filtered? Can our stormwater system be improved?
- Should we refer this to anyone? Will sidewalk expansion impact stormwater? Ask Scott Harter?
- Sidewalks: should these be required to be pervious pavement.
- Possible concern: audible squawking crosswalk signs.

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)”

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.

Other specific recommendations:

- Connectivity to canal needs discussion in the ATP document.
- Connect Nazareth to Pittsford plaza via auburn trail

"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."

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

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 pg 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 to the Canal

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.

- 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
- Boat launches, bob ford, king's bend park
- Boat tie ups for canoes: existing at kings bend park, lock 32. Can't get a boat into the canal at kings bend park.
- Tie ups, free up spaces for canoes? Signage/policy to leave space for canoes?
- Can someone on a canoe get to a restaurant without breaking a sweat.
- Canoe rentals? Can we encourage them?

- A storage facility for canoes/kayak/sailboats? Store them in a barn at Schoen place, store your own boat or make a coop with friends. A small dock at bob ford field.
- “park and paddle”

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

- Policy 11.2 – boat tie ups are needed.

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**

Section IV, pages up to 24 are very relevant.

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

Other notes:

- Section IV, page 19: Stop lights at both ends of Schoen Place.
- Public restrooms at Schoen place would be great.
- 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.”