

## **MEETING NOTICE**

The Village of Planning & Zoning Board of Appeals will hold a Special Workshop Meeting on August 31, 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 31, 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 Workshop Meeting**

Mon, Aug 31, 2020 6:00 PM - 8:00 PM (EDT)

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



**Members**

Justin Vlietstra, Chair  
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Susan Lhota  
Justin Leitgeb  
David Marshall

Dan Keating, Liaison  
Mindy Zoghlin, Board Attorney

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

**Monday August 31, 2020 at 6:00 pm**

**Tentative Agenda**

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

- ✓ LWRP Review of the Active Transportation Plan

**Member items:**

Minutes: PZBA 6/15/20, 7/20/20

## Pittsford Village Planning Board ATP Considerations per LWRP

August 24, 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 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."