



Historic Waterfront Planning Guide

*Genesee-Finger Lakes Regional Historic
Waterfront Planning Program*

September 2013



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Acknowledgements

Town of Williamson

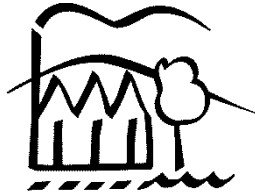
Roger Battaglia
William Dougherty
Peter Evans, Wayne County Historian
Peter Shumski
Chip Stevens
Bob Zeman, Chair, Waterfront Preservation
and Development Committee
Tom Watson, Councilman, Town Board
Tim Wozniak, Chair, Planning Board

James D. Hoffman, Supervisor

Town of Richmond

Linda Grace, Town Clerk
Greg Hunt
Ed Jackson, Chair, Planning Board
Marcia Young

Ralph Angelo, Supervisor



Genesee/Finger Lakes Regional Planning Council
50 West Main Street • Suite 8107
Rochester, New York 14614

David Zorn, Executive Director
Jayme Breschard Thomann, Senior Planner, AICP, CFM
Razy Kased, Planner

The Genesee/Finger Lakes Regional Planning Council will identify, define, and inform its member counties of issues and opportunities critical to the physical, economic, and social health of the region. G/FLRPC provides forums for discussion, debate, and consensus building, and develops and implements a focused action plan with clearly defined outcomes, which include programs, personnel, and funding.

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

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EXECUTIVE SUMMARY

Waterfront settings in every community have many natural and cultural layers. Fish and wildlife habitats coincide with historic and scenic resources along waterfront areas. Nonwater-dependent uses such as residential, however, may compete with water-dependent uses like recreational boating and swimming. Local governments in New York State, however, have the option to use their home rule authority to develop special regulations that recognize a comprehensive approach, intrinsic to all its resources, and thereby do what is most appropriate for the community's use of its land.

The *Genesee-Finger Lakes Regional Historic Waterfront Planning Program* is supported by the New York State Department of State (DOS) with funds provided under Title 11 of the Environmental Protection Fund Local Waterfront Revitalization Program (EPF LWRP) for the development of a local law, best management practices, and/or general planning services on behalf of two waterfront communities in the nine county Genesee-Finger Lakes Region. The DOS is involved in a variety of programs and initiatives that help revitalize, promote, and protect New York's communities and waterfronts. The DOS works with local governments to prepare Local Waterfront Revitalization Programs, or LWRPs. LWRPs address relevant issues for a given region or community, bringing to bear the resources and authorities of local governments and engaging the public in the use and management of waterfront resources. LWRPs can also be prepared as a series of components, advancing completion of a program in stages by addressing the most significant issues first.

The DOS provides technical and financial assistance for plans and projects that expand public access, revitalize waterfront areas, restore habitats, and strengthen local economies. This Historic Waterfront Planning Guide was prepared with funds provided to the Town of Williamson, by the Department of State through the Environmental Protection Fund – Local Waterfront Revitalization Program.

The Town of Williamson in Wayne County served as the sponsoring municipality and represented a Lake Ontario community in the development of a local law, ordinance, and/or best management practice. The Town of Richmond in Ontario County was selected based on application requirements for general planning assistance to represent a Finger Lakes community. These two waterfront environments are indicative of the cultural and natural characteristics recognized throughout the Genesee-Finger Lakes Region—whether an ocean-like waterbody such as Lake Ontario or smaller lakefronts such as those along the Finger Lakes. Overall, this project will result in a “ready-to-use” planning program for all communities in the region based on whichever selected historic waterfront community and environment best represents them.

INTRODUCTION

The original intent of the *Genesee-Finger Lakes Regional Historic Waterfront Planning Program* was the development of a local law, best management practices, and general planning services for four historic waterfront communities within the Genesee-Finger Lakes Region (Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates Counties) based on cultural resource survey and documentation. The sponsoring municipality, the Town of Williamson in Wayne County, and three additional LWRP eligible municipalities would receive cultural resource survey and documentation and planning assistance. The three municipalities would be selected from each of the designated inland waterbodies in the Genesee-Finger Lakes Region¹:

- Erie Canal or Cayuga-Seneca Canal (State Barge Canal System);
- Genesee River; and
- One of the six designated Finger Lakes (i.e. Canandaigua Lake, Cayuga Lake, Conesus Lake, Honeoye Lake, Keuka Lake, and Seneca Lake).

Genesee/Finger Lakes Regional Planning Council (G/FLRPC) provided a short presentation and application at a December 3, 2010 workshop to assist in the community selection process. Approximately 80 municipalities within the region were invited to attend the workshop in order to learn and ask questions about the incentives and responsibilities for participation. G/FLRPC used the workshop to gauge interest by providing an “Intent to Apply” letter. If interest by three waterfront communities could be reasonably determined by G/FLRPC, then the establishment of a Selection Review Committee would move forward along with the selection process through the winter 2010.

As only the Town of Richmond in Ontario County (located on Honeoye Lake) submitted an application, the selection process did not occur. Given the circumstances, it was determined that the *Genesee-Finger Lakes Regional Historic Waterfront Planning Program* would only work with two communities: the Town of Williamson and the Town of Richmond. Additionally, the program work plan would be altered slightly for the Town of Richmond, as the community preferred a trail survey instead of cultural resource survey and documentation along with the development of a basic trail plan as a best management practice. After assessing land use and cultural resource information, recommendations for local laws, ordinances, and/or best management practices have been provided for both communities via this report.

Town of Williamson

The Town of Williamson initially requested involvement in the *Genesee-Finger Lakes Regional Historic Waterfront Planning Program* in order to develop local legislation for the designation and protection of historic properties to pursue Certified Local Government (CLG) status. Participation in the CLG program allows municipalities to partner with the state and federal governments throughout the processes of identifying and evaluating community resources and

¹ New York State Department of State designated inland waterbodies at the time the EPF LWRP application was submitted in 2007-2008.

protecting historic properties. The main step towards CLG certification is the adoption of a local preservation ordinance that meets state and federal requirements for designation of historic resources, composition of commission, and review processes.

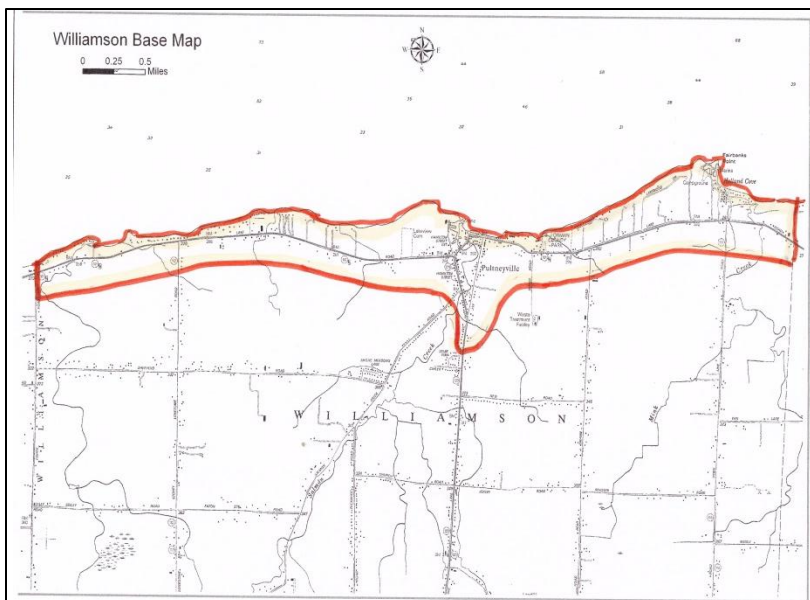
However, the draft zoning code update completed in May 2012, proposing a Pultneyville Historic Overlay District, was not well-received by the public. It was then decided to use the *Genesee-Finger Lakes Regional Historic Waterfront Planning Program* as the vehicle to generate more public education about historic preservation. By proposing an amendment to the existing site plan review process, requiring the completion of a “Community Character Response and Checklist” for certain projects, the Town hopes to begin that dialogue. The Planning Board intends to use the checklist as a point of reference in the future. The checklist is envisioned as “thought starters” about the benefits of maintaining public views of Lake Ontario, enhancing the natural features and historic attributes of the Town, and encouraging complimentary architectural styles.

Town of Richmond

Signs directing pedestrians from Main Street (U.S. Route 20A) in the hamlet of Honeoye to the entrance of Sandy Bottom Nature Trail is a high priority for the Town of Richmond. The trail extends south toward Honeoye Lake and includes a boardwalk, covered shelter with benches, and an observation deck. It ends at Sandy Bottom Park, a recreation area with 600 feet of beach and a small seasonal boat launch. The Town holds full title to the land area of the trail and park. The Town also maintains and operates Sandy Bottom Park. A basic trail plan was recommended as a way to clarify and communicate the community’s vision for the wayfinding signage. It includes a base inventory of natural resources, built features, trail corridor infrastructure, and surrounding infrastructure. It will be an important planning tool for the Town—it also brings credibility for the need of trail design upgrades, amenities, and signage. These future improvements to the Sandy Bottom Nature Trail will help generate economic benefits, enhance the natural environment, and protect Honeoye Lakes’ heritage for future generations.

CHAPTER ONE: LAND USE INVENTORY

A range of land use information has been gathered respectively about the Town of Williamson and the Town of Richmond in order to illustrate their distinctive sense of place created by their waterfront histories and how these towns will handle future development pressures. Land use information such as zoning regulations, flood management or flood hazard protection laws, comprehensive plans, transportation and accessibility, public access and recreation sites, and various natural resource maps have been collected with assistance from citizens and local municipal officials. The objective of this task is to delineate a geographical boundary of the waterfront, known as the Area of Interest (AOI), and assess this area's background information as well as those land use connections to the waterfront.



Through the application process, both the Towns of Williamson and Richmond defined their Areas of Interest (AOI). The top image represents the Lake Ontario shoreline in the Town of Williamson and the bottom image represents the Sandy Bottom Nature Trail and the "3M Property" along the shores of Honeoye Lake in the Town of Richmond.



A coastal and waterfront land use inventory matrix was developed using the U.S. Environmental Protection Agency's *Smart Growth for Coastal and Waterfront Communities*. Smart growth is defined by ten principles that were developed in 1996 by the Smart Growth Network, a coalition of national and regional organizations:

1. Mix land uses
2. Take advantage of compact building design
3. Create a range of housing opportunities and choices
4. Create walkable neighborhoods
5. Foster distinctive, attractive communities with a strong sense of place
6. Preserve open space, farmland, natural beauty, and critical environmental areas
7. Strengthen and direct development towards existing communities
8. Provide a variety of transportation choices
9. Make development decisions predictable, fair, and cost effective
10. Encourage community and stakeholder collaboration in development decisions

These principles have been slightly adapted to apply to the area where water meets land. The first column combines the smart growth principles with those coastal and waterfront elements, "Smart Growth Coastal and Waterfront Elements." The land use information for each municipality is categorized in the subsequent columns by: (1) plans, (2) codes and local laws, or (3) other reports and documents. The most current land use information was reviewed along with its relevancy to the AOI.² See Appendix A to review the Coastal and Waterfront Land Use Inventory Matrix.

² *Community Based Vision Plan for the Hamlet of Williamson* (2005), *Design Guidelines for the Historic Business Center in the Hamlet of Williamson* (2005), *Route 21 & 104 Gateway Study* (2008), and other miscellaneous local laws/reports were not reviewed because these documents are not relevant to the AOI in the Town of Williamson.

CHAPTER TWO: CULTURAL RESOURCE SURVEY AND EVALUATION

Survey and documentation of historic and cultural resources in the AOI was performed after the land use inventory. For the Town of Williamson, guidance established by the National Park Service helped identify important historic properties while the *Community Trail Profile* developed by Parks and Trails New York (PTNY) captured trail information for the Town of Richmond.

The Heritage Assets Committee conducted a survey in August 2007 to identify historic buildings and structures older than 1902 in the Town of Williamson. The date of construction “on or before 1902” was chosen as the Town’s centennial year (Williamson was created in 1802 from the Town of Sodus). The survey team was divided into four groups: downtown, East Williamson, Pultneyville, and all other areas. The team documented 733 properties and put the following information into an electronic database:

1. *Identification*: county, town, district, address (number and street), present owner, current use, and original use
2. *Description*: year built, type of architecture, building material, structural system, integrity, condition, related out-buildings, surroundings, and threats to the structure
3. *Significance*: builder and/or architect
4. *Stories/Notes*: historic and/or architectural significance
5. *Pictures*: new and/or historical (when available)

The documented properties are illustrated on the map, *Historic Buildings and Structure in the Town of Williamson* (Appendix B). In addition to supplementing this project, the Heritage Assets Committee’s survey has created an archive that may be used by the Town of Williamson for land use planning, to increase public awareness and appreciation for its historic resources, and to establish priorities for historic preservation projects.

PTNY’s *Community Trail Profile* was used for the Town of Richmond to document baseline information about Sandy Bottom Nature Trail. The survey was conducted by G/FLRPC in August 2012, with assistance from citizens of the Town of Richmond. This survey form can be found in Appendix C. The *Community Trail Profile* collected information about:

1. *Community Characteristics*: basic census and other background information
2. *Corridor Characteristics*: existing infrastructure and surface type, condition, and vegetation
3. *Planning Status*: planning activities typically undertaken with most trail projects
4. *Readiness*: the degree of support and outreach, the types of financial resources, and composition of the core group

Points and scoring were not kept because the survey was being used as a way to measure the Town’s progress toward trail development—not for setting attainment goals for the Healthy Trails, Healthy People (HTHP) program and aiding in the community selection process. The HTHP program promotes the health and quality of life benefits of trails and better addresses the growing need for trail development assistance from communities throughout the state.

CHAPTER THREE: MUNICIPAL ASSESSMENTS

After identifying current land use patterns and establishing a cultural baseline in the Towns of Williamson and Richmond, the following step was to assess development trends and the opportunities and constraints for development. What role can the historic waterfront play in enhancing the community? This municipal assessment, found in Appendix D, merges questions asked in the NYSDOS guidebook entitled, *Making the Most of Your Waterfront: Enhancing Waterfronts to Revitalize Communities*:

- *Condition* - What is the condition of the waterfront? Does this condition limit or enhance options for making the most of the waterfront? What factors led to its current condition?
- *Compatibility* - Are the development patterns and trends compatible with your vision of the waterfront? Does current zoning accomplish this vision? Is the infrastructure adequate to accomplish this vision? Are improvements needed?
- *Opportunities* - Are there development opportunities or proposals? Does zoning permit these? Does the community support new development? Is the infrastructure adequate to support development?
- *Use* - Why did a site or building become abandoned, deteriorated, and underused? How long has this situation existed? Are the sites contaminated? What interest has there been for acquisition and reuse? What are the primary obstacles to reuse? What opportunities can be identified?
- *Access* - Is the waterfront accessible from downtown? Are there opportunities to improve connections?
- *Infrastructure* - How accessible is the waterfront from public transportation? From major highways? Does the waterfront have sufficient parking spaces?

As the Town of Williamson and Town of Richmond pursue community development and make the most of their waterfronts, the approach should enhance existing development and focus new growth and development to protect and improve community character. Abandoned sites and buildings, historic resources, and scenic resources are a critical component of both communities' sense of place. The chart below reviews strengths, weaknesses, opportunities, and threats of land use and development and the protection and restoration of natural, historic, and scenic resources.

CHAPTER FOUR: IDENTIFICATION AND PREPARATION OF NECESSARY LOCAL LAWS, CONTROLS, AND/OR BEST MANAGEMENT PRACTICES

Based on the land use inventory; trail and cultural resource survey and evaluation; and municipal assessments; new local laws, ordinances, and/or best management practices—or amendments to existing local laws, ordinances, and/or best management practices—have been identified and prepared for the Town of Williamson and Town of Richmond. In-kind assistance was required of both communities, which consisted of volunteer services to assist with the survey and documentation, evaluation, development of materials and publications, and implementation of local laws, ordinances, and/or best management practices.

Town of Williamson

A Waterfront Preservation and Development Committee was assembled in February 2013 to recommend how best to move forward with the requirements of the *Genesee-Finger Lakes Regional Historic Waterfront Planning Program*. Public sentiment did not support the creation of a historic overlay district or any type of local legislation for the designation and protection of historic properties. The Committee met twice per month from March 2013 until public presentations were made: one on Tuesday, June 25 at 7:00 p.m. at the Williamson Free Public Library and the other on Thursday, June 27 at 7:00 p.m. at Gates Hall in Pultneyville. Working with G/FLRPC, the Committee created a site plan review “checklist” that ties into the existing building permit application process and helps create dialogue on how to maintain the look and feel of historic waterfront properties. Property owners will be given the “Community Character Checklist and Response” (Appendix E) to complete if their project meets the proposed amended language in Article IV. Site plan review of Chapter 178: Zoning (Appendix F). A cover letter is provided for informational purposes (Appendix G). Properties that meet the checklist requirement are identified on the map, *Pre-1902 Historic Buildings and Structures within Proposed Zoning Districts in the Town of Williamson* (Appendix H). The data for this map is based on the work of the Heritage Assets Committee, described in Chapter Two. The zoning districts were decided upon from the Town’s zoning code update in November 2012. The checklist has been developed to assist residents and the Planning Board maintain the distinct character of the waterfront as well as the overall appeal of the Town of Williamson. All recommendations developed from the checklist are optional—it is the intent of the Town to simply start a conversation about historic preservation. A proposed “Community Character Checklist and Response” flowchart is also provided in Appendix I.

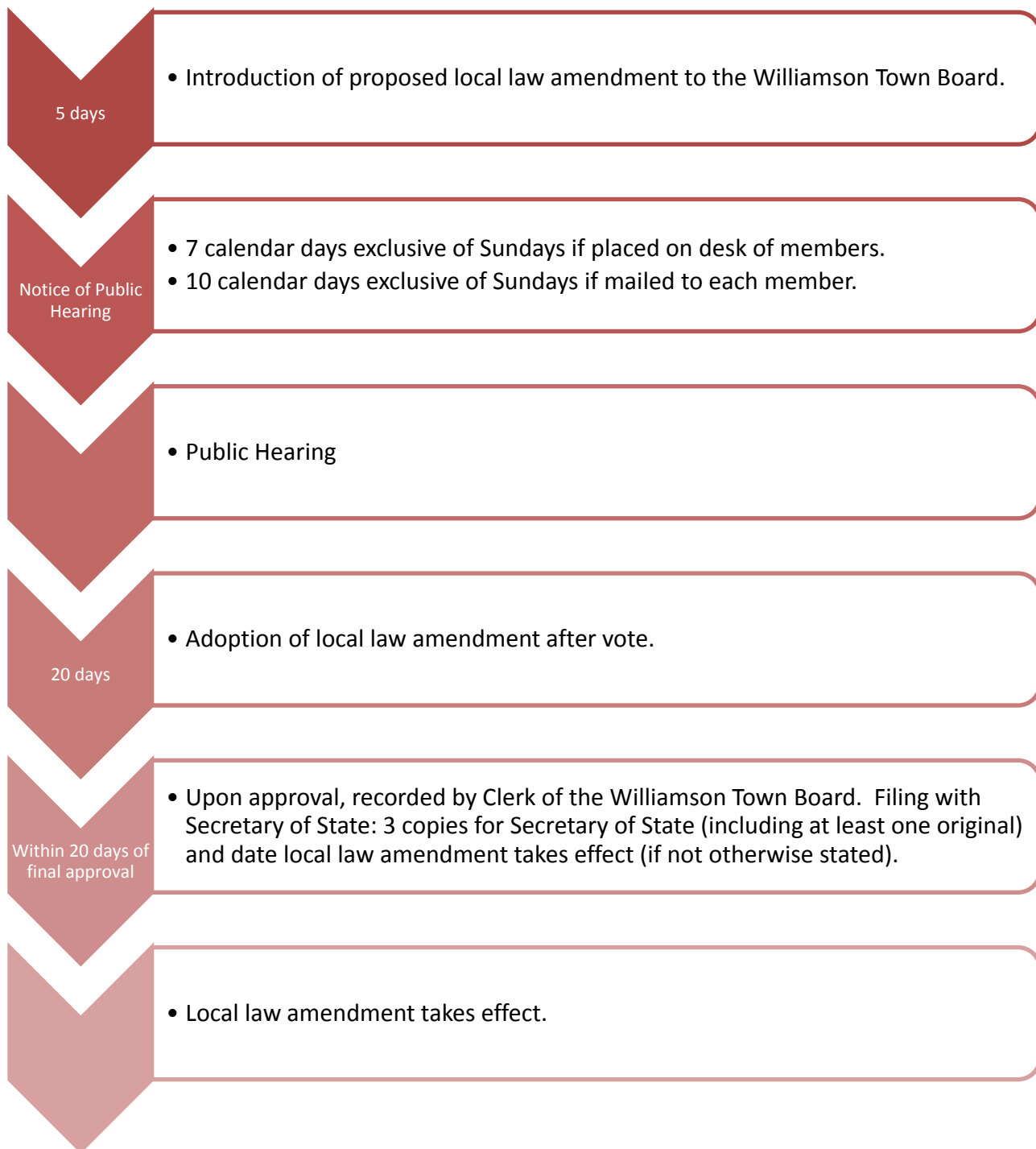
Town of Richmond

After fieldwork was conducted in August 2012 and the *Community Trail Profile* completed, the Basic Trail Plan was put together by G/FLRPC for the Town of Richmond. This plan was based largely on guidance provided in *Getting Started...A Guide to Planning Trails in New York State* by Parks & Trails New York (formerly known as New York Parks and Conservation Association) and the Hudson River Valley Greenway. A basic trail plan is both a feasibility study and master plan. It helps clarify and communicate the trail vision and steps required to make the trail a reality. For Sandy Bottom Nature Trail, the content and level of detail in the plan focused on wayfinding and signage enhancements. This plan will prove useful when applying

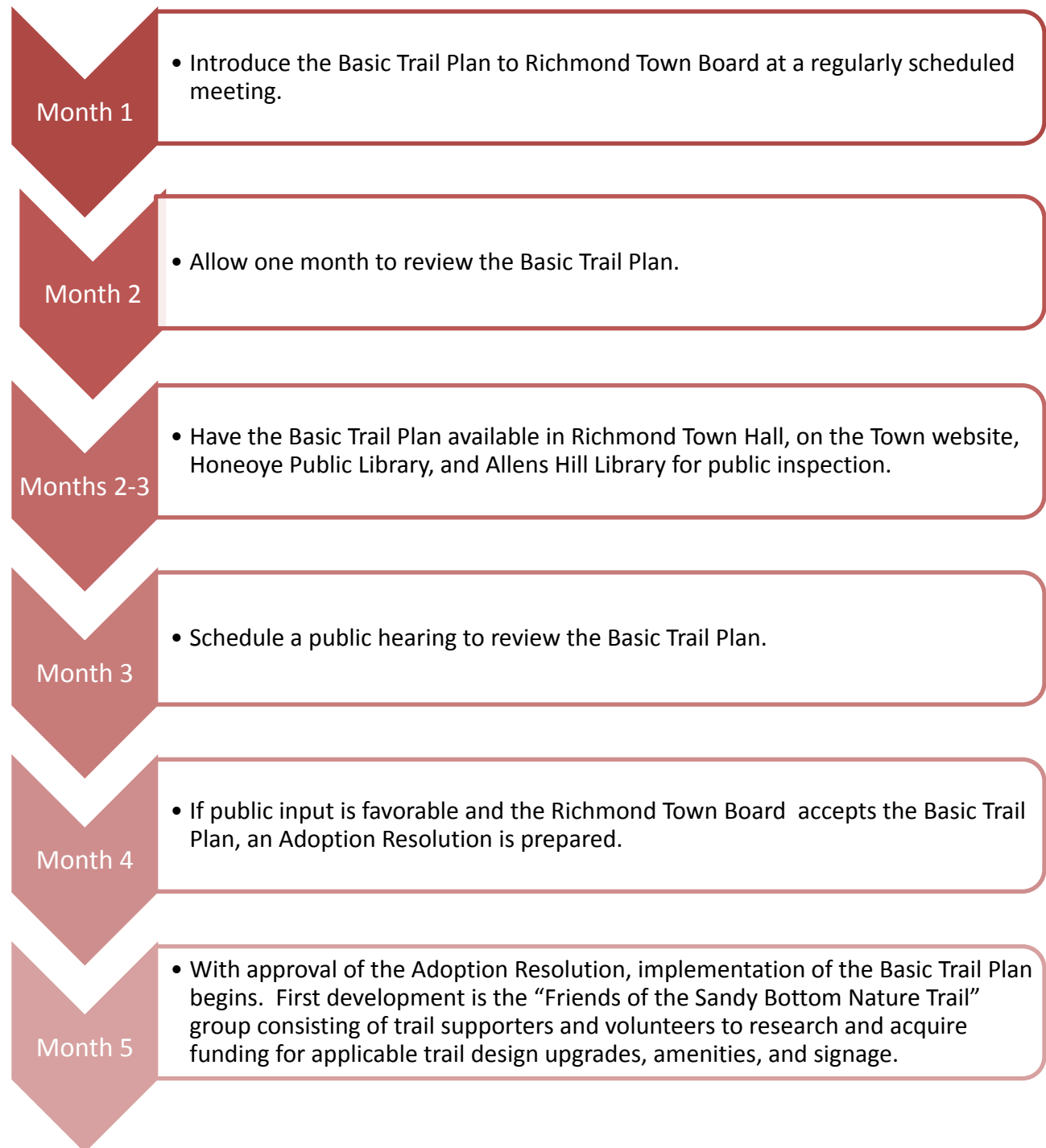
for grants because all of the information is in one place. A draft was provided to Richmond citizens for their review, with all comments incorporated by March 2013. The Basic Trail Plan can be found in Appendix J, with some general design considerations for waterfront trails provided in Appendix K.

CHAPTER FIVE: SCHEDULE OF ADOPTION

PROPOSED AMENDMENT TO ARTICLE IV: SITE PLAN REVIEW – TOWN OF WILLIAMSON, WAYNE COUNTY



BASIC TRAIL PLAN – TOWN OF RICHMOND, ONTARIO COUNTY



CONCLUSION

The proposed amendment to an existing local law in the Town of Williamson in Wayne County and the development of a basic trail plan as a best management practice for the Town of Richmond in Ontario County are two planning tools that can help these waterfront communities handle the development pressures that affect their environment, economy, and quality of life for decades to come. By combining both strategies into one report, the two communities have the opportunity to learn from each other. This historic waterfront planning guide can also be used by other coastal and waterfront communities in the Genesee-Finger Region to help plan, design, and build for the specific challenges and opportunities that characterize the waterfront—be it on a coast, a river, or a lake.

As discussed in the Executive Summary, the water's edge can sometimes experience competing uses. Natural systems can help protect communities in many ways, but sometimes there's a demand for housing, placing pressure on coastal and waterfront industries, recreation, and public access to the waterfront. In established coastal and waterfront communities like the Town of Williamson and Town of Richmond, finding ways to balance these uses along the water's edge has been achieved by capitalizing on their rich heritage.

There are other policies, tools, and techniques that coastal and waterfront communities like the Town of Williamson and Town of Richmond in the Genesee-Finger Region can pursue. A working waterfront can be part of a community's revitalization efforts by adopting design guidelines, form-based codes, and requiring new development projects to incorporate public charrettes into the plan development process. An economic development agenda that capitalizes on the community's waterfront heritage and natural assets can also be developed.

Proper "wayfinding" planning also encourages more activity on foot or bike by providing maps, good signage, and other guidance directing people to the waterfront and other amenities. Placing a public dock near a walkable waterfront makes it easy for visitors arriving by water. Sidewalk design standards that provide ample room for walking (buffered from traffic by parked cars or trees and other vegetation) can encourage more pedestrian activity. Trees, planting strips, and rain gardens create more pleasant pedestrian environments and can be designed to manage stormwater runoff. Finally, routine evaluations of permits, zoning laws, street design guidelines, and other policies can help ensure that existing regulations and programs enhance the walking environment and support the community's desire to design and position buildings in ways that make the water easy to access. In waterfront communities, it calls for a comprehensive approach to building and street design, parking, zoning, and water access to create vibrant and attractive places where people want to be. Appendix L features some pedestrian design standards that can be added to either municipality's zoning ordinances.

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Genesee – Finger Lakes Regional Blueway Analysis: An Inventory and Description of Regional Blueway Opportunity Areas: www.gflrpc.org/blueways.htm

Getting Started...A Guide to Planning Trails in New York State:

www.ptny.org/publications/

Honeoye Lake Watershed Management Plan (2007):

[www.dos.ny.gov/communitieswaterfronts/pdfs/Honeoye%20Lake%20Watershed%20Management%20Plan-October%202007%20\(Full%20Report\).pdf](http://www.dos.ny.gov/communitieswaterfronts/pdfs/Honeoye%20Lake%20Watershed%20Management%20Plan-October%202007%20(Full%20Report).pdf)

Making the Most of Your Waterfront: Enhancing Waterfronts to Revitalize Communities:

www.dos.ny.gov/communitieswaterfronts/pdfs/Guidebooks/lwrp/LWRP_guidebook.pdf

New York State Coastal Resources Interpretative Program (NYSCRIP)

Signage Design Guidelines:

www.dos.ny.gov/communitieswaterfronts/pdfs/NYSCRIPguide.pdf

New York State Supplement to the Manual on Uniform Traffic Control Devices for Streets and Highways (2009 Edition): www.dot.ny.gov/divisions/operating/oom/transportation-systems/repository/B-2011Supplement-adopted.pdf

Ontario County Online Resources:
<http://oncor.co.ontario.ny.us/oncor/>

Regional Trails Initiative Final Report and Action Plan: Phase II-Non-TMA Region:
www.gtcmpt.org/Docs/PlansStudies/RegionalTrailsInitiative_Phase2.pdf

Smart Growth for Coastal and Waterfront Communities:
<http://coastalsmartgrowth.noaa.gov/>

U.S. Department of Transportation's Manual on Uniform Traffic Control Devices
(Chapter 21: General Service Signs):
<http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part2ithu2n.pdf>

Wayside Exhibits: A Guide to Developing Outdoor Interpretive Exhibits:
www.nps.gov/hfc/pdf/waysides/Wayside-Guide-First-Edition.pdf

APPENDICES

APPENDIX A – Coastal and Waterfront Land Use Inventory Matrix

TOWN OF WILLIAMSON, WAYNE COUNTY

<i>SMART GROWTH COASTAL AND WATERFRONT ELEMENTS</i>	<i>PLANS</i>	<i>CODES AND LOCAL LAWS</i>	<i>OTHER (I.E. REPORTS)</i>
1. Mix land uses, including water-dependent uses.	<p><i>Comprehensive Plan for the Town of Williamson, NY</i> (Adopted March 2010)</p> <p>Chapter Two: A Framework for the Future</p> <p>Policy Area: Commerce and Industry</p> <p>Objective 1: Focus future commercial development in targeted areas of the Town as identified in the Future Land Use Plan.</p> <p>B. Promote waterfront enhanced retail uses in Pultneyville, as well as a range of uses that could help foster, promote, and capture tourists arriving via land and water.</p> <p>Chapter Three: Future Land Use</p> <ul style="list-style-type: none"> • Hamlet, Historic Core • Waterfront Residential 	<p><i>Chapter 178: Zoning</i> (November 2012)</p> <p>§178-17. MU-2 Pultneyville Mixed-Use District.</p> <p>B. Permitted Uses.</p> <p>(1) Assembly use</p> <p>(2) Bed and breakfast</p> <p>(3) Boat launch or boat launching facility</p> <p>(4) Building, accessory; includes residential garages</p> <p>(5) Building, mixed-use</p> <p>(6) Building, office</p> <p>(7) Building, public</p> <p>(8) Convenience store</p> <p>(9) Cultural use facility or museum</p> <p>(10) Daycare, family home</p> <p>(11) Dry-cleaning outlet</p> <p>(12) Dwelling, single-family</p> <p>(13) Dwelling, townhouse</p> <p>(14) Dwelling, townhouse (parent parcel)</p> <p>(15) Dwelling, two family</p> <p>(16) Farm stand</p>	

Chapter Four: Implementation
Policy Area: Commerce and
Industry

Objective 1: Focus future
commercial development in
targeted areas of the Town as
identified in the Future Land Use
Plan.

B. Promote waterfront enhanced
retail uses in Pultneyville, such as
a bait shop, boat motor repair
shop, boating supplies, etc.

- (17) Home occupation
- (18) Inn
- (19) Laundry, self-serve
- (20) Parks and open space
- (21) Performing arts venue
- (22) Restaurant
- (23) Retail, goods and
services
- (24) School, private
- (25) School, public
- (26) Swimming pool, private
- (27) Wine tasting shop
- C. Uses requiring a special use
permit.
- (1) Apartment building
- (2) Bar, tavern, pub or
nightclub
- (3) Daycare facility
- (4) Dry storage (boats)
- (5) Dwelling, multi-family
- (6) Dwelling unit, accessory
- (7) Farm market
- (8) Farmer's market
- (9) Greenhouse, personal
- (10) Marina
- (11) Microbrewery
- (12) Microdistillery
- (13) Place of worship
- (14) Planned unit
development
- (15) Residential care facility
- (16) Yacht club

2. Take advantage of compact community design that enhances, preserves, and provides access to waterfront resources.

Comprehensive Plan for the Town of Williamson, NY
(Adopted March 2010)

Chapter Two: A Framework for the Future
Policy Area: Quality-of-Life
Objective 1: Focus future commercial development in targeted areas of the Town as identified in the Future Land Use Plan.

A. Identify options for enhanced and increased public access to Lake Ontario, such as a public boat launch, as redevelopment opportunities on existing privately owned waterfront lands arise.

Chapter Four: Implementation

Policy Area: Quality-of-Life

Objective 4: Provide adequate recreation facilities, including parks, trails, linkages, and access to natural resources, for the use and enjoyment of residents and visitors to the Town of Williamson.

A. Identify options for enhanced and increased public access to Lake Ontario, such as a public

Chapter 178: Zoning
(November 2012)

§178-11. L-R Lakefront Residential

A. Purpose and intent. The purpose of the L-R Lakefront Residential District is to provide for areas appropriate for residential development and uses that further the public good along the Lake Ontario shoreline, while preserving natural and scenic amenities, and enhancing public access and recreational opportunities.

B. Permitted Uses.

(2) Boat launch or boat launching facility

(11) Parks and open space

	<p>boat launch, as redevelopment opportunities on existing privately owned waterfront lands arise.</p> <p>Responsible Party – Town of Williamson</p> <p><i>Parks and Recreation Master Plan</i> (June 16, 1999)</p> <p>6: Mission/Goals and Objectives</p> <p>Goals and Objectives</p> <p>Goal 2: Preserve open spaces and enhance the environmental and cultural qualities within the town.</p> <p>Objective 3: Provide public access to water frontages wherever appropriate opportunities exist.</p>	
<p>3. Provide a range of housing opportunities and choices to meet the needs of both seasonal and permanent residents.</p>	<p><i>Comprehensive Plan for the Town of Williamson, NY</i> (Adopted March 2010)</p> <p>Chapter Three: Future Land Use</p> <ul style="list-style-type: none"> • Hamlet, Historic Core • Waterfront Residential 	<p><i>Chapter 178: Zoning</i> (November 2012)</p> <p>§178-11. L-R Lakefront Residential</p> <p>B. Permitted Uses (6) Dwelling, single-family</p> <p>C. Uses requiring a special use permit. (1) Bed and breakfast (4) Dwelling unit, accessory</p>

		<p>(5) Dwelling, townhouse (6) Dwelling, two-family (11) Planned unit development</p> <p>§178-17. MU-2 Pultneyville Mixed-Use District.</p> <p>B. Permitted Uses. (2) Bed and breakfast (12) Dwelling, single-family (13) Dwelling, townhouse (14) Dwelling, townhouse (parent parcel) (15) Dwelling, two family (18) Inn</p> <p>C. Uses requiring a special use permit. (1) Apartment building (5) Dwelling, multi-family (6) Dwelling unit, accessory (14) Planned unit development (15) Residential care facility</p>	
<p>4. Create walkable communities with physical and visual access to and along the waterfront for public use.</p>	<p><i>Comprehensive Plan for the Town of Williamson, NY</i> (Adopted March 2010)</p> <p>Chapter Two: A Framework for the Future</p> <p>Policy Area: Quality-of-Life</p> <p>Objective 4: Provide adequate recreation facilities, including</p>	<p><i>Chapter 178: Zoning</i> (November 2012)</p> <p>Article IV. Site plan review. §178-81. Purpose and applicability.</p> <p>(a) Safe and convenient vehicular and pedestrian access and circulation.</p>	<p><i>Pultneyville Sidewalk Inventory</i> (December 2010)</p> <p>Approximately 1.3 miles (7,048 linear feet) of sidewalk was surveyed using the GTC <i>Pedestrian Facilities Inventory</i> methodology: 14% is in fair condition, 86% (6,055 linear feet) is incomplete.</p>

parks, trails, linkages, and access to natural resources, for the use and enjoyment of residents and visitors to the Town of Williamson.

G. Work with local open space and transportation organizations, such as Genesee Transportation Council (GTC), to secure funding to develop a connection between the existing Town Loop Trail and the existing Waterfront Trail.

Chapter Four: Implementation

Policy Area: Quality-of-Life

Objective 4: Provide adequate recreation facilities, including parks, trails, linkages, and access to natural resources, for the use and enjoyment of residents and visitors to the Town of Williamson.

G. Work with local open space and transportation organizations, such as GTC, to secure funding to develop a connection between the existing Town Loop Trail and the existing Waterfront Trail.

Responsible Party –
Town of Williamson / GTC

	<p><i>Parks and Recreation Master Plan</i> (June 16, 1999)</p> <p>3: Recreation Needs Assessment</p> <p>Demands for Specific Recreational Facilities <u>Trails</u></p> <p>Williamson should pursue opportunities for initiating trailways, particularly in the area of the new town park, the Southeast Quadrant Drumlin Area and along Lake Ontario – providing more access to the shore.</p>	
<p>5. Foster distinctive, attractive communities with a strong sense of place that capitalizes on the waterfront’s heritage.</p>	<p><i>Comprehensive Plan for the Town of Williamson, NY</i> (Adopted March 2010)</p> <p>Chapter Three: Future Land Use</p> <ul style="list-style-type: none"> • Hamlet, Historic Core <p><i>Parks and Recreation Master Plan</i> (June 16, 1999)</p> <p>6: Mission/Goals and Objectives</p> <p>Goals and Objectives</p> <p>Goal 2: Preserve open spaces and enhance the environmental and cultural qualities within the town.</p>	<p><i>Chapter 178: Zoning</i> (November 2012)</p> <p>§178-17. MU-2 Pultneyville Mixed-Use District.</p> <p>A. Purpose and intent. The purpose of the MU-2 Pultneyville Mixed-Use District is to encourage a variety of residential, commercial and public uses in a high density setting that preserves and celebrates the unique character of the Pultneyville hamlet. In addition, the purpose of this district is to ensure that the appearance and functionality</p>

	Objective 4: Provide community cultural, historical, and other programs that will appeal to all segments of the Town's population and enhance the quality of life and identity of the community.	of buildings and uses are harmonious with the historic structures and landscapes while promoting Pultneyville as a center of activity. Article IV. Site plan review. §178-81. Purpose and applicability. (f) Proper consideration of historic buildings or elements and notable landmarks on or in the vicinity of the site in the design and placement of buildings and facilities.	
6. Preserve open space, farmland, natural beauty, and the critical environmental areas that characterize and support coastal and waterfront communities.	<p><i>Comprehensive Plan for the Town of Williamson, NY</i> (Adopted March 2010)</p> <p>Chapter Three: Future Land Use</p> <ul style="list-style-type: none"> • Hamlet, Historic Core • Waterfront Residential <p><i>Parks and Recreation Master Plan</i> (June 16, 1999)</p> <p>3: Recreation Needs Assessment</p> <p>Demands for Specific Recreational Facilities</p> <p><u>Other Recreational Opportunities</u></p> <p>Natural areas provide special</p>	<p><i>Chapter 178: Zoning</i> (November 2012)</p> <p>§178-45. Landscaping regulations.</p> <p>A. General. Sites with pre-existing natural resource features, including woodlots and wetlands, are encouraged to incorporate those existing natural resource features into proposed site plans. The removal of significant natural features is discouraged.</p> <p>§178-57. Planned unit developments.</p> <p>A. Purposes. The purpose of</p>	<p><i>Comprehensive Watershed Management in Wayne County</i> (1999)</p> <p>Chapter 4: Best Management Practices</p> <ul style="list-style-type: none"> • Barnyard Runoff Management System • Constructed Wetlands • Streambank and Shoreline Protection • Riparian Buffers • Integrated Pest Management • Nutrient Management • Sediment Control • Erosion Control Measures

qualities of life within a community while providing necessary habitats for both wildlife and vegetation. Every reasonable effort should be made to protect, conserve, and restore important habitats, wetlands, woodlands, waterbodies, shorelines, scenic parcels, and other lands of environmental, habitat, and scenic value. The existing wetland and natural/wooded areas of the proposed town park land should be preserved and enhanced in the course of its development.

6: Mission/Goals and Objectives

Goals and Objectives

Goal 2: Preserve open spaces and enhance the environmental and cultural qualities within the town.

Objective 1: Conserve significant open spaces within the Town for their environmental, aesthetic, or unique significance.

Objective 2: Acquire and provide for natural areas for conservation, education, and recreation.

planned unit development regulations is to encourage flexibility in the design and development of land in order to promote its most appropriate use; to facilitate the adequate and economical provisions of streets, utilities and public spaces; and to preserve the natural and scenic qualities of open areas. The procedure is intended to permit diversification in the location of structures and improve circulation facilities and other site qualities while ensuring adequate standards relating to public health, safety and welfare and convenience, both in the use and occupancy of buildings and facilities in planned groups.

Article IV. Site plan review. §178-81. Purpose and applicability.

(g) Conservation and improvement of the natural landscape. Conservation of trees and other natural features where feasible and desirable. Proper grading and filling where needed. §178-94. Special Use Permits

Chapter 5: Recommendations for Management

- Agricultural Nutrient and Sediment Control
- Stormwater Management and Erosion Control
- Wellhead (Groundwater) Protection
- Septic Systems
- Planning For Watershed Protection
- Codes, Rules & Regulations and Enforcement
- Water Quality Monitoring

Salmon Creek Watershed Action Plan (January 25, 2011 – DRAFT)

VI. Watershed Goals

1. No beach closings due to bacteria.
2. Stream water quality supports intended uses as described by Class C categorization.
3. Less algae growth in Pultneyville Harbor.

VII. Management Strategies

- Agriculture Source Category
- Forest and Other Land Source Category
- Wastewater Source

	<p>B. Application process.</p> <p>(6) Conservation and improvement of the natural landscape. Conservation of trees and other natural features where feasible and desirable. Proper grading and filling where needed.</p> <p><i>Chapter 81: Drainage Control</i> [L.L. No. 3-2003]</p> <p>§81-3. General requirements.</p> <p>B. Natural drainage patterns shall be employed in preference to rechanneling streams or watercourses. In no case shall work be performed which directly or indirectly affects natural drainage patterns with the granting of approval by the Town, county and state agencies having jurisdiction.</p> <p>C. No chemicals, fuels, lubricants, or other pollutants shall be disposed into any streams, drainage or water supply system.</p> <p>F. Man-made structures shall be placed so as not to block or restrict, in any manner,</p>	<p>Category</p> <ul style="list-style-type: none"> • Urban Stormwater Source Category • Septic Systems Source Category • Improvement Scenario Summary • Cost Effectiveness of Improvement Scenarios <p>VIII. Implementation</p> <ul style="list-style-type: none"> • Beach Closings • Elevated Phosphorus • Measures of Progress • Monitoring Approach and Evaluation Framework
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natural drainage patterns, except where otherwise permitted.

L. Surface waters and drainage, where identified as being significant sources of groundwater replenishment and where such resources are being utilized as a potable water supply, shall not be revised or altered except by approval of the Town.

§81-7. Easements for drainage facilities.

B. Natural and/or man-made watercourses which traverse a development shall be preserved by an easement of sufficient width, including overbanks, which will adequately pass the project design flow....Wherever such natural watercourses are endowed with significant natural beauty and have adequate capacity or have been determined to have value for fish and wildlife, the developer may dedicate widths in addition to those required above on the map of the development with the following designation:

		<p>“Drainage Easement to the Town of Williamson.”</p> <p><i>Chapter 92: Flood Damage Prevention</i> [L.L. No. 2-1987] §92-2. General intent.</p> <p>C. Control the alteration of natural floodplains, stream channels and natural protective barriers which are involved in the accommodation of floodwaters.</p>	
7. Strengthen and direct development toward existing communities and encourage waterfront revitalization.	<p><i>Comprehensive Plan for the Town of Williamson, NY</i> (Adopted March 2010)</p> <p>Chapter Three: Future Land Use</p> <ul style="list-style-type: none"> • Hamlet, Historic Core • Waterfront Residential 	<p><i>Chapter 178: Zoning</i> (November 2012)</p> <p>§178-17. MU-2 Pultneyville Mixed-Use District.</p>	
8. Provide a variety of land- and water-based transportation options.	<p><i>Comprehensive Plan for the Town of Williamson, NY</i> (Adopted March 2010)</p> <p>Chapter Two: A Framework for the Future</p> <p>Policy Area: Quality-of-Life</p> <p>Objective 4: Provide adequate recreation facilities, including parks, trails, linkages, and access to natural resources, for the use and enjoyment of residents and</p>	<p><i>Chapter 178: Zoning</i> (November 2012)</p> <p>§178-17. MU-2 Pultneyville Mixed-Use District.</p> <p>B. Permitted Uses. (3) Boat launch or boat launching facility</p> <p>C. Uses requiring a special use permit. (4) Dry storage (boats) (10) Marina</p>	<p><i>Pultneyville Sidewalk Inventory</i> (December 2010)</p> <p>Approximately 1.3 miles (7,048 linear feet) of sidewalk was surveyed using the GTC <i>Pedestrian Facilities Inventory</i> methodology: 14% is in fair condition, 86% (6,055 linear feet) is incomplete.</p>

visitors to the Town of Williamson.

G. Work with local open space and transportation organizations, such as Genesee Transportation Council (GTC), to secure funding to develop a connection between the existing Town Loop Trail and the existing Waterfront Trail.
Chapter Four: Implementation

Policy Area: Quality-of-Life

Objective 4: Provide adequate recreation facilities, including parks, trails, linkages, and access to natural resources, for the use and enjoyment of residents and visitors to the Town of Williamson.

G. Work with local open space and transportation organizations, such as GTC, to secure funding to develop a connection between the existing Town Loop Trail and the existing Waterfront Trail.

Responsible Party –
Town of Williamson / GTC

(16) Yacht club

§178-57. Planned unit developments.

(3) Landscape design standards.

(4) Circulation system design standards.

<p>9. Make development decisions predictable, fair, and cost effective through consistent policies and coordinated permitting processes.</p>	<p><i>Parks and Recreation Master Plan (June 16, 1999)</i></p> <p><i>4: Recreation Facility Recommendations, and Implementation</i></p> <p><i>Objective: Define the Role of the Parks and Recreation Advisory Board</i></p> <p><i>B. Enable the board to review proposed land development plans and to make recommendations on issues impacting parks and recreation.</i></p>	<p><i>Chapter 178: Zoning (November 2012)</i></p> <p>§178-92. Zoning board of appeals.</p> <p>§178-94. Special Use Permits</p> <p>§178-95. Appeals</p> <p><i>Chapter 92: Flood Damage Prevention [L.L. No. 2-1987]</i></p> <p>§92-33. Appeals Board.</p> <p>D. In passing upon such applications, the Board of Appeals shall consider all technical evaluations, all relevant factors, standards specified in other sections of this chapter and:</p> <p>(7) The compatibility of the proposed use with existing and anticipated development.</p> <p>(8) The relationship of the proposed use to the comprehensive plan and floodplain management program of that area.</p>
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10. Encourage community and stakeholder collaboration in development decisions, ensuring that public interests in and rights of access to the waterfront and coastal waters are upheld.	<i>Comprehensive Plan for the Town of Williamson, NY</i> (Adopted March 2010)	<i>Chapter 178: Zoning</i> <i>(November 2012)</i>	<i>Comprehensive Watershed Management in Wayne County</i> (1999)
	Chapter One: Overview of the Comprehensive Plan	§178-92. Zoning board of appeals.	Chapter 4: Best Management Practices
	Public Participation in the Planning Process	§178-94. Special Use Permits	<ul style="list-style-type: none"> • Public Education
	<i>Parks and Recreation Master Plan</i> (June 16, 1999) 2: Inventory and Analysis Parks and Recreation Facilities Public Opinion Survey Results 4: Recreation Facility Recommendations, and Implementation Objective: Establish Partnerships and Cultivate Existing Public Support Appendix B – Comments from Public Meetings – May 20, 1999	<i>Chapter 92: Flood Damage Prevention</i> [L.L. No. 2-1987] §92-33. Appeals Board. D. In passing upon such applications, the Board of Appeals shall consider all technical evaluations, all relevant factors, standards specified in other sections of this chapter and: (5) The necessity to the facility of a waterfront location, where applicable.	Chapter 5: Recommendations for Management <ul style="list-style-type: none"> • Community and Voluntary Incentives Chapter 6: Resource Protection at Home <ul style="list-style-type: none"> • Individual Participation • Home Septic Systems • Runoff and Sediment • Lawn and Garden Care • Household Chemicals • Water Supply
			<i>Salmon Creek Watershed Action Plan</i> (January 25, 2011 – DRAFT) VIII. Implementation <ul style="list-style-type: none"> • Education and Outreach Activities

TOWN OF RICHMOND, ONTARIO COUNTY

<i>SMART GROWTH COASTAL AND WATERFRONT ELEMENTS</i>	<i>PLANS</i>	<i>CODES AND LOCAL LAWS</i>	<i>OTHER (I.E. REPORTS)</i>
1. Mix land uses, including water-dependent uses.	<p><i>Honeoye Lake Watershed Management Plan</i> (October 2007)</p> <p>6. Protection and Management Recommendations</p> <p>6.4 Local Laws and Practices Recommendations</p> <p>6.4.4 Town of Richmond, NY Ontario County</p> <p>6.4.4.4 Marinas</p> <p>1. Future consideration of the development of a Harbor Master Plan in cooperation with the Town of Canadice.</p>	<p><i>Chapter 200: Zoning</i> [L.L. No. 1-1999]</p> <p>§ 200-13 B Residential District.</p> <p>B. Permitted principal uses</p> <p>(1) Single-family dwellings, seasonal and year-round.</p> <p>(2) Public recreation facilities including boat launches, parks, fishing access points, etc.</p> <p>(3) Private beaches and boat access sites.</p> <p>(4) Rental: seasonal cottages with common lake access and recreational facilities.</p> <p>(5) Premanufactured modular homes with full perimeter frost-free foundations.</p> <p>C. Permitted accessory uses</p> <p>(1) Decks as described in Article II, § 200-7; and also private boathouses not exceeding 12 feet in height, and such structure shall be</p>	

limited to boats and shall contain no habitable area, and shall be exempt from the setback restriction.

(2) Private docks, wharves and boat hoists.

(3) Floating platforms and boat moorings.

(4) Minor accessory structures for storage of equipment and vehicles.

(5) Bunk houses, not to exceed 200 square feet.

(6) Signs, subject to other provisions of this chapter.

(7) Fences, subject to other provisions of this chapter.

(8) Earth stations, windmills, solar collectors and other renewable energy-generation devices. See § 200-50 for additional regulations.

D. Special permit uses. The following uses require a special use permit:

(1) Convenience stores.

(2) Marinas.

(3) Private yacht clubs.

(4) Bed-and-breakfast establishments and rooming houses.

(5) Essential services.

2. Take advantage of compact community design that enhances, preserves, and provides access to waterfront resources.

*of Richmond, NY
Comprehensive Plan
(Adopted November 2004 and
2009 Resolution for Richmond
Comprehensive Plan Update)*

I. Conservation, Open Space and
Environmental Protection
C. Protect, preserve, and enhance
the quality of the environment in
Honeoye Lake and its watershed.

1. Encourage environmentally
beneficial land uses and land
controls in the watershed.
2. Identify and encourage lake
specific activities to improve
water quality and enhance
aquatic habitat.

3. Provide a range of housing opportunities and choices to meet the needs of both seasonal and permanent residents.

*Ontario County Agricultural
Enhancement Plan
(September 2000)*

Strategies for Examining and
Adjusting Local Policies To Protect
Farmland and Enhance Agriculture

Section VIII: Recommendations

Research impact of local zoning/land
use regulations on 1) provision of
housing for seasonal farm workers,

			2) home-based business development, 3) on-farm small-scale processing facility development, 4) agri-tourism operations such as bed and breakfasts, etc.
4. Create walkable communities with physical and visual access to and along the waterfront for public use.	<p><i>Town of Richmond, NY Comprehensive Plan</i> (Adopted November 2004 and 2009 Resolution for Richmond Comprehensive Plan Update)</p> <p>VI. Transportation and Infrastructure (Public Utilities, Facilities, and Services)</p> <p>A. An appropriate transportation network.</p> <p>6. Encourage sidewalk construction or reconstruction with prioritization given to Main Street west of Honeoye Lake Outlet Creek, Main Street from Honeoye Commons to East Lake Road (County Road 33), Lake Street (County Road 36) from Main Street to Evans Drive, and East Lake Road from Main Street to Honeoye Lake Park.</p> <p><i>Honeoye Lake Watershed Management Plan</i> (October 2007)</p> <p>6. Protection and Management Recommendations</p>	<p><i>Chapter 153: Parks and Recreation</i></p> <p>Article 1 – Boating on Honeoye Lake [L.L. No. 1-1998]</p> <p>Article II – Sandy Bottom Park [L.L. No. 1-1996]</p>	

	6.4 Local Laws and Practices Recommendations		
	6.4.4 Town of Richmond, NY Ontario County 6.4.4.4 Marinas 1. Future consideration of the development of a Harbor Master Plan in cooperation with the Town of Canadice.		
5. Foster distinctive, attractive communities with a strong sense of place that capitalizes on the waterfront's heritage.	<i>Honeoye Lake Watershed Management Plan</i> (October 2007) 6. Protection and Management Recommendations 6.4 Local Laws and Practices Recommendations 6.4.4 Town of Richmond, NY Ontario County 6.4.4.4 Marinas 1. Future consideration of the development of a Harbor Master Plan in cooperation with the Town of Canadice.		
6. Preserve open space, farmland, natural beauty, and the critical environmental areas that characterize and support coastal and waterfront communities.	<i>Town of Richmond, NY Comprehensive Plan</i> (Adopted November 2004 and 2009 Resolution for Richmond Comprehensive Plan Update) I. Conservation, Open Space and Environmental Protection	<i>Chapter 162: On-Site Individual Wastewater Treatment System</i> §162-3. Purpose. The purpose of this chapter is to promote the health, safety, and general welfare of the	<i>Ontario County Agricultural Enhancement Plan</i> (September 2000) Section VIII: Recommendations Strategies for Examining and Adjusting Local Policies To Protect Farmland and Enhance Agriculture

<p>A. Protection of natural resources, open space, environmentally sensitive areas, established wildlife areas and unique natural areas.</p> <p>3. Prepare an Open Space Plan and Map for the protection of areas of environmental concern (i.e. wetlands, Honeoye Lake, etc.)</p> <p>4. Designate Critical Environmental Areas (CEA) pursuant to New York State Environmental Quality Review regulations for an additional level of environmental assessment for the areas identified on the Open Space Map.</p>	<p>community, including the protection and preservation of the property of its inhabitants, by regulating wastewater treatment systems so that human sewage and other wastes are disposed of in a manner that will not create a health hazard, adversely affect the environment, create a nuisance, or impair the enjoyment or use of property.</p> <p><i>Chapter 173: Subdivision of Land</i> [L.L. No. 2-1990]</p> <p>§173-26. Design Standards.</p>	<p>Establish priorities for protection and preservation of farmland at the local level. Towns developing programs should consider factors such as the following when establishing priorities for protection and preservation:</p> <ol style="list-style-type: none"> 1) Prime and unique agricultural soils; 2) Participation in an agricultural district; 3) Presence of other natural and /or cultural resources important to the community; 4) Proximity to other farmland; 5) Proximity to land uses that minimize the potential for neighbor conflicts; 6) Land that provides buffering for parks or critical open spaces; 7) Proximity to development infrastructure; 8) Development pressure; 9) Importance in maintaining a viewshed, and; 10) Maintaining a critical mass of farmer-owned farmland.
<p>B. Protection of water and air quality and minimal impacts from erosion, sedimentation and drainage.</p> <p>1. Prepare and adopt land use regulations that address stormwater management, stream corridor management, groundwater management, and erosion and sedimentation control.</p>	<p>E. Preservation of natural features</p> <p>I. Parks, playgrounds or open space.</p> <p><i>Chapter 200: Zoning</i> [L.L. No. 1-1999]</p> <p>§200-35. Preservation of natural features.</p>	
<p>II. Growth Management</p> <p>F. Retention or creation of beneficial public open space as a result of development.</p>	<p>A. No structure shall be constructed within 50 feet of the bed of a stream carrying water an average of six months, except for private</p>	

1. Develop more detailed criteria and guidelines for use by the Town Board and Planning Board in determining the acceptance, acquisition, or dedication of open space or parkland.

VI. Transportation and Infrastructure (Public Utilities, Facilities, and Services)

C. Promotion, protection and enhancement of agricultural and scenic resources along rural roads in the Town.

2. Discourage strip development in agricultural and scenic areas.

VII. Parks and Recreation

1. Continue to enhance and main the public park area located at the North end of Honeoye Lake known as Sandy Bottom Park.

2. Continue to pursue the acquisition and development of the 3M parcel for parkland, recreational sports, and encourage tie-in into the current Sandy Bottom Park trail system and Main Street.

Honeoye Lake Watershed Management Plan
(October 2007)

bridges, drainage conduits, embankments and similar structures as are necessary to permit access to the lot or as are incidental to the lawful use of the lot. Such structure shall not adversely affect the flow of the stream nor substantially increase the likelihood of flood or overflow in the area.

B. Existing natural features such as trees, brooks, drainage channels and views shall be maintained.

Whenever such features interfere with the proposed use of such property, retention of the maximum amount of such features consistent with the use of the property shall be required. C. All structures shall be designed so as to minimize the amount of cutting into any slope of embankment or of any hill or gully.

Chapter 120: Flood Damage Prevention [L.L. No. 3-1987]

§120-2. Purpose.

C. Control the alteration of natural floodplains, stream channels and natural

6. Protection and Management Recommendations

protective barriers which are involved in the accommodation of floodwaters.

6.1 Habitat Protection and Management Recommendations

6.1.1: Wetland Restoration

1. Inventory all wetlands in watershed to establish priorities. Restore degraded wetlands based on watershed-wide analysis of potential benefit to water quality, habitat, and hydrology.

6.3 Point and Nonpoint Source Management and Control Recommendations

6.3.4: Streambank/Shoreline Erosion

32. Encourage development or maintenance of vegetative filter strips to protect stream corridors and shorelines.

6.3.5: Development

38. Watershed towns should work together on an Open Space Inventory to identify environmentally sensitive and undeveloped lands requiring protection.
39. The Towns of Richmond and Canadice should review their Comprehensive Plans to coordinate land use zoning for the

protection of water.
6.4 Local Laws and Practices
Recommendations

6.4.4 Town of Richmond, NY
Ontario County
6.4.4.4 Marinas
1. Future consideration of the
development of a Harbor Master
Plan in cooperation with the
Town of Canadice.

**7. Strengthen and direct
development toward
existing communities and
encourage waterfront
revitalization.**

*Town of Richmond, NY
Comprehensive Plan*
(Adopted November 2004 and
2009 Resolution for Richmond
Comprehensive Plan Update)

I. Conservation, Open Space and
Environmental Protection

D. Future development directed
toward areas that are least likely
to be harmed.
1. Revisit the Zoning Law to
encourage development in the
less sensitive areas of the
community (i.e. along Main Street
and County Road #37) to ensure
the Hamlet of Honeoye remains
the business and commercial core
of the community.

II. Growth Management

G. Discourage the dispersion of people and development (sprawl).

2. Ensure that future high-density growth and development occur where public utilities are presently available and not extend into rural areas of the Town.

*Honeoye Lake Watershed
Management Plan
(October 2007)*

6. Protection and Management Recommendations

6.3 Point and Nonpoint Source Management and Control Recommendations

6.3.5: Development

37. Address the congestion of development within 200 feet of the shoreline by requiring appropriate building standards.

40. Provide consistent, uniform enforcement of existing land use regulations.

8. Provide a variety of land- and water-based transportation options.

Honeoye Lake Watershed Management Plan
(October 2007)
6. Protection and Management Recommendations

6.4 Local Laws and Practices Recommendations

6.4.4 Town of Richmond, NY
Ontario County
6.4.4.4 Marinas
1. Future consideration of the development of a Harbor Master Plan in cooperation with the Town of Canadice.

9. Make development decisions predictable, fair, and cost effective through consistent policies and coordinated permitting processes.

Town of Richmond, NY Comprehensive Plan
(Adopted November 2004 and 2009 Resolution for Richmond Comprehensive Plan Update)

I. Conservation, Open Space and Environmental Protection

E. Fair distribution of the costs and benefits of open space that is provided for the public.

II. Growth Management

B. Criteria, guidelines, and procedures for the various land use decisions made by Town Boards and Officials.

Chapter 200: Zoning
[L.L. No. 1-1999]

§200-67. Board of Appeals; powers and duties.

Chapter 120: Flood Damage Prevention [L.L. No. 3-1987]

§120-16. Appeals board.

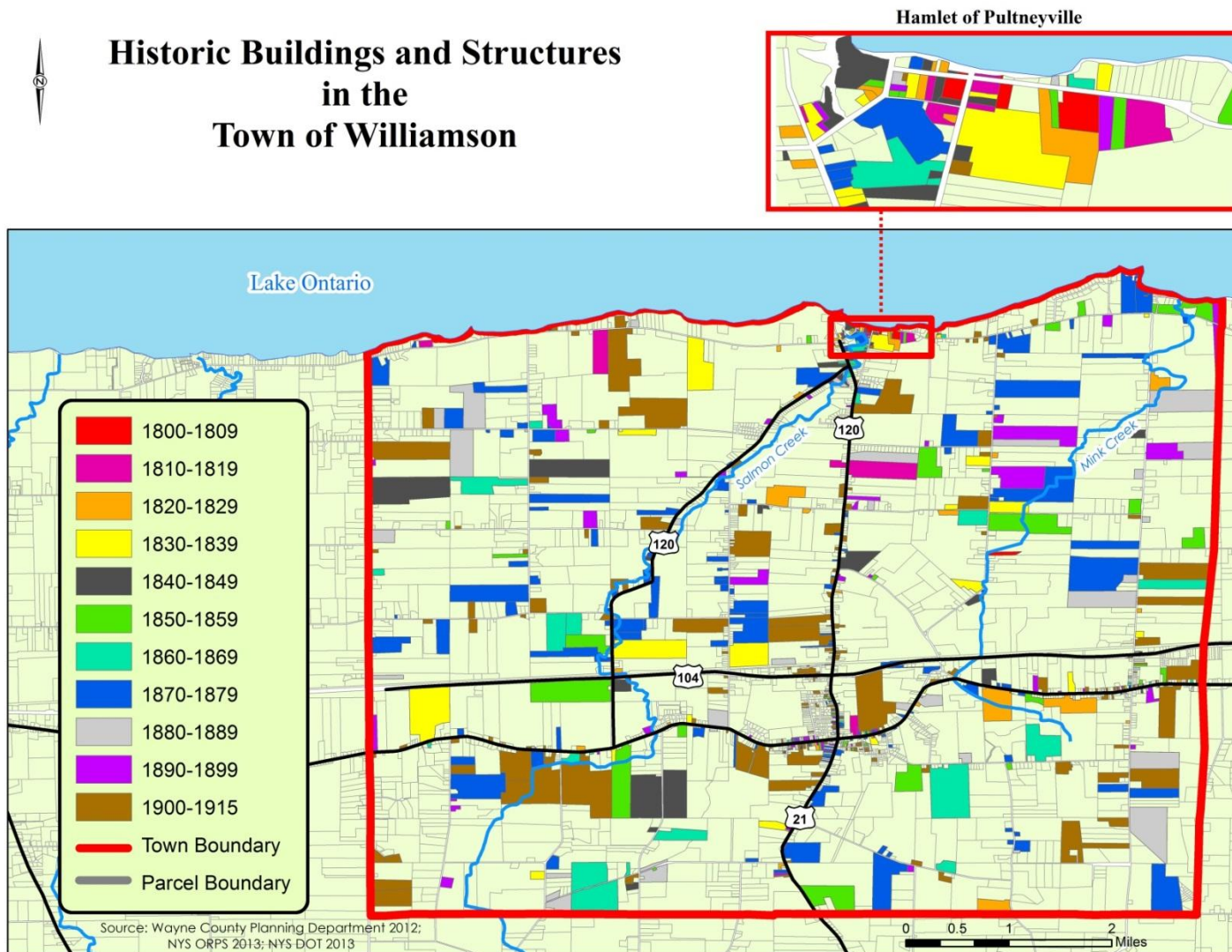
D. In passing upon such applications, the Board of Appeals shall consider all technical evaluations, all relevant factors, standards specified in other sections of this chapter and:

(5) The necessity to the

10. Encourage community and stakeholder collaboration in development decisions, ensuring that public interests in and rights of access to the waterfront and coastal waters are upheld.		facility of a waterfront location, where applicable.	
	<i>Honeoye Lake Watershed Management Plan</i> (October 2007)	<i>Chapter 120: Flood Damage Prevention</i> [L.L. No. 3-1987]	<i>Ontario County Agricultural Enhancement Plan</i> (September 2000)
	7. Implementation Strategies	§120-16. Appeals board.	Section VIII: Recommendations
	7.2.1 Gauging Public Opinion 7.2.2 Education Approach	D. In passing upon such applications, the Board of Appeals shall consider all technical evaluations, all relevant factors, standards specified in other sections of this chapter and: (5) The necessity to the facility of a waterfront location, where applicable.	Strategies for Acknowledging and Enhancing Environmental Stewardship of Agricultural Businesses <ul style="list-style-type: none"> • Support and expand voluntary programs and practices. • Expand the “Lake Friendly Farmer.” • Conduct a public information and education campaign.

EPA’s *Smart Growth for Coastal and Waterfront Communities* can be assessed at: www.epa.gov/smartgrowth/sg-coastal.html.

APPENDIX B —



APPENDIX C –



29 Elk Street
Albany, NY 12207
Ph: 518-434-1583
Fax: 518-427-0067
ptny@ptny.org
www.ptny.org

COMMUNITY TRAIL PROFILE

Date: August 30, 2012 **Trail Name:** Sandy Bottom Nature Trail

Towns: Town of Richmond

Villages, Cities: _____

Counties: Ontario County, New York

Character: ☐ City/Urban ☐ Suburban ☒ Rural ☐ Village ☒ Hamlet

State Comprehensive Outdoor Recreation Plan Data - Relative Index of Need for County: (10-high; 5-statewide average; 1-low)

4 Walk 6 Hiking 4 Biking 6 Cross Country Skiing 5 Snowmobiling

Attach additional sheets as needed for of the following items:

- 1.) Print and attach census data taken from www.epodunk.com for population, gender, age, race, and ethnicity, median household and per capita income, transportation to work.
- 2.) Describe present or prior association with Healthy Heart program or other physical activity programs.
- 3.) NYS Health Department data on prevalence of inactivity-related disease within the county.

PART I - CORRIDOR CHARACTERISTICS

Length: .8 mile **Number of Miles Open:** .8 mile

Endpoints: Main Street/Route 20A (North) and Sandy Bottom Park (South)

Check all that apply.

- | 1.) Corridor Type | 2.) Ownership | 3.) Recreational Use | 4.) Users | 5.) Potential Community Links |
|---|--|--|--|---|
| <input type="checkbox"/> Rail | <input checked="" type="checkbox"/> Public | <input checked="" type="checkbox"/> Walking | <input type="checkbox"/> Public, Sanctioned | <input type="checkbox"/> Residences |
| <input type="checkbox"/> Canal | <input type="checkbox"/> Nonprofit | <input type="checkbox"/> Bicycling | <input checked="" type="checkbox"/> Public, Informal | <input checked="" type="checkbox"/> Shops |
| <input checked="" type="checkbox"/> Lakeside | <input type="checkbox"/> Utility | <input type="checkbox"/> Horseback riding | <input type="checkbox"/> Adjacent Landowner | <input checked="" type="checkbox"/> Schools |
| <input checked="" type="checkbox"/> Riverbank | <input type="checkbox"/> Railroad | <input checked="" type="checkbox"/> Cross country skiing | <input type="checkbox"/> Party Spot | <input checked="" type="checkbox"/> Library |
| <input checked="" type="checkbox"/> Park | <input type="checkbox"/> Private | <input checked="" type="checkbox"/> Snowmobiling | <input type="checkbox"/> Active Rail | <input type="checkbox"/> Parks |
| | <input type="checkbox"/> Unknown | <input type="checkbox"/> ATVs | <input type="checkbox"/> Inactive Rail | <input type="checkbox"/> Seniors |
| | <input type="checkbox"/> Other | | | |

Check all that apply and TOTAL each section using the rating in parenthesis.

SURFACE:

- | | | | | |
|--|--|---|--|--|
| 1.) Type
<input type="checkbox"/> Stone Dust/Paved (3)
<input type="checkbox"/> Cinders (2)
<input checked="" type="checkbox"/> Dirt/Grass (1)
<input type="checkbox"/> Ballast (0)
<input type="checkbox"/> Rail and/or Ties (-1) | 2.) Condition –Smooth, Level
<input type="checkbox"/> 100% (3)
<input checked="" type="checkbox"/> > 2/3 (2)
<input type="checkbox"/> 1/3 to 2/3 (1)
<input type="checkbox"/> 1/3 or Less (0) | 3.) Condition - Eroded
<input type="checkbox"/> > 2/3 (-3)
<input type="checkbox"/> 1/3 to 2/3 (-2)
<input checked="" type="checkbox"/> 1/3 or Less (-1)
<input type="checkbox"/> None (0) | 4.) Vegetation - Mowed Grass, Open
<input type="checkbox"/> 100% (3)
<input checked="" type="checkbox"/> > 2/3 (2)
<input type="checkbox"/> 1/3 to 2/3 (1)
<input type="checkbox"/> 1/3 or Less (0) | 5.) Vegetation - Brush, Trees
<input type="checkbox"/> > 2/3 (-3)
<input type="checkbox"/> 1/3 to 2/3 (-2)
<input checked="" type="checkbox"/> 1/3 or Less (-1)
<input type="checkbox"/> None (0) |
|--|--|---|--|--|

TOTAL SURFACE: ____

FUNCTIONAL INFRASTRUCTURE:

- | | |
|---|--|
| 1.) Culverts
<input type="checkbox"/> Unknown (-1)
<input type="checkbox"/> None (0)
<input type="checkbox"/> Less Than Half (1)
<input type="checkbox"/> More Than Half (2)
<input checked="" type="checkbox"/> Fully Functional (3) | 2.) Bridges
<input type="checkbox"/> Unknown (-1)
<input type="checkbox"/> None (0)
<input type="checkbox"/> Less Than Half (1)
<input type="checkbox"/> More Than Half (2)
<input checked="" type="checkbox"/> Fully Functional (3) |
|---|--|

TOTAL FUNCTIONAL INFRASTRUCTURE: ____

ENHANCEMENTS:

- | | | | | |
|---|--|--|---|--|
| 1.) <u>Regulatory Signs</u>
<input type="checkbox"/> Unknown (-1)
<input type="checkbox"/> None (0)
<input checked="" type="checkbox"/> Planned (1)
<input type="checkbox"/> In Progress (2)
<input checked="" type="checkbox"/> Fully Complete (3) | 2.) <u>Directional Signs</u>
<input type="checkbox"/> Unknown (-1)
<input type="checkbox"/> None (0)
<input checked="" type="checkbox"/> Planned (1)
<input type="checkbox"/> In Progress (2)
<input checked="" type="checkbox"/> Fully Complete (3) | 3.) <u>Dedicated Parking Areas</u>
<input type="checkbox"/> Unknown (-1)
<input type="checkbox"/> None (0)
<input checked="" type="checkbox"/> Planned (1)
<input type="checkbox"/> In Progress (2)
<input checked="" type="checkbox"/> Fully Complete (3) | 4.) <u>Interpretive Signs</u>
<input type="checkbox"/> Unknown (-1)
<input checked="" type="checkbox"/> None (0)
<input checked="" type="checkbox"/> Planned (1)
<input type="checkbox"/> In Progress (2)
<input type="checkbox"/> Fully Complete (3) | 5.) <u>Pocket Parks</u>
<input type="checkbox"/> Unknown (-1)
<input checked="" type="checkbox"/> None (0)
<input type="checkbox"/> Planned (1)
<input type="checkbox"/> In Progress (2)
<input type="checkbox"/> Fully Complete (3) |
|---|--|--|---|--|

TOTAL ENHANCEMENTS: ____

TOTAL PART I = ____

PART II - PLANNING STATUS

- | | | | | |
|--|---|---|---|---|
| 1.) <u>Trail Vision Defined</u>
<input type="checkbox"/> Yes (2)
<input checked="" type="checkbox"/> In Progress (1)
<input type="checkbox"/> No (0) | 2.) <u>Mission, Goals Identified</u>
<input type="checkbox"/> Yes (2)
<input checked="" type="checkbox"/> In Progress (1)
<input type="checkbox"/> No (0) | 3.) <u>Issues/Opportunities Identified/Feasibility Study</u>
<input checked="" type="checkbox"/> Yes (2)
<input type="checkbox"/> In Progress (1)
<input type="checkbox"/> No (0) | 4.) <u>Corridor Ownership Identified</u>
<input checked="" type="checkbox"/> Yes (2)
<input type="checkbox"/> In Progress (1)
<input type="checkbox"/> No (0) | 5.) <u>Adjacent Land-owners Identified</u>
<input checked="" type="checkbox"/> Yes (2)
<input type="checkbox"/> In Progress (1)
<input type="checkbox"/> No (0) |
|--|---|---|---|---|

6.) Conditions
Survey Complete

- ☒ Yes (2)
☐ In Progress (1)
☐ No (0)

7.) Corridor
Map Complete

- ☒ Yes (2)
☐ In Progress (1)
☐ No (0)

8.) Applied for
Grants

- ☐ Yes (2)
☐ In Progress (1)
☒ No (0)

9.) Action Plan –
Preliminary
Project & Cost List

- ☐ Yes (2)
☐ In Progress (1)
☒ No (0)

10.) Trail Included in Local/
Regional/State Plans

- ☒ Yes (2)
☐ In Progress (1)
☐ No (0)

TOTAL PART II = _____

PART III - READINESS

LEVEL OF SUPPORT:

1.) Owner(s) Support
for Public Use

- ☒ Full Support (2)
☐ Partial Support (1)
☐ Neutral (0)
☐ Opposition (-1)

2.) Volunteer
Committee/Group

- ☐ Mature (3)
☐ Working & Meeting (2)
☒ Newly Formed (1)
☐ Inactive (0)
☐ None (-1)

3.) Local Government
Involvement

- ☒ Inclusion in Municipal Budget (3)
☐ Municipal Officials Actively Involved (2)
☐ Municipal Resolution (1)
☐ Neutral (0)
☐ Opposition (-1)

4.) Community
Partners

- ☐ Active, Multiple (2)
☒ Active, Few (1)
☐ Interest/No Involvement (0)
☐ None (-1)

5.) Adjacent
Landowners

- ☐ Full Support (3)
☐ Partial Support (2)
☒ Engaged in Dialogue (1)
☐ Unknown (0)
☐ Individual Opposition (-1)
☐ Organized Opposition (-2)

TOTAL SUPPORT: _____

WORK PROJECTS:

1.) Completed Projects: Footbridges and an elevated boardwalk; some signage.

2.) Percent of Corridor Open to the Public

- ☒ 100% (5)
☐ 76-99% (4)
☐ 51-75% (3)
☐ 26-50% (2)
☐ 1-25% (1)
☐ None (0)

TOTAL WORK PROJECTS: _____

OUTREACH:

1.) Communication
& Involvement of
Adjacent
Landowners

- ☐ 100% (5)
☐ 76-99% (4)
☒ 51-75% (3)
☐ 26-50% (2)
☐ 1-25% (1)
☐ None (0)

2.) Communication with
Persons with
Disabilities

- ☐ Personal contact (3)
☐ Phone calls & letters (2)
☒ Identification (1)
☐ None (0)

3.) Communication
with Youth

- ☐ Personal contact (3)
☐ Phone calls & letters (2)
☒ Identification (1)
☐ None (0)

4.) Communication
with Older Adults

- ☐ Personal contact (3)
☐ Phone calls & letters (2)
☒ Identification (1)
☐ None (0)

5.) Publicity & Promotional Efforts

- ☐ Website (1)
☒ Trail Maps (1)
☐ Newsletter (1)
☒ Workshops (1)
☐ Design Charettes (1)
☒ Flier/Brochure (1)
☐ Trail Events (1)
☐ Fundraisers (1)
☐ News Articles (1)
☐ Other Media (1)

TOTAL OUTREACH: _____

RESOURCES:

1.) Financial

- ☒ In-Kind Materials (1)
- ☐ Grants (1)
- ☒ Local Government Funds (1)
- ☐ Cash (1)
- ☒ In-Kind Services (1)

2.) Core Group Composition

- | | |
|---|--|
| <input type="checkbox"/> Sparkplug (1) | <input type="checkbox"/> Persons with disabilities (1) |
| <input type="checkbox"/> User Groups (1) | <input type="checkbox"/> Older Adults (1) |
| <input checked="" type="checkbox"/> Elected Officials (1) | <input type="checkbox"/> Youth (1) |
| <input checked="" type="checkbox"/> Community Leaders (1) | |

TOTAL RESOURCES: ____ **TOTAL PART III =** ____

TOTAL ALL PARTS = ____

APPENDIX D – Municipal Assessments

TOWN OF WILLIAMSON, WAYNE COUNTY	<i>WHAT ARE THE STRENGTHS?</i>	<i>WHAT ARE THE WEAKNESSES?</i>	<i>WHAT OPPORTUNITIES EXIST?</i>	<i>WHAT THREATS EXIST?</i>
Waterfront's Condition	Lake Ontario is the most prominent natural feature in the Town of Williamson, with approximately 6.5 miles of shoreline comprising its northern-most boundary.	The Pultneyville embayment is plagued by high nutrient levels leading to the unwanted growth of algae and bacteria and other water quality problems which limit the use of cottages, offending recreational users and detrimentally affecting tourism.	Public and private organizations along with citizens joining forces and creating multidisciplinary and multi-jurisdictional partnerships to focus on identified water quality problems.	Threats to recreational uses such as closed beaches, interference with boating and fishing, and diminished aesthetic appeal. Decreased property values and associated tax revenues and loss of water-related business and development potential also exist.
Waterfront's Compatibility	<p>Chapter 178: Zoning §178-17. MU-2 Pultneyville Mixed-Use District.</p> <p>§178-11. L-R Lakefront Residential Pultneyville Mixed-Use District.</p> <p>Agricultural land uses are spread uniformly throughout the Salmon Creek watershed, with the exception of limited agricultural parcels in Pultneyville.</p>	Recreation & Entertainment land uses, as defined by NYSORPS, accounts for 167 acres, or 1.5 percent, of the total land area in the Salmon Creek watershed, with an average parcel size of 23.8 acres. There are 13 parcels classified under this land use category, including B. Forman County Park, in the Town. In the Salmon Creek watershed, poor conditions in Pultneyville Harbor are attributable to land use	<ul style="list-style-type: none"> • The highest population densities exist in the hamlets of Williamson and Pultneyville. • Average housing values in the Town increased between 2000 and 2005 by \$13,200 from \$87,300 to \$100,500. At the time of the 2000 Census, 66 percent of the housing units in the Town were valued between \$50,000 and \$99,999. 	The number of single family new construction permits issued in the Town has decreased slightly in recent years, from a high of 25 new residential permits in 1999 to a low of 9 permits issued in 2007. Average costs of new residential construction from 1997 to 2007 have increased significantly, with an almost \$100,000 increase between 2005 and 2007.

		changes in the watershed.	<ul style="list-style-type: none"> • Adopt zoning codes that establish appropriate building heights around the waterfront and ensure visibility of special points of interest or viewing areas. 	
Waterfront's Opportunities	The lands in and around Pultneyville have historical significance, architectural integrity, small-scale charm, waterfront location, and access to the Seaway Trail.	Currently, there are no regulations that seek to protect, preserve, and enhance existing historic buildings and sites within Williamson.	Identify protections for existing historic resources and ensure new development is designed and sited to be considerate of the scale and established identity of this area. Niche businesses that specialize in goods and services that could be used by visitors to the marinas and sailing club, including small restaurants and coffee shops or fishing supply outlets.	Some residents do not recognize the value of historic resources. Scenic views of Lake Ontario were identified in the 1998 Comprehensive Plan.
Waterfront's Use	Boat launch or boat launching facility; parks and open space; dry storage (boats); marina; and yacht club are water-dependent uses as defined by the zoning code in the Town.	Elevated phosphorus levels in Salmon Creek and Lake Ontario, beach closings due to high bacteria counts in Pultneyville Harbor, and stressed aquatic life in Salmon Creek.	<ul style="list-style-type: none"> • Develop waterfront master plans to guide land-based uses. • Develop harbor management plans to guide land-based uses. • Use best management practices promoting on-site stormwater infiltration, native species, and living shorelines. • Protect or restore 	Potential causes of water quality impairments were identified to be: malfunctioning septic systems; land application of wastes; stormwater runoff; waterfowl populations in Pultneyville Harbor; industrial wastewater treatment plant discharge; marina practices in Pultneyville Harbor; and farm animal populations.

			connectivity between natural areas where needed to support ecosystem function.	
Waterfront's Access	<p>The only designated publicly accessible waterfront land is at Wayne County's B. Forman Park. The Pultneyville Yacht Club has 110 boat slips, a boat ramp, two gin poles for masts, and a forklift for general heavy work. The facility also has two pump out stations for both members and guests to use. A public access boat ramp is located onsite and is available to the public for a small fee. Slips may also be rented to non-members, and the public, as they become available. Hughes Marina provides lake access through two visitor boat docks and a boat launch and Mill Street Marina, part of the Landing at Pultneyville, provides two visitor docks and a boat launch.</p>	<p>Boat launch facilities are not located within Wayne County's B. Forman Park and swimming is not permitted. Private boat clubs do provide limited access for members and guests.</p>	<p>Identify options for enhanced and increased public access to Lake Ontario, such as a public boat launch, as redevelopment opportunities on existing privately owned waterfront lands arise.</p>	<p>Urban sprawl and land prices (weighing benefits of residential/commercial development vs. public space).</p>

Waterfront's Infrastructure

The Town of Williamson currently operates approximately 21 miles of municipal sewer pipes, most of which are concentrated in the two hamlet centers and along Lake Avenue, Tuckahoe Road, and Ridge Road. Public water service is available along all existing roads in the Town of Williamson. Lake Road, a designated route of the Seaway Trail Scenic Byway, runs parallel to Lake Ontario and offers stunning views of the water in between existing residential development.

The system commonly used in rural communities consists of septic tanks. Solids are collected into tanks and periodically removed to sewage treatment plants, while the liquids are drained into a leach field.

Initiate a feasibility study to determine the need and costs associated with expanding public sewer infrastructure in the Town. Make improvements along Lake Road (Seaway Trail) to accommodate bicyclists and provide an additional opportunity for linking established nodes.

Future development and expansion of municipal sewer service and transportation network is expensive.

TOWN OF RICHMOND, ONTARIO COUNTY	<i>WHAT ARE THE STRENGTHS?</i>	<i>WHAT ARE WEAKNESSES?</i>	<i>WHAT OPPORTUNITIES EXIST?</i>	<i>WHAT THREATS EXIST?</i>
Waterfront's Condition	The Honeoye Lake Watershed is lightly populated (2,772 based on 2000 Census) and contains a large quantity of protected land (20.4% of watershed land area). The Honeoye Lake Watershed can be categorized as "rural-residential."	Honeoye Lake shoreline is fully developed.	Protect, restore, and enhance vulnerable shorelines through acquisition, rolling easements, living shorelines, buffers and setbacks, or site-level green infrastructure/low impact development management practices.	The value of waterfront parcels in the Town of Richmond represents a significant portion of the total residential property assessment. Any real or perceived change in Honeoye Lake's water quality can have a major impact on the town's tax base.
Waterfront's Compatibility	Chapter 200: Zoning § 200-13 B Residential District.	The shoreline of Honeoye Lake is largely residential, with a lot density of 86 feet per property (produced by 650 cottages and homes on 8.5 miles of shoreline).	<ul style="list-style-type: none"> • Adopt policies and codes that allow for a mix of uses compatible with waterfront development. • Adopt zoning codes that establish appropriate building heights around the waterfront and ensure visibility of special points of interest or viewing areas. 	A nonconforming lot can be enlarged upon, expanded or extended in conformance with the Residential/ Lakeside District as long as results assist with compliance efforts (concerns related to visual access/viewshed to Honeoye Lake).
Waterfront's Opportunities	The Sandy Bottom Nature Trail (two distinct sections, each approximately 4/10's of a mile long) and Sandy Bottom Park are located on a 59.76-acre waterfront parcel owned and	Pedestrians are unaware that the Sandy Bottom Nature Trail provides access to the waterfront due to inadequate signage.	<ul style="list-style-type: none"> • Provide attractive and safe pathways between parking areas, public transportation, and waterfronts, ensuring that the connections are well-lit with adequate signage. 	Liability, vandalism, litter, and safety are common issues.

	operated by the Town of Richmond.		<ul style="list-style-type: none"> • Provide maps for pedestrians, bikers, and “blue trail” users (with tours and points of interest), informational signage, and guides to boating storage facilities, racks, and access points. 	
Waterfront’s Use	Swimming, boating, and fishing are significant water-dependent activities on Honeoye Lake.	The Town of Richmond lacks waterfront retail and restaurant uses. Issues concerning Honeoye Lake’s fishery include increasing the abundance of walleye, improving fishermen’s access to the lake during all seasons, protecting fish habitat, and maintaining the productivity of the fishery.	<ul style="list-style-type: none"> • Develop waterfront master plans to guide land-based uses. • Develop harbor management plans to guide land-based uses. • Use best management practices promoting on-site stormwater infiltration, native species, and living shorelines. • Protect or restore connectivity between natural areas where needed to support ecosystem function. 	Honeoye Lake is currently listed on the NYSDEC Priority Waterbody List as “impaired” (Section 303(d) Listed Water) related to algal/weed growth, nutrients, and problem species. Recreation is known to be “impaired” and public bathing is known to be “stressed.”
Waterfront’s Access	Sandy Bottom Park, Trident Marine, and Honeoye Lake Boat Launch State Park provide waterfront access.	Honeoye shoreline is fully developed.	<ul style="list-style-type: none"> • Inventory existing access sites compared to current and projected demand for access. • Prioritize access needs by identifying what types of access are needed and their most appropriate location. 	Aesthetics are suspected of being “stressed,” according to the NYSDEC Priority Waterbody List. Invasive species (zebra mussel), blue-green algae, and weed growth are biological threats.

			<ul style="list-style-type: none"> • Identify potential funding sources that will support the acquisition of properties for new access and the construction of any physical infrastructure needed. 	
Waterfront's Infrastructure	<p>The Honeoye Lake Sewer District services all shoreline residences, including the majority of the lands immediately adjacent to the lake. The Town of Richmond maintains a public drinking water system that supplies 710 water services. The watershed is served by County Road 36, which bisects the watershed along its 11.8-mile north-south axis, C.R. 33 on the east and C.R. 37 on the west, and numerous local roads.</p>	<p>There is no extensive infrastructure to support tourism in the Honeoye Lake Watershed such as attractions, restaurants, hotel/motels, and conference centers.</p>	<ul style="list-style-type: none"> • Fix current infrastructure (fix it first policies). • Employ development incentives such as expedited permitting processes in areas with existing infrastructure. • Create tax increment financing districts to improve infrastructure to support water-dependent activities. 	<p>About 300 shoreline residences on Honeoye Lake are served by individual water systems that pump water from the lake. Water supply suspected of being “threatened,” due to agriculture, failing on-site systems, and other nutrient sources.</p>

APPENDIX E – Community Character Checklist and Response

Please complete this checklist and attach any supporting documents for review by the Planning Board for projects that (1) affect a principal building and/or accessory structure built on or before 1902 or (2) lot adjacent to such principal building and/or accessory structure AND located in the Lakefront Residential (L-R), Residential (R-1) North of New Road and Shepard Road or Pultneyville Mixed-Use (MU-2) zoning district.

1. Have you read the cover letter?

☐Yes ☐No

2. Have you engaged the Advisory Planning Committee?

☐Yes ☐No

3. Does the proposed development or site plan compliment the layout, architectural style, and historic significance of the site, building, or structure; the general design, arrangement and texture, materials, and color of the architectural features involved; and the relation of each feature to similar features of buildings and structures in the immediate neighborhood and surrounding area?

☐Yes ☐No

4. If located within the National Register Historic District, is the proposed development or site plan consistent with the architectural style, scale, density, massing, and setbacks within the district?

☐Yes ☐No

5. Is the proposed development or site plan appropriate in regards to the architectural style, size, and shape of the buildings or structures both in relation to the land area upon which the building or structure is situated and to the adjacent buildings and structures within the neighborhood?

☐Yes ☐No

6. Does the proposed development or site plan minimize obstruction of scenic views from publicly accessible locations?

☐Yes ☐No

7. Does the proposed development or site plan minimize impacts to important historical features?

☐Yes ☐No

8. Does the proposed development or site plan screen objectionable features such as large blank walls, open dumpster(s), and loading and storage areas from neighboring properties and roadways?

☐Yes ☐No

9. Is the landscaping of the proposed development or site plan appropriate in size and make-up for the structure and immediate neighborhood?

☐Yes ☐No

10. Does the proposed development or site plan preserve existing trees (those 12-inches in diameter or larger) and/or other landscaping and natural features where possible?

☐Yes ☐No

11. Has the proposed development or site plan considered exterior lighting on neighboring properties and is it complimentary to the style of the building and the immediate neighborhood?

☐Yes ☐No

12. Does the proposed development or site plan contain any storage buildings (garages, sheds, etc.) that are appropriate in size, shape, and design for the property, adjacent buildings, and neighborhood?

☐Yes ☐No

13. Have you met with each immediate neighbor to review the proposed development or site plan?

☐Yes ☐No

Property Owner's Signature

Date

APPENDIX F – Proposed Amendment to Article IV. Site plan review of Chapter 178: Zoning

ARTICLE IV. Site plan review.

§178-81. Purpose and applicability.

Purpose. Article V of this code includes detailed regulations, procedures, submission requirements and conditions that shall apply to various land use activities within the Town of Williamson for the express purpose of preventing incompatible land uses and/or unharmonious site design throughout the Town.

Applicability. Site plan review by the Planning Board in accordance with this article shall be required for the proposed erection, relocation, alteration or change of use of any building or property proposed for those specific uses listed identified in §178-9 through §178-24, as requiring a special use permit. Site plan review may be required for permitted uses, as determined by the recommendation and discretion of the building and zoning officer. Site plan review shall also be required for all Subdivision applications, pursuant to Chapter 152 of the Town Code. Projects affecting principal buildings and/or accessory structures built on or before 1902 or lots adjacent to the subject principal building and/or accessory structure and located in Lakefront Residential (L-R), Residential (R-1) North of New Road and Shepard Road, or Pultneyville Mixed-Use (MU-2) zoning districts requires the completion of the “Community Character Checklist and Response” to accompany the permit application. The checklist is optional for all other zoning districts.

If a variance is required for any such action requiring site plan review through the special use permit application process, said variance application shall be made pursuant to Article III of this chapter, and approval granted prior to applying for a special use permit.

In reviewing the plan, the Planning Board shall approve the application if it finds that it conforms to the regulations of this chapter and provides for: [Amended 5-9-2000 by L.L. No. 1-2000]

- (a) Safe and convenient vehicular and pedestrian access and circulation.
- (b) Adequate parking. The Board may establish standards for uses not covered in the parking schedule.
- (c) Proper location placement of all buildings, facilities and landscaping to provide for future growth and development as well as harmony and compatibility with surrounding uses.
- (d) The elimination and proper treatment of possible hazards and nuisances within the site and to surrounding uses.
- (e) The elimination of inaesthetic elements which may depress property values in the area and cause a blighting influence in the Town.
- (f) Proper consideration of historic buildings or elements and notable landmarks on or in the vicinity of the site in the design and placement of buildings and facilities.
- (g) Conservation and improvement of the natural landscape. Conservation of trees and other natural features where feasible and desirable. Proper grading and filling where needed.

APPENDIX G – Cover Letter to Community Character Checklist and Response

Dear Concerned Citizen,

The Town of Williamson wishes to maintain the appeal of our historic waterfront community for future generations. The hamlet of Pultneyville and other lakefront areas have played a significant role in our community's rich history, including the events of The Underground Railroad, War of 1812, and Great Lakes port shipping. There are a few small ways we can all support this unique character: by maintaining public views of Lake Ontario; enhancing the natural features and historic attributes of the Town; and encouraging complimentary architectural styles. By building on our irreplaceable assets, such as aesthetic character and architecture, environmental resources, and rural landscaping, Williamson can continue to be a place where people want to live. A vibrant housing market and planned economic growth can also be achieved by building on these resources.

All Town residents applying to the Planning Board are encouraged to use the checklist in their planning process. The questions are envisioned as “thought starters” that will help create better plans and final products to not only benefit the community, but are positive for you. The Planning Board will be using the checklist as a point of reference in reviewing projects within the Town of Williamson. An Advisory Planning Committee, composed of at least one architect, historian, resident of a historic district, and member with significant interest in and commitment to the field of historic preservation, will be created to work constructively to include property owners and other community stakeholders with the overall objective to preserve our historic and cultural resources while allowing those resources to remain active parts of the community.

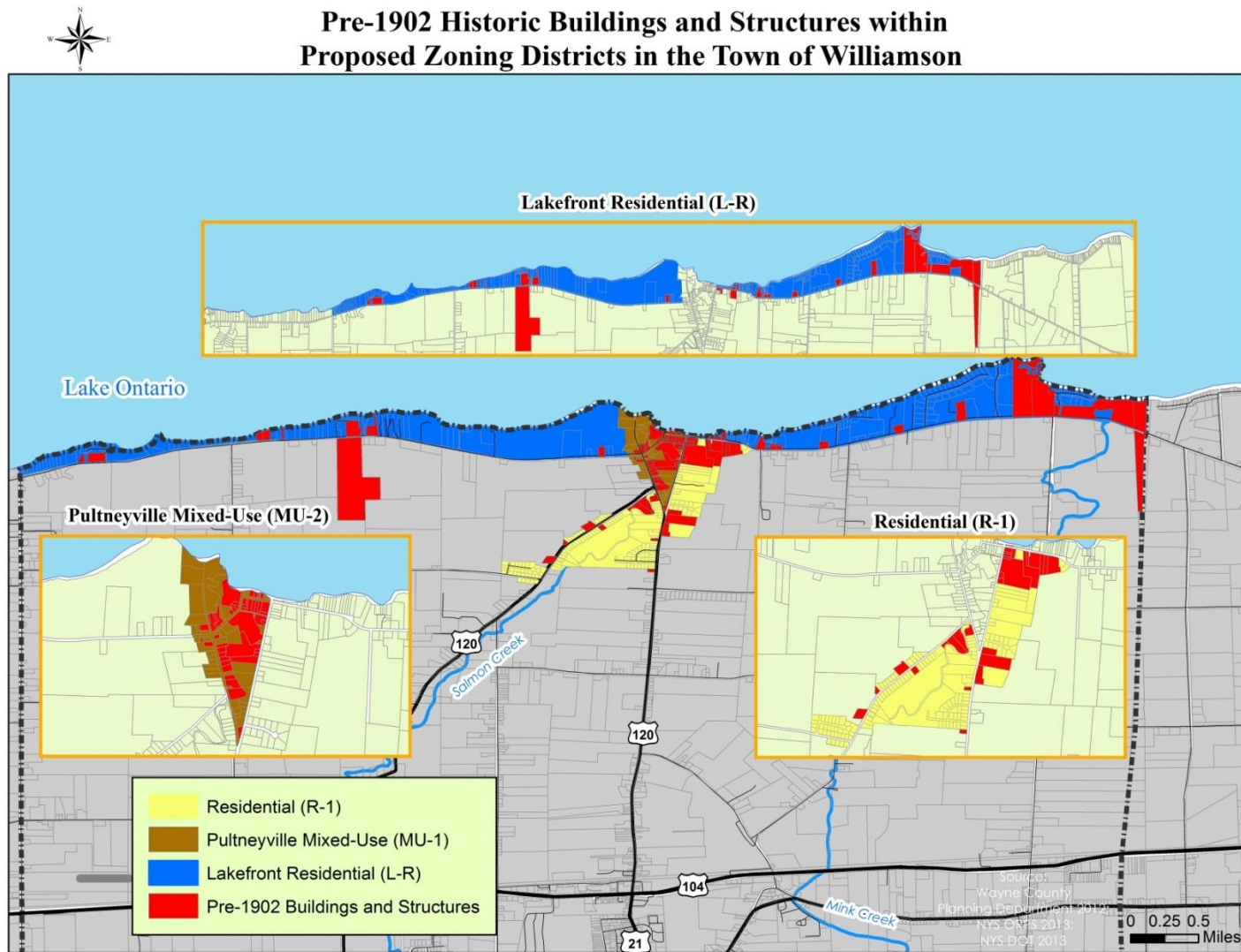
If your project is located in Lakefront Residential (L-R), Residential (R-1) North of New Road and Shepard Road, or Pultneyville Mixed-Use (MU-2) zoning districts, this checklist must be filled out. This checklist has been developed to assist you and the Town Planning Board in maintaining the distinct character of the waterfront as well as the overall appeal of the Town of Williamson. Please complete the “Community Character Checklist and Response” and submit it along with the permit application for any project that affects certain buildings, as described in the attached checklist. For projects located in all other zoning districts, using any of the checklist recommendations is optional—but may prove beneficial.

Thank you for helping to maintain the appeal of our waterfront and the history of our community.

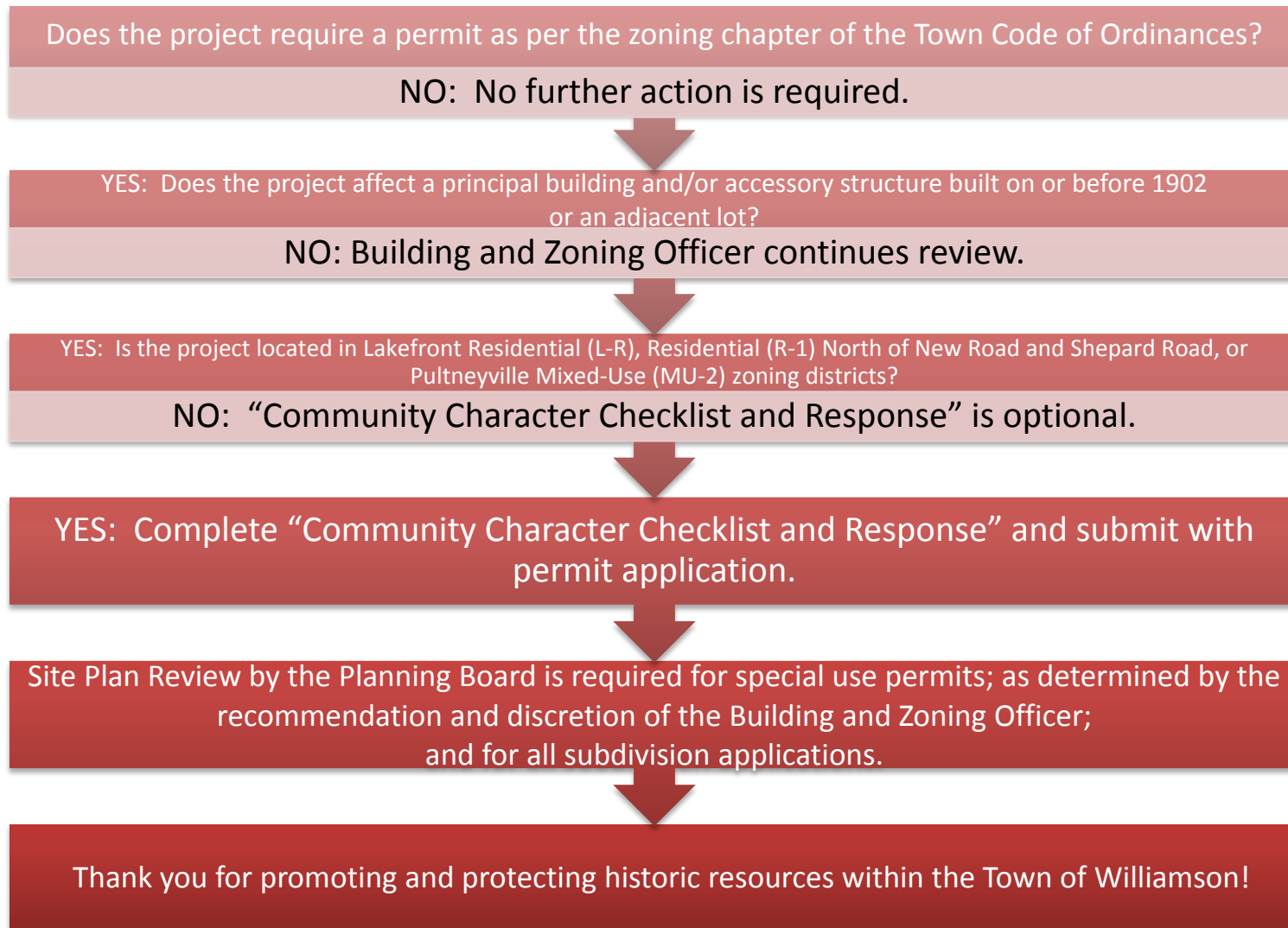
Sincerely,

Town of Williamson

APPENDIX H –



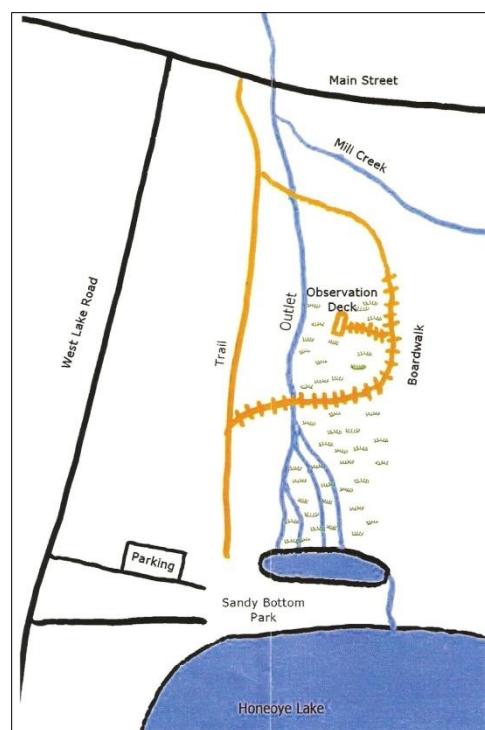
APPENDIX I – Proposed “Community Character Checklist and Response” Flowchart



APPENDIX J – Basic Trail Plan

1. Introduction.

Sandy Bottom Park and Nature Trail is situated on a 59.76-acre parcel owned and operated by the Town of Richmond.³ Prior to becoming a park, the northern end of Honeoye Lake was a swampy area. Honeoye Creek, the outlet to the lake, runs through this area of emergent marsh habitat with some wooded and shrub wetland. The land was sold to the Town of Richmond in 1973 by John C. (Jack) Evans for less than the appraised value for the continued use as a public beach.⁴ The trail was constructed in 1993 through the support of the Jack Evans family, faculty and students from Finger Lakes Community College, local Boy Scouts, and the Town of Richmond. The trail offers an easy, flat hike of .8 mile (4,224 feet) and consists of two sections, each approximately 4/10's of a mile (2,112 feet) in length.⁵ One section is a dirt and gravel path with some areas of mowed grass. The other segment features footbridges and an elevated boardwalk. About midway along the boardwalk is a covered shelter with benches, providing viewing areas toward the lake.



Sandy Bottom Nature Trail
brochure map.

2. Route.

A blue oval sign reading, “Sandy Bottom Nature Trail,” stands on the south side of Main Street just after crossing the Route 20A bridge over Honeoye Outlet Creek traveling westbound. The trail begins as a dirt and gravel pathway, just steps from the road. The first large trail structure is a wooden snowmobile bridge funded and built by the Hill and Valley Riders, Inc. Snowmobile Club. It measures 107.5 to 113.5-inches in width with railing heights of 43 to 44-inches. Farther south along the trail are two smaller wood bridges that were funded and built by the same club. The middle bridge is 115-inches-wide and the railing is 45-inches-high. The south bridge is 116-inches in width and railing heights vary from 45 to 47-inches.⁶ A yellow sign indicates that the walking trail coincides with the Town of Richmond State Snowmobile Trail Corridor (SS Trail #4). After crossing the first snowmobile bridge, the trail forks. Continuing straight (south) the walking trail directly accesses Sandy Bottom Park and Honeoye Lake. Veering to the left (easterly), there is a footpath that leads to an elevated boardwalk.

³ Ontario County Online Resources.

⁴ *The Honeoye Lake Book: A Guide to Protecting the Life of Our Lake*, 68-69.

⁵ Sandy Bottom Nature Trail brochure.

⁶ Ed Jackson, email to author, 12 November 2012.

The elevated boardwalk with hand railings crosses environmentally-sensitive land, defined as Wetland HO-4/Class I,⁷ utilizing several boardwalks and footbridges. The boardwalk features a covered shelter with benches midway along its route. The boardwalk also provides access to the “3M Property” through a grassy footpath. The 3M Property (Minnesota Mining and Manufacturing Company) is 54.2 acres of vacant commercial land that was donated to the Town of Richmond in 2008.⁸ It is currently leased for haying purposes with the perimeter of the property mowed for public access.



First wooden snowmobile bridge, from the trailhead.

Both trail segments reconnect and continue south toward Sandy Bottom Park. Public parking is available at Sandy Bottom Park just off County Road 36. The park includes a swimming beach, pavilions, ball fields, basketball and shuffleboard courts, public boat launch, playground, and a fishing lagoon with several park benches. There is also a DOGIPOT® pet waste station at Sandy Bottom Park. Public restrooms are available at the pavilion, along with a bicycle rack with slots for sixteen bicycles and both indoor and outdoor trash receptacles.⁹ The beach and playground, boat launch, and parking area are open to the public at no cost. The pavilions can be reserved for a minimal fee. Lifeguards are on duty from mid-June to Labor Day. The public boat launch is located at the east end of the Sandy Bottom Park Road at the cul-de-sac. Due to the proximity of the swimming area, the boat launch is closed from June 15 until the Wednesday after Labor Day. It is used during the winter for ice fishing, ice boating, and snowmobiling on the lake.¹⁰ Rowboats, canoes, paddleboats, and kayaks are encouraged to use the boat launch instead of the area in the lagoon or the rip rap along the outlet channel to prevent soil erosion.

From Sandy Bottom Park, the trail’s entrance is behind the shuffleboard court. The main trail segment leads north toward Main Street, passing the boardwalk which is on the right. On the west side of the trail is a utility right-of-way that was used by the Seneca-Gorham Telephone Corporation. At one time, mobile homes were located along this right-of-way.

3. Land ownership.

Sandy Bottom Nature Trail is situated on parkland owned by the Town of Richmond. Free parking to access the trail is available at Richmond Town Hall, which is alongside the Agricultural Museum and Honeoye Public Library on Main Street (U.S. Route 20A). Directly

⁷ *Honeoye Lake Watershed Management Plan*, 20-21.

⁸ Ontario County Online Resources.

⁹ Ed Jackson, email to author, 12 November 2012.

¹⁰ *The Honeoye Lake Book: A Guide to Protecting the Life of Our Lake*, 68-69.

across from the trailhead, on the north side of Main Street, sits a 1.8-acre vacant, privately-owned commercial parcel (tax ID 135.20-1-16.000).¹¹ This area could possibly be a site for additional vehicle parking through an easement agreement.



3M Property, looking east.

There is a .988-acre single-family residential lot (tax ID 135.20-2-6) on the east side of the trailhead. This property is sandwiched between the trailhead and the Main Street/U.S. Route 20A bridge that goes over the confluence of Mill Creek and Honeoye Outlet Creek. A .38-acre multi-family (apartment) lot sits to the west of the trailhead (tax ID 135.20-2-5.2).¹²

The boardwalk section of the Sandy Bottom Nature Trail does provide access to the 3M Property, which was donated to the town in 2008. A group is developing ideas for how best to use the 54 acres. The landscape surrounding the

trail and boardwalk is largely federal and state regulated wetlands. Sandy Bottom Park is free and open to the public.

4. Inventory of resources. (See Appendix C – Community Trail Profile.)

5. Uses.

During the winter months, a segment of Sandy Bottom Nature Trail becomes a snowmobiling trail because of its direct access to Honeoye Lake. According to the Genesee Transportation Council's (GTC) *Regional Trails Initiative (RTI) Final Report and Action Plan: Phase II-Non-TMA Region* (March 2004), the Sandy Bottom Nature Trail is part of SS Trail #4, a snowmobile-only trail that extends for approximately 12-miles from Honeoye Lake northwest to the Richmond/Canadice townline. The corridor is a mixture of public and private land (with easements) that is managed and maintained by the local snowmobile club, Hill and Valley Riders, Inc. Snowmobile Club. SS Trail #4 continues for another 8.4-miles to the Canadice/Springwater townline.

Long-term recommendations in RTI Phase II provide for the development of a new segment from the Town of Richmond around Honeoye Lake (east side) to the Ontario/Wayne County line (in the Town of Manchester). This new segment would add 26 miles to SS Trail #4 and traverse the Town of Richmond, Town of Bristol, Town/City of Canandaigua, Town of Farmington, Town of Manchester, and the Town of Palmyra. There should be signage at the trailhead to

¹¹ Ontario County Online Resources.

¹² Ibid.

advise snowmobilers of snow-depth requirements. RTI Phase II hasn't been updated since its 2004 publication.¹³

Honeoye Lake and Honeoye Creek were also identified as a “high priority” blueway opportunity corridor in G/FLRPC’s *Genesee-Finger Lakes Regional Blueway Analysis* (2010). The blueway corridor is defined as “Honeoye Lake and the Honeoye Creek from the hamlet of Honeoye in the Town of Richmond to the Genesee River in the Town of Rush.” Honeoye Creek begins at the outlet of Honeoye Lake on the northern end of the lake at Sandy Bottom Town Park in the Town of Richmond. There is a channel that leads from the lake into the lagoon, originally with an earthen weir on the north side. In 1994, the Towns of Richmond and Canadice and the Honeoye Valley Association agreed on the design of a more permanent concrete weir structure. The project was funded in 1997 and completed in 1999. The weir, which is currently a stone and concrete structure fixed at an elevation of approximately 803.5 feet above sea level, helps control the water level in Honeoye Lake. The lake can discharge more quickly following large storm events and also retain water during drought periods. This feature also protects wetland areas on the south end of the lake.¹⁴ The Town of Richmond provides a designated launch area for rowboats, canoes, paddleboats, and kayaks at the east end of the Sandy Bottom Park Road at the cul-de-sac. Honeoye Lake and the Honeoye Creek Blueway Corridor is an important regional paddling destination because of its connection to the Genesee River, which provides a strategic advantage as a possible water spur-trail. Considerable planning may be necessary to transform the various creek segments into one cohesive blueway corridor. In the short-term, however, incorporating information for blue trail users, such as access points, parking, and complementary facilities, with the historic wayfinding system can improve the blueway corridor’s recreational use.¹⁵

Otherwise, community volunteers from the Honeoye-Richmond Historical Society, Richmond Planning Board, and the Honeoye Valley Association have favored that Sandy Bottom Nature Trail be designed for use by pedestrians and bicyclists. Signage along the trail should indicate trail courtesy and share-the-trail protocol. For example, bicyclists should yield the right-of-way to pedestrians. Signs should also be posted to encourage bicyclists to give a clear warning before passing and to reduce speed, such as “Bicyclists Use Bell or Voice When Passing,” “All Users Keep Right,” and “Bicyclists Yield to Pedestrians.”¹⁶

6. Trail design and development.

Currently, there are only two signs that offer public information about Sandy Bottom Nature Trail: the blue oval sign along Main Street and a small, diamond-shaped marker with a white arrow on a red background at Sandy Bottom Park. There are many opportunities for educational signs along Sandy Bottom Nature Trail, however.

¹³ Genesee Transportation Council, *Regional Trails Initiative Final Report and Action Plan: Phase II-Non-TMA Region*, 13 and 42.

¹⁴ *The Honeoye Lake Book: A Guide to Protecting the Life of Our Lake*, 51.

¹⁵ Genesee/Finger Lakes Regional Planning Council, *Genesee – Finger Lakes Regional Blueway Analysis: An Inventory and Description of Regional Blueway Opportunity Areas*, 56-58.

¹⁶ Charles A. Fink, Kristine Olka, and Robert M. Searns, *Trails for the Twenty-First Century: Planning, Design, and Management Manual for Multi-Use Trails* (Washington, D.C.: Island Press, 2001), 148.



Possible starting point for the historic wayfinding system, the Agricultural Museum.

A potential starting point to develop Sandy Bottom Nature Trail into a historic wayfinding system could be the Agricultural Museum, formerly a schoolhouse that served District #1 and was donated to the Town of Richmond in 1997 by Thomas Schenkel. The schoolhouse was moved to Main Street in the hamlet of Honeoye next to the Honeoye Public Library from East Lake Road, south of Wesley Road. Honeoye-Richmond Historical Society and volunteers restored the schoolhouse to its circa 1875 appearance.¹⁷ The Agricultural Museum currently houses a variety of local farm artifacts and the grounds are maintained by the Lake Country Garden Club. The Honeoye-

Richmond Historical Society Museum is located in Richmond Town Hall. Town hall has drinking fountains, public restrooms, and indoor trash receptacles. Both the municipal parking lot and parking provided at the Honeoye Public Library are available for trail users.¹⁸

From the Agricultural Museum, one crosses over Main Street in the hamlet of Honeoye. There is no crosswalk, and the road appears to be a significant thoroughfare for trucks. To determine the safest type of at-grade trail crossing, the gaps in traffic must be evaluated. Times during each day when the roadway is most heavily traveled and the times when vehicle traffic is lowest can help determine how the intersection can be made safe, either by adding a crosswalk and some “Trail Crossing” signs or installing a pedestrian-activated traffic signal. The trail should cross Main Street as close as possible to the trailhead, following any curb cuts.¹⁹ It may even be safest to direct people to the west corner where there is an existing traffic light and crosswalk.

The bridge on Main Street in the hamlet has recently been reconstructed (March 2011-September 2011). The original bridge, built in the late 1920s, did not meet current New York State Department of Transportation’s (NYSDOT) structural requirements.²⁰ The confluence of Mill Creek and the Honeoye Outlet Creek prior to the mid-1950s was +/- 200 feet south of its current location. The bed of Mill Creek flowed directly west into the Honeoye Outlet Creek. It now curves to the north and then westward into the Honeoye Outlet Creek, just south of the bridge.²¹ The new bridge has a longer span and can now better accommodate water flow. The Streetscape Committee worked with the NYSDOT on the design of the bridge. Sidewalks were added on both sides and tie into existing sidewalks. A Texas-style bridge rail replaced the existing rail and

¹⁷ Marcia Young and Emily McFaul, ed., *Life on the Working Man’s Lake: A Tour of Honeoye, Then and Now*, 95.

¹⁸ Ed Jackson, email to author, 12 November 2012.

¹⁹ *Trails for the Twenty-First Century: Planning, Design, and Management Manual for Multi-Use Trails*, 85.

²⁰ New York State Department of Transportation. “NYSDOT to Replace Route 20A Bridge Over Honeoye Creek in Ontario County,” www.dot.ny.gov/portal/page/portal/news/traveler-advisories/2011/2011-03-02 (accessed 12 September 2012).

²¹ Ed Jackson, email to author, 18 September 2012.

natural stone concrete abutments stained with a random mix of grey, brown, and sand have been installed. These features match the two existing “Welcome to the Hamlet of Honeoye” sign bases also designed by the Streetscape Committee. Additionally, new landscaping elements such as ornamental trees and flowering perennials have been added to the bridge’s approaches.²²

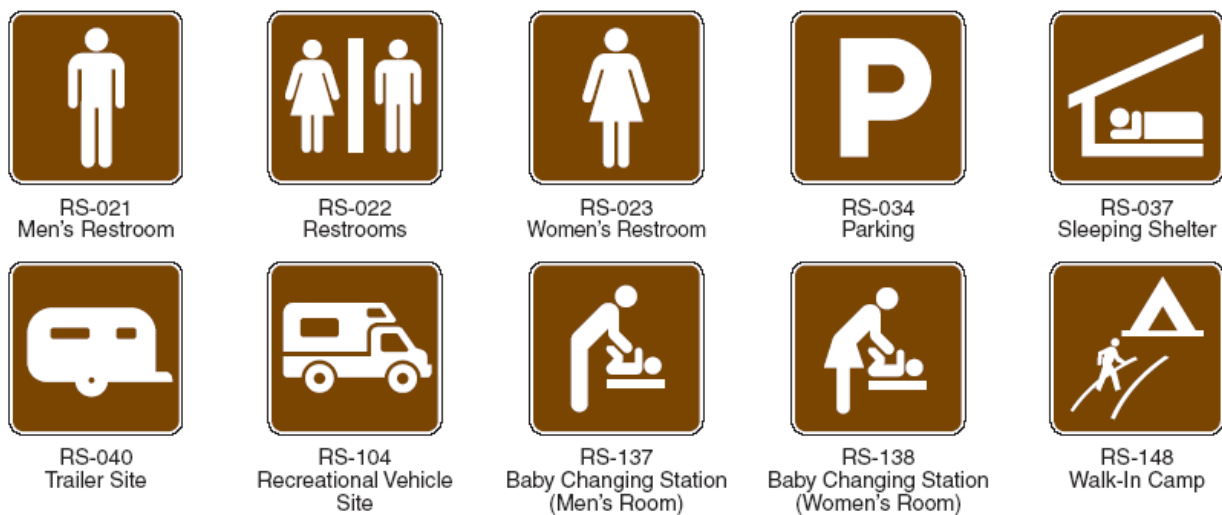
The trailhead sign along Main Street/U.S. Route 20A needs to be more visible to passing drivers and should minimize negative messages. The current text and symbols, which includes “Sandy Bottom Nature Trail” and “Sandy Bottom Park Rules,” cannot be seen from long distances. “No Parking Available” is communicated by a large yellow arrow. Color, contrast, and shape can be useful for transmitting messages quickly.



Current Sandy Bottom Nature Trail sign along Main Street/ U.S. Route 20A.

According to the *Manual on Uniform Traffic Control Devices* (2009 Edition with Revision Numbers 1 and 2 incorporated, dated May 2012), a recreation and cultural interest area sign is best for attractions that are open to the general public for the purpose of play, amusement, or relaxation. A recreational area includes such facilities as parks, campgrounds, gaming facilities, and ski areas while examples of cultural attractions include museums, art galleries, and historical buildings or sites. The purpose of recreation and cultural interest area signs is to guide road users to a general area and then to specific facilities or activities within the area. The standard sign color for recreational and cultural interest guidance is usually white legend and border on a brown background color, rectangular or trapezoidal in shape, and utilizes the Sign Symbol system. The Sign Symbol system is a standardized set of photographs developed by the American Institute for Graphic Arts for the U.S. Department of Transportation.

²² “Honeoye Streetscape: Main Street Revitalization,” <http://honeoyestreetscape1.blogspot.com/> (accessed 29 November 2012).



Recreational and Cultural Interest Area Symbols for Accommodations,
Manual on Uniform Traffic Control Devices (MUTCD), page 338.

These symbols are easily recognized at greater distances than text and understandable to people who do not read English.

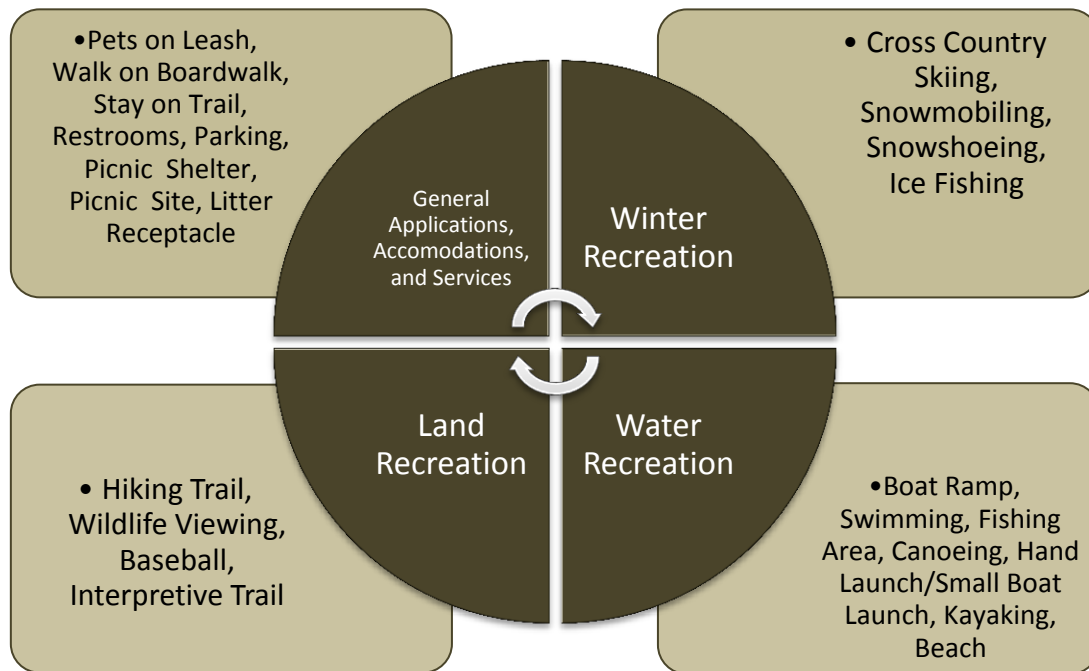


Main Street/U.S. Route 20A heading west toward
trailhead for Sandy Bottom Nature Trail.

Recreational and cultural interest area symbol signs should be 24 x 24 inches. Where greater visibility or emphasis is needed, sizes should be enlarged by 6-inch increments. A smaller size of 18 x 18 inches may be used on low-speed, low-volume roadways and on non-road applications. Signage assembly for business, commercial or residential districts on roads without curbing is recommended at a minimum of 6 feet from the paved shoulder and 7 feet minimum from the top of the pavement to the bottom of the sign. The number of symbols used in a single sign assembly should not exceed four.²³

²³ U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices," <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part2ithu2n.pdf> (accessed 29 November 2012), pages 330-339.

Recreational and cultural interest area symbols applicable to Sandy Bottom Nature Trail include:



The *New York State Supplement to the Manual on Uniform Traffic Control Devices for Streets and Highways* also features general information sign standards for Local Park and Shore Access symbol signs. The Local Park symbol signs must have white symbols and borders and brown backgrounds. The Shore Access symbol sign must have white symbols and border and green background.²⁴



General Information Symbol Signs,
NYM8-10 and NYM8-27,
NYS Supplement to the 2009 MUTCD, page 260.

²⁴ New York State Department of Transportation, *Manual on Uniform Traffic Control Devices*, “*New York State Supplement to the Manual on Uniform Traffic Control Devices for Streets and Highways*,” www.dot.ny.gov/divisions/operating/oom/transportation-systems/repository/B-2011Supplement-adopted.pdf (accessed 4 December 2012).

Bicycle Destination signs can be installed to provide direction, destination, and distance information as needed for bicycle travel. Bicycle Destination signs usually have a green background with a reflective white legend and border. An arrow pointing to the right should be at the extreme right-hand side of the sign and an arrow pointing left or up should be at the extreme left-hand side of the sign. If an arrow is at the extreme left, the bicycle symbol should be placed to the right of the respective arrow. The bicycle symbol should be placed next to each destination or group of destinations and the distance numerals, if used, should be placed to the right of the destination name(s).²⁵



Example Trailhead Sign for Sandy Bottom Nature Trail along Main Street/U.S. Route 20A, adapted from *Manual on Uniform Traffic Control Devices (MUTCD)*, page 799.

The trail surface varies in width from 8 to 20-feet. American Association of State Highway and Transportation Officials (AASHTO) recommends a minimum 10-foot width for bicycle trails.²⁶ Some areas have gravel, but a majority of the trail is grass. Granular stone that is finely crushed and properly packed can accommodate both pedestrians and bicyclists. It also works well for people in wheelchairs as long as the stone diameter is less than 3/8 inch. Maintenance is minimal, and stone should be replaced every seven to ten years—although spot repairs and grading may be necessary. Crushed limestone or sandstone costs approximately \$80,000 to \$120,000 per mile for a 10-foot-wide trail.²⁷ Natural surface can work well with runners and walkers, but may not be appropriate for a multi-use trail surface that is exposed to many different users. A natural surface that is well drained and properly sloped will last longest. Sustainable trail construction techniques include bioswales and porous asphalt to infiltrate stormwater runoff.

Sandy Bottom Nature Trail does not have any graded shoulders. Urban trails should include a two-foot-wide mowed shoulder for better visibility and a “lane” for trail users who prefer not to use a paved trail surface. Trees and large shrubs should be set back at least 5 feet from the trail’s edge to reduce possible damage to the trail from root growth.²⁸ Consideration might be given to the use of local materials in the trail’s design—local artists and designers may be able to create artworks based on local stone. Chimneys hand built from flat and round stones were a common feature of early Honeoye Lake cottages and are still visible today.

²⁵ U.S. Department of Transportation, Federal Highway Administration, “*Manual on Uniform Traffic Control Devices*,” <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part2ithu2n.pdf> (accessed 29 November 2012), pages 789-805.

²⁶ *Trails for the Twenty-First Century: Planning, Design, and Management Manual for Multi-Use Trails*, 60-61.

²⁷ *Ibid*, 70.

²⁸ *Ibid*, 106.

The first stretch of the Sandy Bottom Nature Trail is approximately the site where the historic millrace once operated. This is a potential location for an educational sign. Educational signs point out areas of interest that make trails unique, including natural and historic features. For example, following signage design guidelines of the New York State Department of State Coastal Resources Interpretive Program (NYSCRIP), the panel could introduce the community's waterfront heritage. NYSCRIP has developed five themes that define coasts and waterfronts by use and how use affects a sense of place: "Living on the Waterfront," "Working on the Waterfront," "Enjoying the Coast, Protecting the Waterfront," and "Historic Coasts." The program has developed an interpretive approach that explores and illustrates common themes throughout the state's coasts and waterfronts for use in the development of signage. Communities choose how they wish to designate the areas adjacent to the water that are to appear in all theme signage, as either "Coast" or "Waterfront."²⁹

The first educational sign can discuss the significance of the historic millrace site. The first mill in the Richmond area was constructed on Mill Creek. In 1812, a millrace was dug from the north end of the lake to the hamlet of Honeoye and a sawmill and gristmill were constructed. A logging business was started in 1902 at the south end of the lake by the Meyers brothers of Buffalo. The only steamboat to ever operate on Honeoye Lake, the W.W. Wilcox, would pull floats of red oak logs to the sawmill at Sandy Bottom. A hand-built railroad would travel about a mile-and-a-half into Briggs Gully to pull the timber out of the woods. The logs were later



processed right at the gully and sent to the train in Hemlock by Buffalo Pitts steam locomotive. The logging business eventually ceased when all the available timber had been harvested from the area.³⁰

The decking of all bridges and boardwalks along the trail are composed of 2-by-6-inch boards. Four-inch-thick boards are recommended to accommodate bicycles.³¹ The south footbridge across Honeoye Outlet Creek has widths that vary from 35 to 42-inches, with railing heights from 36 to 40-inches. There is a boardwalk without pedestrian railings that travels east from the south footbridge for approximately 300-feet that is 47-inches-wide. The north footbridge over Honeoye Outlet Creek has widths that vary from 35 to 40-inches, with railing heights that vary

A 6 percent ramp grade is strongly recommended for accessible ramps, although *Uniform Federal Accessibility Standards* (UFAS) recommends a maximum ramp grade of 8 percent. Ramps should have a level landing for every 30 inches of vertical rise and a hard, slip resistant surface.

²⁹ New York State Department of State, *New York State Coastal Resources Interpretive Program: Signage Design Guidelines*, 4.

³⁰ *Life on the Working Man's Lake: A Tour of Honeoye, Then and Now*, 31.

³¹ *Trails for the Twenty-First Century: Planning, Design, and Management Manual for Multi-Use Trails*, 78.

from 35 to 42-inches.³² A pedestrian railing should be at least 42-inches above the bridge decking while railings for bicyclists should be 54-inches-high.³³ To accommodate people in wheelchairs, the elevated boardwalk needs to incorporate an accessible ramp. Boardwalks have a high installation cost and are costly to repair, so the elevated boardwalk that curves through the wetland and crosses over Honeoye Outlet Creek is an existing trail amenity that should be valued and maintained appropriately.

The area where the observation deck, shelter, and benches are situated is a second location for an educational sign. This sign could discuss native plant groupings and local animal habitats, introducing the theme of “Protecting the Waterfront.” A majority of the text and images could come from the Sandy Bottom Nature Trail brochure, which was prepared by the Honeoye Valley Association with assistance from Dr. Bruce Gilman and the H.V.A. Photo Club.

Honeoye Creek flows into an oval catchment known as the “lagoon” and features a small fountain. The lagoon is very popular for shore fishing and is a great place to see common waterfowl and possibly the eastern spiny softshell turtle. The lagoon was excavated sometime between 1952 and 1973. The excavated soil was used as fill in the surrounding areas such as Sandy Bottom beach.

There is a channel that leads from the lake into the lagoon. Most of the warm water fish are likely found in the first stretch of the outlet channel.³⁴ Honeoye Lake is noted for its bluegill and pumpkinseed sunfish, chain pickerel, yellow perch, walleye, brown bullhead, smallmouth and largemouth bass fisheries.³⁵ There is a kiosk with information about the soil erosion control garden located near the pavilion. A third educational sign that discusses aquatic life and nesting birds, expanding on the theme of “Protecting the Waterfront,” could be placed near the lagoon or the outlet channel.



Lagoon with outlet channel in the background.

Scheduling hikes with a naturalist along the Sandy Bottom Nature Trail to identify fauna and flora is a great way to gain publicity, in addition to trail workdays, newspaper coverage (regular column or Sunday supplements), brochures and newsletters, trail marketing tools such as bumper stickers and key chains, or creation of a trail map, visitors guide, or website. Celebrating trail-related holidays such as Earth Day, National Trails Day, and Arbor Day can also spread the word about Sandy Bottom Nature Trail.³⁶

³² Ed Jackson, email to author, 12 November 2012.

³³ *Trails for the Twenty-First Century: Planning, Design, and Management Manual for Multi-Use Trails*, 79.

³⁴ Sandy Bottom Nature Trail brochure.

³⁵ *The Honeoye Lake Book: A Guide to Protecting the Life of Our Lake*, 68-69.

³⁶ *Trails for the Twenty-First Century: Planning, Design, and Management Manual for Multi-Use Trails*, 79.

³⁶ *The Honeoye Lake Book: A Guide to Protecting the Life of Our Lake*, 164-169.

A fourth educational sign could be placed along Sandy Bottom beach illustrating the “Enjoying the Waterfront” theme. Text content could focus on the types of fishing boats that were found on Honeoye Lake, from the handmade fishing boats of the late nineteenth century to the powerboats that appeared after World War II that “ushered in a golden age of water sports on the lake.” Images from boating clubs on Honeoye Lake can be used to reflect how the waterfront is used for relaxation and rejuvenation. The Honeoye Chamber of Commerce Winter Carnival, which operated from 1962 to 1971, could illustrate ice fishing contests and ice races for dog sleds, motorcycles, snowmobiles, cars and ice boats along the frozen waterfront.³⁷



Footpath leading to 3M Property.

The final educational sign could be placed at the boundary of the 3M Property. Since the 1930s, residents have been discovering Native American artifacts dating from 600 BC to 1800 AD, such as arrow points, stone tools for food preparation, wood and leather working, and pottery. The New York State Museum, the Rochester Museum & Science Center, and the University at Buffalo, The State University of New York have all performed archeological investigations in and around the 3M Property site from early to mid-twentieth century.³⁸ Further cultural resource archaeology investigations are needed.

In addition to NYSCRIP, the National Park Service (NPS) *Wayside Guide* provides guidance on signage and interpretive materials that could be utilized in the development of the historic wayfinding system for Sandy Bottom Nature Trail. The *Wayside Guide* provides best practices and good examples of site-specific outdoor interpretation. It also discusses design, writing, and graphics acquisition for educational signage and how to produce and install wayside signs.

National Park Service, U.S. Department of the Interior's
Wayside Exhibits: A guide to developing outdoor interpretive exhibits
is free to download at: www.nps.gov/hfc/pdf/waysides/wayside-guide-first-edition.pdf

³⁷ *Life on the Working Man's Lake: A Tour of Honeoye, Then and Now*, pages 24-28.

³⁸ Greg Hunt, Cultural Resource Management Information, 2012.

7. Trail management.

The Streetscape Committee or the Honeoye-Richmond Historical Society are local groups that could possibly take on the management and maintenance of the Sandy Bottom Nature Trail. Additionally, a Sandy Bottom Park Committee could be formed to assist in the development and management of the trail with the Town of Richmond Recreation Department since a majority of the maintenance activities are already performed by the Recreation and Buildings and Grounds Departments.

The Streetscape Committee began around 2003 under then Richmond Town Supervisor Gene Koehnlein. The committee's area of interest extends from the water tower on the west side of town to the rest area on the east side. Their goal has been to generate and define a set of goals for the enhancement of the hamlet of Honeoye and implement projects that are low in maintenance and cost. One of their first projects was the "Welcome to the Hamlet of Honeoye" signs. The sign on the west side of Honeoye is located opposite 9136 State Route 20A between Big Tree and Curtis/White Roads. The sign on the east side of Honeoye is located opposite 8275 State Route 20A between Grandview Drive and Qualye Road. An Adirondack theme has been chosen for the hamlet of Honeoye. Utilizing donations, pocket parks with benches and stonework have also been built. Priority projects for the committee include: installation of more pocket parks to the west; continuing sidewalks on the west side of the hamlet; street lighting for sidewalks; sidewalks to be completed on the southeast side of the bridge; median in front of the Kwik Fill for improved safety; curb cut delineation/clarification; signage to the lake; improvements to circulation and wayfinding in order to create a destination location, rather than a "drive-thru" town; and aesthetic and safety enhancements to the lighted intersection.³⁹

The Honeoye-Richmond Historical Society is an official chartered historical society under the Board of Regents of The New York State Education Department. In June 2009, the Honeoye-Richmond Historical Society moved its historical collection of Native American artifacts, an extensive bird collection, and other interesting items from early residents of Richmond into a room located in the newly built Richmond Town Hall.⁴⁰ The Honeoye-Richmond Historical Society could assist in promoting and marketing the trail by developing guided history tours from the museum. The group could also develop a brochure for trail users with historical information, points of interest, rest rooms, stores, and boating access.

In 2013 the Honeoye Public Library completed an addition to its facility. The new foyer features a display of preserved mammals actually found in the Honeoye area. Included in the display are a fisher, bear, turkey, fox, skunk, fawn, opossum, squirrel, raccoon, and more. This provides visitors with a glimpse of the wildlife actually found in the Honeoye Lake area and that could have once traversed the Sandy Bottom Nature Trail.

The boardwalk does suffer from vandalism, in areas such as the observation deck, shelter, and benches, but overall the Sandy Bottom Nature Trail is not misused and does not have a litter

³⁹ "Honeoye Streetscape: Main Street Revitalization," <http://honeoyestreetscape1.blogspot.com/> (accessed 29 November 2012).

⁴⁰ Honeoye Lake Area Chamber of Commerce, "Honeoye Richmond Historical Society," www.honeoyelakechamber.org/History.html (accessed 27 November 2012).

problem. Richmond Town staff currently repairs the decking and railings of all bridges and boardwalks. The Town of Richmond, which also has a landscape contract to mow the perimeter of the 3M Property, may consider extending this service to the Sandy Bottom Nature Trail—especially if the 3M Property becomes part of the trail in the future. Thought should also be given to an Adopt-a-Trail program in which a business, service club, church, or family adopts segments of the Sandy Bottom Nature Trail to maintain or improve. Litter cleanup, sweeping, brush-cutting, painting, minor boardwalk repairs, and even construction of support facilities with high public visibility such as benches, picnic tables, and kiosks will help advertise for the community group, civic organization, or business while keeping costs of maintaining the trail low.

Developing a comprehensive budget will also help ensure that Sandy Bottom Nature Trail is well maintained, thus minimizing safety risks to users, potential liability, and unexpected costs. New trail components such as educational signage will need to be maintained. Richmond Town staff already performs many activities associated with trail maintenance, such as pick up and removal of trash, mowing selected areas, minor facility repairs and cleaning, vegetation management, and inspection. Forming a private, nonprofit “Friends of the Trail” organization such as the Friends of Sandy Bottom Nature Trail is the best way to advocate and manage the trail. Friends groups can help with volunteer maintenance not performed by town staff, surveillance, fundraising, development of maps, newsletter and other publications, and promoting the trail as a tourist destination. A Friends of the Trail representative can speak on behalf of a trail during public hearings and can leverage more citizen support than a governmental agency.⁴¹ Parks & Trails New York (PTNY) and the National Park Service (NPS) offers technical assistance and funding programs that typically benefits small organizations that promote trails.

How to Create a “Friends of the Trail” Group – Adapted from *Rails-to-Trails Conservancy*



⁴¹ *Trails for the Twenty-First Century: Planning, Design, and Management Manual for Multi-Use Trails*, 170.

For example, PTNY's Growing the Grassroots Capacity Building Grants "enhance the long-term sustainability of park and trail not-for-profit organizations by helping them better fulfill their missions; improve their reach, effectiveness, and impact; leverage resources, and increase community support for and involvement in park and trail planning, development and/or stewardship."⁴² Grants of up to \$3,000 are available to local or regional organizations that are classified as a 501 (c)(3) or who operate under the fiscal sponsorship of a 501 (c)(3) and whose primary mission is stewardship of a specific New York park or trail that is or will be open to the public. Communications, membership development, fundraising, and volunteer recruitment and management are activities eligible for assistance under this grant program.

The Rivers, Trails, and Conservation Assistance (RTCA) program is the community assistance branch of the NPS. RTCA supports community-led natural resource conservation and outdoor recreation projects. Its staff provides technical assistance to communities, such as building partner relationships; helping partners define goals through consensus; developing conceptual, strategic, and workable project plans; helping the public participate in defining community goals; identifying potential sources of funding for project implementation; and teaching "hands-on" conservation and other technical skills necessary to successfully realize conservation and outdoor recreation projects.⁴³ The PTNY and NPS may also be aware of other funding opportunities for signage and interpretive materials.

A potential source for trail improvement funding including signage is the Recreational Trails Program (RTP), administered by New York State Office of Parks, Recreation & Historic Preservation (NYS OPRHP). The RTP is a good fit for nature trails because it does not require focus on transportation, as many Federal Highway Administration-funded trails are required to support. Guidance for the RTP has not been updated since the recent adoption of the federal transportation bill, the Moving Ahead for Progress in the 21st Century Act (MAP-21). However, reviewing the RTP webpage and discussion with a NYS OPRHP representative regarding the next funding round is a good start. MAP-21, adopted on July 6, 2012, sharply reduces federal funding for bicycle and pedestrian projects and reorganizes the remaining programs. The states and the federal government are still developing guidance for the implementation of MAP-21, which eliminated the Safe Routes to School Program and the Transportation Enhancements Program among other changes. But the RTP is still available and may be the best option for the Town of Richmond to obtain potential funding. Another source for funding is the Snowmobile Trail Grant Program, also administered by NYS OPRHP.

Sandy Bottom Park Nature Trail is a multi-use trail that is generally aligned with an existing/planned snowmobile trail and also may qualify for funding under some Genesee Transportation Council (GTC) programs. GTC is the designated Metropolitan Planning Organization (MPO) responsible for transportation policy, planning, and investment decision making in the Genesee-Finger Lakes Region. The U.S. Department of Transportation (USDOT) requires every metropolitan area with a population of over 50,000 to have a designated MPO to qualify for the receipt of federal highway and transit funds. Since Sandy Bottom Park Nature

⁴² Parks & Trails New York, "Growing the Grassroots Grants," www.ptny.org/advocacy/grants.shtml (accessed 3 December 2012).

⁴³ National Park Service, "Rivers, Trails, and Conservation Assistance Program," www.nps.gov/ncrc/programs/rtca/index.htm (accessed 3 December 2012).

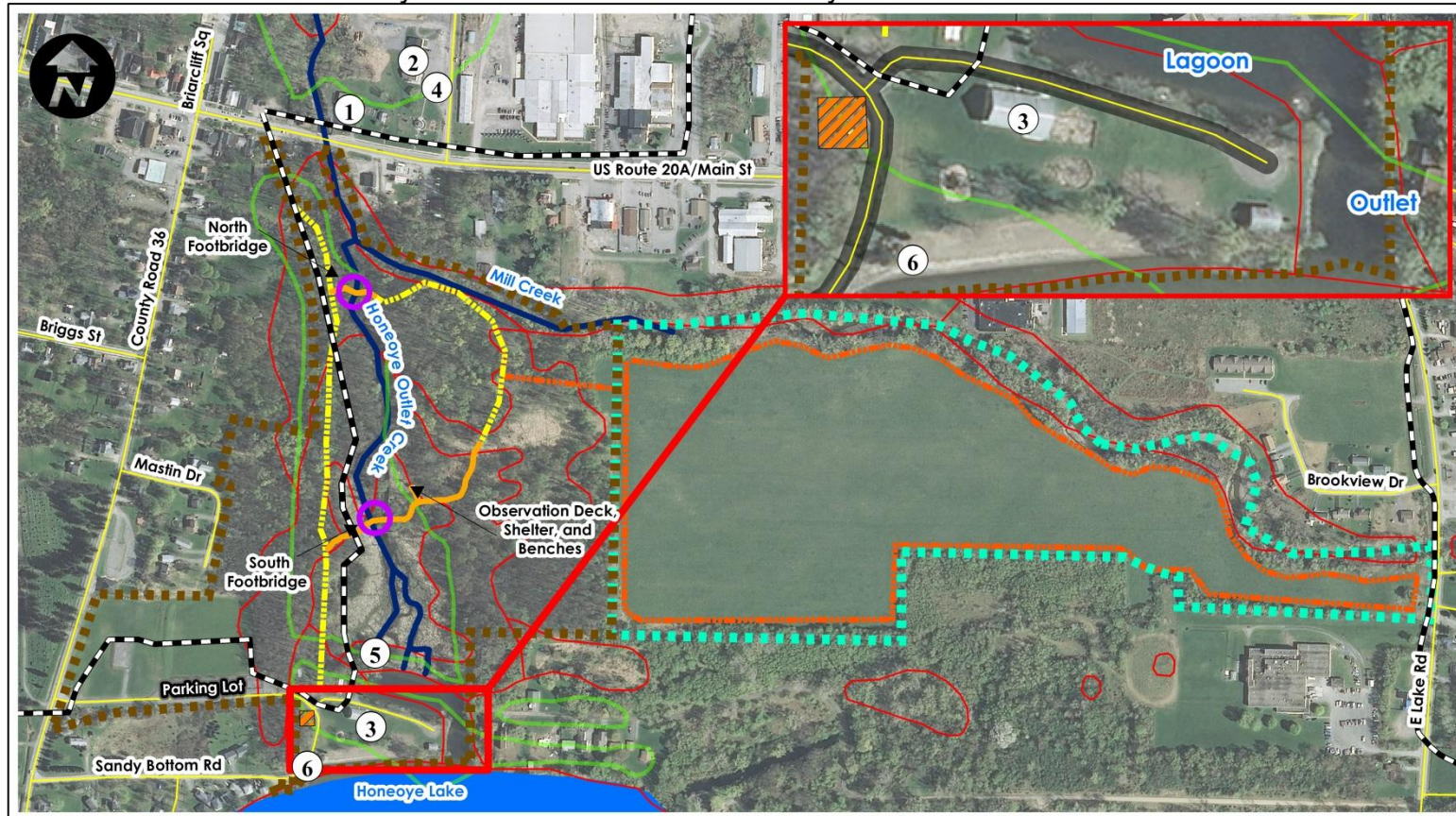
Trail is used mostly for recreation, however, eligibility for transportation-based funding sources that GTC administers may be difficult to achieve.⁴⁴

8. Maps.

1. Sandy Bottom Nature Trail – Inventory of Resources
2. Sandy Bottom Nature Trail – Access Points and Signage Locations

⁴⁴ Robert Torzynski, GTC Program Manager - Bicycle & Pedestrian Planning, email to author, 25 September 2012.

Sandy Bottom Nature Trail - Inventory of Resources

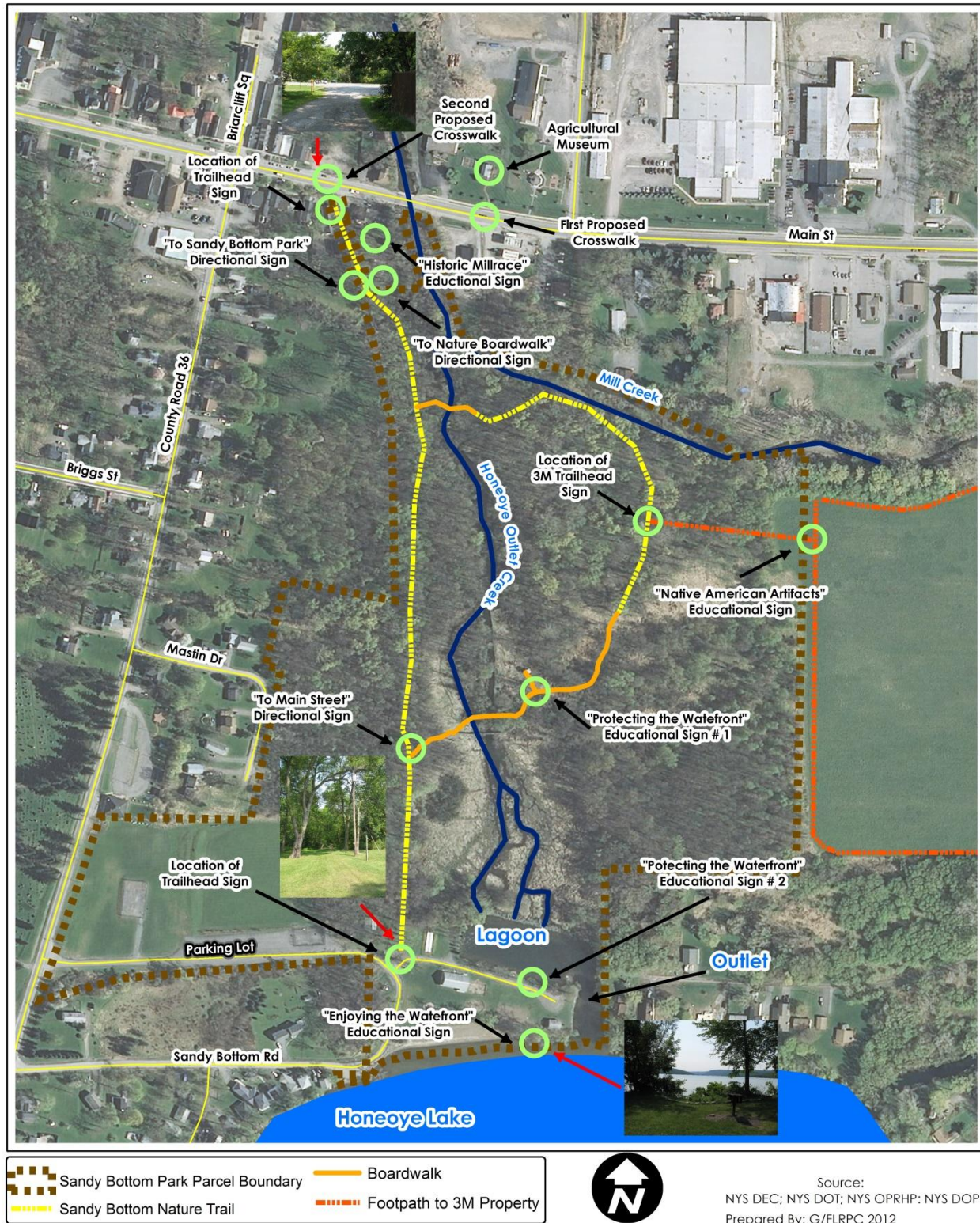


- Honeoye Lake Sewer District
- Sandy Bottom Park Parcel Boundary
- 3M Property Parcel Boundary
- Sandy Bottom Nature Trail
- Footpath to 3M Property
- Snowmobile Trail - SS Trail #4
- Boardwalk
- State Wetlands
- Federal Wetlands

- ① Honeoye Public Library
- ② Richmond Town Hall
- ③ Sandy Bottom Park
- ④ Municipal Parking Lot
- ⑤ Stone Weir
- ⑥ Public Boat Launch/ Blueway Access Point

Source: NYS DEC; NYS DOT; NYS OPRHP; NYS DOP Prepared By: G/FLRPC 2012

Sandy Bottom Nature Trail - Access Points and Signage Locations



APPENDIX K —

From Parks & Trails New York and the Hudson River Valley Greenway's *Getting Started...A Guide to Planning Trails in New York State* (page 27).

General design considerations for developing trails along waterways.

Whenever possible, stay out of the most sensitive natural areas such as wetlands. Locate trails well to the edge or adjacent to these areas.

If wetlands must be encroached upon, use a bridge or boardwalk to minimize disturbance.

Minimize human-wildlife conflicts by siting paths where there will be the least interference. Consult experts on which species need the most protection and try to accommodate them in the design of the trail. Keep in mind that some species are more sensitive to disturbance at various life stages and seasons.

Use lookouts and scenic overlooks to enjoy and learn about sensitive areas rather than having trails go right through them.

Do not add above-grade fill in a floodplain. If gravel, concrete, or asphalt is necessary for construction, remove an equal amount of floodplain material to maintain an unimpeded floodway.

Ideally, a bridge crossing a waterway should span the watercourse and the floodplain. If this is not possible, secure the bridge on foundations with break away mountings or attach moorings to minimize damage from flood debris.

Soil along rivers and streams is highly subject to frost upheaval and may require special base preparation, particularly for paved surfaces and shallow roots.

Plant stream-side buffers, including trees and filter strips of native grasses and shrubs, to check runoff sediments and pollutants from agricultural fields and other nonpoint

pollution sources and to moderate water temperature. The width of the buffer varies according to surrounding land use, soil, vegetation, slope, and other factors.

Use native vegetation that is sustainable without chemical treatment, excess watering, or frequent mowing. Excessive mowing of stream-side vegetation reduces the vegetation's filtering effectiveness, lessens wildlife value, and unnecessarily adds to maintenance expense.

Preserve existing vegetation, such as trees, and all ground cover within the drip lines of trees.

Protect both sides of a river or stream, if possible. Include in the protected area the floodplain, riparian forest, associated wetlands, intermittent tributaries, gullies, and upland areas.

Look beyond the protected corridor and advocate use of best management practices — terraces, strip cropping, vegetated buffer zones — by private landowners.

Build steps or a ramp between the top and bottom of a river or stream bank to provide easy access and discourage trail users from creating lots of little paths to the waterway that will increase erosion.

Incorporate river education into trail brochures, maps, and trailhead signs.

During trail construction, use erosion-control devices such as silt fences, hay bales, diversion ditches, and sediment basins.

Use porous surface materials when possible. Pavement prevents infiltration of rain and runoff.

APPENDIX L — Pedestrian Oriented Design Standards

A. Purpose.

Walkable communities offer more transportation choices, higher levels of social interaction, greater opportunities for physical activity, and reduced emissions from automobile travel. For waterfront communities, improving the connection between pedestrians and the water can increase interest in walking and biking and help to decrease the pressures of seasonal traffic. The pedestrian connection to the water can be improved physically with better street, path, and trail connections and with access points to the water that are open to the public.

The intent of these standards is to enhance the pedestrian experience and encourage more people to consider walking for short trips. These standards are specifically intended to:

- 1) Provide for pedestrian connections between buildings, streets, sidewalks and trails to the waterfront.
- 2) Provide for pedestrian-scale public spaces and amenities at the entrance to buildings. It is intended that these standards apply to new development, but that these concepts be applied to redevelopment, expansion projects or previously approved plans whenever possible.

B. Sidewalks within Development Sites.

Each main entrance to a principal building shall be connected by a sidewalk to the main entrance of other principal buildings on the site, and to the adjacent public sidewalk network.

1. Location and Width: Connections should be a reasonably direct path, and sized based on the number of parking spaces serving the building entrance(s), off-site pedestrian draw based on use, alternate or multiple routes, and other measures of anticipated usage. Where feasible, these sidewalks can be routed through landscaped islands in parking lots to serve both the public sidewalk and parking areas and (buffered from traffic by parked cars or trees and other vegetation). As a general guideline, sidewalks should be sized as follows:

<u>No. of Parking Spaces Served</u>	<u>Minimum Width of Sidewalk</u>
Under 50	5 feet
50 - 200	6 feet
201 - 500	8 feet
Over 500	10 feet

2. Provision of Crosswalks: Crosswalks shall be provided where sidewalks cross streets and drives. Crosswalks adjacent to building entrances that service over 50 parking spaces

shall be of a contrasting pavement treatment. Other crosswalks may be painted, preferably with longitudinal bars.

C. Provision of Pedestrian-Scale Public Space.

Every principal retail, office, or single entrance multifamily building shall provide a public space, such as a plaza, courtyard, or garden within the vicinity of the main pedestrian entrance(s) to the building.

1. Size: The minimum amount of all public spaces within a site shall be 10 square feet for each parking stall provided, or 200 square feet, whichever is greater. The public space will be defined by the combination of paved areas, associated plantings, and architectural features.

2. Amenities: Each public space shall include seating in the form of benches or ledges and accent and seasonal plantings. In addition, the public space should include at least one of the following:

- A fountain, pond, or other water feature.
- Upgraded textured paving, such as brick or stone.
- Sculpture or other artwork.
- A portico, trellis, or other architectural shade feature covering part of the seating area.

3. Design: On larger or multiple building sites, public space may also be located at key points along major pedestrian paths, or aggregated at a central location. In retail locations, it is strongly encouraged that public spaces include areas specifically designed for seasonal outdoor sales and/or restaurant seating, and that specific layout for these activities be reflected on the plans.