



Draft Update: May, 2015

City of Rochester
Local Waterfront Revitalization Program
Draft Update: May, 2015

Prepared by the City of Rochester:
Bureau of Planning and Zoning
Department of Neighborhood and Business Development

With assistance from:
Ingalls Planning and Design
Steinmetz Planning Group
Don Naetzker, Consultant
Bergmann Associates, P.C.

and the
Environmental Health Sciences Center,
University of Rochester Medical Center

Prepared under
New York State Environmental Protection Fund Grants
provided by the
New York State Department of State

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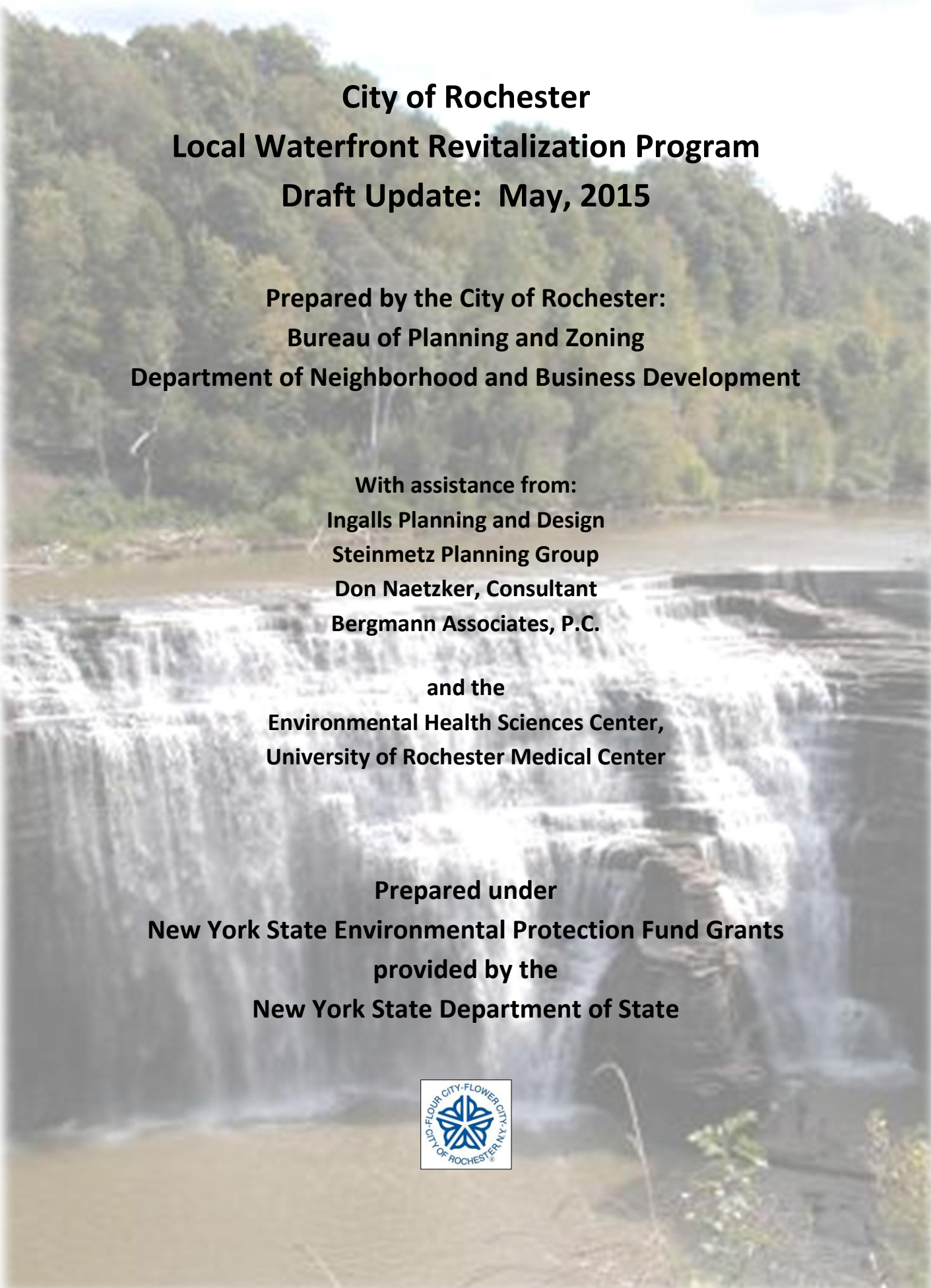
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Local Waterfront Revitalization Program

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Tom Frey / Gay Mills	Genesee Land Trust
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City of Rochester
Local Waterfront Revitalization Program
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City of Rochester
Local Waterfront Revitalization Program
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City of Rochester

Local Waterfront Revitalization Program

“Three Great Waterways”



Lake Ontario



Genesee River



Erie Canal

Preface
City of Rochester
Local Waterfront Revitalization Program Update
May, 2015

The purpose of this document is to update the City of Rochester's Local Waterfront Revitalization Program which was originally adopted and approved by Rochester City Council and the New York State Department of State in 1990.

This document was prepared by the City of Rochester Bureau of Planning and Zoning, with assistance from Ingalls Planning and Design, Steinmetz Planning Group and Don Naetzker, waterfront planning consultant. This document was prepared under a New York State Environmental Protection Fund Grant from the New York State Department of State.

This document includes, by reference, the Local Waterfront Revitalization Program Amendment (Port of Rochester Site) prepared by the City of Rochester Bureau of Planning and Zoning and originally adopted and approved by Rochester City Council in 2010.

This document includes, as appendices, the Harbor Management Plan for the Port of Rochester prepared by Bergmann Associates, P.C., under the direction of the City of Rochester Division of Environmental Management.

This document also includes, as an executive summary in the appendices, the Health Impact Assessment (HIA) or "Healthy Waterways Project" conducted by the Environmental Health Sciences Center at the University of Rochester Medical Center. Building on the collaboration with the "Healthy Waterways Project", the city, its consultants and the Waterfront Advisory Committee developed and highlighted potential health impacts and benefits of the LWRP during various public outreach and community engagement activities that were part of the plan development process. These efforts resulted in an LWRP document which demonstrates the importance of managing and protecting waterfront resources and development in a way that maintains and promotes health goals and outcomes for diverse neighborhoods, community groups, recreational users and other stakeholders.





***Genesee River Gorge and High Falls
from the Pont de Rennes Pedestrian Bridge***

Center City, Rochester

Section 1: LWRP Boundary



A. INTRODUCTION

This section describes the formal boundary of the city's Local Waterfront Revitalization Program (LWRP). In order to adequately describe this boundary, three distinct planning "considerations" are presented below that help explain the nature and extent of the city's waterfront planning issues and that ultimately determine the specific location and extent of the city's LWRP boundary. These considerations include:

- Regional and local context
- Local boundary criteria
- Focus areas

REGIONAL AND LOCAL CONTEXT

Contextual issues that influence the planning and design of Rochester's waterfront occur at two levels; the regional context of the Lake Ontario watershed and Finger Lakes Region, and the local context of the Greater Rochester Metropolitan Area and local water resources (Lake Ontario, Genesee River and Erie Canal). Major regional issues that are critical to the planning, development and promotion of Rochester's waterfront include:

- Location of regional population centers
- Existing and proposed regional visitor destinations and attractions
- Regional transportation systems and physical connections
- Regional marketing connections and synergies
- Location of regional waterway, watershed and hydrologic systems

Major local issues that are critical to the planning, development and promotion of Rochester's waterfront include:

- Location of neighborhoods and neighborhood centers
- Existing and proposed local visitor destinations and attractions
- Local transportation systems and physical connections
- Location of local waterway, watershed and hydrologic systems

Regional transportation and marketing connections will help to establish Rochester as a gateway to Lake Ontario, the Finger Lakes and the Genesee Region. Local transportation and thematic connections will help to develop the critical mass of resources and destinations that will attract visitors and that will be recognized locally as a major quality of life asset. Major existing vehicular connections, existing and potential trail connections and other potential infrastructure connections are included in the

planning boundary and in some cases in the LWRP boundary. LWRP regional and local context maps are shown in Figure 1 on page 8.

LOCAL BOUNDARY CRITERIA

The New York State Department of State (NYSDOS) Coastal Program requires that a very specific LWRP boundary be identified. This boundary becomes a legal basis for determining areas where consistency requirements will need to be met, areas that will be eligible for Coastal Program funding and areas that are subject to specific local ordinances which implement waterfront planning goals. The LWRP boundary includes areas that will very likely be directly affected by, or that will directly impact waterfront development, programming and preservation.

A boundary has already been established for Rochester's existing LWRP. Minor changes to that boundary have been proposed in this LWRP Update to address opportunities for developing unified streetscapes and to consider broader neighborhood impacts on waterfront planning.

Much of the Genesee River and the entire Erie Canal section of the LWRP have new LWRP Program boundaries. These boundaries were developed based upon the following criteria:

- (a) Boundaries should typically be aligned with physical or cultural features of the land such as roadways and railroad tracks. Boundaries should also follow municipal boundaries, property lines or topographic features where appropriate.
- (b) Land areas should be included that will likely be directly affected by waterfront development, programming and preservation.
- (c) Land areas visually connected to the waterfront should be included.
- (d) Streets that are likely to have waterfront related streetscape or land use recommendations should have properties on both sides of the street included.
- (e) Transportation corridors that may serve as connections between waterfront elements should be included.
- (f) LWRP boundaries of adjacent municipalities should be recognized and considered in drawing Rochester's boundaries and in reviewing LWRP recommendations.

FOCUS AREAS

The LWRP Waterfront Advisory Committee (WAC) and City Planning staff identified three focus areas within the new boundary that demanded a more in-depth planning and design analysis due to the nature and characteristics of their unique waterfront “environments” and the extent of current capital projects and private development initiatives within those areas. These focus areas are shown in Figures 3 - 6 on pages 10 - 13.

- Focus Area #1: Lake Ontario waterfront
- Focus Area #2: Genesee River waterfront
- Focus Area #3: Erie Canal waterfront



B. LWRP BOUNDARY DESCRIPTION

OVERVIEW

The city’s updated LWRP boundary is based on the coastal boundary established for the city’s original LWRP which was approved by Rochester City Council and the New York State Department of State in 1990. The original boundary (1990) has been updated and expanded to include the entire Lake Ontario shoreline, Genesee River shoreline and Erie Canal frontage within the city. The original boundary and the updated boundary are both shown in Figure 2 on page 9. The updated boundary is also shown in Figure 3 on page 10.

BOUNDARY DESCRIPTION

The “spine” of the city’s updated LWRP boundary follows the Genesee River within the city, from Lake Ontario south to the Erie Canal. The boundary also includes Durand-Eastman Park which, while technically contiguous to the city via Culver Road, is remotely located from the city proper. This park is located on Lake Ontario and is surrounded on three sides by the Town of Irondequoit. The boundary also includes the Densmore Creek “right-of-way” which runs from the northeast corner of the City of Rochester, in a northeasterly direction, to Irondequoit Bay. Other portions of the city’s LWRP are adjacent to the towns of Greece, Irondequoit, Gates, Chili and Brighton.

The city’s northern LWRP boundary follows the Lake Ontario shoreline. This boundary runs from the Rochester/Greece municipal line on the west near Greenleaf Road, to the Rochester/Irondequoit municipal boundary located just east of the U.S. Coast Guard Station, on the east bank of the Genesee River. This section of the LWRP boundary includes the mouth of the Genesee River and the Port of Rochester site at Lake Ontario.

The western boundary of the LWRP begins at the western edge of the city's Lake Ontario shoreline and proceeds south following the Rochester/Greece municipal boundary to the Lake Ontario State Parkway (LOSP). The boundary then heads east along the southern edge of the parkway to Lake Avenue. The boundary continues south along Lake Avenue to State Street. Properties that front on the east side only of Lake Avenue in this location are included in the boundary. The boundary continues south along State Street to Main Street, crosses Main Street, and then continues south along Exchange Street. Properties that front along the east side only of State Street and Exchange Street are included within the boundary.

At the intersection of Exchange Blvd. and Ford Street, the boundary heads west along the southern edge of Ford Street to S. Plymouth Ave. At S. Plymouth Ave., the boundary heads south along S. Plymouth Ave. to Brooks Avenue. Properties that front on the east side of S. Plymouth Avenue along this portion of the boundary are included within the boundary. At the Brooks Avenue intersection, the boundary continues west on Brooks to Genesee Street, then heads south along Genesee Street to Vixette Street. Properties located along the south side of Brooks Avenue in this location are included within the boundary.

The boundary follows Vixette Street to Scottsville Road. The boundary then follows Scottsville Road to Kingsboro Road. It then proceeds northwest along Kingsboro Road and Genesee Park Boulevard to Brooks Avenue. Properties along the southwest side of these streets are within the boundary. At Brooks Avenue, the boundary turns west and proceeds to Westfield Street. At Westfield, the boundary heads northwest along Westfield to Chili Avenue. Properties that are to the south and west of Westfield are within the boundary. At Chili Avenue, the boundary turns west and proceeds to the active Rochester and Southern Railroad rail line. It then follows that rail line in a generally northerly direction, crossing West Avenue and Interstate Route 490 to Ferrano Street. At Ferrano Street, the boundary proceeds west to Colfax Street, and then proceeds north to Emerson Street. At Emerson, the boundary turns west and proceeds to Lee Road, and then turns south to the New York State Department of Transportation parcel adjacent to the Erie Canal. The boundary follows the northern edge of that parcel to the City of Rochester municipal boundary. The LWRP boundary then follows the City of Rochester / Town of Gates / Town of Chili municipal boundaries in a southeasterly direction, along the western edge of the canal. The entire western portion of the Erie Canal within the City of Rochester is, therefore, included within the boundary.

At the intersection of Scottsville Road and the Erie Canal, the boundary follows the City of Rochester / Town of Chili / Town of Brighton municipal boundaries in a southerly and then easterly direction around Genesee Valley Park and then heads north again back to the Erie Canal. The boundary then follows the southern edge of the Erie Canal east to the City of Rochester / Town of Brighton municipal line. The entire eastern portion of the Erie Canal within the City of Rochester is, therefore, included within the boundary. The boundary continues to follow the city line north to Westfall Road, and then proceeds west, along Westfall and Westmoreland Drive, to Kendrick Road.

At Kendrick Road, the boundary goes generally north to Elmwood Avenue and then east along Elmwood Avenue to Mt. Hope Avenue. The boundary proceeds north along Mt. Hope Avenue to the intersection with South Avenue and then along South Avenue to Main Street. At Main Street, the boundary follows St. Paul Street north, crosses the Route 104 Expressway, and then continues to follow St. Paul Boulevard north to the City of Rochester / Town of Irondequoit municipal line. Properties along the west side of Mt. Hope Avenue, South Avenue, St. Paul Street and S. Paul Boulevard are included within the boundary.

At the intersection of St. Paul Boulevard and Long Acre Road, the boundary picks up the City of Rochester / Town of Irondequoit municipal line and follows that line north, roughly parallel to the abandoned Conrail tracks which are located along the eastern bank of the Genesee River. The eastern boundary of the city's LWRP continues north along the Rochester/Irondequoit municipal line to the Lake Ontario shoreline. The boundary terminates just east of the mouth of the Genesee River at Lake Ontario, near the U.S. Coast Guard Station.

The LWRP boundary for Durand-Eastman Park includes the shoreline of Lake Ontario on the north. The LWRP boundary begins at the western edge of the park's Lake Ontario shoreline and proceeds south, east and then north again to the Lake Ontario shoreline, exactly following the City of Rochester / Town of Irondequoit municipal line. On the west, the boundary runs roughly parallel to Oakridge Drive in the town, to an area near the intersection of Oakridge Drive and Scotch Lane. The boundary then heads east, following the city/town line, then turns south near where Kings Highway enters the park. At this point, the boundary turns east again, near Rainbow Drive in the town, jogging slightly south to Durand Drive. The boundary then heads north, to an area just north of Park Road in Irondequoit, then heads east, parallel to Park road, and continues to Culver Road. The boundary follows Culver Road north to Havenwood Drive, and then heads east to an area just west of Birchhills Drive. The boundary then turns north, and

continues to the Lake Ontario shoreline where it terminates to the west of Scenic View Drive.

Rochester's LWRP boundary also includes a portion of Tryon Park, which is located on the east side of the City, near Irondequoit Creek and adjacent to Ellison Park. Tryon Park is situated to the east of the Route 590 Expressway, north of Browncroft Boulevard. The LWRP boundary for Tryon Park includes the City of Rochester / Town of Irondequoit municipal line on the east and north. The boundary on the west is the Route 590 Expressway.

Rochester's LWRP boundary also includes Densmore Creek as it flows from the northeast corner of the City of Rochester east under the Route 590 Expressway to its outfall with Irondequoit Bay. The actual creek bed is part of a narrow right-of-way that varies in width, is within the legal city limits and is primarily owned by the City of Rochester. The creek acts as a natural drainage corridor within a larger watershed for storm water runoff flowing to Irondequoit Bay. The LWRP boundary follows the city-owned Densmore Creek right-of-way within the city limits from its beginnings on Greenland Drive in a northeast direction under Culver Road and the Route 590 Expressway down a natural drainage gulley to Irondequoit Bay. Although the right-of-way is technically within the legal limits of the City of Rochester, properties adjacent to the creek bed are primarily within the Town of Irondequoit.

FOCUS AREA DESCRIPTIONS

The three LWRP Focus Area boundaries are on shown in Figures 4-6 on pages 11-14. The Lake Focus Area includes all of the Lake Ontario shoreline in the City of Rochester, including Durand-Eastman Park, Densmore Creek and Tryon Park and the Charlotte neighborhood from the shoreline south to the O'Rorke Bridge. The River Focus Area includes the Genesee River and gorge, between Lake Avenue, State Street, and Exchange Boulevard on the west and St. Paul Boulevard, South Avenue and Mt. Hope Avenue on the east, running from the O'Rorke Bridge south to the Court Street Dam. The Canal Focus Area includes the Genesee River from the Frederick Douglass / Susan B. Anthony Bridge south past the Erie Canal to the southern limit of the city at Genesee Valley Park, as well as both legs of the Erie Canal from the park west to the city boundary with the Towns of Greece and Gates, and east to the city boundary with the Town of Brighton.

FIGURE 1: LWRP LOCAL AND REGIONAL CONTEXT



*Aerial Photograph – Genesee Valley Region
Lake Ontario, Genesee River, Erie Canal
and City of Rochester*

FIGURE 2: LWRP BOUNDARY (1990 and 2015)

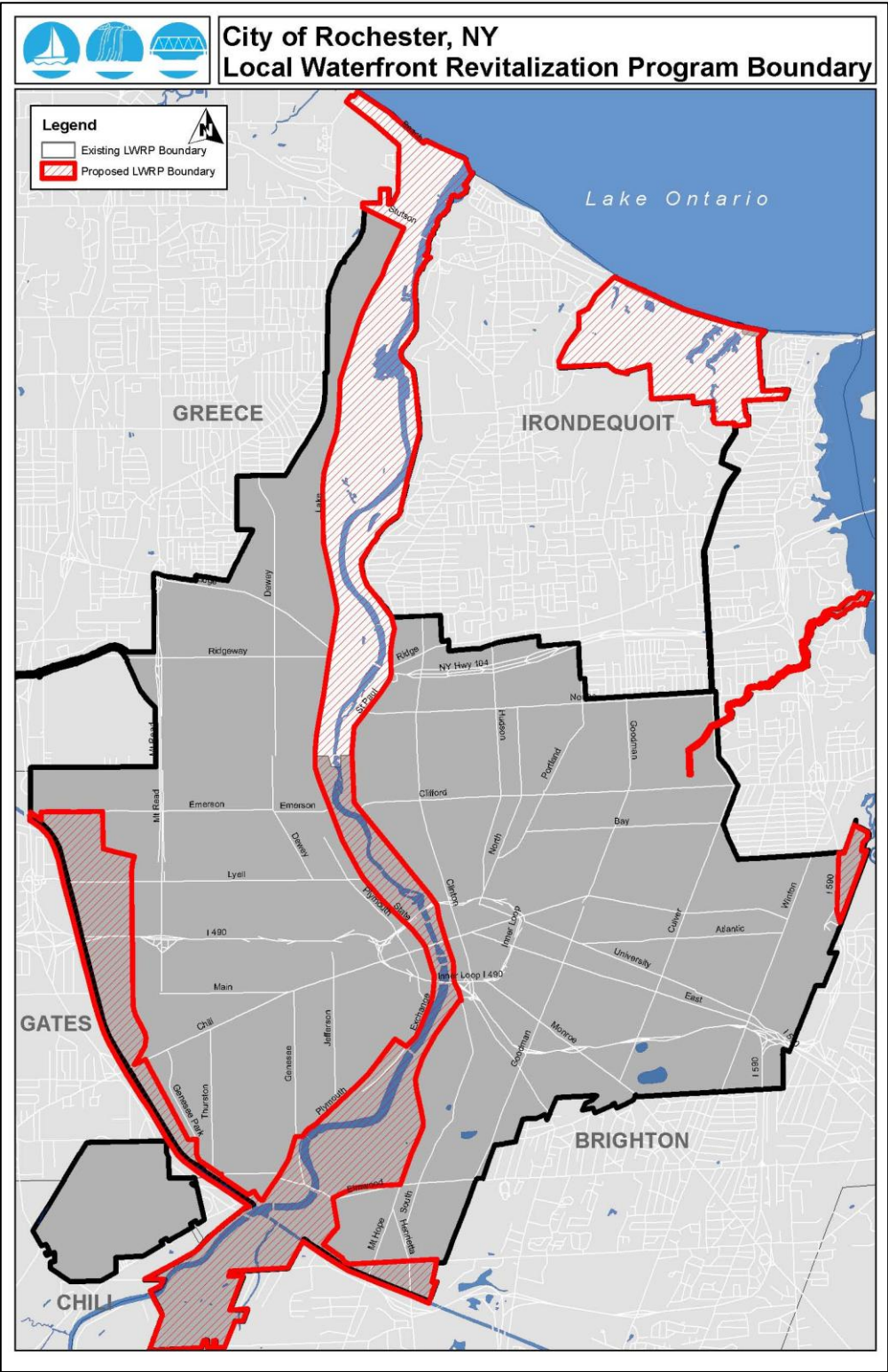


FIGURE 3: LWRP BOUNDARY MAP (2015)

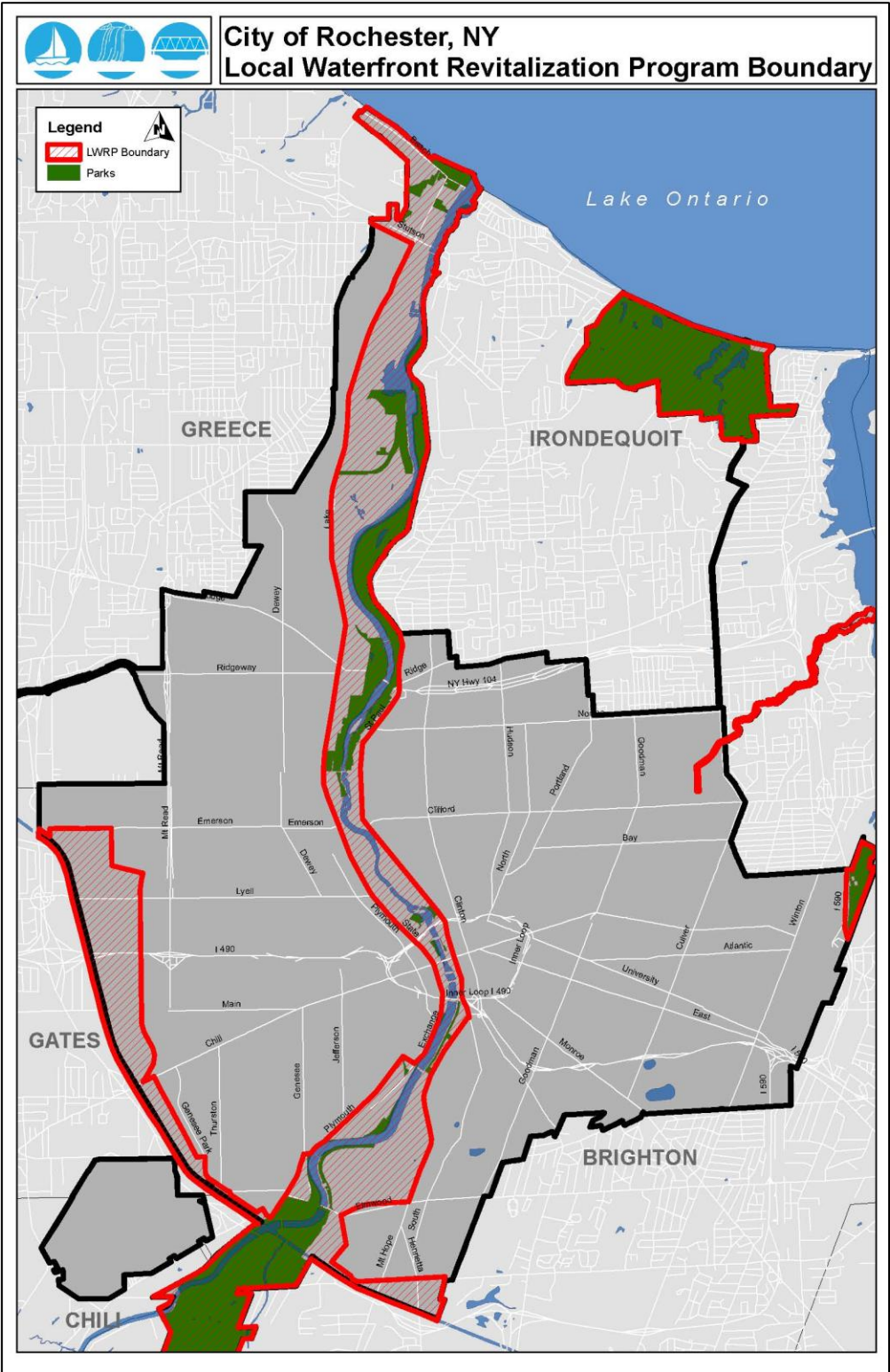


FIGURE 4: LWRP FOCUS AREA #1 (LAKE ONTARIO WATERFRONT)

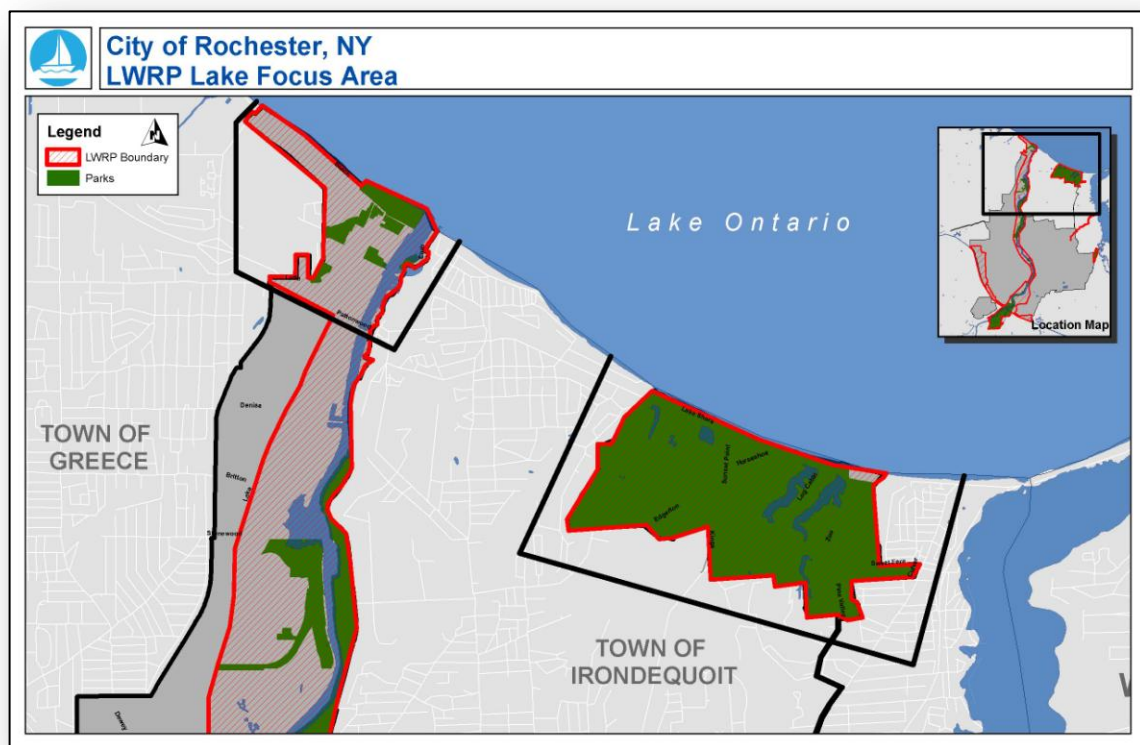


FIGURE 4: LWRP FOCUS AREA #1 (LAKE ONTARIO WATERFRONT)

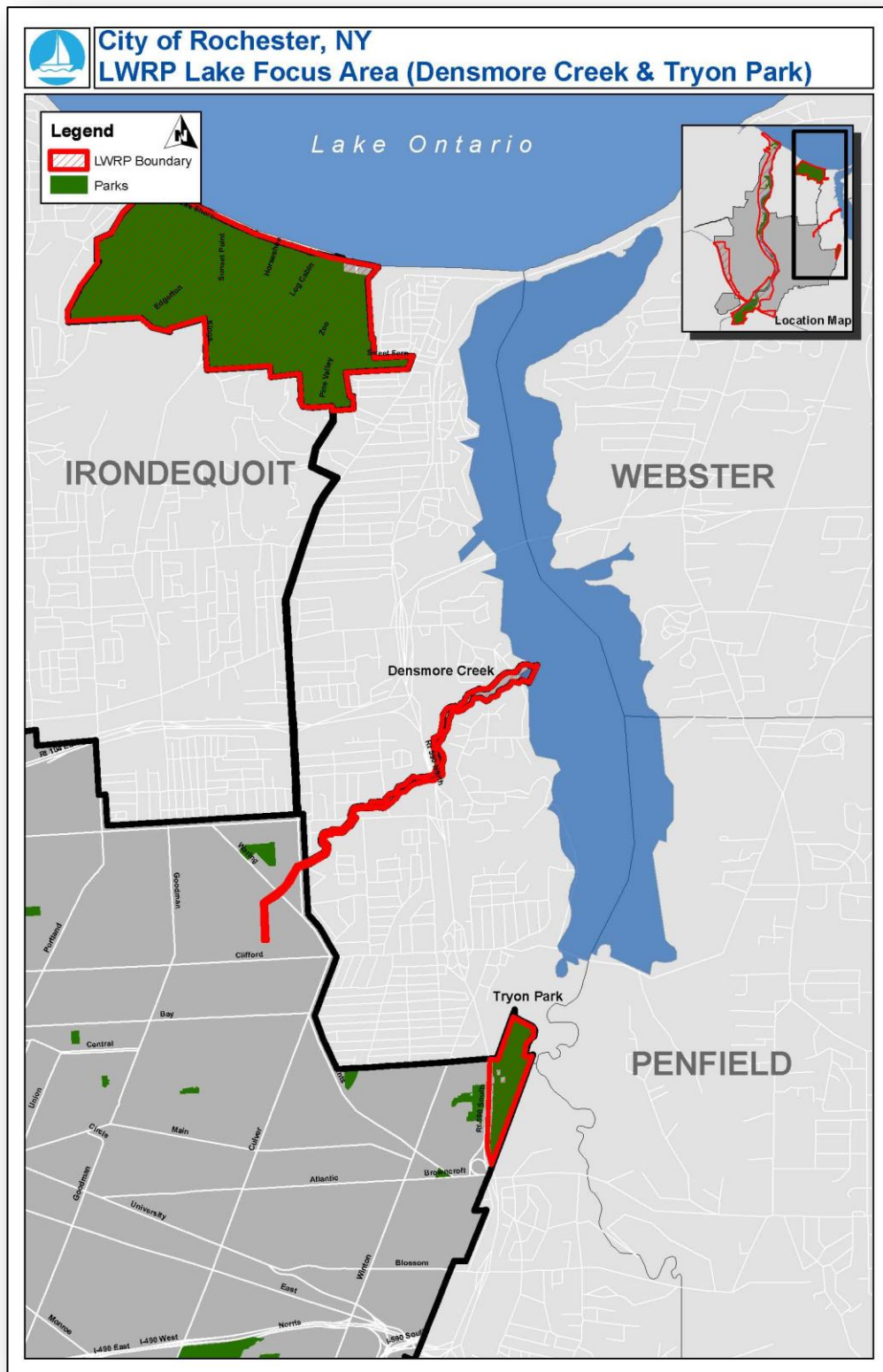


FIGURE 5: LWRP FOCUS AREA #2 (GENESEE RIVER WATERFRONT)

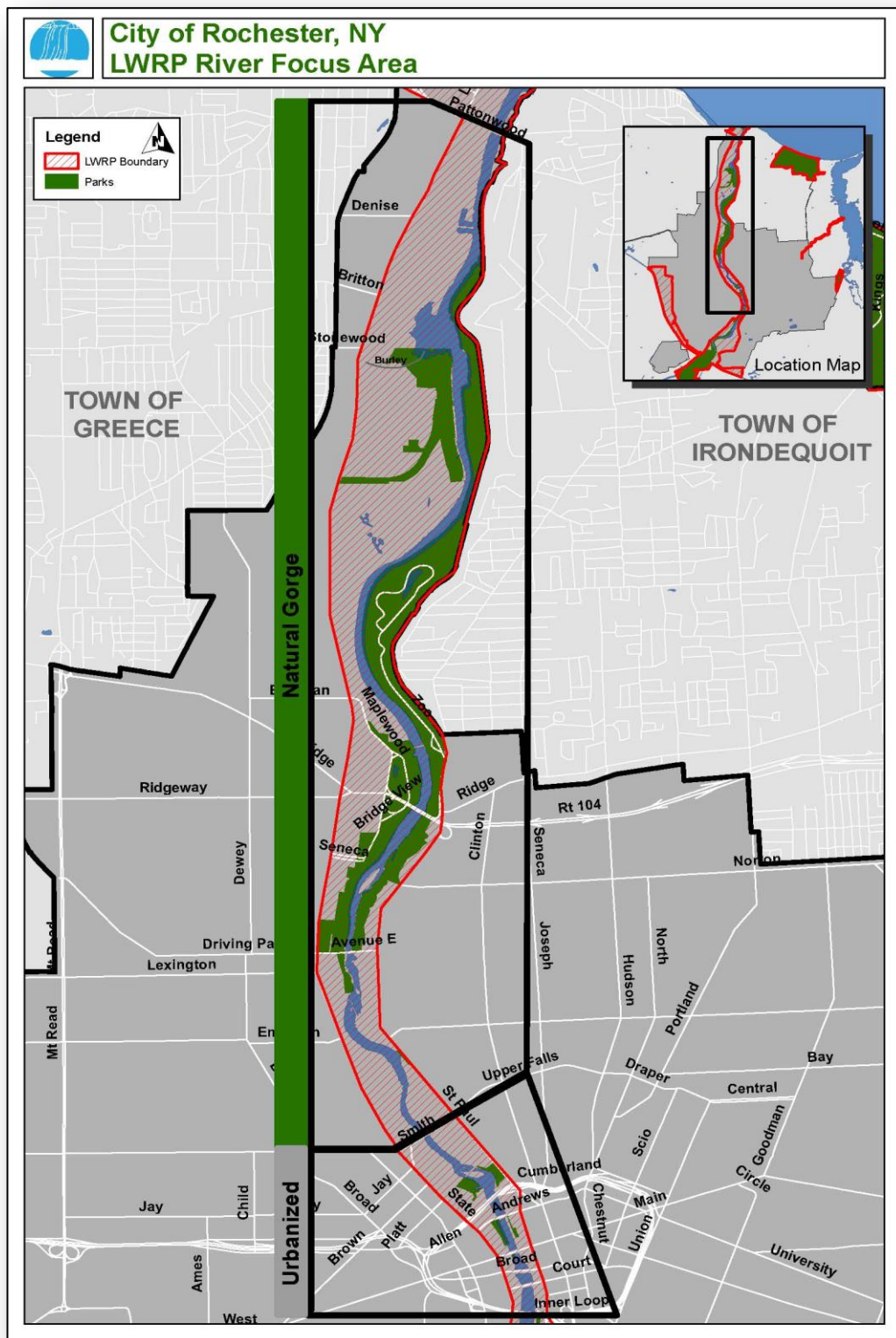
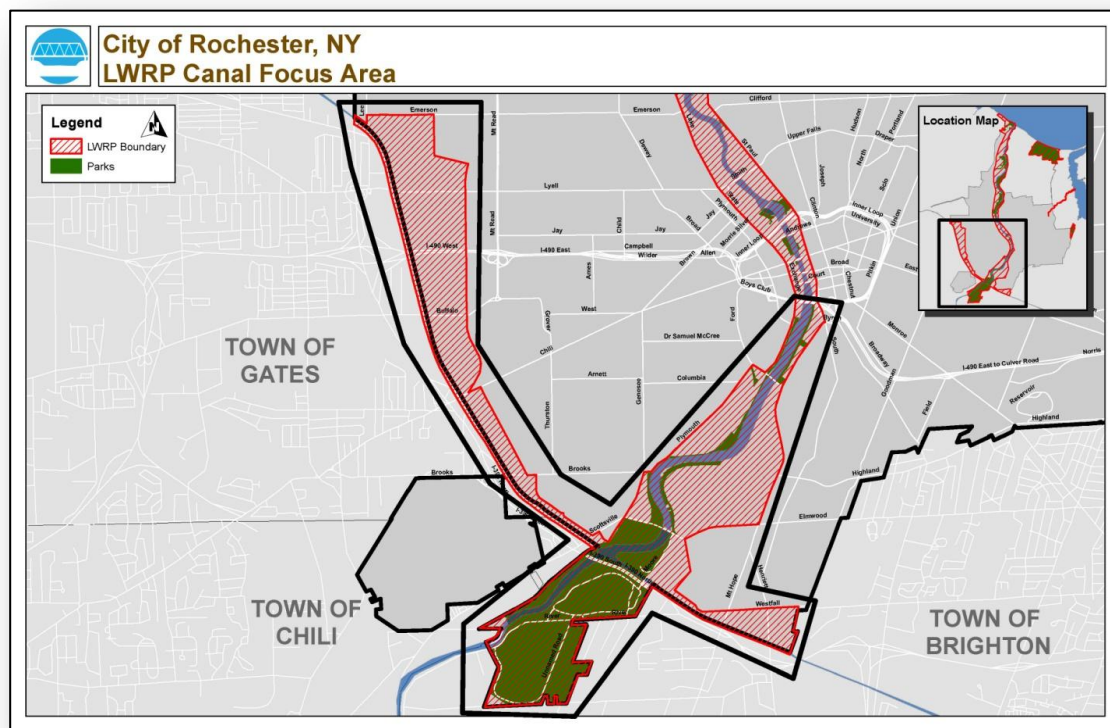


FIGURE 6: LWRP FOCUS AREA #3 (ERIE CANAL WATERFRONT)



Section 2: LWRP Inventory and Analysis



A. COMMUNITY PROFILE

LOCATION

Rochester is the third largest city in New York State and is located on the southern shore of Lake Ontario, between Buffalo and Syracuse. The Genesee River flows northward through the center of the city to the lake. The New York State Canal System's Erie Canal runs along the southern edge of the city, in a generally east-west direction. To the east of the city is Irondequoit Bay which was the pre-glacial outlet of the Genesee River to Lake Ontario. The city is connected to the New York State Thruway via Interstate Routes 390 and 490.



POPULATION

Rochester is at the center of a larger metropolitan region which includes Monroe County and the counties of Wayne, Ontario, Livingston, Orleans and Genesee. According to the 2010 Census, Monroe County had a population of 744,344 people and contained 300,422 households, while the city had a population of 210,565 people and contained 87,027 households. As with many cities located in the northeastern United States, Rochester's population declined between 1960 and 2010.

According to the 2010 Census, approximately 9.0% of Rochester's population was 65 years old or older. According to the 2008-2012 American Community Survey (ACS) almost 31.6% of the population lived below the poverty level. The per capita income for

the city was \$18,757 per capita, as compared to a per capita income of \$28,240 per capita in Monroe County.

Based on 2010 figures, the city's housing stock consists primarily of one and two-family units. Thirty-eight percent of the city's occupied housing units are owner-occupied while 62% are renter-occupied. The median sale price of a single-family home in the city was \$75,000 in 2014 (source: Greater Rochester Association of Realtors).

EMPLOYMENT

Rochester has traditionally been an area of relatively stable employment. As of 2013, the major employers in the city are University of Rochester/Strong Memorial Hospital; Wegmans Food Markets Inc.; Rochester General Health System (ViaHealth); Xerox Corporation; Unity Health System; Eastman Kodak Company, and Paychex. (A more complete list is included in the table below.) Based on the 2008-2012 ACS Estimates, the Rochester area's unemployment rate is 12.8 as compared to the national rate of 9.3%.

ROCHESTER, NEW YORK
PRINCIPAL PRIVATE-SECTOR EMPLOYERS IN THE ROCHESTER AREA
CURRENT YEAR AND NINE YEARS PRIOR

<u>Employers</u>	2013			2004		
	Employees (1)	Rank	Percentage of Total Employment (2)	Employees (1)	Rank	Percentage of Total Employment (2)
University of Rochester/Strong Memorial Hospital	20,340	1	3.98%	13,400	2	2.52%
Wegmans Food Markets Inc.	13,976	2	2.74%	5,579	4	1.05%
Rochester General Health System (ViaHealth)	7,600	3	1.49%	4,434	5	0.83%
Xerox Corporation	6,116	4	1.20%	8,600	3	1.62%
Unity Health System	5,472	5	1.07%	3,012	6	0.57%
Eastman Kodak Company	5,129	6	1.00%	20,600	1	3.87%
Paychex	3,712	7	0.73%	-	-	-
Lifetime Healthcare Cos. Inc.	3,584	8	0.70%	3,000	7	-
Rochester Institute of Technology	3,299	9	0.65%	2,668	8	0.50%
YMCA of Greater Rochester	2,732	10	0.53%	-	-	-
Delphi Corporation	-	-	-	2,500	9	0.47%
Frontier Communications	-	-	-	2,100	10	0.39%

(1) Source: Rochester Business Journal The Lists -2013 Edition.

(2) Employment source: www.labor.state.ny.us employment data as of 12/31/12
Includes Monroe, Genesee, Livingston, Ontario, Orleans and Wayne counties.

B. HISTORICAL DEVELOPMENT

OVERVIEW

Water has always been important to the economic development of Rochester. The Genesee River falls and rapids have been a source of relatively cheap, accessible power throughout the history of the city. The river and the access it provided to Lake Ontario have also been the key to establishing shipping as an industry in this area. Early settlements which were the forerunners of the City of Rochester all began in this area because of the proximity to the Genesee River and Lake Ontario. Rochesterville, located where downtown is today, was established around the waterpower of the Genesee River but became a boomtown when the Erie Canal opened in 1823. Water power and water transportation were the basis for Rochester's existence and growth.

EARLY ROCHESTER'S WATERFRONT

The abundance of fish and game drew the Seneca Indians to the shore of the Genesee River in the years prior to the arrival of the white man. In 1789, Indian Allen, attracted by the potential energy source of the rapids and falls, built the first mill in the area. This was the first white settlement in what is now Rochester's central business district (CBD). It was not a permanent settlement, however, and lasted only a year. Three years later, in 1792, another settlement sprang up on the river. William Hinchey, his wife, and their eight children settled at the mouth of the Genesee River on the site of Rochester's present day port. This settlement eventually became known as the Village of Charlotte. In 1797, Gideon King and Zadock Granger settled King's Landing, later known as Hanford's Landing, on the west shore of the river, at the current site of Eastman Kodak Company's treatment plant for Eastman Business Park. This area became an important shipping settlement.

The Village of Carthage was established on the east bank of the river in 1817. While Hanford's Landing and Carthage competed for shipping commerce from Lake Ontario, Colonel Nathaniel Rochester and several partners bought a 100 acre tract of land south of the Upper Falls. Their tract was the nucleus of the Village of Rochesterville which was chartered in 1817.

As a result of the completion of the Erie Canal in 1823 and Rochester's new link with the Hudson River, the city's population boomed, growing from 5,400 in 1826 to 50,000 by 1860. The river was crucial to this development, as a source of power to run the many saw mills and flour mills. Schooners bringing wheat from Canada could navigate up the river to the Lower Falls. The milled flour would then be shipped to New York City via the

canal system. The shipping industry on the lake soon flourished, making the Port of Rochester one of several important ports on the Great Lakes for both trade and shipbuilding.

The river and the lake have also provided significant recreational opportunities during the city's history. In the 19th Century, side wheelers and other excursion boats evolved into a popular past time, with scheduled day trips departing regularly from Glen House near the Lower Falls. As time went on, other large boats provided excursions along the lake and to Canada.



***Top – Historic Erie Canal through downtown Rochester
Left – Historic City of Rochester Map and Genesee River***

The Village of Charlotte was a major tourist destination from the late 1880's to approximately 1915. An amusement park, several hotels and resort facilities were developed in Charlotte and attracted many visitors and summer residents to the area. The beach area in Charlotte became known as the "Coney Island of the West" during this time.

As other forms of transportation and power began to be developed, the importance of the Erie Canal, the Genesee River and Lake Ontario to the city began to decline. The Erie Canal could not compete for bulk transportation shipping against the railroads and then trucking. Despite two canal enlargements, the final one in the first decade of the twentieth century, canal shipping has all but disappeared. Over the years, dumping of industrial waste and municipal sewage into the canal, river and lake resulted in a decline in the use of the lake and river as a recreational resource.

WATERFRONT REDISCOVERY

During the last 35 years, the Genesee River, Lake Ontario and the Erie Canal have been rediscovered by city residents. As a result of stricter environmental controls, the efforts of private industry and completion of several major public works projects, the water quality of the river and lake have improved significantly. Because of this, the city's water resources can once again be enjoyed and appreciated. These areas provide opportunities for hiking, sightseeing, fishing, swimming and boating, all within the city limits. The river has been stocked with trout and salmon, and sport fishing has been revitalized. Ontario Beach Park was reopened for public bathing in the late 1970's. The reopening of the beach has encouraged a new appreciation of and interest in Rochester's water resources among city residents. The City of Rochester's sesquicentennial celebration in 1984 centered on the waterfront and included a tall ships visit to the port area, as well as tens of thousands of visitors to the port and beach area during the event.

GEOLOGIC HISTORY

The City of Rochester rests on the Erie-Ontario Lowland, a relatively flat-lying plain, at an altitude of about 500 feet above mean sea level (M.S.L.). The principal geologic features within the LWRP boundary are the old and more recent courses of the Genesee River, and the ridge or former shore of glacial Lake Iroquois. The high point of land in the area, now known as Ridge Road, is the southern edge of the giant Lake Iroquois, which was the last of a series of glacial lakes which once covered the entire Great Lakes Basin.

Before the last glacier retreated roughly 10,000 years ago, the Genesee River flowed in a more easterly course, through what is now Irondequoit Bay, before emptying into the Ontario River, a westward flowing river which predates Lake Ontario. As the glacier retreated, the course was shifted near the Town of Mendon to its present course. The modern course carved out the three waterfalls within Rochester and the steeply sloped river gorge which begins just north of the CBD and continues on to Lake Ontario. Elevations in this area range from about 490 feet above sea level at the Upper Falls, to 250 feet above sea level at Lake Ontario.

The Genesee River gorge in Rochester exposes the preglacial rock record and provides a unique resource for geologic study. Between the Upper Falls and the Lower Falls (a distance of about 1.5 river miles), the rock strata or layers date back approximately 400 million years and include a classic section of Silurian aged rock. At least 200 species of

marine fossils have been identified along this stretch of river, indicating that this area was once part of an inland sea.

The oldest rock in this area is the Queenston Formation, which forms the base layer or stratum. The next stratum is about 50 feet thick and is known as the Grimsby Formation or Red Medina Sandstone. This rock is used extensively as building material throughout the Rochester area. Other distinctively colored strata include the nearly white Thorold Sandstone or Kodak formation, which separates underlying red shale from a 20 foot exposure of green Maplewood Shale. These two strata can be viewed about halfway up the west side of the gorge from the Rochester Gas and Electric Company (RG&E) service road just north of the Lower Falls. The Kodak Formation forms the cap rock, or hard layer at the top of the Lower Falls. Reynales Limestone, the next stratum, is about 17 feet thick and caps the Middle Falls, providing a base for the floodgates located there. At the Upper Falls, the Gorge walls expose an 85 foot layer of dark blue-grey Rochester Shale capped by 20 feet of grey Lockport Dolomite Limestone. The gorge is listed in several New York State geological field guides, and is used for geology trips by schools, colleges and museums in the region.

C. EXISTING LAND AND WATER USES

OVERVIEW

The City of Rochester's waterfront revitalization area includes a variety of land uses within approximately 6,000 acres or 9 square miles. Approximately 45% of the city's waterfront revitalization area is used for recreation, parkland or as open space. Approximately 30% is in residential use, 5% in commercial use, 5% in industrial use and 10% is vacant land. The remaining land is used for transportation or utility purposes. Because the city's coastal area is primarily urban in nature, there are no agricultural uses existing within the boundary.

GENERAL DESCRIPTION

Rochester's waterways have varied and distinct characters. The Charlotte area is characterized by village scale mixed use development, the gorge has natural edges with built plateaus, downtown is highly urbanized, the canalized river section is park like with adjacent urban development, the canal section is characterized by transportation infrastructure and industrial uses, the southern Genesee River is park like and natural and the Durand Eastman Park shoreline is park like and undeveloped.

a. *Charlotte:*

The area from Lake Ontario to the beginning of the wetlands just south of Riverview Marina is characterized by intensive marina and boating activity and related development. Within this area the river appears to be nothing more than a channel between several large marinas. North of the railroad bridge, however, the river widens to 500 feet or more. On the west bank of the river in this area are the remains of the original Village of Charlotte that include several buildings and a rail switching yard. The banks of the river in this area are lined with boat slips. The visual quality is degraded by outdoor storage of boats, and several dilapidated or inappropriate land uses.

b. *Gorge:*

The remaining portion of the river from the Riverview Marina south to the Middle Falls is characterized by densely wooded steep slopes and the absence of significant shoreline development. Seneca Park, which includes the Seneca Park Zoo, ball fields, and passive recreational facilities, occupies most of the eastern river bank and upland area. The western bank includes Maplewood Park, the proposed Lower Falls Park as well as cemeteries and undeveloped open space.

The majority of land within the LWRP boundary is currently used for recreational or other open space uses. Almost all of the four miles of riverfront, from the Middle Falls north to the Turning Basin, are utilized as parkland or cemeteries. Existing parkland along the river includes Ontario Beach Park, Turning Point Park, and Maplewood Park along the west bank and Seneca Park along the east bank. Lower Falls Park is proposed for development along the west bank of the river, adjacent to the Lower Falls and just south of the Driving Park Bridge. Riverside Cemetery is located along the west bank of the river, just south of Turning Point Park, in the vicinity of the former St. Bernard's Seminary which is now owned by Eastman Kodak Company.

The steep banks of the Genesee River culminate in a gorge that exceeds 200 feet in depth in some areas. Located within this gorge, near the Lower Falls, is the Station 5 RG&E hydroelectric power plant. The Veteran's Memorial Bridge carries Route 104 over the Genesee River. Just north of this bridge is a pedestrian bridge which offers spectacular

views of the river gorge, and which was constructed as part of the Combined Sewer Overflow Abatement Program.

Further north, at Hanford's Landing, Eastman Kodak Company has built an industrial waste treatment plant. A vacant wooded area on the west side of the river stretches north from Kodak's treatment plant to Turning Point Park. In this 3/4 mile long area, the uplands beyond the river gorge contain Kodak's Research Laboratories and the former Seminary site. This site was rezoned to an IPD District (Industrial Planned Development) and is being utilized by Kodak as an office and research complex.

The east and west river banks are primarily vacant from the Turning Basin north for approximately 3/4 mile. Near Denise Road, the primary land uses again become recreation and open space and continue north to the river mouth for approximately 1.3 miles. Boat slips and private marinas are the major types of waterfront development. Physical access to the shore zone becomes easier in this area, with the exception of a 1/2 mile long section along the west bank which contains railroad tracks. The portion of this area north and south of the O'Rourke Bridge has been purchased by the city.

The only existing commercial shipping activity on the river is conducted by the Rochester Portland Cement Company. Ships carrying approximately 8,500 tons of cement make weekly trips up the river from the lake, stopping at the company's docking facilities on the west bank of the river, adjacent to Turning Point Park. These ships arrive from Ontario, Canada. There are no commercial fishing facilities or activities on the river at the present time.

As one moves away from the gorge rim or riverbank and into the upland areas, land uses become more urban in character. These uses have no physical connection with the river. Actually, the river all but disappears from view in these areas. Residential uses predominate in the upland areas, with some commercial and industrial development located along major streets or at major street intersections. In addition, there are two large cemeteries in the upland areas on the west side of the river, approximately halfway between downtown and the lake.

c. *Downtown/High Falls:*

Downtown Rochester and the High Falls area are highly urbanized with industrial and commercial uses dominating the waterfront.

The High Falls area has a wide variety of urban uses and vacancies. Historically the area has been predominantly industrial. The Genesee Brewery, RG&E's abandoned Beebee Station and the abandoned Bausch and Lomb Glass Factory site are key examples. There are many transitional areas including the Brown's Race Historic District which is being revitalized as an entertainment and commercial district. The landscape is characterized by the steep river gorge and the 90' High Falls waterfall. The waterway is fast moving and is severely limited in its navigational uses.

Downtown Rochester, between the Inner Loop Bridge to the north and the Frederick Douglass / Susan B. Anthony Bridge to the south, is predominantly hotel, office, commercial, public plaza and institutional. The landscape is characterized by hard surfaced development continually along the river's edge, plazas and parks, and medium to high density development. The waterway is fast moving and shallow with significant fluctuations in flow.

d. *Canalized River:*

The section of the Genesee River from the Court Street Dam to the north, to the confluence of the east-west Erie Canal in Genesee Valley Park is dominated by a park-like edge adjacent to medium density mixed uses inland. The northern section has concrete flood walls on both sides of the river which restrict physical access, and in some cases, visual access between the land and the water. The majority of the southern portion is natural, wooded shoreline or grassy slopes to the river. Predominant development along this section of the river includes Time Warner Communications, the new Erie Harbor housing development, the University of Rochester River Campus and Genesee Valley Park. The waterway is maintained for navigation by the New York State Canal Corporation from May through November. The Court Street Dam controls the water elevation of the river.

e. *Erie Canal:*

The east-west section of the Erie Canal runs along the City of Rochester's southern municipal line and is shared with the Towns of Brighton, Chili, Gates and Greece. Land uses along this section vary from parkland to heavy industrial. The eastern portion of the canal is paralleled on the south side by Interstate-390 for much of its length, and has institutional uses along much of the north side. The central section of the canal runs through the Olmstead designed Genesee Valley Park and then by the Greater Rochester International Airport. The western section of the canal exists in a deep (20'-30') rock cut below heavy industrial uses and tank farms. The New York State Canal Commission owns a strip of land, of varying width, on both sides of the canal. This portion of land is generally undeveloped and wooded. The waterway is maintained for navigation by the New York State Canal Corporation from May through November.

f. *Southern Genesee River:*

The City of Rochester's municipal boundary parallels the Genesee River for approximately one mile south of the Erie Canal confluence. This section of river is in a very natural state with wooded shorelines and gently sloping river edges. The entire east side of the river in this section is Genesee Valley Park. The west side of the river is park land, the City's fire training academy and undeveloped lands. The waterway is navigable but is not maintained or marked. No recorded channel location or depths are kept.

g. *Lake Shoreline: Ontario Beach Park / Durand Eastman Park:*

The major portion of lake frontage within the city's LWRP boundary is designated as public parkland. Ontario Beach Park is located at the mouth of the Genesee River and contains approximately 2,100 feet of lake frontage. Park facilities include a bathhouse, a large public beach area, a bandstand and several picnic pavilions. Durand-Eastman Park, located several miles to the east, contains over 7,600 feet of lake frontage. This area also includes a public beach. The remaining lake frontage within the LWRP boundary is in residential use and includes the 4,000 feet of shoreline to the west of Ontario Beach Park.

WATER DEPENDENT AND WATER ENHANCED USES

Water-dependent uses along the river and canal primarily involve recreational activities such as boating and fishing. The river is navigable by power boats and sail boats for the five miles from Lake Ontario to the Lower Falls area and in the canalized section south of the Court Street Dam area. The river has a mature warm water fish population and has significant trout and salmon runs in the spring and fall. Thus, it is used for fishing as well as for pleasure boating.

The steep slopes along the river gorge make development and access extremely difficult in some locations. Because of this, these areas are largely undeveloped and remain in their wooded state. Water-enhanced, passive recreational activities such as hiking and bird watching are the primary uses within these areas. North of Turning Point Park, the upland areas drop closer to river level and significant wetlands begin to line the shoreline on both banks. Further north, near the O'Rourke Bridge, private marinas line the river shoreline. In this area, the river is primarily used for water-dependent activities such as boating, fishing and other types of recreation. The Genesee Lighthouse which was built in 1821, the U.S. Coast Guard Station, two vacant warehouses, a public boat launch, and a railroad swing bridge are also located in this area.

There are several industrial uses located along the river that are also water-dependent. Rochester Gas and Electric has several hydroelectric plants and Eastman Kodak Company's industrial waste treatment plant is dependent on the river for power as well as for processing water. The Rochester Portland Cement Plant, located on the west bank across from Rattlesnake Point, is dependent on the river for its shipping operations.

The lakeshore area supports water-dependent and water-enhanced recreational uses such as boating and fishing. Public bathing is permitted at Ontario Beach Park. Public bathing also takes place at Durand-Eastman Park. Picnicking and other water-enhanced passive recreational activities are also supported at each park.

The Erie Canal is primarily used for recreational boating purposes but also includes cooling uses at the University of Rochester and a tour boat landing at Corn Hill.

In summary, existing water-dependent uses are located in several areas within the city's LWRP boundary. These uses include:

- The Portland Cement Company, located on the west river bank, within Turning Point Park;
- Eastman Kodak's waste treatment facility, located on the west river bank, near Hanford Landing and just north of the Veteran's Memorial Bridge;
- various marinas, boat slips and docks located along the east and west banks of the river, including the Rochester Yacht Club, the Genesee Yacht Club, Shumway Marina, Pelican Bay Marina, Voyager Marina, and the Riverview Marina;
- the Monroe County Boat Launch located on the Port Site, along the west bank of the river, just north of the railroad swing bridge;
- bathing beaches located at Ontario Beach Park and Durand-Eastman Park;
- RG&E's series of hydroelectric power plants
- Erie Canal water level control at the Court Street Dam
- Power plant cooling at the University of Rochester
- fishing the entire length of the waterway
- Fishing charters in the Charlotte Harbor
- Sailing schools in the Charlotte Harbor
- Charter boats
- Coast Guard/Marine Fire at the Charlotte Harbor
- rowing and paddling particularly in the Genesee Valley Park area
- Recreational power boating on the entire length of the water

Existing water-enhanced uses are also located in several areas within the city's LWRP boundary. These uses include:

- Public parks (Ontario Beach Park, Turning Point Park, Seneca Park, Maplewood Park, Lower Falls Park, Crossroads Park, and Genesee Valley Park)
- Lodging in downtown and near the airport
- Entertainment and recreation in Charlotte, High Falls, downtown, the canal harbor area and other various locations in neighborhoods along the corridor
- Retail in Charlotte, High Falls, downtown and other various locations in neighborhoods along the corridor
- Housing in Charlotte, along the rim of the gorge, downtown and along the Erie Canal
- Office/professional uses in Charlotte, along the rim of the gorge, High Falls, downtown and other various locations in commercial and mixed use areas along the corridor
- The University of Rochester

WATER SURFACE USE

Rochester's waterways are used for a variety of recreational, industrial, and institutional purposes. The following specific uses occur in specific locations or throughout the waterway corridor:

- Swimming at Ontario Beach Park
- Recreational power boating in the canal, the navigable portion of the river and in Lake Ontario
- Recreational sail boating on Lake Ontario
- Sail boarding on Lake Ontario
- Jet skiing on Lake Ontario
- Hand powered watercraft including rowing, canoeing and kayaking throughout the corridor
- Tour/cruise boat industry on the canal, the mouth of the river and Lake Ontario
- Cargo shipping at Charlotte and on Lake Ontario
- Fishing the entire corridor
- Hydro electric generation at each of the falls along the river
- Cooling at the University of Rochester
- Wastewater treatment and/or discharge at Eastman Kodak Company

DEVELOPMENT AND OPPORTUNITY SITES

a. Development Considerations

A variety of potential development or redevelopment opportunities exist along Rochester's waterways. Many of these sites have limitations that would restrict or direct development. Development is also controlled by market conditions.

Site limitations for development that are found within the corridor include wetlands, steep slopes, flood hazard areas, erosion hazard areas, contaminated soils, transportation access, navigation access, and physical barriers.

Market considerations that limit or direct development are varied and must be specifically addressed on a case by case basis.

b. Potential Development Sites

The following potential development sites exist but must be weighed against market and site considerations outlined above.

Charlotte/Gorge Area

- Former Port Authority site and new marina
- Train Station and Related Property: former train depot on River Street
- Shipping Terminal Area: underutilized shipping terminal just south of Turning Point Park on west side of river
- Lower Falls/Seth Green/Glen House/Carthage Area: limited access area could have some small development areas
- Lake Avenue Infill: opportunities to develop or redevelop vacant and underutilized sites along Lake Avenue
- Stutson Street-Thomas Avenue Site: underutilized parcel owned by the City of Rochester on the west side of the river just south of the O'Rorke Bridge
- Ontario Beach Bathhouse: vacant space within the existing bathhouse
- Land West of Lake Avenue at Charlotte
- Enhanced park at Charlotte Soccer Fields

High Falls/Downtown

- Former RG&E Beebee Station site
- Housing/Mixed Use Development at Exchange/Court
- Housing in Washington Square Area
- Redevelopment of RG&E Station 6
- Housing/Mixed Use Redevelopment of RG&E Property on Andrews Street
- Housing/Mixed Use at Lake Avenue Plateau
- Former Bausch and Lomb Glassworks Site
- RG&E Site (next to Glassworks)
- Cliff Street Area: underutilized industrial and commercial area
- Lake Avenue Infill: opportunities to redevelop or develop vacant and underutilized sites along Lake Avenue

- St. Paul Avenue Infill: opportunities to redevelop or develop vacant and underutilized sites along St. Paul Avenue

Erie Canal/Canalized River

- Court and Exchange Parking/Civic Center Parking Garage
- Lehigh Valley RR Station/Johnson-Seymour Race
- Corn Hill Landing
- Mt. Hope Urban Development Site/Infill Development
- Flint/Exchange Area
- Standard Builders Supply/Scottsville Road Infill
- Western Canal Industrial Area
- University of Rochester Surplus Lands
- Broad Street Aqueduct

c. Major Land Owners

The following persons, corporations, organizations or municipalities are major landowners along Rochester's waterways and are critical stakeholders in the redevelopment of the corridor.

- City of Rochester corridor-wide
- Town of Irondequoit in Charlotte
- Monroe County at County parks and boat launch
- Shumway Marine in Charlotte
- Voyager Marine in Charlotte
- Riverview Marine in Charlotte
- Pelican Marina in Charlotte
- Rochester Yacht Club in Charlotte
- Genesee Yacht Club in Charlotte
- Land owner in Greece/remote parking site
- ESSROC Materials just south of Turning Point Park
- University of Rochester
- Eastman Kodak Company in gorge, High Falls area and in the Town of Greece
- Rochester Gas and Electric at various locations in the falls area
- Bausch and Lomb at the former glass factory site
- Genesee Brewery in the High Falls area
- Time Warner Communications in the canal harbor area

- Farash Corporation at former Lehigh Valley RR Station
- Finch Group in the canal harbor area
- Kolko Brothers in the Flint/Exchange area
- NYS Canal Corporation along the canal corridor

LIMITATIONS TO DEVELOPMENT

a. Flood Hazard Area

The 100 year flood plains of the lake, river and canal are mapped by the Federal Emergency Management Authority (FEMA). Because of the deep gorge section of the river, the water control of the canal, and the construction of the Mt. Morris Dam upstream in Mt. Morris, the flood plain has minimal impacts on developable sections of the waterway in Rochester.

Within the northern section of the canalized Genesee River flood walls were built to limit flood impacts to the area of Rochester. The construction of the Mt. Morris Dam in 1952 was designed to limit or eliminate the need for these flood walls. The walls have been maintained to limit catastrophic conditions.

b. Erosion Hazard Areas, Siltation and Dredging

Coastal erosion hazard areas

A coastal erosion hazard area has been designated by the NYSDEC along the shoreline of Lake Ontario, from the City of Rochester/Town of Greece municipal boundary on the west, along the shoreline, to the City of Rochester/Town of Irondequoit municipal boundary on the east, at the eastern end of Durand-Eastman Park. This area is shown on maps prepared by the NYSDEC entitled: Coastal Erosion Hazard Area Map, City of Rochester and dated August 29, 1988. These maps are on file in the City Clerk's Office at City Hall, and show the boundaries of natural protective features and structural hazard areas within the LWRP. These maps will be updated by DEC in the near future.

These maps indicate that the shoreline area north of Beach Avenue from the city / Town of Greece municipal boundary east to Welland Street is eroding at a rate of approximately 1.5 feet per year. The shoreline area from Welland Street east to Clematis Street is eroding at approximately

1.0 feet per year. The shoreline area contained within Ontario Beach Park has been designated as a natural protective feature. The shoreline area within Durand-Eastman Park from the western park boundary to Sunset Point Road has also been designated as a natural protective feature. The shoreline area that runs from Sunset Point Road east for approximately 1100 feet is eroding at approximately 1.0 feet per year. Certain portions of the Lake Ontario shoreline within the boundaries of the LWRP are eroding at approximately 1.5 feet per year.

A natural protective feature is defined as a near shore area, beach, bluff, primary dune, secondary dune, or wetland, and the vegetation thereon. A structural hazard area is defined as those shore lands, other than natural protective features, subject to erosion and located landward of shorelines having an average annual recession rate of 1 foot or more per year. The inland boundary of a structural hazard area is calculated by starting at the landward limit of a bluff and measuring along a line which is perpendicular to the shoreline a horizontal distance which is 40 times the long-term average annual recession rate.

Other erosion problems

A significant erosion problem does occur in the lower Genesee River, north of the O'Rourke Bridge, near the river's outlet with Lake Ontario. This problem involves wave surge action in the river caused by severe northeastern storms. This wave action causes damage to boats and boat docks in the river, as well as the undermining of other structures and facilities along the river bank. Many marinas along the river north of Stutson Street have suffered damage to structures, boats and shoreline due to the wave surge action of major storms during the last several years. A major project is currently underway to address the surge problem by lining sections of the harbor breakwall with rip-rap. The project is expected to limit surge waves to within one foot in most sections of the harbor.

Lower Genesee River levels will be higher as a result of higher lake levels, and the gorge may, therefore, suffer from increased shoreline erosion. Heavy motorized boat activity in the river can accelerate erosion of sensitive soils found along the steeply sloped banks of the gorge. Wetlands provide some protection from erosion for the riverbanks in the lower gorge, however.

Siltation and dredging

Siltation primarily caused by bank and sheet erosion, construction activities and some farming practices, can have a significant effect on water quality. Turbid water is visually unattractive. Silt also destroys stream habitats by changing the natural water environment. Silt covers and retains sewage wastes and other organic materials, which, through the process of decomposition, depletes the supply of dissolved oxygen in the water resulting in the killing of fish as well as water insect populations. Silty water can also negatively impact fish spawning.

Bank erosion, a major factor in siltation, occurs partly because of natural wave action and surface runoff as well as from the wash created by powerboats on the river. A speed limit of 6 mph has been set by the Coast Guard as a safety measure and as a means to protect riverbanks from serious erosion. Enforcement of the speed limit is difficult, however.

Dredging activities in the port area designed to deepen the channel and to clear marina slips of silt have also had a negative impact on water quality. When dredging occurs, sediment is released and suspended in the water. The larger, heavier particles soon resettle on the bottom while the finer silts and clays remain suspended for longer periods of time and are transported from the dredge site by local currents. This causes significant pollution problems within the river and is detrimental to the natural fish and wildlife populations present there.

Both the NYSDEC and the Monroe County Health Department (MCHD) operate water quality monitoring stations in Lake Ontario and the Genesee River. NYSDEC's three surveillance stations are located near the Charlotte docks, approximately two miles south of the O'Rorke Bridge at Boxart Street, and on the east bank of the river between RG&E's Station 5 power plant and Driving Park Avenue. The MCHD maintains several stations in the lake and along the river and has increased the frequency of data collections since 1972.

c. Water and Sewer

Water service is provided primarily by the Rochester Water Bureau. Most locations within the LWRP area have potential access to this utility.

Available water pressure and flow would have to be checked in the vicinity of any proposed development as part of normal feasibility review.

The existing sanitary and storm sewer system provides extensive coverage of the LWRP area. The sewers are under the jurisdiction of the Rochester Pure Waters District. Service is available throughout the majority of the project with some exceptions. The most notable exception to coverage is the river gorge area where most locations would require pump and force main facilities. Constructing force mains up gorge side slopes would increase project costs and in some cases would not be permitted. Alternately, those existing roadways that provide access to the bottom of the gorge could be used as a corridor for sanitary sewer (and water).

In summary, water and sanitary service exists throughout the LWRP area. A site by site analysis would be required to determine the feasibility and costs of connection.

d. Hazardous waste sites and storage of toxic materials

The NYSDEC maintains a list of inactive hazardous waste disposal sites known as the NYS Registry of Inactive Hazardous Waste Disposal Sites. State funds for cleanup of these sites are currently provided by the Environmental Quality Bond Act (EQBA) of 1986, which provided \$1.2 billion for remediation of inactive hazardous waste sites. Three of the twelve sites on the NYS Registry for Rochester are located within the LWRP boundary. These sites are summarized in the following table from data taken from the City of Rochester State of the Environment Report (1988).

Generators of hazardous wastes, or those companies, institutions, government agencies, and other facilities which produce hazardous wastes in their operations, are required to obtain permits and report regularly to the NYSDEC and USEPA on their activities under State and federal law. The City of Rochester has 65 permitted hazardous waste generators, producing approximately 26,331 tons of wastes annually. The top ten generators produce close to 97% of all hazardous wastes generated in Rochester. The largest generator is Eastman Kodak Company which produces about 21,737 tons annually from seven

locations in Rochester, or about 83% of the regulated hazardous waste in the city.

Seven industries operate treatment, storage, and disposal facilities (TSDF's or TSD's) for their own hazardous wastes. There are no commercial TSD's located in Rochester. Eastman Kodak Company operates a hazardous waste incinerator at Eastman Business Park. The remaining TSD's are used for temporary storage of material prior to disposal outside of the county, either in the Buffalo area or out of state.

Pursuant to the Inactive Hazardous Waste Disposal Sites Act of 1979 (Article 27, Title 13 of the New York State Environmental Conservation Law), Monroe County has responsibility for the identification of suspected inactive waste disposal sites. Sites which are suspected of containing hazardous waste are referred to the NYSDEC for further investigation.

The county has developed draft maps of all suspected and confirmed dump sites in Rochester using aerial photography, public agency files, and information provided by the general public. Over 90 dump sites were identified within the city. The county has also compiled site activity records which are keyed to these maps.

NYS REGISTRY INACTIVE HAZARDOUS WASTE SITES WITHIN THE LWRP

Site/(State Id.#)	Classification	Summary
Old Rochester City Landfill (Pattonwood Drive)	2a (8-28-009)	Active period: 1930's -1970. Approximate size: 20 acres. Former city landfill. Soil contaminated with hydrocarbons. Scheduled for Phase II investigation in 1990.
Genesee River Gorge	2 (8-28-044)	Active period: 1800-1970's. Site located between Upper and Lower Falls, including former Deep Hollow Ravine. Coal gasification wastes suspected of being disposed of in gorge. Chemical seeps leaching out of face of Lower Falls, similar in nature to material encountered during Cliff Street siphon tunnel construction (Feb. - March 1985). Xylene, Toluene, Benzene, Creosote products found. Expanded Phase I report completed in 1988. DEC is negotiating with the potentially responsible parties (PRP) to conduct the RI/FS. City and RG&E have proposed work program to DEC.
Eastman Kodak Co. Eastman Business Park East	2 (8-28-071)	Active period: 1953-present. Approximate size: 60 acres. Groundwater contaminated with Methylene Chloride and other solvents. As an interim remedial action, a few recovery wells are removing groundwater and discharging it to Kodak's King's Landing Waste Water Treatment Plant.

e. Topography

Topographic conditions offer limitations to development in several areas of the City's waterfront. Areas of greater than 15% slope are mapped by Monroe County in the Environmental Atlas. Significant portions of greater than 15% slope exist in the gorge and falls sections of the river. In fact, much of that area has slopes that exceed 1' vertical to 1' horizontal.

Vertical elevation is also a site development limitation in the falls area, in downtown and in the canal cut area on the west side of the city. In the falls area the vertical elevation difference between river level and the developed plateau is generally greater than 70' and can be as much as 100'. In the downtown area much of the river walk park and street level is located 20' to 30' above river level. In the canal cut section the canal bank is cut stone with vertical heights of 15' to 25'.

f. Wetlands

Wetlands exist along the waterway primarily in the gorge and the Turning Point Park areas. The wetlands are protected by New York State Department of Environmental Conservation and the Army Corps of Engineers.

g. Transportation

Transportation and traffic conditions could become a limiting factor in the development of the waterways.

The Charlotte area has historic patterns of traffic congestion during peak events such as summer weekends, concerts and special events. The circulation pattern dead ends traffic into the harbor area leaving only a single means of exiting.

h. Local, State and Federal Laws

Laws and local ordinances also limit the development of affected sites. Local zoning, site plan, and subdivision laws legally limit the potential use of a development or redevelopment site. Many other state and federal laws restrict development of wetlands, filling and altering of navigable waterways, and other actions potentially impacting the environment.

i. Navigable Water

The location and depth of navigable water affects the site development potential of water dependent, boating developments. The Genesee River is navigable from Lake Ontario to the south for approximately 5 miles. At the southern end of Seth Green Island, below the Rt. 104 bridge, the river channel's depth is approximately 8' to 10' and is essentially the limit of most navigation. The channel depth drops off considerably along the western side of Seth Green Island to a 4' or 5' depth and eventually to 2' to 3' as you approach the Driving Park Bridge.

The Erie Canal / Genesee River from the city's southern municipal boundary to the Court Street Dam is navigable during the operating season of Erie Canal. The New York State Canal Corporation maintains navigable channels and infrastructure.

The section of river starting at the Court Street Dam, north to the Driving Park Bridge, is shallow, inconsistent in depth, fast moving and contains several major waterfalls. The area of the river is only navigable to specialized craft in very specific locations. Many safety concerns for boating use of this section of the river exist.

j. Land Use Conflicts

Land use compatibility is a development consideration and potential constraint. Residential neighborhoods and sensitive natural areas exist within the waterways corridor and should have appropriate transitional edges or buffer areas.

Heavy industrial uses and major transportation infrastructure such as oil tanks and active rail lines may impact or limit development potential or design.

k. Historic/Archaeological Sites

Historic and archaeological sites exist within the waterways corridor and can pose development or design limitations. These same sites can also offer design and development opportunities.

LOCAL LAWS AND REGULATIONS

Local laws and regulations relevant to the City's LWRP are summarized below.

LOCAL WATERFRONT REVITALIZATION PROGRAM RELEVANT LAWS AND REGULATIONS

ZONING DISTRICTS

MARINA (MD) DISTRICT

PRIMARY LWRP AREAS

Port Authority Site
East and west river banks (from Lake to Denise Road Area)
Portions of the River Street Site

SUMMARY OF REGULATIONS

Permits water-related recreation and commercial development; Minimum waterfront setbacks are required. Special permit required for uses within 100 feet of river.

OPEN SPACE (OS) DISTRICT

PRIMARY LWRP AREAS

Public parkland
Genesee River Gorge
Riverside Cemetery

SUMMARY OF REGULATIONS

Regulations restrict development to parks, cemeteries, and outdoor recreation facilities. Special permit required for many uses.

HARBORTOWN VILLAGE (HVD) DISTRICT

PRIMARY LWRP AREAS

Area along Lake Avenue and River Street north of Stutson Street

SUMMARY OF REGULATIONS

Mandates architectural and aesthetic design standards (Harbortown Village) for new development; reviewed by Director of Zoning.

SITE PLAN REVIEW PROCEDURES

PRIMARY LWRP AREAS

All LWRP areas

SUMMARY OF REGULATIONS

Regulations require review of site plan designs for virtually all development or rehabilitation in city; includes criteria for review of plans.

ENVIRONMENTAL REVIEW PROCEDURES

PRIMARY LWRP AREAS

All LWRP areas for "Type 1" and "Unlisted" Actions

SUMMARY OF REGULATIONS

SEQR / Chapter 48 require detailed environmental review for all "Type 1" and "Unlisted" actions. Review requires identification of proposed mitigating measures. Type I actions include development in sensitive environmental areas in shore zone.

LWRP CONSISTENCY LAW

PRIMARY LWRP AREAS

All LWRP areas for "Type 1" and "Unlisted" actions

SUMMARY OF REGULATIONS

Regulations require a consistency review for all "Type 1" and "Unlisted" actions to determine compliance with LWRP policies and goals.

RECENT CHANGES

a. Closing of Beebee Station

Rochester Gas and Electric Company's Beebee Station is located in the High Falls area. RG&E has closed the power generating plant and will be demolishing the structure. This will free up a potential development site consisting of several acres of prime waterfront development property.

b. Beebee Park

RG&E has concluded the remediation of a parcel of waterfront land in the High Falls area. The land will be donated to the City of Rochester for park purposes.

c. O'Rorke Bridge and Real Property Impacts

The old Stutson Street Bridge has been replaced with the new O'Rorke Bridge in Charlotte. The new bridge aligns with the Lake Ontario State Parkway. The new bridge improves navigation and vehicular circulation in the area. Additional property impacts included the relocation of Marina Dodge and other local land uses.

d. Frederick Douglass / Susan B. Anthony Bridge

NYS Department of Transportation completed the reconstruction of the former Troup-Howell Bridge. Potential additional improvements in the area include a possible pedestrian bridge connection over the Genesee River, to connect the Corn Hill and South Wedge neighborhoods.

D. CONNECTIONS AND TRANSPORTATION

HIGHWAYS

The LWRP boundary includes an extensive system of existing streets, roads and highways. The jurisdictions for operation and maintenance vary between the City of Rochester, The County of Monroe and the New York State Department of Transportation. The primary routes and jurisdictions are listed below:

LOCAL WATERFRONT REVITALIZATION PROGRAM TRANSPORTATION ROUTES

Focus Area / Route	Jurisdiction	Functional Class
<i>Lake Focus Area: Charlotte and Durand-Eastman</i>		
Beach Avenue	City	Local Collector
Lake Avenue (Ridge Road West to LOSP)	City	Principle Arterial
Lake Avenue (North of Parkway)	City	Minor Arterial
Lake Ontario State Parkway (LOSP)	New York State	Principle Freeway
Stutson Street (and Bridge)	City and County	Minor Arterial
St. Paul Boulevard	City	Minor Arterial
NYS Rt. 104 (Veteran's Memorial Bridge)	New York State	Principle Freeway
Driving Park Blvd. (and Bridge)	City	Minor Arterial
Lakeshore Boulevard	County	Minor Arterial
<i>River Focus Area: High Falls</i>		
Bausch Street (Pedestrian Bridge)	City	Minor Arterial
State Street (South of Lyell Avenue)	City	Minor Arterial
Inner Loop	New York State	Principle Freeway
Andrews Street (and Bridge)	City	Minor Arterial
Main Street (and Bridge)	City	Minor Arterial
Broad Street (and Bridge)	City	Minor Arterial
Court Street (and Bridge)	City	Minor Arterial
<i>River Focus Area / Canal Focus Area: Center City, South River and Erie Canal</i>		
South Avenue	City	Minor Arterial
I-490 (Troop-Howell Bridge)	New York State	Principle Freeway
Exchange Boulevard	City	Minor Arterial
Mt. Hope Avenue	City	Minor Arterial
Ford Street (and Bridge)	City	Minor Arterial
Plymouth Avenue	City	Minor Arterial
Wilson Blvd.	City and U of R	Local Collector
Elmwood Avenue (and Bridge)	City	Minor Arterial
Moore Drive	County	Park Road
Scottsville Road (383) (and bridge)	New York State	Minor Arterial
Brooks Avenue (and bridge)	City	Minor Arterial
I-390	New York State	Principle Freeway
Kendrick Road	City	Local Collector
West Henrietta Road (and bridge) Rt. 15	New York State	Minor Arterial
East Henrietta Road (and bridge) Rt. 15A	New York State	Minor Arterial
Clinton Avenue South (and bridge)	County	Minor Arterial
Winton Road (and bridge)	County	Minor Arterial

AIRPORTS

The Greater Rochester International Airport is located near the intersection of the Erie Canal and the Genesee River. Existing transportation links to the airport include I-390, Brooks Avenue, Chili Avenue and Scottsville Road.

ERIE CANAL

The majority of the boats using the Erie Canal are for recreational use. The Exchange Boulevard docking facility was built in 1991 and is located in the Corn Hill Landing development area. This facility includes 15 boat slips and docking for a canal cruise boat.



CORN HILL LANDING ON THE GENESEE RIVER / ERIE CANAL

MULTI-PURPOSE TRAILS

Heritage Trail

The Erie Canal Heritage Trail is a partially existing multi-purpose trail extending from Albany to Buffalo along the Erie Canal corridor. The trail is completed through the Rochester area.

Genesee Greenway Trail

The Genesee Greenway Trail is a partially existing multi-purpose trail running south from Genesee Valley Park to Letchworth State Park along the former Genesee Valley Canal alignment.

Genesee River Trail

The South River Trail is a partially existing trail which parallels the Genesee River from Genesee Valley Park to Charlotte.

PUBLIC BUS SYSTEM

The Rochester Transit Service provides public bussing in the Greater Rochester area. RTS service is provided throughout the waterway corridor according to the attached map. The transit service also operates a new Transit Center in the downtown area of the city.

ENTRYWAYS

Visitors enter the Rochester area by a variety of transportation modes. Each mode is associated with some gateway or landing point which serves as an entryway to the City and its waterways. Some critical gateways include the Greater Rochester International Airport, the Amtrak Train Station, and NYS Thruway exists, among many others.

LOCAL TRANSPORTATION NETWORK

The transportation network within the city's LWRP boundary involves an extensive system of existing streets, and roads and highways that are operated and maintained by the city, county and New York State. Major and minor arterials and principal collector streets within the LWRP include Lake Avenue, St. Paul Street, Ridge Road West, the Lake Ontario State Parkway (LOSP), Beach Avenue, Stutson Street, Lakeshore Boulevard and Driving Park Avenue. Virtually all developed areas within the LWRP boundary are also serviced by public transportation through the Rochester/Genesee Regional Transit Authority (R/GRTA).

The three current major transportation network issues within the city's LWRP are the condition and capacity of Lake Avenue, general traffic congestion in the vicinity of Ontario Beach Park during periods of peak summer use and potential linkages with the New York State Seaway Trail.

From Ridge Road West north to the LOSP, Lake Avenue is part of the State legislated arterial system. The section north of the parkway is on the Federal Aid Urban System (FAUS). Lake Avenue is a major north/south arterial which runs parallel to the west bank of the Genesee River. Lake Avenue provides access to downtown Rochester, Eastman Business Park, the West Ridge Road area, several residential areas, including the Maplewood and Charlotte neighborhoods, several strip commercial areas, the parkway, Ontario Beach Park and the Port of Rochester site. The northern terminus of Lake Avenue is Beach Avenue, near Ontario Beach Park.

Traffic congestion in the vicinity of Ontario Beach Park is a problem during periods of peak park use during the summer as well as during special events or festivals held at the park. Traffic volumes on Lake Avenue fluctuate between 14,000 and 20,000 vehicles per day according to the Monroe County Department of Traffic Engineering. Some intersections in the area operate at level of service F on summer weekends. This indicates significant delays and limited traffic movement during these periods.

An integral part of the New York State Seaway Trail is located within the city's LWRP boundary. This section of the trail includes the LOSP, Stutson Street and Lakeshore Boulevard. The Seaway Trail is a mixed-use, shared right-of-way recreation corridor which runs for approximately 474 miles from the New York/ Pennsylvania border to Massena, New York. The Seaway Trail has been designated a National Recreation Trail and will be the initial element of a proposed Great Lakes trail system to run from Grand Portage, Minnesota to the New England seaboard. There is a potential to develop loops or linkages to existing and proposed recreation/tourism facilities in the city from the Seaway Trail via informational signage, brochures and marketing. Areas that could be included in this expanded trail system include the Genesee River gorge, Ontario Beach Park, Turning Point Park, Seneca Park and Maplewood Park.

PUBLIC ACCESS

Within the LWRP study area, direct public access to the water is inconsistent. Some areas have excellent access and others have severe limitations.

Durand Eastman Park is accessible via Lakeshore Boulevard. A project was undertaken in the early 1990's to regrade portions of the former railroad embankment to improve public access to the lake on the north side of Lakeshore Boulevard.

Ontario Beach Park was upgraded in 1990 to provide, among other improvements, increased public access. A wooden boardwalk was constructed along the south edge of the beach and the bathhouse was renovated. Improvements to lighting, walkways and sidewalks were made at that time.

Continuing south, public access to those using the public boat launch is high followed by a private marina. A combination of private and public land extends south beyond the O'Rorke Bridge.

Public access on the east side of the river is somewhat limited due to the high number of private owners. A condominium complex, the US Coast Guard Station, Rochester Yacht Club, Shumway Marina and other uses limit public access from the Lake just south of the O'Rorke Bridge.

On both sides of the river, private boat owners rent slips from various private entities. This has resulted in the eastern side of the River being less accessible to the general public than the west side.

The section of the river starting at approximately Turning Point Park begins an area where access is limited due to terrain. Heavily wooded slopes prevent access from the upper rim of the river gorge. A series of trails are in place to allow hiking to take place at various locations.

On the east side of the river, Seneca Park has a variety of trails that provide access along the rim of the river gorge and to the river via "switchback rails". Direct pedestrian access to the river on the east side is only possible from Seth Green Drive, located just south of the Veteran's Memorial Bridge and from an RG&E service road located just north of the Driving Park Bridge.

Along the west bank, direct access to the river is possible from Turning Point Park, although visual access is provided from a variety of sites including Riverside Cemetery and Maplewood Park. Some informal paths exist along the east and west banks of the river, particularly near the Driving Park Bridge. Fishermen use these trails for access to prime fishing areas along the river. Hastings Street, located just south of the Driving Park Bridge, leads to Lower Falls Park and provides access to an open area with spectacular views. This trail runs from the Lower Falls southward to Middle Falls. A formal hiking trail has also been developed in Maplewood Park from the Veteran's Memorial Bridge to the Eastman Business Park Area.

Public access at the High Falls Area is very good as it has been the focus of a long term renovation/capital investment project. The lower area adjacent to the River is owned by Rochester Gas and Electric. Future accessibility at this area is undefined at this time.

Public access through the Center City has improved immensely since the years when the River was hidden from view by buildings. Access is however still broken by a number of physical barriers that are discussed in the next section.

Public access along the river below the Susan B. Anthony / Frederick Douglass Bridge and along the Canal is reasonably good for pedestrians due to the existing trail systems. The Genesee River Trail and The Erie Canal Heritage Trail are both existing and well used.

GAPS, BARRIERS AND CONSTRAINTS

a. General Traffic Congestion at Charlotte

Lake Avenue terminates at Beach Avenue which acts as a large dead end street. Transportation to the east can only occur at the O’Rourke Bridge. North of this point the geographic barriers of the River and Lake prevent travel in both north and east directions. Beach Avenue continues to the west but it is a low capacity roadway within a residential area. The intersections of Lake Avenue with Lake Ontario State Parkway (LOSP) and Stutson Street exceed capacity during some summer weekends and during special events. Traffic jams have occurred in the area due to these intersections and the lack of alternate routes to leave the Port Area. Alternate access routes are still needed to avoid the overcapacity situation along Lake Avenue.

b. Limited Parking at Port of Rochester Area

- Number of existing spaces:
- Number of special event spaces:
- Number of required spaces for special events (on or off site):
- Additional Gaps and Barriers

The following general barriers / gaps were identified as issues to be addressed in waterfront revitalization and in improving circulation/connections within the LWRP.

- Pedestrian Access Across River (Charlotte)
- Pedestrian Access along West Side of River at Charlotte
- Boat Launch as Possible Barrier at Charlotte

- Active Railroad on River Street
- Public access in Gorge Areas - Lack of parking/trail heads
- Public access on East Side of River
- Vertical drop from High Falls to River Floor
- Andrews Street to High Falls (both sides of River)
- Broad Street to Main Street (both sides of River)
- I-490 Barrier Between Canal Harbor Area and Downtown
- Corn Hill to Court Street (both sides of River)
- Pedestrian Access Across River - Canal Harbor
- Visual/Physical Access to River (River Flood Wall)
- Visual/Physical Access to Canal Sections

E. EXISTING DESTINATIONS AND ASSETS

RECREATIONAL OPPORTUNITIES

Lake Ontario and the Genesee River offer many outdoor recreational opportunities such as swimming, boating and fishing as well as passive recreational activities. According to the Coast Guard, the river maintains a depth of approximately 10 feet as far south as the Veteran's Memorial Bridge. This permits a variety of small pleasure boats to use the river. Canoeists and kayak enthusiasts are able to continue up the river as far south as Seth Green Island. Beyond Seth Green Island, swift river currents make upstream travel difficult. The natural river depth is maintained in the port area by annual dredging operations conducted by the U.S. Army Corps of Engineers (USACE). The dredging operations ensure a river depth of approximately 21 feet which permits access up the river for large recreational craft.

Berthing or mooring in the river is not possible for all the boat owners. Although the port area has a number of marinas and yacht clubs that contain approximately 1,000 boat slips, this does not meet present demand. Rochester and Monroe County have been nationally identified as a market with tremendous growth potential in boat sales, particularly in the 16'-25' range. While many marina owners would like to expand their facilities along the river, development costs and the lack of land for expansion and parking have become major limitations.

Owners of smaller trailered boats are also experiencing launching and docking problems in the area. Only one public boat launch exists within the LWRP boundary. The four-lane boat launching ramp constructed at the port site by Monroe County has the capacity to accommodate 107 cars with trailers. Renewed interest in sport fishing has

increased the use of this facility. However, the location of the launch on the west bank north of the former railroad swing bridge area has made maintenance of the ramp a continuous and costly concern because of a significant river surge problem that is still eroding and undermining the launch area.

The west break wall and pier at the mouth of the river are often used for fishing and provide direct public access to the river. The east breakwall and pier adjacent to the Coast Guard Station are periodically closed for security reasons. The east and west piers have been improved by the USACE and are generally in good condition. The portion of the west pier south of the beach area has experienced severe undermining and erosion in the past due to major winter storms. The east pier has varying surface conditions and is not as suitable for public access. The Corps has completed all repairs on the east and west breakwaters and has no plans for any additional repairs in the foreseeable future.

Formal recreation opportunities within the LWRP boundary are provided at a number of public parks. The location, facilities, special features, estimated usage and development opportunities of each public park or open space area within the LWRP are listed below.

(1) DURAND-EASTMAN PARK (965 Acres):

Location: On Lake Ontario, west of Irondequoit Bay and east of the Genesee River; the park can be entered from Lakeshore Boulevard and Kings Highway.

Facilities: Hiking, bridle, and cross-country ski trails; 7 picnic shelters; playground area; winter warming shelter and riding stable; 18-hole golf course, golf clubhouse with food concession and pro shop; parking permitted on park roads.

Special features: Steep wooded slopes; valleys; scenic vistas; small lakes and ponds; on Lake Ontario; botanical collections. Portions of the park make up part of the Monroe County Arboretum. Spring flowering trees and spectacular fall foliage colors make this park an area of exceptional beauty. Unique topography and soils permit the growing of plants not native to the area.

Estimated Usage: Not available.

Development Opportunities: Development of beach area for swimming (park is currently undergoing a phased capital improvement project totaling \$5.1 million).

(2) MAPLEWOOD PARK AND ROSE GARDEN (14 acres)

Location: West side of the Genesee River, from Driving Park Avenue north to Hanford Landing Road; rose garden located at the intersection of Lake Avenue and Driving Park Avenue; park can be entered from Driving Park Avenue, Maplewood Avenue, Maplewood Drive, and Bridge View Drive as well as from various pedestrian trails.

Facilities: Informal picnicking and strolling areas; tennis courts; fishing areas; parking area provided off Bridge View Drive; parking area for rose garden provided along park entrance drive from Driving Park Avenue.

Special features: Pond located in lower Maplewood Park area; scenic views and vistas of Genesee River gorge and Veteran's Memorial Bridge; the rose garden, one of the largest in the country (selected by the American Rose Society as an "All American Rose Test Garden"; peak blooms in late June and September); several overlooks that provide spectacular views of the Genesee River gorge.

Estimated Usage: Not available.

Development Opportunities: Improved access to gorge for hiking and fishing.

(3) LOWER FALLS PARK (3 acres):

Location: Proposed park to be located on the west bank of the Genesee River south of the Driving Park Bridge, overlooking the Lower Falls area; access to the park will be provided via Driving Park Avenue.

Facilities: Currently an undeveloped area. Potential uses could include picnic areas and shelters, river overlooks, pedestrian and hiking trails, and other passive recreational facilities.

Special features: Spectacular views of Lower Falls and river gorge; remains of various historic structures evident in some areas.

Estimated Usage: Park is currently undeveloped.

Development Opportunities: Historic/archaeological resources; scenic views and vistas of lower and middle falls; pedestrian and biking trails.

(4) ONTARIO BEACH PARK (39 acres):

Location: Northern-most portion of the city; on Lake Ontario, at the mouth of the Genesee River; park can be entered from Lake and Beach Avenues.

Facilities: Public beach; bathhouse; 6 picnic shelters; food concession stand; outdoor performance pavilion; ice-skating rink; historic carousel; parking areas for approximately 1,500 cars on the port site to the south and within an area south of Beach Avenue and west of Lake Avenue; soccer field and 2 softball fields located in an area to the south, along Estes Street.

Special features: One of the best natural sand beaches on Lake Ontario; supervised swimming areas; boat launch on the Genesee River; antique Dentzel Carousel designated as a City of Rochester Historic Landmark.

Estimated Usage: 800,000 visits / year

Development Opportunities: Enhancement of beach area; rehabilitation of bathhouse and pier; redesign of existing bandstand; improvements to circulation; coordination with events and facilities on Port of Rochester site and at new marina.

(5) SENECA PARK (297 acres):

Location: Eastern bank of the Genesee River, north and south of the Veteran's Memorial Bridge; park can be entered from St. Paul Street, just north of Route 104 (Ridge Road East).

Facilities: Outdoor swimming pool with bathhouse; playgrounds; softball fields; 2 picnic shelters; hiking trails; marked nature and jogging trails; zoo; parking area adjacent to zoo and along lower park road.

Special features: Seneca Park Zoo; pond; steep wooded slopes along the river bank; wetlands; scenic views of the Genesee River gorge; park was originally designed by Frederick Law Olmstead.

Estimated Usage: Not available.

Development Opportunities: Enhancement of Olmstead Plan; improved access to river gorge for hiking and fishing; rehabilitation of zoo and public pool (park is currently undergoing a phased capital improvement project totaling \$3.9 million).

(6) SETH GREEN DRIVE AREA (2.3 acres/part of Seneca Park):

Location: Eastern bank of the Genesee River; enter from St. Paul Street; area runs from Norton Street north to Seneca Towers.

Facilities: Undeveloped open space area used for passive recreation; "switchback trail" provides access to river gorge for fishing.

Special features: "Switchback trail" on steep wooded slopes along river provide spectacular views of Veteran's Memorial Bridge and river gorge.

Estimated Usage: Not applicable.

Development Opportunities: Scenic views and vistas; pedestrian or hiking trails; improved fishing access.

(7) TURNING POINT PARK (100 acres):

Location: West bank of the Genesee River, just south of the Turning Basin; park can be entered from Lake Avenue via Boxart Street; park borders Riverside Cemetery to south.

Facilities: Relatively undeveloped; hiking trails (connection to Lake Avenue); picnic areas; fishing piers and dock; bird watching; parking area at end of Boxart Street, at entrance to park; rain garden area.

Special features: Park provides access to the water's edge for fishing and canoeing; park provides spectacular views of river gorge and Turning Basin; small waterfalls.

Estimated Usage: Not available.

Development Opportunities: Scenic views and vistas; pedestrian or hiking trails; improved fishing access.

(8) TRYON PARK (82 acres):

Location: Adjacent to Irondequoit Creek and southwestern edge of the Irondequoit Creek wetlands, just south of Irondequoit Bay; park can be entered via TRYON Park Road.

Facilities: Relatively undeveloped; hiking trails; passive recreational opportunities.

Special features: Steep wooded slopes; wetlands, scenic views and vistas of the Irondequoit Creek wetlands and Irondequoit Bay.

Estimated Usage: Not available.

Development Opportunities: Enhancement of scenic views; new hiking and biking trails.

(9) GENESEE VALLEY PARK (800 acres):

Location: At confluence of the Genesee River and the Erie Canal.

Facilities: Golf course; canoe livery; hiking trails; swimming pool; indoor skating rink; passive recreational opportunities.

Special features: Gently sloping land to the river and canal. Olmstead designed park with picturesque bridges and landscaping.

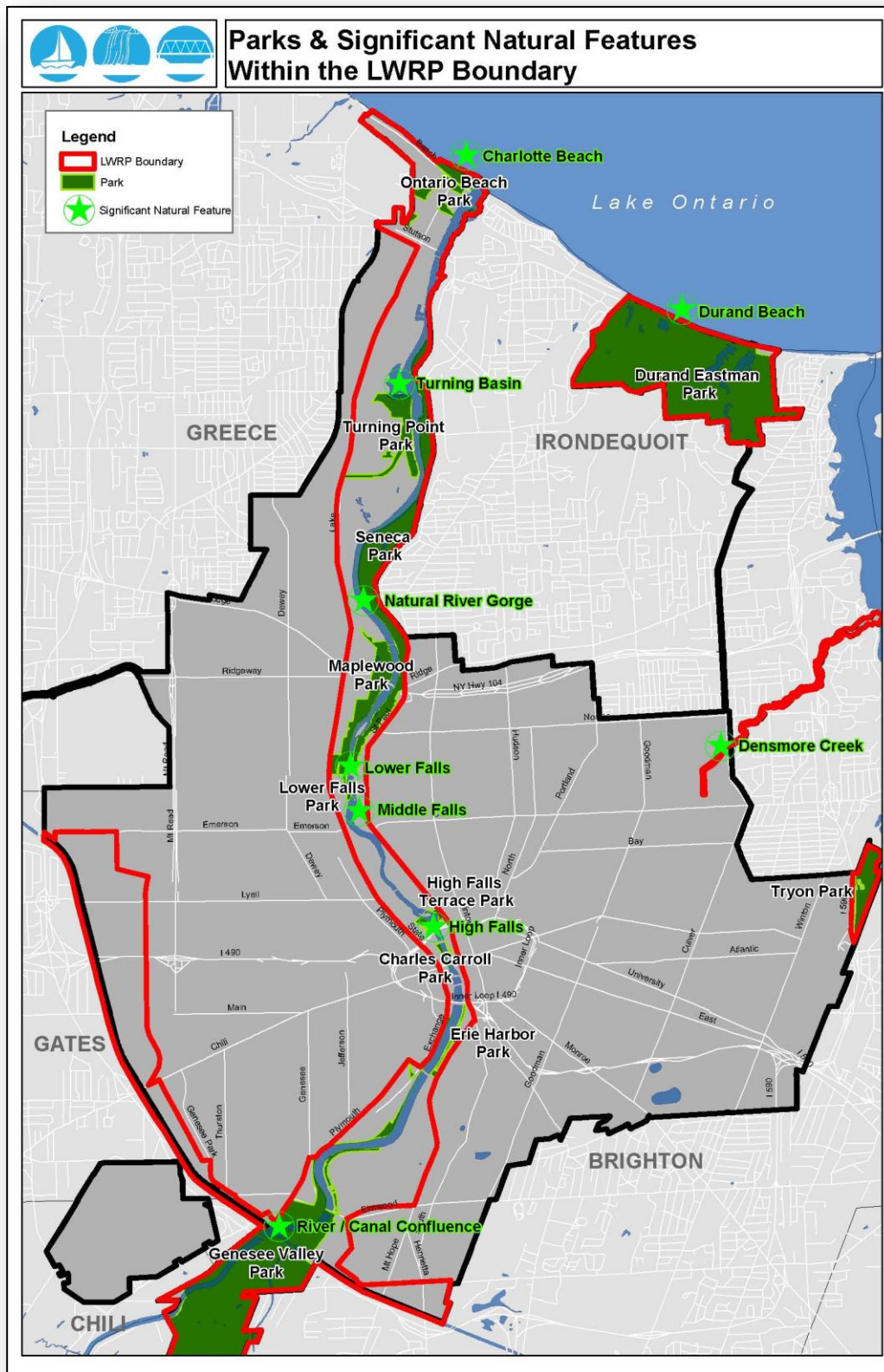
Estimated Usage: Not available.

While not officially designated as parkland, Riverside Cemetery and Holy Sepulture Cemetery, located just south of Turning Point Park on the west bank of the river, also offer passive recreation opportunities such as hiking, biking and bird watching. Additional recreational assets within the waterway corridor include:

- Charter Fishing Boats
- Charlotte Boat Launch
- Cruise Ships
- Marinas
- Yacht Clubs

LWRP parks and significant natural features are shown in Figure 7 on page 53. The location of Ontario Beach Park, Durand-Eastman Park, the Turning Basin, the natural portion of the Genesee River Gorge, Lower, Middle and High Falls, Densmore Creek and the Genesee River / Erie Canal confluence are included on the map.

FIGURE 7: LWRP PARKS AND NATURAL FEATURES



HISTORIC RESOURCES

Because Rochester began and grew along the Genesee River, there are many historic resources within the city's LWRP. These include archaeological sites, a local Preservation District, local, state and national landmarks, and a number of properties eligible for landmark designation.

In 1986, the Rochester Museum and Science Center prepared the Cultural Resources Inventory for the City of Rochester LWRP. This report identified 21 known archaeological sites, seven historic Euro-American archaeological sites, two landmarks listed on the National and State Registers of Historic Places, and three locally-designated landmarks. In April, 1987, the Beach Avenue Preservation District was designated, pursuant to the city's zoning ordinance.

The Genesee Lighthouse, at 70 Lighthouse Street, is perhaps the most historically significant site within the LWRP and gives an indication of the wealth of resources in this area of Rochester. The site is listed on the National and State Registers of Historic Places, is a local landmark, and contains the remains of the first light keeper's house (c. 1822), was the site of the cabin of the first permanent Euro-American settler in what was to become Rochester, and contains evidence of American Indian occupation.

Properties listed On the National and State Registers of Historic Places:

- Genesee Lighthouse - 70 Lighthouse Street
- "Shingle-side" (house) - 476 Beach Avenue

Properties designated as local landmarks:

- Ontario Beach Carousel - Ontario Beach Park
- Genesee Lighthouse - 70 Lighthouse Street
- Former St. Bernard's Seminary - 2260 Lake Avenue

Properties within the Beach Avenue Preservation District:

- Properties between 480 and 670 Beach Avenue on the north side of street and 551 Beach Avenue on the south side.

Historic Euro-American Archaeological Sites:

- Genesee Lighthouse Historic Site
- Lower Falls Mill and Industrial Site
- Carthage-Brewer's Dock Historic Site

- Carthage Flats Mill and Industrial Site
- Glen House Historic Site
- King's-Hanford's Landing Historic Site
- Kelsey's-Buell's Dock

Historic Site Archaeological Sites:

- Twenty-one sites as identified by the Rochester Museum and Science Center.

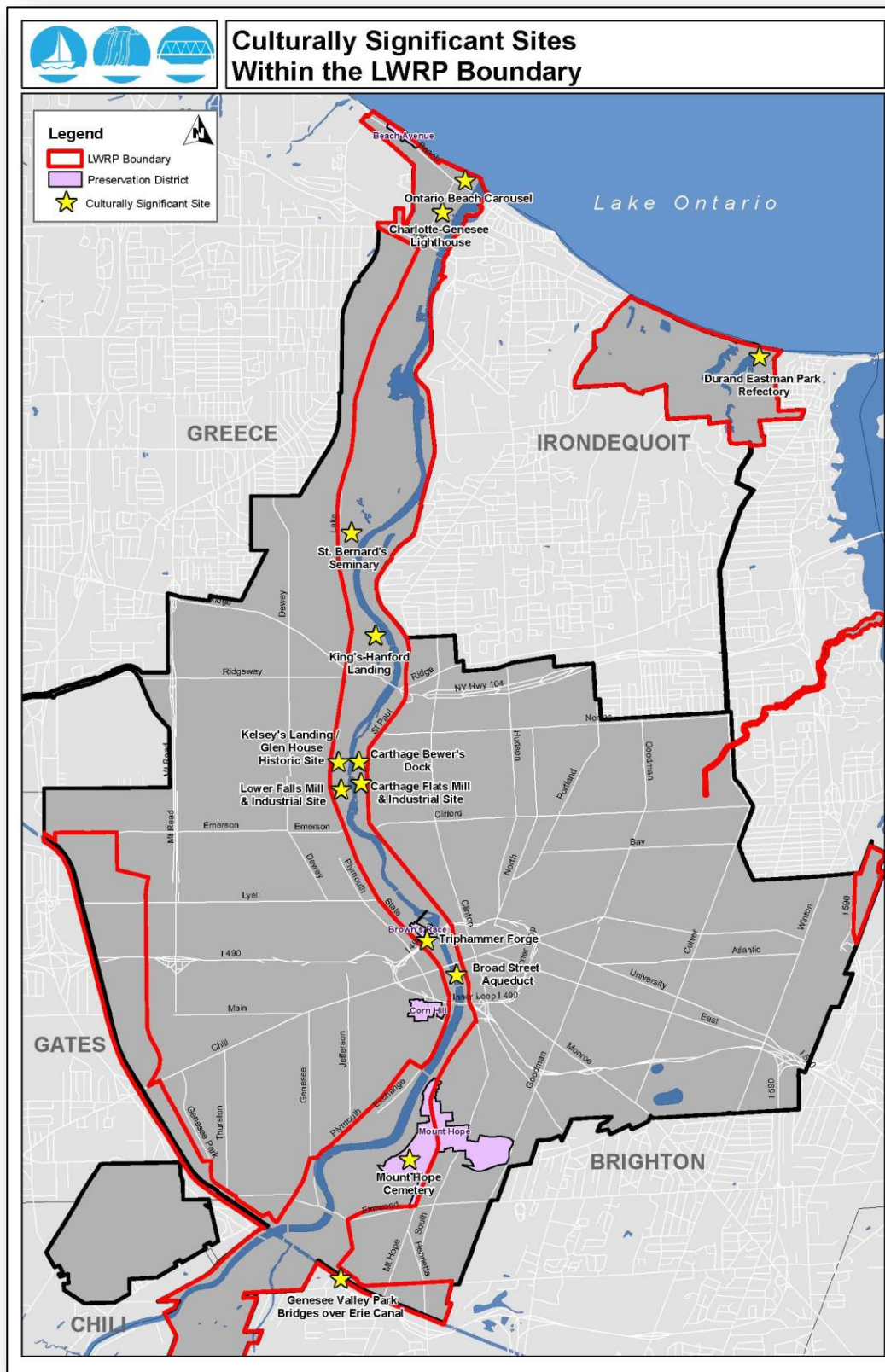
Properties Potentially Eligible to be listed on the National and State Registers of Historic Places:

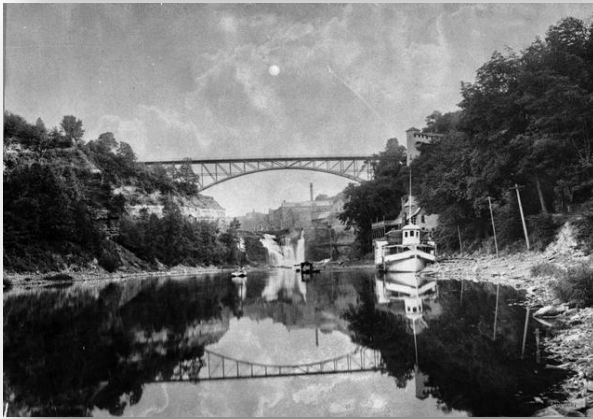
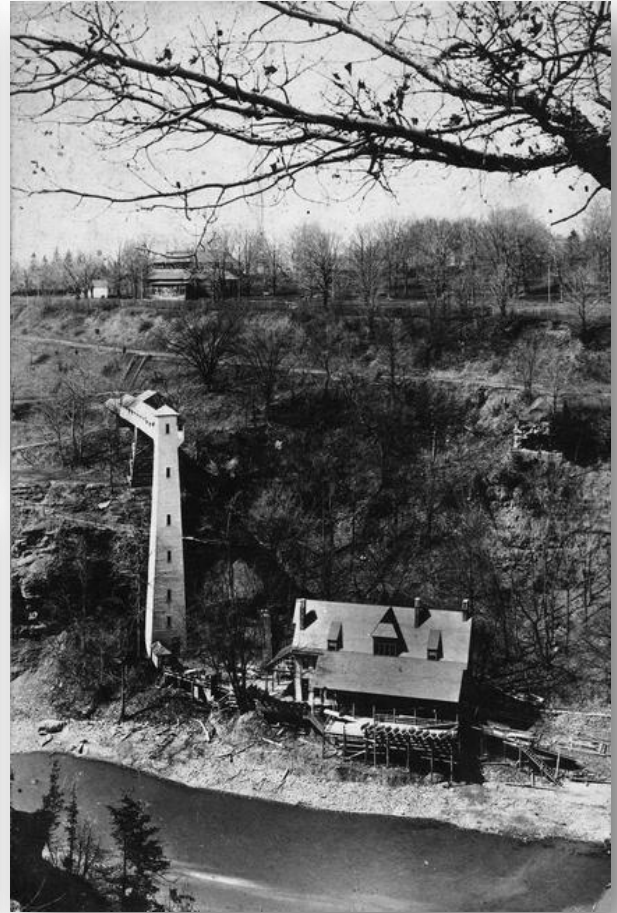
- According to the City of Rochester Historic Resources Survey prepared by Mack Consulting Associates in 1986, two districts and 26 individual properties may meet the criteria for listing on the National and State Registers of Historic Places. The individual properties are, for the most part, clustered on Beach Avenue, Stutson Street. Latta and River Roads, and on Lake Avenue between Driving Park Avenue and Flower City Park. The Ontario Beach Park District is wholly within the LWRP, while approximately half of the Maplewood District falls within the LWRP boundaries (south of Seneca Parkway).

Additional historic districts and resources within or adjacent to the corridor include:

- Brown's Race Historic District
- Water Street Historic District
- Cascade Historic District
- Proposed Maplewood Historic District
- Broad Street Aqueduct
- Corn Hill Historic District
- Mt. Hope Historic District and Cemetery
- Warner Castle and Highland Park
- Campbell-Whitesley House
- Hoyt Potter House
- Historic Canal and Trolley Beds
- Genesee Valley Canal
- Historic Erie Canal
- Ellwanger Gardens

FIGURE 8: LWRP CULTURALLY SIGNIFICANT SITES/AREAS





Examples of LWRP Historic/Culturally Significant Sites

Top: The former Glen House Historic Site – Genesee River near Driving Park Bridge

Bottom: Erie Canal Aqueduct in downtown Rochester

MUSEUMS

Many museums and interpretive centers exist within the waterway corridor or within close proximity to the corridor including the following:

- Strong Museum
- Center at High Falls
- Eastman House
- Rochester Museum and Science Center
- Memorial Art Gallery
- Susan B. Anthony House
- Charlotte Lighthouse Museum
- former Marine Discover Center Display
- Campbell-Whitesley Museum

CIVIC/INSTITUTIONAL BUILDINGS AND PLACES

Civic and institutional buildings and places that exist within the waterway corridor or that are in close proximity include:

- Frontier Field
- Rochester Riverside Convention Center
- Rochester War Memorial
- Rundell Memorial Library
- University of Rochester
- Rochester Institute of Technology
- Monroe Community College
- Strong Hospital
- Highland Hospital
- Greater Rochester International Airport

COMMERCIAL/PRIVATE ACTIVITIES

Additional commercial and private activities exist throughout the waterway corridor and which provide recreation and entertainment. The following examples are highlights:

- Restaurants and Nightclubs (East End Entertainment District, Lake Avenue Strip)
- Retail Centers (Main Street, Midtown Plaza, Monroe / Park Avenue)
- Lodging

- Tours (Eastman Business Park)
- Canal Ponds Business Park

F. NATURAL RESOURCES

WATER QUALITY

The Genesee River accumulates and transports a variety of pollutants to Lake Ontario. Water quality in the lower river has degraded over the years because of the dumping of industrial wastes and untreated sewage into the river. According to the Monroe County Health Department (MCHD), the combination of combined sewer overflows, Eastman Kodak Company waste discharges and connections with the Barge Canal have significantly contributed to the pollution of the Genesee River. Because of improvements to the city's sewer systems and the upgrading of Eastman Kodak's King's Landing waste treatment plant which now removes silver and other chemicals from plant waste water discharges, river water quality has begun to improve. Small amounts of cadmium used in the photographic process still collect in river sediment, however, and can constitute a health problem when the river is dredged causing these toxic metal particles to become suspended in water. The NYSDEC is currently investigating elevated levels of toxic sediments in the lower Genesee and the toxicity of Kodak discharges.

The Monroe County Pure Waters Agency (MCPWA) was formed in 1967 to consolidate and improve municipal sanitary waste discharges. The Rochester Pure Waters District, one of five county sewer districts, operates and maintains treatment facilities, interceptor sewers and a collection system which serve the entire city. A network of sewer interceptors and new overflow tunnels collects sewage, stores it during periods of high storm water runoff, and then directs it to the Frank E. VanLare Treatment Plant in Durand-Eastman Park for secondary treatment. Five chlorination stations also serve the city.

Even though the upgraded city sewer system and improvements to industrial wastewater treatment have greatly improved Genesee River water quality, there are occasional periods of high storm water runoffs that cause serious but temporary pollution problems in the river. Pollution (resulting from combined sanitary and storm water sewers) has been a long-term problem for the Genesee River. When storm water runoff and sanitary sewage is carried in the same system, a heavy rainfall will generally produce flows which exceed treatment plant capacity. When this happens, the excess flow of combined storm water and sewage bypasses the treatment plant and flows directly into the river. Rochester and Monroe County are involved in the CSOAP project

which has been designed to correct this problem through the construction of large, underground holding tunnels.

FISHERIES AND HABITAT

The Genesee River flows north through the City of Rochester and is one of four major New York State tributaries of Lake Ontario. The large size of the Genesee, and the fact that much of the river corridor is essentially undisturbed, make it one of the most important fish and wildlife habitats in the Great Lakes Plain ecological region of New York State. However, water pollution and extensive alteration of the lower channel have reduced the environmental quality of the river.

The New York State Department of State (NYS DOS) has designated almost six and one-half miles of the river as a "coastal fish and wildlife habitat of state-wide significance". This habitat area extends from the mouth of the river at Lake Ontario to the Lower Falls, just south of the Driving Park Bridge. The Lower Falls is a natural impassable barrier to fish. The lower river area received a rating of 54, which is well above the 15.5 threshold for designation as a state coastal fish and wildlife habitat. The rating system was based on five criteria: ecosystem rarity; species vulnerability; human use; population level of species present; and replaceability.

The Genesee River is a highly productive warm water fisheries habitat which supports concentrations of many residents and Lake Ontario based fish species. Among the more common resident species are small mouth bass, brown bullhead, northern pike, channel catfish, walleye, carp and white sucker. Lake-run species found in the Genesee River include white bass, yellow perch, white perch, smelt, bowfin, sheepshead, rock bass and American eel. These fish populations are supplemented by seasonal influxes of large numbers of trout and salmon. In the spring (late February - April), steel head (lake-run rainbow trout) and brown trout run up the river, and lake trout occur at the river's mouth. In fall (September - November), concentrations of coho and Chinook salmon, brown trout and steel head are found throughout the river during their spawning runs. The salmon concentrations in the Genesee River are among the largest occurring in Lake Ontario tributaries, and are largely the result of an ongoing effort by NYS DEC to establish a major salmonid fishery in the Great Lakes through stocking. In 1985, approximately 20,000 steel head and 300,000 Chinook salmon were released in the river.

The Genesee River provides an important recreational fishery, attracting anglers from throughout New York State and beyond. Its location within the City of Rochester results in very heavy fishing pressure from residents of the metropolitan area. Major fishing

areas along the river include the river mouth at Lake Ontario, and the riverfront between Seth Green Island and Lower Falls. Although the seasonal salmonid runs attract the greatest number of fishermen to the area, the river also supports an active warm water fishery. Easy access to the river for fishing is a problem in many areas, however, due to the topography of the river gorge. Ponds within Durand-Eastman Park also receive heavy fishing use during the spring and summer months. The fishing derbies held in the park are important to many local residents.

WILDLIFE AND HABITAT

Wildlife use of the river and shore zone is extremely limited and not well documented. It appears to be limited to those species that can inhabit a relatively narrow riparian corridor, and are somewhat tolerant of human activities in adjacent areas. Possible or confirmed breeding bird species include mallard, wood duck, red-tailed hawk, spotted sandpiper, belted kingfisher, red-winged blackbird, swamp sparrow and various woodpeckers and woodland passerine birds. Other species occurring in the area probably include beaver, deer, squirrel, skunk, raccoon, muskrat, northern water snake and painted turtle. Due to the inaccessibility of the gorge, there are no significant wildlife-related human uses of the river. The steep slopes of the gorge and the wooded areas of Durand-Eastman Park provide refuge for many types of wildlife. The park is an invaluable nature area that contains significant wetlands and a deer population of between 200 and 300 animals.

FRESHWATER WETLANDS

Wetlands are valuable fish and wildlife habitats and serve as nesting and breeding areas for many migratory species as well as spawning and nursery areas for many species of fish. Wetlands also provide flood and storm water retention capacity by slowing runoff and temporarily storing water, thus protecting downstream areas from flooding. Aquifer recharge, erosion control and recreational opportunities are other benefits of wetland preservation.

In recognition of the benefits of wetlands, New York State enacted the Freshwater Wetlands Act (Article 24 of the Environmental Conservation Law). Wetlands encompassing 12.4 acres or more are protected, as are smaller areas having unusual local significance such as supporting a rare or endangered species. Any filling or alteration of a wetland or within a 100 foot buffer zone immediately surrounding the wetland requires a permit from the NYSDEC.

Wetlands are classified into four categories. Class I wetlands are the most valuable and least disturbed, while Class IV wetlands are the least valuable. Permits for alteration of

a wetland are more likely to be granted for Class III and IV wetlands than those in the higher classes. State-designated wetlands within the city's LWRP, and the state classification category of each, are listed below.

The U.S. Fish and Wildlife Service (USFWS), a branch of the U.S. Department of the Interior, has classified all significant wetlands in the Rochester area, regardless of size. Maps showing wetland boundaries and indicating the type of structural features and vegetation present were completed using 1978 and 1981 aerial photography. The USFWS classification system categorizes wetlands first by the ecological system present. In Rochester, this is usually riverine (in or adjacent to a river) or palustrine (poorly drained or swampy area). Some lacustrine (in or adjacent to a lake) wetlands are found in and adjacent to Durand and Eastman Lakes in Durand-Eastman Park. Further classifications include open water areas, emergents (vegetation which is rooted under the water with parts of the plant extending up out of the water), shrub/scrub areas, and forested areas. Common examples of emergent vegetation in Rochester are cattails and purple loose strife. Vegetation found in shrub/scrub areas includes alder, buttonbush and dogwoods. In forested wetland areas within Rochester, willows, red and silver maples and red ash are likely to be found.

The USFWS areas identified generally occur in those areas shown on the NYSDEC maps, with the exception of certain smaller and isolated wetlands scattered throughout the city. Federally designated wetlands impose requirements upon federal agencies and federally-assisted projects, as well as requiring permits through the USACE.

STATE DESIGNATED WETLANDS WITHIN THE LWRP (12.4 acres or greater)

State Code	State Class	Location
RH-6	II	River, NE, north of Rattlesnake Point
RH-8	II	River, NW, below Riverside Cemetery
RH-9	II	River, NE, Turning Point Park and northward
RH-20	I	River, NE, Seneca Park
RH-21I	II	River, NE, Seneca Park and northward
RH-12	I	Durand-Eastman Park
RH-13	I	Durand Lake, D-E Park
RH-14	I	Eastman Lake, D-E Park
RH-15	I	Durand-Eastman Park
RH-16	I	Durand-Eastman Park
PN-I	I	TRYON Park (small portion of Ellison Park wetlands)

VISUAL QUALITY

a. Overview

Rochester's coastal area has a variety of unique topographical features including waterfalls, a river gorge, ravines, and several small river islands. Several breathtaking views and vistas are found throughout the city's waterfront revitalization area and enhance the city's urban environment.

b. Description

The beach and port area dominate the land use pattern in the extreme northern portion of the city's waterfront revitalization area and contribute to the overall visual quality of that area. An exceptional view of the lake and mouth of the river can be seen as one drives north on Lake Avenue, past the Conrail railroad bridge. However, some of the cluttered, underutilized or dilapidated land uses along the Lake Avenue commercial strip detract from the aesthetics of the area.

Moving south from the port along the river, several spectacular views and vistas exist but are not easily accessible. A river overlook along the southern map approach to the Veteran's Memorial Bridge offers tremendous views of the river gorge and the eastern riverbank. Several vacant properties along St. Paul Street, on the eastern side of the river, also offer panoramic views and vistas of the river gorge and the western riverbank.

RG&E's Station 5 hydroelectric plant at the Lower Falls provides good views of the river in the spring and early summer. During the summer months, however, dense foliage obscures this view. Further north, near Kodak's research laboratories, is an area that could provide a spectacular river overlook, if developed properly.

Seneca Park, located along the river's eastern bluff, provides an excellent view of the river's wetlands and wooded slopes. Seneca and Maplewood Parks are connected via a pedestrian bridge which crosses the river and provides spectacular views of the river gorge. Kodak's waste water treatment plant on the opposite side of the river detracts from this view, however. The overlook at the end of Boxart Street provides a view of the wooded slopes near Seneca Park and views of the river gorge to the north. Areas within Turning Point Park provide spectacular views of the river and the Turning Basin, as well as the wetland areas along the eastern bank.

A footpath that leads down the steep slope at Turning Point Park provides direct pedestrian access to the river. A path which continues north from the park passes Riverview Marina and the remains of Old Charlotte and terminates at the Genesee Lighthouse, providing unique views of the land and the river.

Additional scenic views and vistas of Lake Ontario and various ponds and valleys exist in Durand-Eastman Park. Scenic views and vistas of Irondequoit Creek, Irondequoit Bay and the adjacent wetlands exist in TRYON Park. Views from the river and the lake of existing development and upland areas are also significant in many areas.

AIR QUALITY

At the current time, Rochester's air quality is not known to be a significant problem and meets all national air quality standards.

F. FOCUS AREA SUMMARY

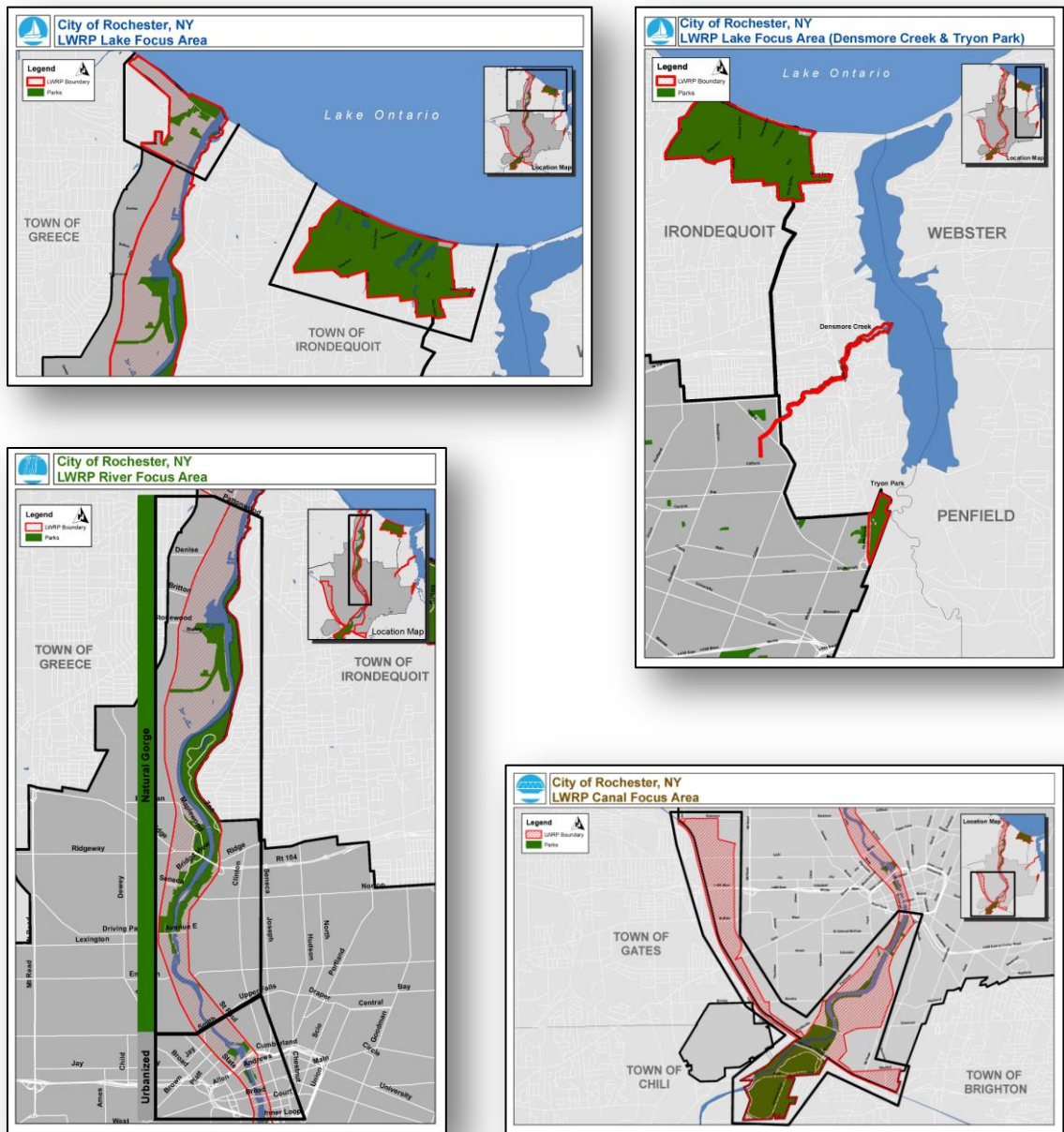
LAKE FOCUS AREA

Rochester's unique geography and proximity to three distinctly different bodies of water provide for vastly diverse waterfront experiences. Included in the boundary are the City's two main lake front areas; the port of Rochester / Ontario Beach Park (including the mouth of the Genesee River south to the O'Rourke Bridge) and Durand Eastman Park and beach, donated to the City by the late George Eastman and surrounded by the neighboring suburb of Irondequoit.

Also included in the lake focus area are Densmore Creek and Tryon Park. Densmore Creek originates in the northeast section of the City at which point it is primarily underground. It begins to flow above grade east of Culver Rd. near the City of Rochester – Town of Irondequoit municipal boundary. The creek bed continues to flow through the Town of Irondequoit, albeit the creek bed itself is actually comprised of over 80 parcels that are technically within the "City limits", most of which are city-owned. The creek is approximately 4 miles long, eventually out falling into Irondequoit Bay.

Tryon Park, located at the City's most easterly boundary (bordered by the Town of Irondequoit to the north and west and the Town of Brighton to the south and east), is approximately 82 acres and is situated near the western shoreline of Irondequoit Bay. Although the park is mainly undeveloped, it does offer nature enthusiast some hiking trails and scenic overlooks.

FIGURE 9: LWRP FOCUS AREAS



RIVER FOCUS AREA

The Genesee River originating in northern Pennsylvania is one of the only rivers in North America to flow in a northerly direction, eventually terminating at Lake Ontario. The “broader” river focus area boundary includes the area between Lake Avenue / State Street on the west and the city municipal boundary / St. Paul Boulevard on the east, beginning from the O’Rourke Bridge to the north in the Charlotte neighborhood, south to the Frederick Douglas – Susan B. Anthony Memorial Bridge that carries Interstate 490 over the river through downtown Rochester.

Due to the distinctly different characteristics of this stretch of river, the focus area was further divided into two sub-areas. The majority of the river focus area is primarily characterized by undeveloped steep wooded slopes along each bank of the river and therefore is referred to as the “natural gorge” sub-area. The area south of Smith St. is distinctly different in nature, as the land adjacent to the river is much more developed. This “urbanized” sub-area of the river focus area begins south of the Smith Street Bridge and includes the High Falls District and downtown Rochester.



***View from Lower Falls Park within
the “natural gorge” sub-area***



***Aerial view of the “urbanized” sub-area
where the Genesee River flows through
downtown Rochester***

CANAL FOCUS AREA

The Erie Canal primarily runs northwest along the southern municipal border of the City of Rochester, a portion of which includes a north-south section of the Genesee River that is also technically considered to be a part of original canal system before it was later re-routed to its current location to the south and west. This portion of the canal focus area is bound to the north by the Frederick Douglass – Susan B. Anthony Memorial Bridge in downtown Rochester south to the City municipal border with the towns of Chili and Brighton. Mount Hope Avenue serves as the eastern boundary of this section while Exchange Boulevard and Plymouth Avenue serve as the western boundary.

The “east-west” portion of the canal east of its intersection with the Genesee River is bounded by the City / Town of Brighton municipal boundary to the south and east and Westfall Road to the north. The portion west of the Genesee River is also bounded by the City / Town of Gates / Chili municipal boundaries to the south and west, Emerson Street to the north and a series of rail r-o-w and streets forming its eastern boundary back down to the confluence of the river and canal. The canal focus area also encompasses all of Genesee Valley Park, at the city’s southern most point.

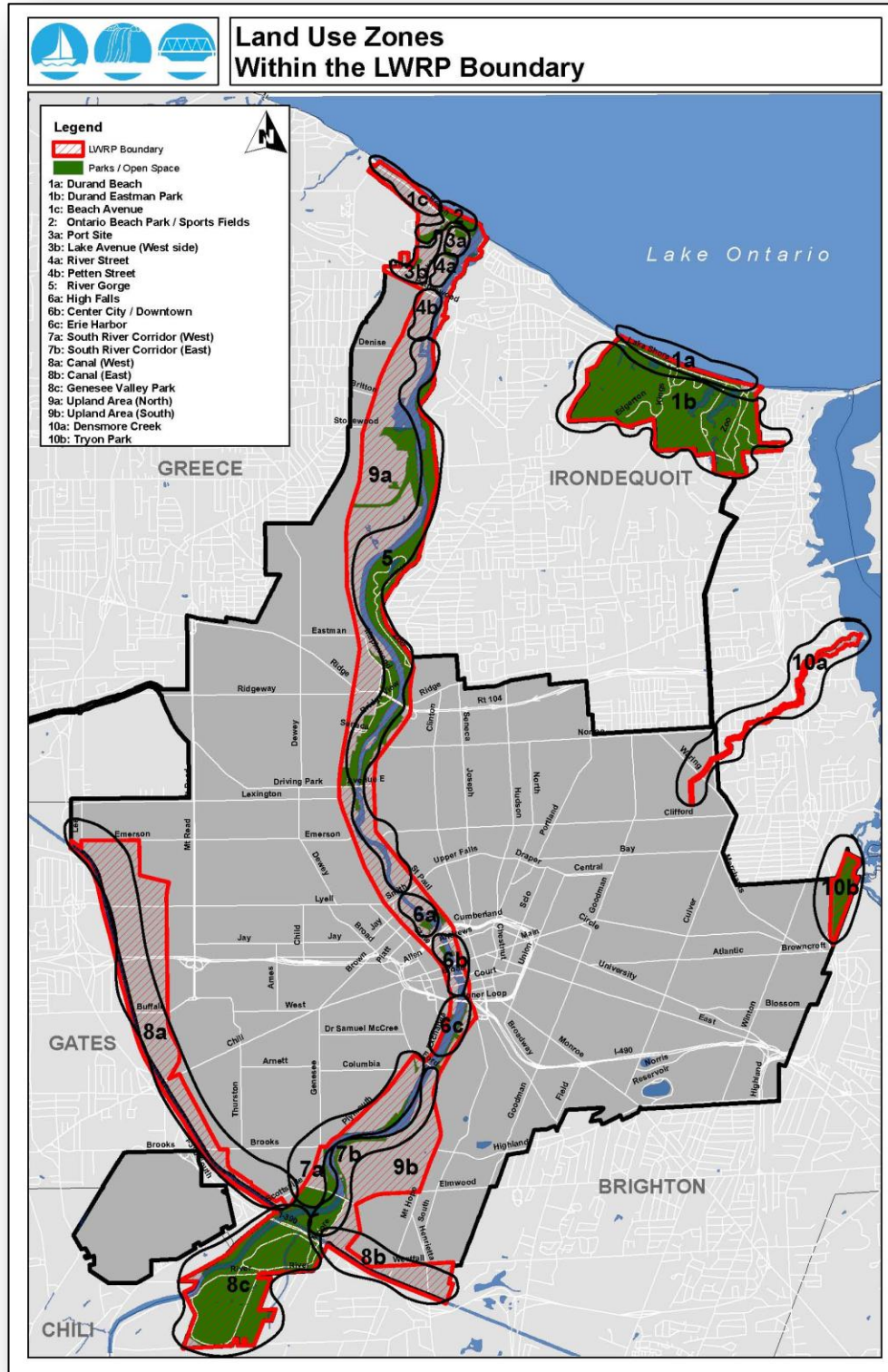


***Aerial view of western portion of the
Erie Canal***



***Aerial view of Genesee Valley Park at
the confluence of the Erie Canal and
Genesee River***

FIGURE 10: LWRP LAND USE ZONES (SUB-ZONES)



G. FOCUS AREA SUB-ZONE SUMMARY

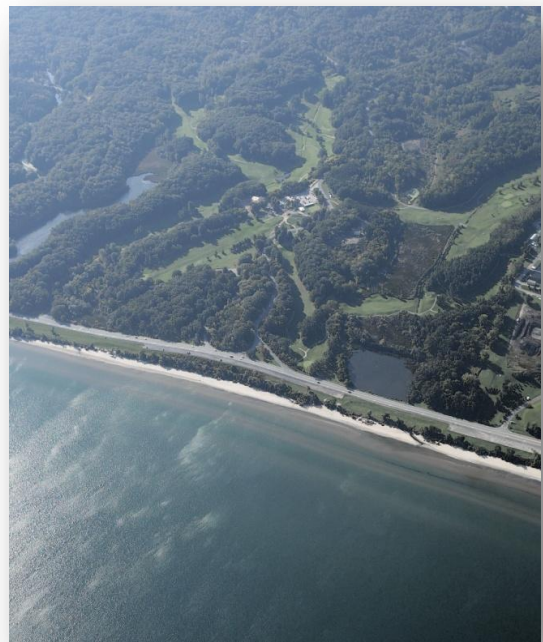
DESCRIPTIONS OF LWRP SUB-ZONES

(1c) Beach Avenue

LWRP sub-area 1a (Beach Avenue) is a residential area in the Charlotte Neighborhood just west of Ontario Beach Park along the southern shore of Lake Ontario. This area consists primarily of single family homes of various sizes. Elevations in this area slowly increase moving west to approximately 10 to 20 feet above the lake level, creating steep slopes and bluffs along the lake shore.

(1a) Durand Beach

LWRP sub-area 1a (Durand Beach) is part of Durand Eastman Park, located on the shore of Lake Ontario. Although it is owned by the City of Rochester, Durand Beach is surrounded by the Town of Irondequoit on the east and west sides and can be accessed from Lakeshore Boulevard, St. Paul Boulevard or Kings Highway. In 2006, the City re-opened the beach for public swimming after it had been prohibited for decades. The beach boasts over 5,000 feet of sandy waterfront that is a major destination in the summer months. Durand Beach offers opportunities for swimming, walking and biking trails, picnicking, and other passive recreation with breathtaking views of Lake Ontario.



(1b) Durand Eastman Park

LWRP sub-area 1b is the 965 acre Durand-Eastman Park, located on the shore of Lake Ontario. The park is surrounded by the Town of Irondequoit on the east and west sides and can be accessed from Lakeshore Boulevard, St. Paul Boulevard or Kings Highway. Recreational facilities within Durand-Eastman Park include hiking and cross country ski trails, picnic shelters, playground areas, a riding stable and an 18-hole golf course with clubhouse.

The park is characterized by various unique and sensitive environmental features including several ponds and wetland areas, steep wooded slopes and valleys, small lakes, as well as a portion of the Monroe County Arboretum. Ponds within the park are heavily utilized by fisherman during the spring and summer months. The park contains several wetland areas that act as significant habitats for a variety of fish and wildlife. The park also contains the Frank E. VanLare Treatment Plant which processes sanitary and storm sewage collected from a large portion of Monroe County via a series of underground tunnels.

(2) Ontario Beach Park

LWRP sub-area 2 is located on the shore of Lake Ontario at the mouth of the Genesee River in the Charlotte neighborhood and extends south of Beach Avenue to include open space / recreation fields across from the Robach Community Center. Ontario Beach Park is 39 acres and features one of the best natural sand beaches on Lake Ontario, as well as a boardwalk, tree covered park, picnic pavilions and a historic Dentzel carousel. The park is accessed by Lake and Beach Avenues. Recreational uses in the park include the beach and bathhouse, supervised swimming, a soccer field, two softball fields, an outdoor performance pavilion and concession stand. There is also the 2,365 ft. Charlotte Pier that originates in the park and is a popular area for walking, biking and fishing. The park is zoned as an Open Space (OS) District and is leased to Monroe County which is responsible for its maintenance and operation. Ontario Beach Park is a popular destination that is highly utilized in the spring and summer months from people from all around the region.

(3a) Port of Rochester

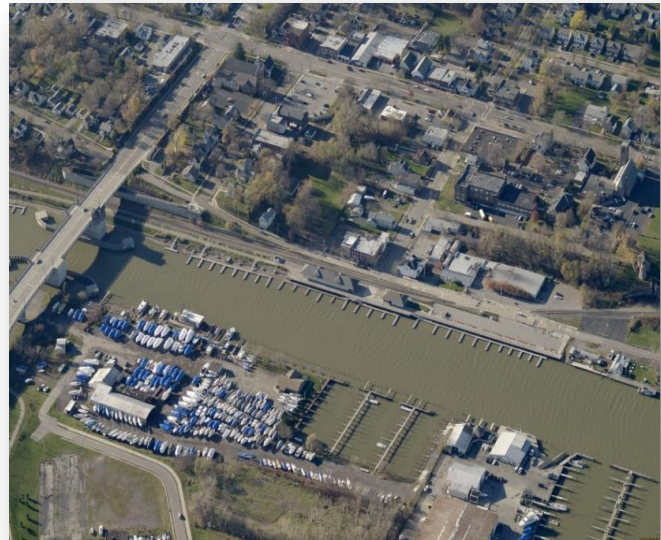
LWRP sub-area 3a is located at the mouth of the Genesee River, directly south of Ontario Beach Park. It currently contains a port terminal building that features several retail uses with ample amounts of public parking that serves visitors to the beach, park and other area establishments. The City has begun implementation of a comprehensive development plan for this site that includes the construction of an 85 slip public marina (phase I) and sale



of a portion of the land to allow for private, mixed use development that will complement the new public marina and promenade that will surround it.

(3b) Lake Avenue West

LWRP sub-area 3b is located between the west side of Lake Avenue and the City municipal border, south of Beach Avenue and north of the Lake Ontario State Parkway. This area contains a mix of retail, bars and restaurants that complement Ontario Beach Park, the port site and other area attractions that are in close proximity. Single and multi-family housing is also located within this sub-area, particularly on the side streets off of Lake Avenue.



(4a) River Street

LWRP sub-area 4a, located immediately adjacent to the river south of the port site, has a unique neighborhood character that results from its topography, architecture and the many small bars and commercial establishments found throughout this area. It also includes an abandoned railroad station that has significant development potential. In addition, this area contains the Charlotte - Genesee Lighthouse which served as a beacon for shipping vessels on Lake Ontario until 1881 and is now designated as a historic landmark and listed on the National Register of Historic Places. The City owns a considerable amount of land along the west bank of the river east of River Street which has recently been redeveloped as a Marina with approximately 50 boat slips, a public parking area as well as a pedestrian promenade, scenic overlook and connection to the Genesee Riverway Trail. There are several vacant manufacturing facilities, such as the former Tape con site which includes three adjacent parcels and represents a unique opportunity for re-development in this area.

(4b) Petten Street

LWRP sub-area 4b is located south of the O'Rourke Bridge between the east side of Lake Avenue and the Genesee River, south to approximately Denise Road. This area is

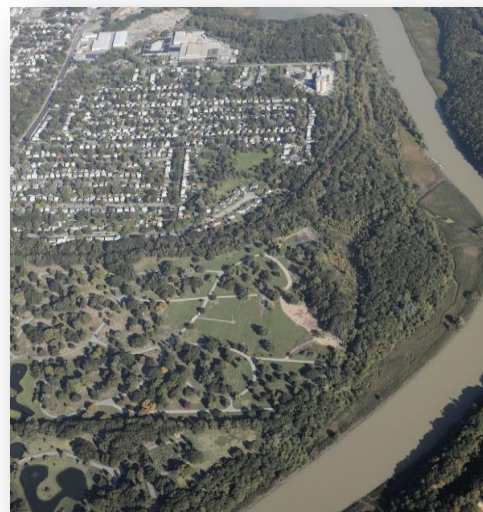
primarily characterized by single family residential dwellings closer to Lake Avenue and a large private marina that straddles the west bank of the Genesee River. There is also a large, city-owned parking lot adjacent to the river just south of the O'Rourke Bridge that serves visitors to the Marina and provides parking for and an entrance point to a segment of the Genesee Riverway Trail system.

(5) Natural Gorge

LWRP sub-area 5 includes ample open space and several critical environmental areas within the LWRP boundary such as steep slopes, wetlands, floodplains, fish and wildlife habitats, and scenic views and vistas. This sub-area is comprised of the entire Genesee River Gorge from the southern point of the private marina on Petten St. on the north, to the Smith Street Bridge on the south and includes Turning Point Park, Riverside Cemetery, Seneca Park, Maplewood Park, Lower Falls Park as well as three significant industrial sites.

Turning Point Park is located on the west bank of the Genesee River, just south of the turning basin. The park can be entered from Lake Avenue via Boxart Street and is solely owned, operated and maintained by the City of Rochester. The southern boundary of the park borders Riverside Cemetery. Turning Point Park is designated as a natural area that contains passive recreational facilities such as several walking trails, including a 2,968 foot land based trail that utilizes an old railroad bed to transition from the top of the bank to the river's edge, a 3,572 feet long boardwalk / bridge that spans over the turning basin as well as another 3,406 feet land based trail through Turning Point Park North and the adjacent Genesee Marina. The park also contains an eco-friendly rain garden that uses natural vegetation as sediment filters to capture pollutants from storm water runoff prior to it reaching the river.

Adjacent to the park is an industrial site that is home to ESSROC Corp., a cement production company. Dry cement is received from the Stephen B. Roman, a large cargo ship that docks along the west bank of the Genesee River, within Turning Point Park. The cement is then piped to a processing facility located a short distance away, within an M-1 Manufacturing District. The land which is used for the docking area and the pipe system for the cement is in Turning Point Park and is owned by the city. This use



is water-dependent although the site is not located immediately adjacent to the river. Access to the river for the site is controlled by the City.

The site of Riverside Cemetery contains 95 acres and is located on the west bank of the Genesee River, just south of Turning Point Park and east of Lake Avenue. Almost 80% of the site is characterized by heavily wooded areas along the river, with open lawn areas adjacent to the eastern edge of the existing burial sites. The entire cemetery is located within the Lower Genesee Basin. An expansion plan and improvement project for the cemetery commenced in 2013 and will include three phases; replacement of storm sewers to correct drainage problems; expansion of the upper lawn cemetery area; and expansion of the cemetery to the lower portion of the site as well as providing connections to the nearby Genesee Riverway Trail which runs north and south.

Seneca Park, originally designed by world renowned landscape architect Frederick Law Olmsted contains 297 acres and is located on the east bank of the Genesee River, north and south of the Veterans Memorial Bridge and can be entered from St. Paul Boulevard, just north of Route 104. Seneca Park provides recreational opportunities that include three picnic shelters, the Wegman Lodge, playgrounds, hiking trails, open fields, a large pond and the Seneca Park Zoo, which has underwent several expansions in recent years. In addition, the park contains steep wooded slopes along the river bank, wetlands, and spectacular views of the Genesee River gorge. The park is leased to Monroe County which is responsible for its operation and maintenance.



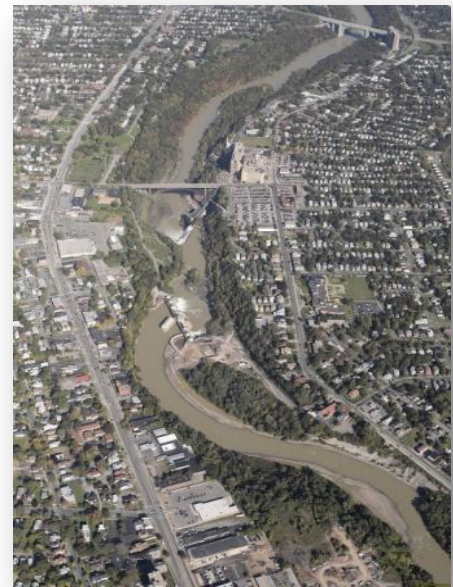
The second industrial site located within this sub-area is located on the west bank of the river, just north of Maplewood Park. The site is owned by Eastman Kodak Company and is used for an industrial waste treatment facility that services manufacturing operations located in Eastman Business Park, across Lake Avenue to the west. The site is zoned as an M-1 Manufacturing District and is accessed via the Hanford's Landing and Maplewood Drive. The treatment plant is a water dependent use which is located adjacent to the river, within the gorge. To the west of the treatment plant, across Bridgeview Drive are several surface parking lots that were formally used for Eastman Kodak employees. The parking lots, which are no longer in use, are zoned as a Planned

Development District (PD#12) which is a customized zoning district for Eastman Business Park. This area is underutilized and represents an opportunity for future re-development or expansion for the business park.

Maplewood Park contains 14 acres and is located along the west side of the Genesee River, between the Driving Park Bridge and the Veteran's Memorial Bridge. The park can be entered from Hanford's Landing (aka King's Landing), Driving Park Avenue as well as from various pedestrian trails. The park contains passive recreational areas that include informal picnicking and strolling areas. In addition, the park contains one of the largest rose gardens in the country that features over 3,000 different varieties of rose bushes. Each June during peak bloom time, the Rose Festival celebrates both the neighborhood and the park with a parade, music, gorge tours, garden tours, children's activities, arts and crafts, and tours of historic homes in the area. Several overlooks within the park provide spectacular views of the river gorge. Maplewood Park is owned and operated by the city.

Lower Falls Park is located along the west bank of the Genesee River near the Maplewood YMCA and can be accessed from Driving Park Avenue via Hastings Street. The park contains 3 acres and provides spectacular views of the Lower and Middle Falls as well as the surrounding river gorge and contains a public art sculpture known as "The Seat of Remembering and Forgetting" that depicts the faces and hands of the community's youth.

The third and final major industrial site within this sub-area is located on the west bank of the river, just south of the Driving Park Bridge and is zoned Open Space (O-S). The site is owned by Rochester Gas & Electric Corporation (RG&E) and is used for the Station 5 hydroelectric power plant. This plant generates electricity using hydropower produced by the Middle Falls Dam. Water is diverted from the dam and piped via a tunnel to the power plant. Access to the plant is from Seth Green Drive to the north. The area around the plant, adjacent to the river, provides exceptional fishing opportunities. In 2007, a new 2,200 segment of the Genesee River Trail system was constructed in this area, including a pedestrian bridge that sits atop the Middle Falls Dam and provides an east-west connection across the river within the gorge.



(6a) High Falls

LWRP sub-area 6 is the High Falls District, bounded by the Smith Street Bridge on the north, the inner loop bridge on the south, State Street on the west and St. Paul Boulevard on the east. Located just outside of downtown Rochester, this area is characterized by cobblestone streets and historic 19th century buildings that overlook the Genesee River Gorge and 96 foot waterfall, one of the only urban waterfalls in the country. This area contains two parks, The Pont de Rennes pedestrian bridge spanning the river gorge and a mix of residential and business, including the Genesee Brewery and Brew House that offer significant scenic views of High Falls.



Rochester Gas & Electric (RG&E), the local utility company, owns several properties in High Falls. Due to its proximity to the river and waterfall, RG&E utilizes the current of the water by diverting it to a raceway where it enters a rack house and is used to generate electricity. A former power generating plant, Beebee Station, which is slated for demolition in the near future, is also located nearby. The plans for that site include open space and construction of a public overlook with parking for visitors. A large grassy open space, also owned by RG&E, is located within the gorge near the base of the waterfalls.

(6b) Center City

LWRP sub-area 6b is located within downtown Rochester, also commonly referred to as “Center City”, and is bounded by the Inner Loop Bridge on the north, the Frederick Douglas – Susan B. Anthony Memorial Bridge on the south, State / Exchange St. on the west and St. Paul / South Avenue on the east. This sub-area is characterized by high density development consisting of office and residential buildings, hotels, retail, restaurants, the Rochester Riverside Convention



Center, Rundell Memorial Library, and several public open spaces adjacent to the river.

(6c) Corn Hill / South Wedge

LWRP sub-area 6c is located just south of downtown Rochester, bounded by the Frederick Douglas – Susan B. Anthony Memorial Bridge on the north, Exchange Street on the west, Mt. Hope Avenue on the east and Ford Street on the south. This area is primarily characterized by medium and high density residential dwellings. Erie Harbor, a newly constructed 131 unit apartment and townhouse complex as well as the neighboring Hamilton high-rise apartment building occupies a substantial segment of the sub-area and contains a park and promenade that strengthen connections to and from the adjacent residential areas of the South Wedge Neighborhood and allows public access to this segment of the Genesee Riverway Trail along the east side of the river. Time Warner Cable's local headquarters is located on the east side of the river, just south of Interstate 490. Cornhill Landing, a mixed use development containing apartments, retail shops and restaurants is located across the river on the west side, which also contains several access points to the Genesee Riverway Trail and provides connections to the adjacent Corn Hill Neighborhood.

(7a) South River Corridor –West

LWRP sub-area 7a is located along the west side of the river in the area bounded by Ford Street to the north, Plymouth Avenue on the west and the confluence of the river and canal on the south. This area contains a mix of low density single family residential dwellings as well as higher density student housing for the University of Rochester, located in the southern portion of this zone. This area also contains a 148 acre former industrial area along the west bank of the river, characterized by 38 brownfield sites formerly occupied by Vacuum Oil Works petroleum refinery and has been officially designated as a Brownfield Opportunity Area (BOA). A recently completed master plan calls for further investigation of environmental issues to inform future remediation activities for specific sites, identification and design of public parks, open space and trails that will create connections to and from the Genesee River to the PLEX neighborhood as well as future mixed use development to create a unique waterfront destination. The recent completion of the Erie-Lackawanna Rail



to Trail Bridge over the Genesee River links the Vacuum Oil BOA site with the University of Rochester, and functions as a conduit for students traveling north-south to/from destinations in the Corn Hill neighborhood and Center City. The City of Rochester and State of New York have control of 90 percent of all vacant land within the BOA, which should speed land assembly, design and redevelopment activities for these properties. An existing portion of the Genesee Riverway Trail in this area will be expanded upon in further phases of plan implementation.

(7b) South River Corridor – East

LWRP sub-area 7b is located along the east bank of the river in the area bounded by Ford Street to the north and the Erie Canal on the south. The 154 acre University of Rochester River Campus occupies a significant portion of land within this area. Uses within the college campus include various educational buildings, student housing dormitories and athletic facilities. A portion of Genesee Valley Park and segments of the Genesee Riverway Trail also fall within this sub-area and contain several picnic pavilions and open space areas providing outdoor recreation opportunities.

(8a) Canal – West

LWRP sub-area 8a is located along the southern municipal boundary of the City of Rochester and includes the Erie Canal and adjacent lands to the north and east, west of its intersection with the Genesee River. This area is characterized by a diverse mix of uses including a concentration of low and medium density residential dwellings mostly in the southern portion, scattered commercial nodes throughout and a substantial amount of land at the northern portion used for heavy industrial operations. This section of canal exists in a deep rock cut, approximately 20-30' below the adjacent land above, limiting access to the water. The New York State Department of Transportation owns a strip of land with varying widths along on either side of the Canal and is generally undeveloped and wooded. There is an existing pedestrian trail along the south and west edge of the canal in the Towns of Gates and Chili. This section of canal is maintained by the NYS Canal Corporation from May through November.



(8b) Canal – East

LWRP sub-area 8b is located along the southern municipal boundary of the City of Rochester and includes the Erie Canal and adjacent lands on the north, east of its intersection with the Genesee River. This area is characterized by a mix of uses ranging from high density student housing on the University of Rochester campus near Kendrick Road, Administrative offices for Monroe County as well as Monroe Community Hospital. A 45 acre site of the former psychiatric and tuberculosis sanitarium known as the Iola Campus is currently undergoing a 101 million dollar redevelopment which will create a mixed use destination known as “City Gate” containing new retail, residential, office and open space.



The New York Department of Transportation owns a strip of land of varying widths along either side of this portion of the canal. The elevation of the land adjacent to the canal in this section varies and as such, a lock is located just west of Kendrick Road allowing boats to continue along the canal.

(8c) Genesee Valley Park

LWRP sub-area 8c is located at the southern most point of the City and is almost entirely comprised of Genesee Valley Park. Designed by renowned landscape architect Frederick Law Olmstead, the city owned park maintained by Monroe County contains three intersecting waterways, Red Creek, the Genesee River and the Erie Canal. The park also features roughly 800 acres of open space, sports fields, trails, biking paths, playgrounds, picnic pavilions as well as canoe and fishing access at various locations along the river and canal. There are also two golf courses within the park as well as the Genesee Valley Sports complex, a multi-purpose facility with an indoor ice rink and an outdoor swimming pool.

(9a) Upland Area – North

LWRP sub-area 9a includes all upland areas in the Charlotte Neighborhood, adjacent to sub-area 5, the natural river gorge, located in the northern part of the LWRP boundary. This area is primarily characterized by low and medium density residential dwellings with neighborhood scale commercial nodes located at key intersections along Lake Avenue.

(9b) Upland Area – South

LWRP sub-area 9b includes upland areas within the Mt. Hope Neighborhood, directly east of sub-area 7b. A significant portion of this area is comprised of the historic Mt. Hope Cemetery, a 196 acre site with rolling hills and a diversified forest of trees, creating an arboretum that shades thousands of monuments, including those of significant historical local figures. This area also contains a high density senior living facility and a small number of low and medium density residential homes along the west side of Mt. Hope Avenue.

(10a) Densmore Creek

LWRP sub-area 10a (Densmore Creek) is a tributary that originates underground at a drainage ditch in a residential area in the northeast part of the city that carry excess storm water from the City of Rochester through what eventually becomes an above grade creek bed east of Culver Road . The creek bed is made up of over 80 separate parcels, some of which are privately owned, the remainder being owned by the City. While technically within “city limits” the creek bed is essentially surrounded by the Town of Irondequoit as it meanders towards its eventual outfall into Irondequoit Bay. The land adjacent to the above grade portion of Densmore Creek is characterized by natural wooded slopes, unofficial “trails” and at one location, a 25 ft waterfall.



(10b) Tryon Park

LWRP sub-area 10b, the portion of Tryon Park within the “city limits”, is located at the City’s most easterly boundary and is bordered by the Town of Irondequoit to the north and west and the Town of Brighton to the south and east. Tryon Park in its entirety is approximately 82 acres and is situated near the southwestern shoreline of Irondequoit Bay. The park is largely undeveloped and is characterized by wooded slopes, natural scenic areas and marshland adjacent to Irondequoit Creek which meanders through the park and



empties into the bay. The park offers opportunities for activities such as cross-country skiing, snow shoeing, hiking trails, off-road cycling, bird watching and fishing.

H. WATERFRONT INVENTORY MAPS AND ANALYSIS

EXISTING LAND USES

The City of Rochester's Local Waterfront Revitalization Program area includes a variety of land uses within an approximately 5,520 acre, or 8.6 square mile area, accounting for approximately 23% of the total land area of the city.

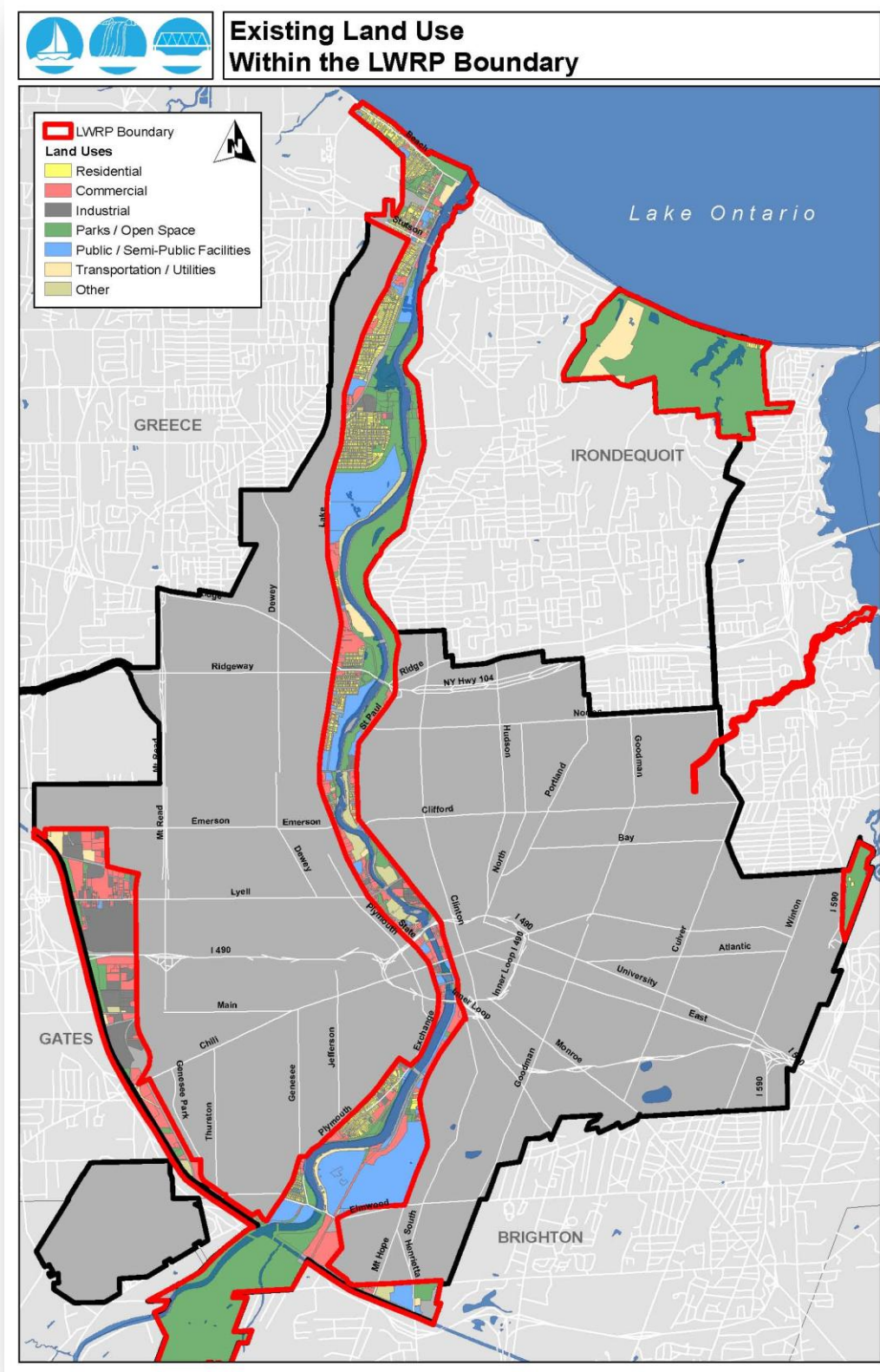
The predominant land use within the LWRP boundary is residential, accounting for approximately 65%. Commercial uses account for approximately 15% of the study area while parks and open space occupy approximately 14%. There is about 1% of industrial land use, while the remainder used for transportation and / or utility purposes. Because the city's waterfront areas are developed and primarily more urban in nature, there are no agricultural uses that exist within the boundary.

The following table summarizes the distribution of land uses within the study area:

LAND USES BY TYPE WITHIN THE LWRP BOUNDARY

Land Use	# of Parcels	Overall %
Residential	2503	65%
Commercial	591	15%
Industrial	56	1%
Parks / Open Space	523	14%
Public / Semi-Public	97	3%
Transportation / Utilities	19	1%
Other	48	1%
TOTAL	3837	100%

FIGURE 11: LWRP EXISTING LAND USES



EXISTING ZONING DISTRICTS

The following map illustrates the various zoning districts contained within the LWRP study area boundary. The area along Lake Ontario in the Charlotte Neighborhood consists of a mix of residential, open space and “village center” districts.

Both the Marina (M-D) and Harbor Town Village (H-V) districts govern the area in and around the Port of Rochester site where the Genesee River empties into Lake Ontario. The intent of these districts is to preserve and protect the waterfront environment by promoting public access, encouraging tourism and allowing for a variety of water dependant and water enhanced uses such as boat docking facilities, public promenades, aquariums, hotels, fishing areas, etc.

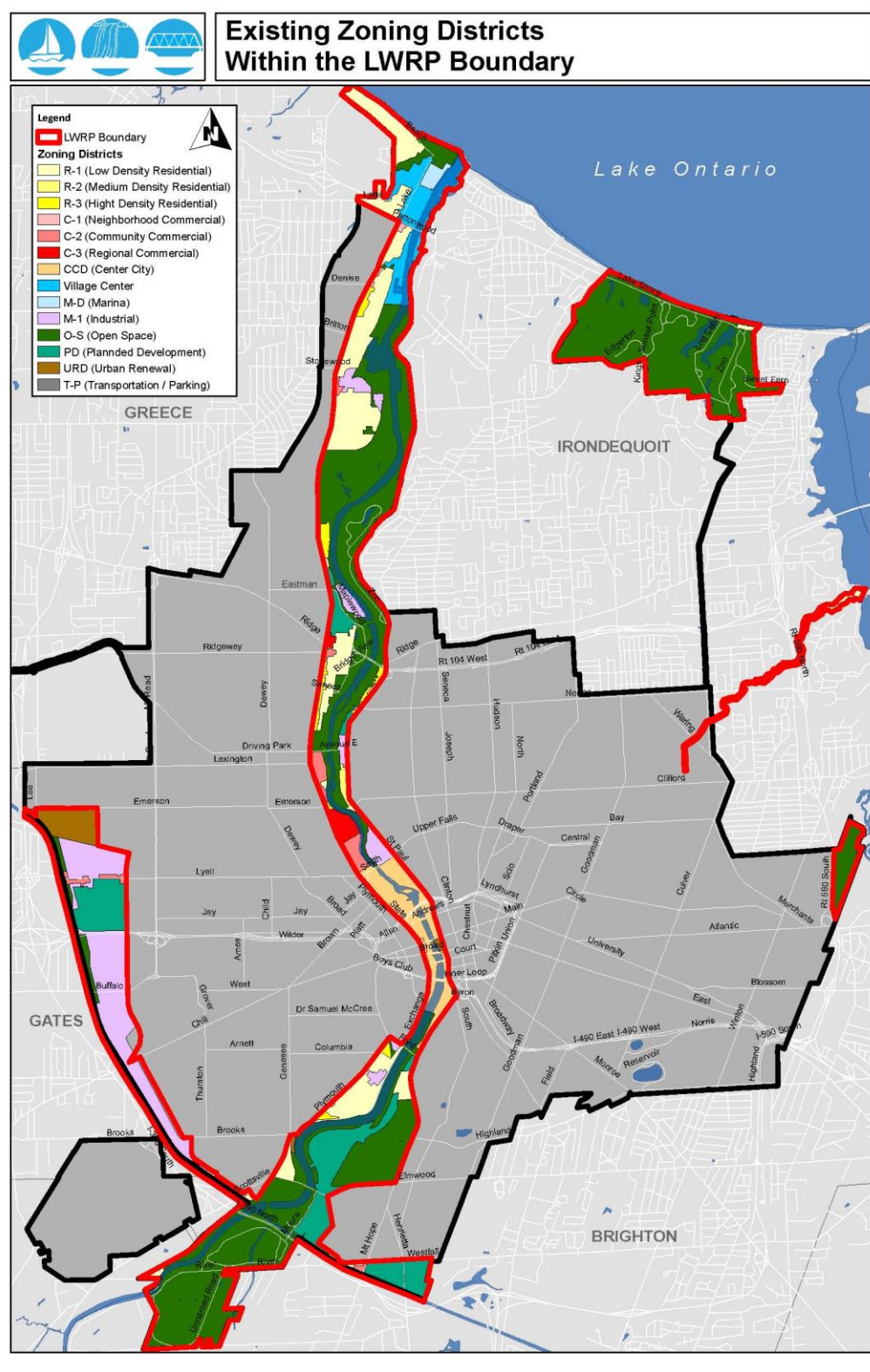
Moving south along Lake Avenue, the zoning district designations allow for a mix of low and medium density residential (R-1 & R-2) and an expansive amount of open space (O-S), particularly adjacent to the Genesee River gorge. There is a small industrial area (M-1) just south of Turning Point Park that is home to a cement production company that utilizes the river and lake for commercial shipping of its products.

The area south of Route 104 contains a mix of low and medium density residential districts intermixed with commercially zoned nodes along Lake Avenue, while open space lines either side of the river gorge. The existing zoning designations allow for greater levels of intensity for commercial (C-2 & C-3) and some industrial (M-1) uses in closer proximity to downtown Rochester.

The portion of the study area within downtown is governed by the Center City District (CCD), a form based code intended to foster a vibrant, safe, twenty-four-hour Center City by encouraging residential development while retaining and further developing a broad range of commercial, office, institutional, public, cultural and entertainment uses and activities. The regulations are intended to define and promote Center City as the anchor for the region and encourage the utilization of the Genesee River as a principle feature of downtown.

The zoning designations for the land adjacent to the river south of downtown allow for a mix of low and medium density residential, limited commercial, and a fair amount of open space (as Mt. Hope Cemetery and Genesee Valley Park are located within this area). Two planned development districts (PD), with specific regulations for major development sites (University of Rochester -PD #10 and City Gate PD #11) also cover a good portion of this area.

FIGURE 12: LWRP EXISTING ZONING DISTRICTS



The western portion of the study area along the Erie Canal is primarily zoned for Industrial uses (M-1) and also contains its own planned development district (PD #9) for Canal Side Business Center, a mixed use industrial and office complex, as well as a portion of an urban renewal district (Mt. Read URD), also home to several industrial uses.

The extraneous areas of the study area that contain Durand Eastman Beach / Park and Tryon Park are zoned open space (O-S), while the land comprising and adjacent to Densmore Creek is primarily zoned for low density residential (R-1).

EXISTING TRANSPORTATION NETWORK

Public Transit

The study area contains multiple modes of transportation for both goods and people. Rochester Transportation Service (RTS), the city's sole public transit provider of bus service has approximately thirty-eight routes that serve eight counties in the Genesee-Finger Lakes Region. Of the 38 routes, 34 (or 89%) traverse the study area in some way and include a total of 207 bus stops within the boundary.

Automobiles

Vehicular traffic is the predominant mode of transportation in the Rochester area. There is approximately 70 miles of varying degrees of roadway with the study area. Major north-south routes include Lake Avenue- State St. / Exchange Blvd. on the west side of the river and St. Paul St. / Mt Hope Avenue on the east side of the river. A total of 15 vehicular bridges span the river and canal within the study area.

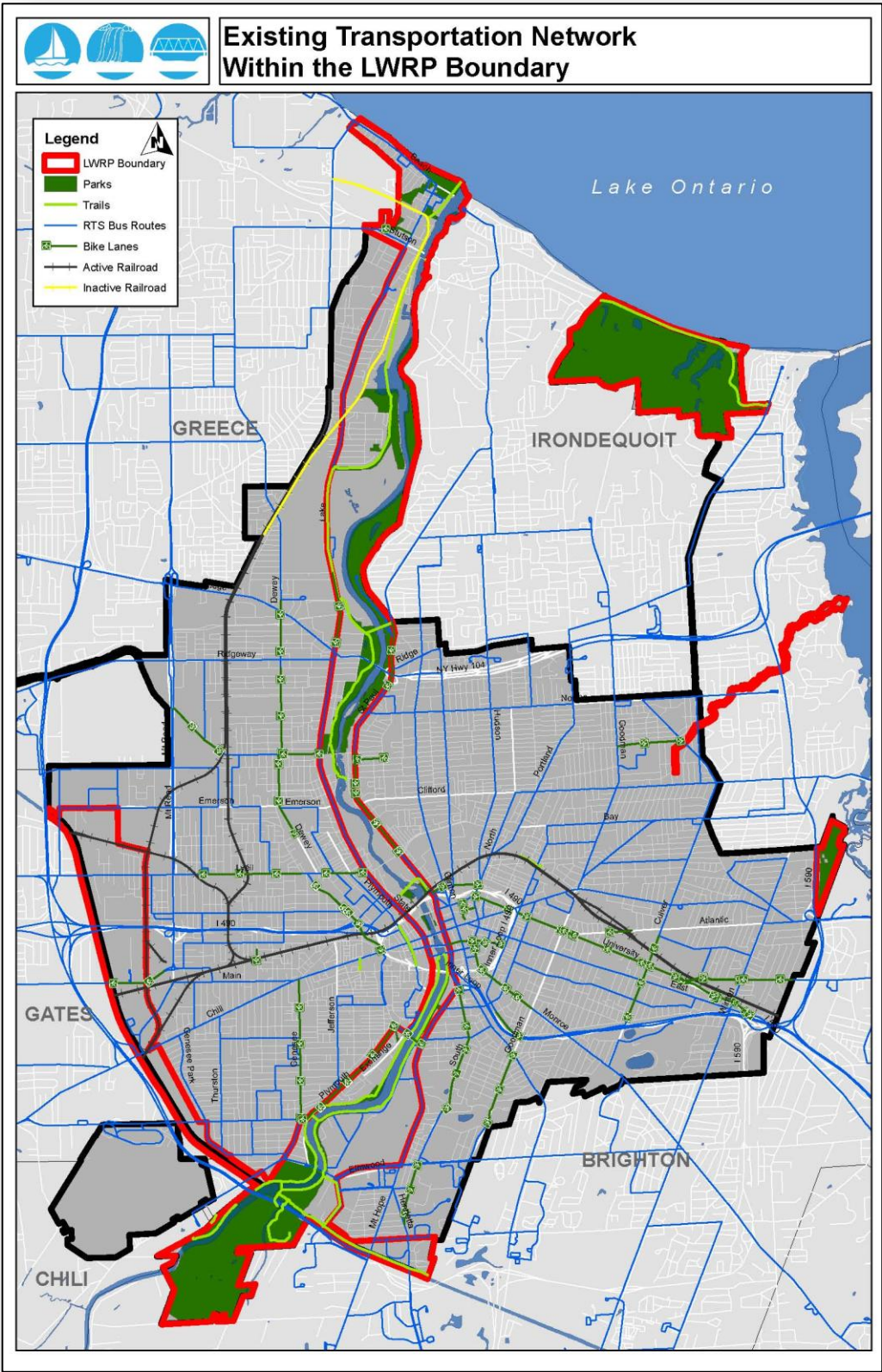
Bicycles

In recent years, the City of Rochester has expanded its bike lane program to encourage the use of alternate forms of transportation by providing dedicated space along the roads for bicyclists as well as racks, lockers and other bicycle amenities at several of the city-owned downtown parking garages. At present, there is a total of 9.3 miles of dedicated bike lane within the study area boundary.

Pedestrian Trails

The Genesee Riverway Trail (GRT) is an off-road trail for walking, running and bicycling along the Genesee River. It extends through the entire length of the LWRP study area from Lake Ontario through downtown to the Erie Canal and offers pedestrian access to

FIGURE 13: LWRP EXISTING TRANSPORTATION NETWORK



the river, its scenic gorge, three waterfalls, eight pedestrian bridges and eleven parks, including four historic parks designed by Frederick Law Olmsted.

The GRT links nine historic districts and individual landmarks including the 1842 Erie Canal Aqueduct and the 1822 Lake Ontario Lighthouse. The trail serves the University of Rochester and a host of other city attractions, services, and neighborhoods. The trail runs on both sides of the river from the south City line to Court Street in downtown for a total of 9 miles. North of downtown, the trail is continuous from Middle Falls (Driving Park Ave.) to Lake Ontario, a total of 7 miles.

Watercraft

Lake Ontario, the Genesee River and the Erie Canal provide opportunities for commercial shipping as well as recreational pleasure boating.

Railroads

The following **active** rail lines within or adjacent to the LWRP boundary include:

1. Rochester & Southern tracks that run along the western limits of the Greater Rochester International Airport property. These tracks are currently used for freight deliveries south to Genesee Junction and beyond.
2. A CONRAIL mainline crossing over the Genesee River just south of High Falls. The only connection to this line is to the Amtrak Station located approximately 1,000 feet east of the river. Otherwise, trains that use this line are typically traveling at posted speeds with no planned stops.

The following **inactive** rail lines within or adjacent to the LWRP boundaries include:

1. A three (3) mile corridor, formerly known as the B&O Charlotte Line, that extends from the mainline near Stonewood Avenue to the CONRAIL tracks leading to Russell Station.
2. CONRAIL tracks that extend north to Charlotte and eventually to Russell Station.

The following **abandoned** former rail rights of way within or adjacent to the LWRP boundary include:

1. A seven (7) mile corridor formerly known as the NYC Beebee Running Track, that extends from Vincent/State St. north, heads east and crosses the river then heads north through the City (a portion of which was converted to the El Camino Trail) and continues north through the Town of Irondequoit.

2. A roughly two (2) mile corridor, formerly known as the New York State Railways (and later the Rochester Subway System) that extends from Driving Park Avenue south near the intersection of Broad & Brown Streets.
3. A roughly five (5) mile corridor, formerly known as the Erie RR Attica Line, that extends from Brighton Henrietta Town Line Road to the University of Rochester campus and heads west across a bridge over the Genesee River (which has since been converted to the Erie-Lackawanna Pedestrian Bridge in 2012 as part of a “Rails to Trails” project).

EXISTING MAJOR PROPERTY OWNERS

There are several property owners that control a sizeable amount of land within and adjacent to the Local Waterfront Revitalization Program boundary. The following list highlights the major property owners within the study area:

City of Rochester

City of Rochester owns approximately 2,500 acres of land within the LWRP boundary. Among the largest areas owned and controlled by the city are Durand Eastman Park and Beach (836 acres), Ontario Beach Park (58 acres), Turning Point Park (83 acres), Riverside Cemetery (113 acres), Seneca Park (301 acres) Maplewood Park (104 acres), Mt. Hope Cemetery (192 acres), Genesee Valley Park (672 acres) and Tryon Park (69 acres). The remaining city- owned land consists of smaller pocket parks, trails and scattered lots throughout the LWRP boundary.

Rochester Gas & Electric

Rochester Gas & Electric, with a long history of harnessing the river current to generate hydro-electric power, owns approximately 40 parcels along the river gorge north of downtown, totaling approximately 132 acres.

University of Rochester

The University of Rochester River Campus is situated on a total of 73 parcels and occupies approximately 280 acres of land within and directly adjacent to the LWRP boundary.

Eastman Kodak

Eastman Kodak owns 8 parcels within the boundary, totaling approximately 59 acres, where it operates a water treatment plant adjacent to the river. Eastman Business Park, a large manufacturing and industrial complex, is located across Lake Avenue, just west

of the LWRP boundary. That site contains 23 parcels totaling approximately another 311 acres.

Genesee Brewery

The Genesee Brewery, producers of Genesee Beer is located on the east side of the river gorge near High Falls and owns 37 parcels in all, totaling approximately 28.5 acres.

EXISTING NYS DEC WETLAND AREAS

Wetlands, also commonly referred to as swamps, marshes, bogs, etc. are areas saturated by surface or ground water sufficient to support distinctive vegetation adapted for life in saturated soil conditions. Wetlands serve as natural habitat for many species of plants and animals and absorb the forces of flood and tidal erosion to prevent loss of upland soil. There are several of these environmentally critical areas throughout the LWRP study area.

Durand Eastman Park, located on the south shore of Lake Ontario, contains several small lakes, all of which are classified as DEC wetland areas.

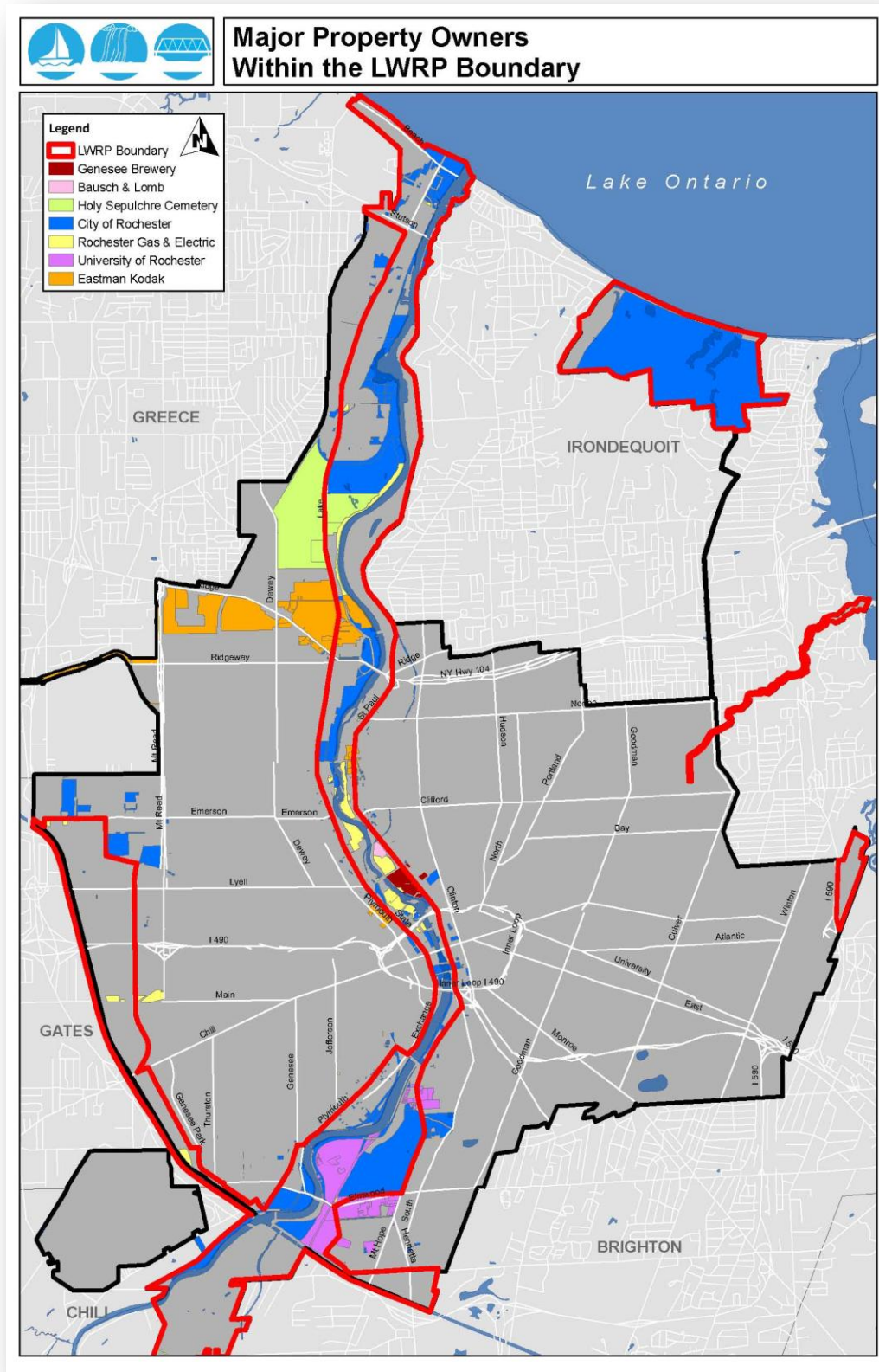
Other concentrations of wetland areas are located along the banks of the Genesee River near Turning Point Park as well as through the southern portion of Genesee Valley Park.

The terminus of both Densmore and Irondequoit Creeks where they empty into Irondequoit Bay also contain sensitive wetland areas that are characterized by tall cattails and marshland along the western shoreline of the bay and provide critical habitats for a variety of wildlife.



Left - Wetland area located at outlet of Densmore Creek at Irondequoit Bay

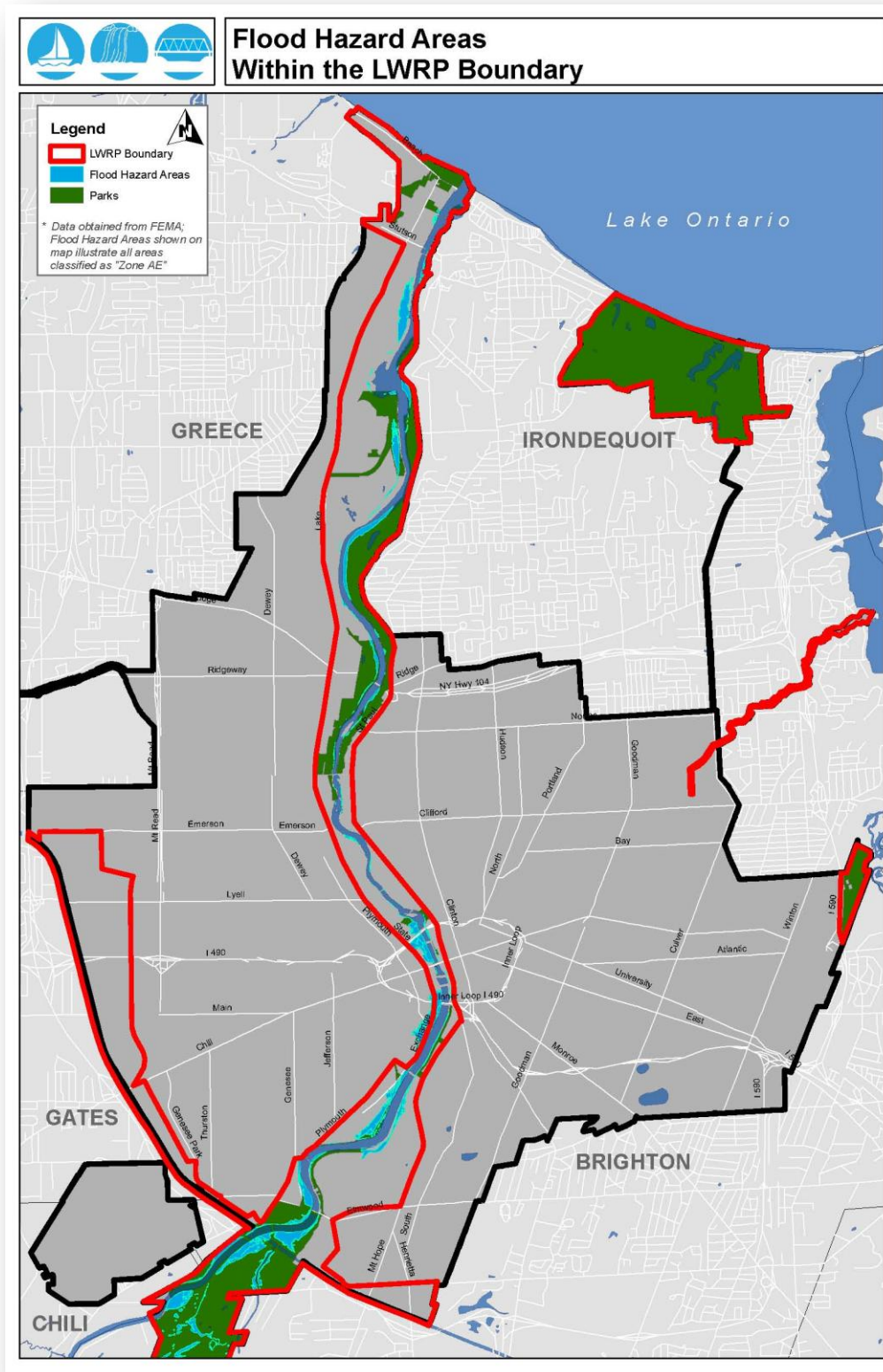
FIGURE 14: LWRP MAJOR PROPERTY OWNERS



Section 2: LWRP Inventory and Analysis



FIGURE 16: LWRP FLOOD HAZARD AREAS



LWRP FLOOD HAZARD AREAS

The 100 year flood plains of Lake Ontario, the Genesee River and the Erie Canal are mapped by the Federal Emergency Management Agency (FEMA). Because of the deep gorge section of the river, the water level control via locks along the canal, and the construction of the Mount Morris Dam upstream in Mt. Morris (approximately 37 miles south of Rochester), the flood plain has minimal impacts on developable sections of waterfront areas within the City of Rochester.

Within the northern section of the “canalized” Genesee River, flood walls were built in the early to mid-1900’s to limit flood impacts to this area. However, when FEMA last updated the official flood hazard maps in 2008, it was determined that deterioration of the river wall along the west bank was severe enough that a potential breach was possible in an extreme weather event. Consequently, some areas within the Corn Hill Neighborhood were identified as a potential flood hazard area and therefore designated as “Zone AE”.

A study of the west river wall was recently completed and it is expected that repairs / replacements to the deteriorated sections of the wall will mitigate any potential flood hazards to this area in the future. Once repairs are complete, the City will file a Letter of Map Amendment (LOMA) to remove areas in Corn Hill from the flood plain maps.

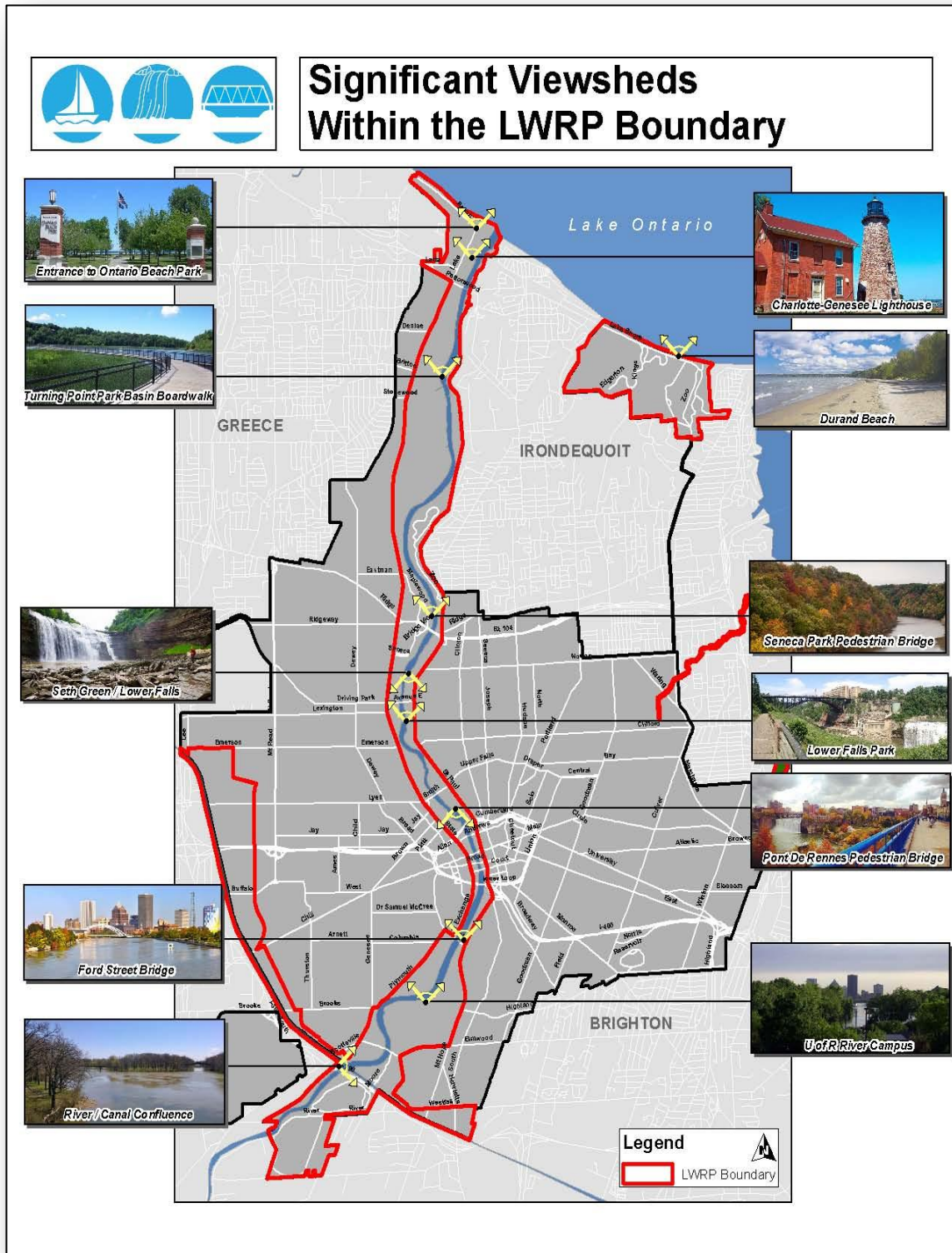
Although the majority of remaining land within the boundary is outside the 100 year flood plain (“Zone X”), other potential flood hazard areas (“Zone AE”) within the boundary include portions of Genesee Valley Park, the Vacuum Oil BOA site, the Andrews Street Site / Brown’s Race area on the west side of the river in downtown, and areas along the west river bank just north and south of Turning Point Park.

EXISTING LWRP VIEWSHEDS

Significant viewsheds within the LWRP boundary have been identified and are illustrated in Figure 17 on page 93. These viewsheds include:

- | | |
|--|---|
| (1) Ontario Beach Park Terminus | (7) Middle Falls Dam |
| (2) Charlotte Lighthouse | (8) High Falls and Gorge |
| (3) Turning Point Park – Turning Basin | (9) Ford Street Bridge – City Skyline |
| (4) Durand-Eastman Beach Vistas | (10) South River Pedestrian Bridges (2) |
| (5) Genesee River at CSOAP Bridge | (11) GVP - Olmstead Bridges (3) |
| (6) Lower Falls / Driving Park Bridge | (12) Genesee River / Erie Canal |

FIGURE 17: LWRP SIGNIFICANT VIEWSHEDS



I. EXISTING WATERFRONT PLANS, PROJECTS AND INITIATIVES

As our region's waterfronts continue to gain popularity for recreation and development the number of plans that have been created to direct these activities have continued to increase. These plans have been produced by the City of Rochester, neighboring municipalities, other governmental agencies, and special interest groups to address varying issues and geographic areas of our waterways. The following list includes the substantive purposes for the plans and their relationship to the city's updated Local Waterfront Revitalization Program.

LOCAL PLANS AND INITIATIVES

The City of Rochester and other local agencies and organizations have prepared several planning documents which address issues, projects and geographic areas for the area's waterways. The following list includes the substantive purposes for the plans and their relationship to the updated Local Waterfront Revitalization Program.

City of Rochester: Local Waterfront Revitalization Program (LWRP)

Background: The existing LWRP was adopted in 1990 and amended in 2010 and includes planning/project recommendations for the land areas adjacent to the northern portion of the Genesee River and the portion of Lake Ontario coastline that is within the City limits. This plan's boundary extends from Middle Falls, north to the river's mouth at Lake Ontario.

Subsequent Changes: Since the adoption of the plan, there have been a series of projects that have been completed or are scheduled to be implemented that will significantly impact long term conditions within Charlotte.

- The wave surge project has been completed. The need for a large, sheltered marina to dock transient boats has been eliminated.
- The potential abandonment of the Conrail ROW could influence river access and the potential location for a light rail transit system.
- The construction of the new O'Rorke Bridge directly enhances the circulation within Charlotte and Irondequoit.
- A potential ferry service from Toronto to Rochester or to other ports on Lake Ontario would increase the number of people visiting Charlotte throughout the year.

Relevant Recommendations: There are many recommendations from the plan that are still relevant today.

- Improve pedestrian circulation and safety
- Improve the existing parking area
- Enhance the local streetscapes
- Increase boater services and construct new marina basin
- Develop landside housing, entertainment and hotel uses adjacent to marina
- Implement Marina District design regulations
- Develop water dependent/enhanced uses at Port Authority Site and Train Station
- Relocate the Monroe County boat launch
- Protect Durand Eastman Park and the Genesee River and gorge

City of Rochester: Urban Cultural Park Master Plan (UCP)

Background: The UCP was adopted in 1986 and includes land use, programming and project recommendations for the park. This plan's boundary extends along the Genesee River from just south of the Veteran's Memorial Bridge to the Troup-Howell Bridge.

Subsequent Changes: After the adoption of the plan there was a series of projects that were implemented that changed the character of the study area.

- The redevelopment of "Olde Rochesterville" has increased housing and entertainment choices in the area.
- The development of Brown's Race District has made this area a viable entertainment and mixed-use district.
- The development of Frontier Field has enhanced the High Falls Entertainment District concept.
- The enhancement of St. Paul Blvd. has helped this area turn into a viable entertainment corridor.
- The abandonment and demolition of RG&E's Beebee Station.
- Development of the "GardenAerial" trail loop concept within High Falls.

Relevant Recommendations: There are many recommendations from the plan that are still relevant today.

- Redevelop the former Bausch and Lomb and RG&E properties along St. Paul Blvd
- Redevelop Brewer Street Flats
- Redevelop the Lake Avenue Plateau
- Redevelop the area around the Maplewood YMCA.
- Provide direct public access to the base of the gorge
- Develop UCP tours

- Develop a river side bike/pedestrian way
- Redevelop the Broad Street Aqueduct
- create various plant tours

City of Rochester/University of Rochester/Monroe County: South River Corridor Plan

Background: A joint study between the City of Rochester, Monroe County and University of Rochester prepared and adopted in 1986. The plan includes land use and project recommendations for the “canalized” river section from the Ford Street Bridge south to Genesee Valley Park.

Subsequent Changes: After the adoption of the plan there was a series of projects that were implemented that changed the character of the study area.

- Reconstruction of Wilson Blvd.
- Creation of Park along the east side adjacent to Wilson Blvd.
- Multi-use recreational trail along west bank.

Relevant Recommendations: There are many recommendations from the plan that are still relevant today.

- Create new housing on west bank
- Enhance commercial uses along Plymouth Ave and Genesee/Brooks redevelopment site.
- Develop a mixed use project along the west bank
- Realign roads along the west bank

City of Rochester: Genesee Waterways Center Feasibility Study

Background: The Genesee Waterways Center is a not-for-profit organization that focuses on promoting water sports within our region. The three distinct market segments that they are concerned with is rowing, canoeing and kayaking.

Subsequent Changes: There have been no significant changes regarding this plan’s recommendations.

Relevant Recommendations: All the recommendations from the plan that are still relevant today include:

- Redevelop existing maintenance building
- Expand programs for rowing
- Host regattas

South Wedge Planning Committee: South Wedge Revitalization and Northern Gateway Study

Background: The South Wedge Planning Committee prepared a revitalization strategy in 1996 which provides land use and project recommendations. The study covered the area known as the South Wedge Neighborhood.

Subsequent Changes: After the plan was completed there was further investigation into:

- the recommendation for a rip-rap river wall and siltation presented a major obstacle so the redesign of the wall will not move in that direction

Relevant Recommendations: All the recommendations from the plan are relevant today:

- Develop South Wedge Landing (located south of Troup Howell) proposed as major landing that may support a higher intensity of visitor amenities and act as a major destination
- Develop Alexander Street Landing (adjacent to the City's Urban Development parcel) this would allow water dependent/enhanced uses to be developed by the private sector
- Develop Gregory Street Landing (north of Ford Street Bridge) could act as a "check-in" site and information center for arriving visitors
- Proposed neighborhood arboretum
- Water sports viewing areas
- Boat docking
- Pedestrian bridge across the river
- Mt. Hope streetscape improvements

City of Rochester: Trails Master Plan

Background: The City Engineering Department maintains a trails Master plan to assist in the identification and design of capital projects.

Overview: This is a working document created by City DES. It serves as an in depth inventory and analysis of existing conditions that relate to trail recommendations in the 1990 LWRP, UCP and South River Corridor Plan.

City of Rochester: Parks Master Plans

Background: Monroe County and the City have prepared park master plans for Genesee Valley Park, Seneca Park, Maplewood Park, Ontario Beach Park and Durand Eastman Park.

Overview: These plans were reviewed for any applicable recommendations.

Regional Plans and Initiatives

Monroe County: Seaway Trail Tourism Development Plan

Background: This study was prepared for the Seaway Trail Inc. It focused on the relationship between Monroe County communities and the Seaway Trail. This plan was completed in 1992.

Subsequent Changes: There were two significant changes regarding this plan's recommendations.

- Wave surge Project in the Genesee River is completed.
- New O'Rourke Bridge constructed over the Genesee River at the Port.

Relevant Recommendations: Recommendations from the plan that are still relevant today include:

- The highest priority for self-guided tours within the Monroe County Seaway Trail Communities should be the River Harbor Tour and the Genesee River Gorge Tour.
- Rochester should be promoted as a service center along the seaway trail.
- Rochester should be marketed both to motor coach operators and individual travelers either east or west along the Seaway Trail and for loop travel within the Rochester area.
- Seaway Trail Inc. should be a strong advocate for the development of the UCP interpretive center and laser sound and light show at Brown's Race/High Falls area.

Genesee Transportation Council: Long Range Transportation Plan for the Greater Rochester Area

Background: A plan that was derived by GTC in 1995 that develops transportation recommendations for the Greater Rochester Area until 2015.

Subsequent Changes: After the plan was completed there were some changes that influenced the plan's recommendations.

- The plan recommended developing a free shuttle that operates in the evening to shuttle tourists around to downtown attractions. This has been implemented through the E-Z Rider service.
- The plan recommended a downtown intermodal station, funded through the ISTEA legislation; program money has been designated for this station.

Relevant Recommendations: There are many recommendations from the plan that are still relevant today.

- Develop high speed corridor
- Identified potential transit centers at Lake/Ridge, Midtown and U of R
- Develop Connection via trails from Court Street to Charlotte
- Multi-use trail connection from the airport to the Genesee Valley Greenway

New York State: Erie Canal Corridor Plan: Finger Lakes Region of the Erie Canal

Background: This plan was prepared in 1991 for Monroe, Ontario, Orleans, Seneca, and Wayne Counties and the NYS Urban Development Corporation. This plan replaces the former NYS Recreationway Plan.

Subsequent Changes: There have been no significant changes regarding this plan's recommendations.

Relevant Recommendations: All the recommendations for Rochester from this plan are still relevant today.

- Develop Broad Street Aqueduct as a major cultural facility
- Housing on the west bank north of Troup-Howell
- Enhancements to RG&E station 26 (viewing, display and trail ways)
- Water enhanced and water dependent uses in "Rochester Upper Harbor"
- Land uses consistent with South River Corridor Plan
- Rowing facilities in Genesee Valley Park
- Small landing south end of U of R
- Extend river trails

Town of Greece: Local Waterfront Revitalization Program

Background: The Town of Greece prepared a Draft LWRP in 1988 that was not officially adopted.

Overview: The plan provides land use and project recommendations for Lake Ontario shoreline area.

Town of Irondequoit: Local Waterfront Revitalization Program

Background: This plan was adopted in 1988 as part of a state wide program to revitalize New York's waterfronts.

Overview: This plan's recommendations are in harmony with the intent of this plan. For example, the Irondequoit LWRP calls for a recreational facility on the riverside near Stutson Street / Thomas Avenue.

Monroe County: Waterfront Recreation Opportunities Study

Background: This plan was prepared in 1990 for Monroe County, to identify the opportunities that exist in Monroe County for Waterfront Recreation.

Overview: This study called out opportunities on our waterfront, Charlotte was identified as a major opportunity all the local plan recommendations were restated in this study.

Genesee Greenway, Inc.: Genesee Greenway Project

Background: The not-for-profit Friends of the Genesee Greenway, Inc. have prepared a plan to create a multi-purpose trail and heritage corridor from Genesee Valley Park to Letchworth State Park.

Overview: This plan calls for a trail system join the Erie Canal trail in Genesee Valley Park south to Letchworth State Park.

Local Projects and Initiatives

The City of Rochester and other local agencies and organizations have undertaken several important waterfront projects and initiatives which address policies, issues, and specific geographic areas within the waterfront boundary. The following list includes the substantive details for those projects and their relationship to the overall Local Waterfront Revitalization Program.

Port Redevelopment: Phase 1

Background: Redevelopment of the Port of Rochester area will enhance public waterfront recreational facilities and encourage and support economic development consistent with the goals of the City's Local Waterfront Revitalization Program (LWRP) and the City's Comprehensive Plan. The redevelopment of the Port site includes:

creating a public marina basin and promenade; private development of adjacent public lands for residential units and/or mixed-use commercial development; relocation of existing public parkland facilities at the Port site to accommodate the redevelopment; and redevelopment at the transportation terminal formerly used for operation of a fast ferry service.

The Port redevelopment also includes mixed-use private development on the following three parcels of publicly owned land: Parcel I (4752 Lake Avenue), Parcel II (4600, 4650, and part of 4630 Lake Avenue) and Parcel III (part of 4590 and 4630 Lake Avenue).

Overview:

Public Improvements:

The Phase 1 includes the Phase 1 Marina, Right-of-Way (ROW) Improvements, the Lighthouse Trail, and Lake Ontario Resource Center (LORC), as described below. With the exception of the LORC and the Lighthouse Trail, it is anticipated that these components will be coordinated as a single public improvement project.

Phase 1 Marina:

A 4.7 acre marina basin with access to the Genesee River will be developed and will share the current river opening with the existing Public Boat Launch. The marina will feature approximately 85 boat slips (transient and seasonal), a public promenade around the perimeter of the basin, and a boater facility building and amenities.

Right-of-Way (ROW) Improvements:

Streets in the site vicinity, primarily River Street, North River Street, and Corrigan Street, will be re-aligned and extended to accommodate creation of the marina basin, to smooth traffic flow, and to facilitate access. Street utilities and infrastructure will be relocated as needed, and access and parking serving the existing Public Boat Launch will be reconfigured. The Genesee Riverway Trail will be extended along the River Street Extension to connect to the proposed marina promenade.

Lighthouse Trail:

A 700-foot trail between Lake Avenue and the Charlotte Genesee Lighthouse property will be constructed to improve public access to the Lighthouse site and its superior view corridor of the waterfront.

Phase 1 of the private development will occur on Parcel I, in the northeast corner of the site, at the intersection of Corrigan and North River Streets and currently includes a 40-60 room boutique hotel, three brownstone type walk up townhomes, one 3,000 square foot restaurant, one small coffee shop, and 12-24 condominium units.

“Healthy Waterways: A Health Impact Assessment of Rochester’s LWRP”

Background and Overview: Healthy Waterways was a Health Impact Assessment (HIA) of Rochester’s LWRP. The goal of the Healthy Waterways Project was to positively influence health outcomes by assessing how the LWRP may affect key determinants of health in Rochester. Four health determinants were selected for assessment based on stakeholder input and direct connection to the health outcomes of concern: Physical Activity, Water Quality, Health-Supportive Resources and Physical Safety. The study also assessed each health determinant’s relationship to waterfront development, the current status of that health determinant and evidence of its impacts on specific health outcomes, and then made recommendations for improvement.

As a result of their research, the HIA focused on five types of waterfront changes addressed in the LWRP: waterfront trails, beach redevelopment and management, built environment, water-based recreation and storm water management. Below is a summary of the study’s findings and recommendations for each of these elements.

Waterfront Trails: The Genesee Riverway Trail (GRT) system is a pedestrian/biking trail that runs along the Genesee River from the Erie Canal north to where the river enters Lake Ontario. The study recommends building new sections so that the trail is continuous; improving maintenance; adding amenities, and including additional access points to facilitate use by waterfront community residents.

Beach Redevelopment and Management: Rochester’s waterfront assets include two seasonally lifeguarded sand beaches: Ontario Beach and Durand Beach. The study recommends prioritizing projects that promote physical activity and increased use of the beach areas for passive recreation.

Built Environment: This study focused on waterfront built environment changes in southwest Rochester, where brownfield redevelopment and other community planning efforts are currently underway. Many of the processes and design standards already included in the city’s zoning code and planning programs promote healthy neighborhoods. Implementing these and other provisions to increase visual and physical access to the waterfront is particularly important to local communities.

Water-Based Recreation: The potential for water-based recreation varies with the diverse geography within Rochester's LWRP. Most recreational access to the river (not including the beachfront and Port), is south of the city center, with the exception of fishing sites at the Charlotte Pier, Turning Point Park and Seth Green Drive. The study recommends prioritizing development of water-based recreation along Rochester's waterfront in ways that maximize health benefits for diverse populations.

Storm water Management: Because storm water runoff carries pollutions, it is a major contributor to poor water quality. Changes in storm water management have the potential to impact human health, primarily through affecting exposure to polluted water. Storm water management is an important local tool for improving water quality. The study recommends emphasizing storm water management measures with health "co-benefits" such as providing areas for public access or physical activity.

"Green Infrastructure Rapid Assessment Plan – Densmore Creek Watershed" (2013)

In 2010, Densmore Creek and two other minor tributaries were added to the New York State Department of Environmental Conservation's (NYSDEC) Water body Inventory/Priority Water bodies List. This list is updated every two years by the NYSDEC who must consider a restoration strategy to reduce the input of the specific pollutant(s) that cause "impairments" or restrict a listed water body's use. Pollutants noted on the list for Densmore Creek are oxygen demand, urban runoff and phosphorous from municipal sources.

As a result, and due to limited funding, a method was devised to quickly evaluate this watershed for storm water retrofit potential. It is anticipated that implementation of the retrofit projects identified in this study will help to reduce the impairment level.

Overall, 62 retrofit project sites were identified and ranked within the following two project categories:

- 1) New storm water ponds, upgrades to existing storm water ponds and adding storm water storage to existing drainage channels.
- 2) Green Infrastructure (GI) – this category was divided and ranked by where a GI project might be installed and includes:
 - a) Public Rights of Ways;
 - b) Older Residential Neighborhoods;
 - c) Other Locations (such as areas with large impervious surfaces).

“Vacuum Oil BOA Draft Nomination Study”

The City of Rochester intends to complete an Implementation Strategy for an approximate 148 acre area characterized by 38 potential brownfield sites that are located along South Plymouth Avenue and within the former Vacuum Oil petroleum refinery site. The Study Area includes a variety of industrial, commercial, retail and residential land uses. The largest and most prominent area within the BOA is the industrial zone east of Exchange Street, which extends from Violetta Street south to Magnolia and east to the Genesee River. During the late 19th and early 20th centuries, this area was dominated by the former Vacuum Oil Rochester Works facility, which refined, finished, canned, and distributed petroleum-based products throughout the United States and Europe.

The Vacuum Oil BOA Implementation Strategy will provide targeted guidance on housing issues, zoning modifications, redevelopment strategies for sites of strategic importance, and a redevelopment plan for the Genesee River waterfront within the BOA. Anticipated community benefits resulting from this project include the alleviation of health and safety concerns, increased employment opportunities and housing diversity as a result of new investment, expanded access to parks, recreation and waterfront amenities for area residents, and an improved community identity and public image associated with the PLEX neighborhood.

There are six primary objectives of the Vacuum Oil BOA Implementation Strategy:

- 1) Create market-based strategies to revitalize the former Vacuum Oil Works site and the residential areas within the PLEX neighborhood;
- 2) Undertake regulatory and design standards updates in support of community revitalization;
- 3) Create a waterfront master plan that reconnects the PLEX neighborhood with the Genesee River waterfront;
- 4) Identification and preliminary design of parks and open space improvements to support the residential neighborhoods;
- 5) Perform environmental investigations to inform future remedial activities for strategic sites; and
- 6) Conduct the preliminary design of critical vehicular and pedestrian infrastructure to aid future revitalization and investment.

The successful realization of these objectives will accomplish the following:

- increase housing diversity and supply within the downtown and waterfront areas;
- improve the quality of design and community identity within the BOA;
- provide attractive, healthy and sustainable neighborhoods for children to play and families to enjoy;
- extend revitalization from the former Vacuum Oil Works site and waterfront into the residential neighborhoods to South Plymouth Avenue; and
- begin the revitalization of the PLEX neighborhood as a unique, safe and viable waterfront community within the City of Rochester.

The entire length of the Genesee River within the BOA is under public control, further improving opportunities for public access to the waterfront. The location of the BOA and existing ownership patterns offer the opportunity for a unique waterfront destination catering to both families and college students, and improve the likelihood of discretionary spending entering the local economy. Further, the Study Area's rich industrial and cultural history can become a theme for neighborhood revitalization by leveraging interpretive opportunities with public realm improvements.

"LYLAKE BOA Draft Nomination Study" (2014)

The Lyell-Lake-State Street (LYLAKE) Revitalization Strategy is sponsored by the City of Rochester through the Department of Environmental Services, with funding provided by the New York State Department of State and technical assistance from the New York State Department of Environmental Conservation. The proposed BOA encompasses approximately 602 acres of land located west of the Genesee River immediately north of Downtown Rochester. The Study Area expands around two primary corridors – Lyell Avenue which runs east to west and Lake Avenue/State Street which runs north to south. The proposed BOA is comprised of 2,800 parcels, and although most parcels are residential, the BOA also contains a diverse mix of commercial, industrial and public open space properties. As land use within the BOA has shifted over time from predominantly industrial uses to residential and recreational uses, contamination issues linger long after the intensive industrial uses have disappeared.

Through comprehensive public engagement, a vision for the Study Area was proposed that succinctly describes where the community sees itself in the future. The vision statement of the LYLAKE BOA is shaped and supported by a set of six guiding principles that set the framework for revitalization strategies within the LYLAKE BOA. Each

principle is supported by a series of key objectives that transform the community vision into measurable, achievable goals for revitalization.

Principle 1: *Attract New Businesses & Support Existing Industries to Promote Job Growth*

Principle 2: *Improve Housing & Neighborhoods*

Principle 3: *Improve the Quality of Life*

Principle 4: *Branding & Marketing*

Principle 5: *Encourage Redevelopment on Brownfield Sites*

Principle 6: *Engage Residents in Revitalization Activities*

"Algae Control Project" (2011)

In an effort to develop a procedure to gather and remove algae from the bathing beach area at Ontario Beach Park, the United States Army Corps of Engineers (USACE), Monroe County Parks Department (County) and the City of Rochester (City) developed a methodology which was field tested in the Summer of 2011. The project is necessary because in periods of heavy algae accumulation, the beach is often closed for human health reasons.

The algae removal system involves "herding" and pumping algae from the bathing beach area to Lake Ontario. The removal system consists of a suction intake assembly, suction hose, portable self-priming pump, discharge pipe and diffusers to remove surface algae accumulations. The discharge pipe was permanently installed in March, 2014 through the USACE-owned west pier and discharges into the lake between the west and east piers. The discharge piping, which is 55' long, is located well outside the navigation channel.

The system is operationally ready on a full-scale basis and is implemented seasonally and "as-needed" at the start of the "algae season" each year (around July 1st). The portable self-priming pump, suction intake assembly and suction hose are assembled on the beach. Discharge piping is assembled between the pump and connected to the permanent installation through the west pier. A safety barrier (such as a snow fence) is set up to control access to the work area. The suction head assembly is deployed by a front-end loader in the near-shore zone adjacent to the west pier. It is placed into position on the lake bottom by the loader and moved, as needed, according to the water levels or algae accumulations. The typical discharge flow rate is approximately 1,500 gallons per minute and occurs from the west end of the beach easterly towards

the west pier. At the end of each algae season, the seasonal equipment is removed from the beach and stored until the next season.

“Aqueduct Master Plan” (May, 2009)

The City of Rochester undertook a planning process to develop a master plan for the Historic Erie Canal Aqueduct and adjoining Broad Street Corridor. The Master Plan creates a vision for the future of the district through rediscovering its past and its essence: the Genesee River and the Erie Canal. The plan establishes the Broad Street Corridor as a significant public realm enhanced and defined by water creating a new distinctive identity for the district. The Master Plan calls for the transformation of the Broad Street Corridor from a primarily vehicular use to an amenity enhanced concourse of water, open space and enhanced streetscapes.

To be known as the Canal District, this revitalized area of the city will embrace and celebrate its historic heritage by connecting the district and the city more directly with the Genesee River. The master plan calls for the removal of the roadway addition of the 1920's and 1970's leaving the original 1842 structure to cross the Genesee River. The canal raceway would be restored to once again contain water. This re-watered canal crossing the river will re-establish the presence and importance of the Erie Canal in downtown and become the welcoming and defining gesture of the Canal District. The Broad Street Corridor will continue the historic Erie Canal theme toward the west with a series of water features such as fountains in the central portion of the district and a larger water basin at the western end of the district.

The master plan recommendations link the public realm improvements to private development initiatives. It supports the continuation of Main Street as the primary retail street within the center city; thus re-establishing the historic spine of Rochester retailing. Retail opportunities will include a local high-visibility restaurant, a relocated visitors' bureau and shop, bike rentals and watercraft rentals to be used in the re-watered Aqueduct. The initial retail phase will connect the Canal District across the Aqueduct and connect the Four Corners District with the Canal District along Exchange Boulevard. Retail is also recommended at the newly formed Aqueduct Commons and along the block of Exchange Boulevard from Main Street to the re-watered Aqueduct.

“Erie Harbor Park Master Plan” (2010)

The area referred to as Erie Harbor Park flanks the Johnson-Seymour Raceway, a mill race located on the east bank of the Genesee River in the heart of downtown Rochester.

The raceway dates back to the early 1800's and continues to function today as the primary source of flow for coolant for the Central Library's air conditioning units. This mill race was one of the first private capital works undertaken in Monroe County, and dates back to 1817 when it was opened by Elisha Johnson to serve his milling operations. A dam that predates the current Court Street Dam allowed water to flow into the Johnson and Seymour Raceway from the Genesee River. By 1820, an oil mill, saw mill, paper mill, and flower mill could be found along the race, and by 1855, there were at least six flour mills using water power from the race. The Rochester, Fitzhugh, and Carroll Raceway mirrored the Johnson and Seymour, on the western bank of the Genesee River, and have since been filled in, making the Johnson and Seymour the only remaining raceway from Rochester's early industrial days that still flows in downtown.

The goals set forth for the Erie Harbor Park Planning and Preliminary Design project were established by the City of Rochester, and confirmed and/or enhanced during the public process, which included two public meetings. The goals were used throughout the project when creating initial concepts, evaluating them, and ultimately getting to a preferred alternative. They are:

1. Enhance the Erie Harbor Park public open space and waterfront.
2. Improve access from South Avenue and Woodbury Boulevard to accommodate safer pedestrian and potential vehicular access to the site.
3. Extend the Genesee Riverway Trail along the site's waterfront to promote increased utilization of the public waterfront and the larger regional trail network.
4. Provide park signage, trail way-finding, and explore interpretive opportunities to educate the public of the site's industrial history.
5. Explore the potential for a portion of the site to yield a mixed-use development that incorporates commercial and retail uses.
6. Consider the goals outlined in the master plan for Rochester's Historic Canal District which include the potential to re-water the original course of the Erie Canal which ran through downtown, including the Erie Harbor Park site.

Phase 1 has been completed. Phase 2 and 3 are scheduled for 2014-2015 and 2015-2016, respectively.

"GardenAerial" Project

The "GardenAerial project will transform the immediate area of the rim of the Genesee Gorge at High Falls, creating an exciting new public green space and trail destination at

the very birthplace of Rochester, New York.” The GardenAerial is a multi-phased construction project in the heart of downtown Rochester, NY that will restore public access to the High Falls Gorge on the Genesee River.

Phase 1, under way now, will create and prepare new trails and gardens on the east and west sides of the gorge. Trail improvements on the East side (near Genesee Brewery) as well as the initial construction work on the Flour Garden (at Browns Race) will begin in 2014. Pedestrian access and structural feasibility studies will also take place in 2014 to prepare assets and circulation pathways for Phase 2 of the project.

Phase 2 includes design and construction of a new pedestrian bridge across the top of High Falls and a downtown connection “system” – thus completing a 3/4 mile hub trail around the rim of the Gorge. It will also include the possible re-adaptation, reprogramming, reconstruction of Hydro-power Station #4, the oldest extant hydroelectric station in the city of Rochester. These architecturally stunning additions to High Falls will finally give residents and visitors breathtaking access and “up close” engagement with the river and the falls for the first time in over a century.

Phase 3 will include the creation of a stunning arboretum, floating high above the Genesee Gorge on the Pont de Rennes Bridge, an urban greenway, a new “garden” in the sky. It also hopes to include the construction of a new, environmentally friendly public Winter Garden and Horticultural Genetic Specimen Bank on the east side of the gorge — a stunning new venue with a panoramic view of the falls and gorge.

“Genesee Valley Park West Master Plan” (2012)

Genesee Valley Park, one of three original parks in the Rochester Park System, was designed by Frederick Law Olmsted and constructed in the 1890s. The southwest quadrant of the park was designed for active play and water sports. The Erie Canal was routed through the park (1905-1923) and the park was expanded to include former railroad and Genesee Valley Canal lands. The Genesee Waterways Center, a non-profit organization, promotes canoeing, kayaking, rowing and sculling in the Rochester region. In addition to whitewater kayaking at Lock 32 in Pittsford, the GWC leases the Genesee Valley Park boathouse from the City.

The City, in partnership with the GWC, has acquired a NYS Department of State Environmental Protection Fund grant to conduct a master plan for this section of Genesee Valley Park. The master plan process will include, but not be limited to the

following: inventory and analysis of the park's current conditions including the boathouse, pool and ice rink complex, ball fields, tennis courts, vehicular and pedestrian circulation, lodge, play equipment, scenic vista/viewshed and vegetation analysis; historic landscape analysis; a hydro-geological study of Genesee River shoreline along the immediate project area; alternative schematic designs for an expanded/new boathouse and the park as a whole; recommendations for historic landscape treatment(s); cost estimates; recommended implementation strategies and funding sources; management and operation recommendations; public input sessions; and a recommended master plan with SEQR Long Form Environmental Assessment.

As of December 2014, about 80% of the plan has been completed. Existing park conditions have been analyzed and the following guiding principles have been proposed:

- Park features and infrastructure should contribute to and enhance the park's role as a multi-modal crossroads.
- Rethink spatial organization of park features that are no longer constrained by past limitations.
- Renew park ties with its significant history and re-establish visual ties between east and west.
- Modernize building facilities to meet current and future demand.
- Re-prioritize and enhance sports fields, playground and picnic areas.
- Establish a local benchmark of how park land should interface with the river, include green infrastructure and enhance the ecological recreation experience.
- Plan circulation and facilities infrastructure to promote both the neighborhood and the regional draw.
- Respond to the growing health care and fitness crisis by focusing on wellness and developing new public-private partnerships.
- Plan facilities and programming to accommodate multi-generational, multi-purpose, and long-term recreation trends.
- Focus on exceptional experience and attraction to the park over perceived demand and recreation "standards."
- Limit and mitigate physical and visual impacts from adjacent development and non-park infrastructure.

REGIONAL AND STATEWIDE PLANS AND INITIATIVES

New York State: Canal Recreationways Plan

Background: The New York State Canal Recreationways Commission prepared a statewide strategy for revitalizing the Erie Canal.

Overview: The plan includes land use recommendations, project proposals and marketing recommendations. The Canal Corridor replaces this plan. The recommendations are the same for the Rochester area.

New York State: Statewide Comprehensive Outdoor Recreation Plan (SCORP)

Background: This plan was adopted in 1994. The purpose of this plan is to guide all park and recreational development within New York State.

Overview: The policies within this plan were reviewed to make sure this plan is in harmony with state objectives.

The Seaway Trail, Inc.: Seaway Trail Master Plan

Background: The Seaway Trail, Inc. has established a master plan for the development of the Seaway Trail scenic byway running along the Lake Erie, Lake Ontario and St. Lawrence Seaway shorelines.

Overview: This plan looks at enhancing the entire trail system. Monroe County's Seaway Trail Communities Plan calls for more specific recommendations for Rochester and our surrounding area.

Lake Ontario - St. Lawrence River – Plan 2014

The International Joint Commission (IJC), an independent bi-national organization established by the United States and Canada under the Boundary Waters Treaty of 1909 was established to prevent and resolve disputes about the use and quality of boundary waters and to advise Canada and the United States on questions about water resources.

During the 1950's, the IJC approved the construction and operation of a hydropower project in the international section of the St. Lawrence River for the purpose of producing hydroelectricity, enabling seaway navigation and providing some flood protection to Lake Ontario and the St. Lawrence River. To achieve this, the Moses-Saunders Dam was constructed to regulate water flows to mitigate extreme seasonal fluctuations of Lake Ontario's (and adjacent bays) water levels'. Under the treaty, the IJC is tasked with ensuring that all affected interests, including commercial shipping and

fishing, recreational boating, environmental habitats and shoreline municipalities and property owners are considered in decisions that change the levels and flows of boundary waters.

In 2000, the U.S. and Canadian governments agreed to provide about \$20 million over five years for the IJC to conduct a thorough and comprehensive study (of Plan 1958-D regulations that have remained in place since its adoption in 1963) to evaluate and recommend improvements to the control of Lake Ontario levels and outflows, including, among other issues, environmental concerns. This investment enabled the IJC to undertake scientific studies to understand and measure the effects of water levels and conduct extensive engagement with people from all interests in the formulation and evaluation of hundreds of potential alternative regulation plans.

Among the conclusions of its 2006 final report (IJC, 2006), the IJC's Lake Ontario-St. Lawrence River Study Board found that the compression of the range of water levels on Lake Ontario and the upper river has degraded coastal wetlands. It found that environmental conditions could be improved by changing the regulation plan, but not without tradeoffs that will reduce some existing economic benefits.

The IJC invited public comment and undertook a thorough review of the 2006 report and public comments. In 2008, the IJC invited comment on a proposed new Order of Approval and regulation plan, known as Plan 2007, based on one of the three options recommended by the Study Board. The IJC heard widespread opposition to Plan 2007 throughout the Lake Ontario–St. Lawrence River basin. In 2008, the IJC concluded that Plan 2007 was not viable, and sought the advice of governments on how to proceed.

In 2009, a new group was established with officials appointed by the two federal governments and the governments of New York, Ontario and Quebec to advise the IJC on the potential for a new regulation plan. Of the many regulation plans developed to date, the group determined that a plan that resulted in more natural flows and lake levels was preferable. It then worked to refine a regulation plan that the IJC developed into what is known as Plan 2014.

Lake Ontario / St. Lawrence River Plan 2014 proposes to change the mean high and low water levels, allowing for more natural (and greater) seasonal fluctuations in water depth in order to restore wetlands and sensitive wildlife habitats that some argue have been adversely affected under the current regulations. Plan 2014 is currently being reviewed by the U.S. State Department and its Canadian equivalent, as any new plan's adoption would require both governmental agencies' approval.

Opposition to Plan 2014 persists amongst certain interest groups who argue that if implemented, greater fluctuations of Lake Ontario water levels will limit boating activity due to lack of water depth/ access at Marinas and commercial shipping ports during “low” periods (leading to adverse economic impacts to shipping, fishing and recreational boating industries). On the other hand, “peak” water levels could lead to extensive flooding and damage to shoreline property owners (particularly within communities along the southern shoreline of the Lake and associated bays, rivers, streams and other waterways in New York State).

Several municipalities and government leaders have publicly taken a position on Plan 2014, both in support and opposition of it. The City of Rochester will closely monitor the status of Plan 2014 as it makes its way through the review and approval process and will adjust related policies and procedures according to the final outcome.

J. SUMMARY OF CURRENT LWRP PUBLIC INFRASTRUCTURE PROJECTS

The following chart summarizes current projects underway within the LWRP boundary. These projects are listed by focus area and subzone and include a brief project description. Current projects are also illustrated in Figure 18 on page 114. Representative project graphics are shown on pages 117-118. Many of the current LWRP projects are related to or form the basis for proposed or future project recommendations outlined in Section 4: Proposed Land Uses and Projects.

FIGURE 18: LWRP CURRENT PROJECTS

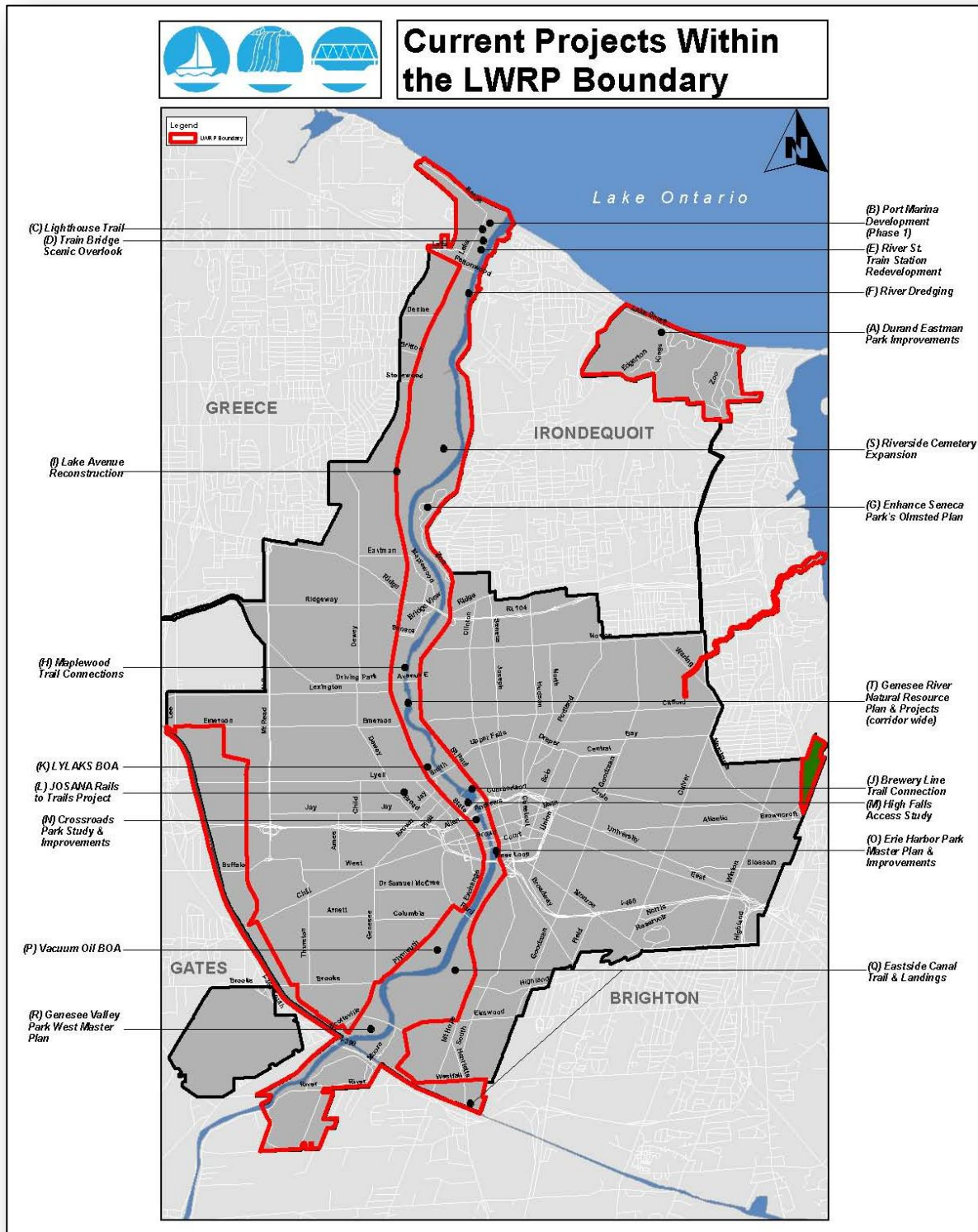


FIGURE 19: LWRP CURRENT PROJECTS LIST

PROJECT NUMBER AND NAME	FOCUS AREA	SUB-ZONE	PROJECT DESCRIPTION
A. Durand/Eastman Park Improvements	LAKE	1b	<ul style="list-style-type: none"> • Develop beach, water quality and park infrastructure improvements at Durand-Eastman Park
B. Port Marina Development Phase I (Parcel 1)	LAKE	3a	<ul style="list-style-type: none"> • Construct Marina and develop adjacent land-side parcel • Develop Harbor Management Plan
C. Lighthouse Trail	LAKE	3a	<ul style="list-style-type: none"> • Develop a new pedestrian connection from Lake Avenue to the Charlotte Lighthouse and Lighthouse Street
D. Train Bridge Overlook	LAKE	4a	<ul style="list-style-type: none"> • Create new river overlook at CSX bridge abutment
E. River Street Train Station Redevelopment	LAKE	4a	<ul style="list-style-type: none"> • Redevelop the Train Station for water-dependent or water-enhanced uses
F. River Dredging	RIVER	5	<ul style="list-style-type: none"> • Dredging in Navigation Channel • Dredging outside of Navigation Channel
G. Enhance Seneca Park's Olmsted Plan	RIVER	5	<ul style="list-style-type: none"> • Preserve and restore the historic landscape character of the park and scenic quality of the gorge, while improving visitor services
H. Maplewood Trail Connections	RIVER	5	<ul style="list-style-type: none"> • Develop new trail connections between Maplewood Rose Garden and Lower Falls Park, under the Driving Park Bridge, and Middle Maplewood
I. Lake Avenue Reconstruction	RIVER	5	<ul style="list-style-type: none"> • Reconstruct Lake Avenue with new trail amenities
J. Brewery Line Trail Connection	RIVER	6a	<ul style="list-style-type: none"> • Develop a new eastside Genesee River Trail connection from Pont de Rennes to the falls overlook
K. LYLAKS BOA	RIVER	6a	<ul style="list-style-type: none"> • Complete the Lyell/Lake/State Brownfield Opportunity Area (BOA) study and implement that plan

FIGURE 19: LWRP CURRENT PROJECTS LIST

PROJECT NUMBER AND NAME	FOCUS AREA	SUB-ZONE	PROJECT DESCRIPTION
L. JOSANA Rails to Trails Project	RIVER	6a	<ul style="list-style-type: none"> Develop a new pedestrian/bike trail through the JOSANA neighborhood to the High Falls District and river gorge
M. High Falls Access Study and Improvements & East Side Trail	RIVER	6a	<ul style="list-style-type: none"> Complete the High Falls Access Study Complete additional planning studies to implement GardenAerial project
N. Crossroads Park Study and Improvements (Charles Carroll Park)	RIVER	6b	<ul style="list-style-type: none"> Complete the Crossroads Park Study Redevelop the park for new water-enhanced uses and improved access (east and west sides)
O. Erie Harbor Park Master Plan and Improvements	RIVER	6b	<ul style="list-style-type: none"> Completion of Erie Harbor Park and River Trail improvements based on Master Plan
P. Vacuum Oil BOA	RIVER/ CANAL	7a	<ul style="list-style-type: none"> Complete Vacuum Oil BOA Study
Q. Eastside Canal Trail and Landings	CANAL EAST	8b, 9b	<ul style="list-style-type: none"> Highland Canal Trail Project-connection
R. Genesee Valley Park West Master Plan	RIVER/ CANAL	8c	<ul style="list-style-type: none"> Complete the Genesee Valley Park West Master Plan and provide for relocation of appropriate facilities and infrastructure
S. Riverside Cemetery Expansion	RIVER	9a	<ul style="list-style-type: none"> Expand / enhance Riverside Cemetery
T. Genesee River Natural Resource Plan and Projects	CORRIDOR WIDE	N/A	<ul style="list-style-type: none"> Master plan for water quality and ecosystem enhancement in the river corridor and implementation of various stormwater, forest management, riparian habitat, scenic resource management and restoration projects

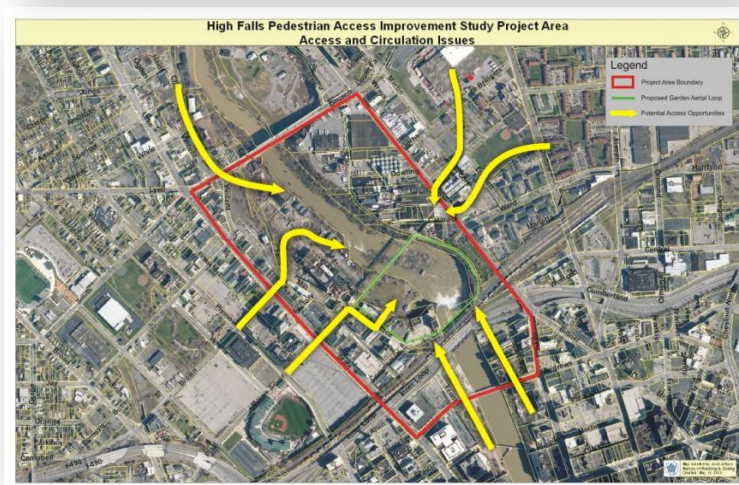
LWRP CURRENT REPRESENTATIVE PROJECTS



**(B) Port of Rochester
Phase I Redevelopment Plan**



**(L) JOSANA Rails to Trails Project
Study Area**



**(M) High Falls Access Study
Pedestrian Circulation/Access Issues**

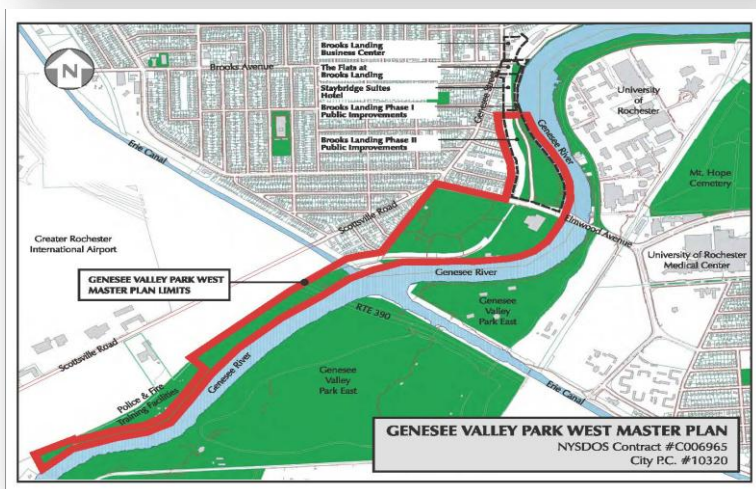
LWRP CURRENT REPRESENTATIVE PROJECTS



(O) Erie Harbor Park and Trail Development Concept



(P) Vacuum Oil BOA Planning Study Conceptual Land Use Plan



(R) Genesee Valley Park West Master Plan Study Area

K. LWRP INVENTORY IMPLICATIONS (SWOT ANALYSIS)

Throughout the public participation process, there were several occasions where people were able to comment on the Strengths, Weaknesses, Opportunities and Threats (SWOT) for all of the focus areas as well as boundary wide. Below is a summary of these comments.

BOUNDARY WIDE

Overall, people believe that the entire LWRP area has much to offer. It is rich in history, diverse and unique and has many tourist attractions. The waterfront is close to Toronto as well as to the Finger Lakes. However, most people agreed that the waterfront area lacked promotional and marketing efforts; adequate signage and wayfinding; and coordinated oversight and management. There was also concern regarding the often poor water quality that results in too many days of the beaches being closed to swimming.

Regarding the future potential of the corridor, people saw many opportunities. If water quality could be improved and oversight and management of the harbor be coordinated, then the waterfront could flourish. Improvements to view sheds, trails and wayfinding would also help to enhance the waterfront experience. However, some of the obstacles that people saw standing in the way of these improvements include lack of funding for projects, perception of crime and safety issues at the lake, environmental remediation costs and continued water pollution.

FOCUS AREA 1 – LAKEFRONT

People view the Lakefront as “the front” to the City. It allows for both passive and active recreation in the way of picnicking, swimming and boating. It also provides scenic views and vistas of both the lake and the river. It has historic features as well as modern ones. However, along with these positives come some negative impacts. There is a great deal of traffic congestion at the lake and not enough adequate parking, although people believe that what parking is available is located too close to the lakefront. There is also concern over coastal and beach erosion, and the continued problem of poor water quality.

Regarding the future potential of the lakefront, people saw the port development to be a huge asset which will include the relocation of the boat launch, a new marina and a Harbor Management Plan. With this development might come other opportunities including a ferry service, water taxis, and possibly the creation of off-site parking with a shuttle or trolley service. However, with these improvements might come some

negative impacts, including continued traffic congestion and parking issues; loss of the Charlotte “village” character; destruction of view sheds from increased development, and a lack of a market for the new development.

FOCUS AREA 2 – RIVERFRONT (NATURAL)

The greatest strength of this area of the riverfront is its scenic views of the gorge and the lower and middle falls. The greatest obstacles as seen by participants are the physical barriers inherent in Lake Avenue and St. Paul Street as well as the vacant industrial land.

Regarding the future potential of this area of the riverfront, people saw many opportunities to increase the public access to the gorge. Suggestions include creating a plateau area on Lake Avenue; making trail connections that go across the river; creating a zip line attraction as well as other activities and educational tours. The greatest obstacles to some of these suggestions are the limited access to the gorge itself and the possible encroachment and/or destruction of natural habitats.

FOCUS AREA 2 – RIVERFRONT (URBAN)

The greatest asset of this area is its proximity to downtown with a captive audience of thousands of people on daily basis. Given this close proximity, many of the features of this area are within walking distance from downtown, e.g. High Falls, Pont de Rennes, the historic Aqueduct, etc. However, this proximity is not without its challenges. For example there is a lack of physical access to the water and obstructed view sheds. These impediments cause disruptions to the trail system and leave it disconnected along the waterfront. There is also a lack of amenities along this area of the waterfront, e.g. lighting, trash removal, etc.

Regarding the future potential of this area of the riverfront, people viewed this area as having great potential given that some projects are currently underway (GardenAerial and LYLAKS BOA) and others are receiving closer looks (Beebee Station Redevelopment Site, Aqueduct Redevelopment potential, Festival Site Opportunities, etc.). However, lack of funding for major projects and the costs associated with environmental remediation continue to be significant obstacles.

FOCUS AREA 3 – CANAL

One of the greatest assets of this area is its existing trail system. The canal provides easy access for boaters, bicyclists and pedestrians. It is near Genesee Valley Park, the University of Rochester and major expressways for easy vehicle access. However, there

are still many areas along the canal that lack physical access to the water due to topography. There is also a lack of neighborhood connections to the canal that, coupled with the industrialization of canal land, have proven to be major obstacles.

Regarding the future potential of the canal, there are many projects underway or in development stages that will greatly enhance this area including the University of Rochester Master Plan; the Genesee Valley Park redevelopment, and the Vacuum Oil BOA. There is also the potential to develop canal boat tours and to create new canal landings for increased access. However, there are still formidable obstacles to maximizing the canal including convoluted access patterns, the encroachment of commercial and industrial uses along the canal, and as with almost all of the areas along the waterfront, the extensive costs associated with environmental remediation.

**SUMMARY OF LWRP INVENTORY SWOT ANALYSIS:
CURRENT STRENGTHS, WEAKNESSES BY FOCUS AREA**

Focus Area	CURRENT	
	Strengths	Weaknesses
Boundary Wide	Proximity to Toronto / other cities Proximity to Finger Lakes Many tourist attractions Confluence of 3 great waterways Genesee River Trail Natural river habitats / resources Historic sites / river history Olmstead parks Diversity / character of waterfront Unique, inter-connected history of waterfronts	Lack of promotion and marketing Lack of public awareness of assets River trail gaps Lack of adequate signage/wayfinding Lack of trail connections to nighbhds Water quality / pollution Lack of management/coordination Siltation / erosion Definition of "navigation channel" Accumulation of brush/debris/driftwood Overlapping / unclear agency responsibilities
Focus Area 1 – Lakefront	Scenic views and vistas of lake/river Historic resources / Lighthouse Public beach and swimming areas Unique parks and open space Wetlands / habitats Passive recreation Marinas / docks / boat slips "Front door" to city Charlotte village "sense of place"	Traffic congestion Lack of adequate parking Poor beach water quality Lack of amenities at Durand Too much parking near waterfront Water surface use conflicts Lack of transient boat slips Wave surge problems Lack of boater amenities Coastal / beach / bluff erosion
Focus Area 2 – Riverfront (natural)	Scenic views and vistas of gorge Historic parklands Almost continuous public ownership Fishing access Lower and Middle Falls Wetlands / habitats	Lake Avenue as a physical barrier St. Paul Street as a physical barrier Topography / steep gorge Vacant industrial land
Focus Area 2 – Riverfront (urban)	Adjacent to downtown Historic Aqueduct / other resources High Falls / Pont de Rennes Views / panoramas of river Heritage Trail / Genesee River Trail	Lack of physical access to water Obstructed view sheds Lack of trail connections along river Lack of trail connections to river Lack of riverfront festivals/events Lack of river lighting Lack of bridge/trail lighting Lack of fountains / water elements Tree/ice/trash removal from river
Focus Area 3 – Canal	Boat/bike/ped connections to E+W Confluence of river and canal Genesee Valley Park Near expressways for vehicle access Easy bike/pedestrian access Existing canal trail Crew/canoe/kayak access "Front door" to city U of R riverfront park / trail	No physical access to water in many locations Topography along canal Lack of neighborhood connections to canal/river Industrialization of canal land Lack of river overlooks Condition of Genesee river wall Potential flooding Debris/siltation in river

**SUMMARY OF LWRP INVENTORY SWOT ANALYSIS:
FUTURE OPPORTUNITIES, THREATS BY FOCUS AREA**

Focus Area	FUTURE	
	Opportunities	Threats
Boundary Wide	<ul style="list-style-type: none"> Rapid Transit – Bus Connections – Light Rail? Improvements to water quality Preserve/enhance view sheds Contiguous river trail: canal to lake Harbor management / coordination Seaway Trail connections Abandoned rail lines Utilize assets to improve health Coordinated wayfinding system Upgrades to Olmsted parks Historic interpretation 	<ul style="list-style-type: none"> Lack of adequate access to water Lack of funding for projects Perception of crime / lack of safety Pollution Poor development practices Lack of development design controls Stagnant population and economy RGE project impacts Environmental remediation costs Demographic shifts
Focus Area 1 – Lakefront	<ul style="list-style-type: none"> Port development Phase I and II West side - Lake Avenue redeveloped Relocation of boat launch Ferry service at Port Harbor use controls and oversight Water taxi Development of off-site / remote parking Bus shuttle / trolley / jitney Reuse of CSX rail line 	<ul style="list-style-type: none"> Continued traffic / parking issues Lack of market for redevelopment Loss of village character Development densities Destruction of view sheds Reduced dredging? Northeast storms / wave surge Gentrification? Business failures from competition
Focus Area 2 – Riverfront (natural)	<ul style="list-style-type: none"> New public access to gorge RGE / St. Paul development site Lake Avenue plateau area Trail connections across river New amenities in public parks Zip line possibilities Educational tours / activities 	<ul style="list-style-type: none"> Limited access to natural gorge Habitat encroachment / destruction Runoff / pollution Degradation of water quality
Focus Area 2 – Riverfront (urban)	<ul style="list-style-type: none"> GardenAerial Project High Falls as tourist attraction Waterfront Eco-District in High Falls Festival site opportunities Aqueduct redevelopment potential Public access to gorge area Zip line possibilities Tie new MCC Campus to High Falls Water taxi Beebee Station redevelopment site LYLAKS BOA redevelopment Public art / wall therapy along river Educational tours / activities 	<ul style="list-style-type: none"> Poor design aesthetics along river Lack of water-oriented land uses Lack of water-dependent land uses Lack of funding for major projects Environmental remediation costs
Focus Area 3 – Canal	<ul style="list-style-type: none"> New canal landings for access Expand canal as “front door” to city New kayak/canoe/crew opportunities GVP redevelopment U of R master plan BOA redevelopment plan / west river Canal tour boats River wall upgrade with open space Trail enhancements 	<ul style="list-style-type: none"> Encroachment of commercial uses Encroachment of industrial uses Lack of water-oriented uses Poor design of adjacent land uses Convolutd access patterns on canal Lack of open space near canal Underutilized land Environmental remediation costs Siltation / erosion

L. ADDITIONAL LWRP PLANNING AND DEVELOPMENT ISSUES

The following additional LWRP planning and development issues have been identified by the Waterfront Advisory Committee, three focus groups, citizens and stakeholders during the public input process:

1. Rochester has “Three Great Waterways” that are connected to many of our communities’ historical, natural and recreational assets. However, the benefits of these waterways and all its associated assets have not been fully utilized by our community.

The majority of our city’s historical, natural resources and recreational assets are located within our waterfront corridor. For example to the north we have the Charlotte Light House, yacht clubs, Ontario Beach Park, “The Gorge” (Seth Green Island, Lower Falls and Middle Falls, Seneca Park and the Zoo), Turning Point Park, Historic Maplewood Neighborhood and Park. Closer to downtown we have the High Falls Entertainment District, Frontier Field, Riverside Convention Center, hotels on the waterfront, the historic Broad Street Aqueduct, riverside parks and the Blue Cross Arena (War Memorial). Moving further south, we have the Historic Corn Hill Neighborhood, a world class flat water racing course, Genesee Valley Park and the Erie Canal and trail.

2. The second largest industry in New York State is tourism. Water, entertainment, sports, cultural destinations and family are the major attractions for the leisure tourist. Rochester’s tourism industry is mostly made of people attending business meetings and conventions. However, there is a great opportunity for our city to increase its tourism industry by focusing more on leisure tourism. Recent statistics indicate that the bulk of the visitors (approximately 50%) are transient business persons here on a business trip. Convention/meeting visitors comprised approximately 29% of visitors, with leisure visitors making up about 21%.

Tourism in the United States today has its most significant impact when it focuses on the family. One hour west of Rochester and two hours southeast of Rochester are two entertainment visitor attractions that bring 12 million visitors to one area, Niagara Falls, and 300,000 to the second area, Corning, New York. The Niagara Falls visitor connection is particularly valuable to Rochester. The primary market for these two locations is families. Both locations bring their customers into Monroe County as they pass through either on the New York State Thruway or State Highway 390, representing a potential visitor market.

3. Rochester is experiencing signs of urban revitalization within our “Center City”. However, we are within a regional setting of slow growth or marginal decline in overall economic development and population.

Many exciting recent developments are breathing life into Rochester’s downtown. Some examples of this urban revitalization are; the Midtown Plaza site redevelopment, Sibley Building redevelopment, new Transit Center, Frontier Field, renovated War Memorial, the new Bausch and Lomb Library, High Falls Mixed-Use District, and new residential infill development.

Upstate New York is still a national island of slow growth or decline in economic strength and population. The healthy United States economy is mirrored by improved conditions in New York City, in the Mid-west, and in New England. Rochester could be a leader in catching the New York State economy up to the rest of the country through a well-coordinated, innovative economic and tourism development strategy that capitalizes on our incredibly unique waterfront resources and assets.

4. Many American cities have turned to entertainment as a strategy to attract people to downtown. Entertainment, as an economic strategy, has been primarily focused in large cities with other entertainment resources already in place and with a tourism market of some capacity in place, e.g., Boston and Baltimore. This tourism base, along with a large local population base, attracts national businesses willing to invest significant private dollars in a downtown, e.g., a Rouse Corporation.

For Rochester to compete against other cities for visitors, it must determine how to compete locally to bring suburbanites back to the downtown and must determine how to compete in a unique way for the outside tourist to see Rochester as a viable destination compared to other cities. Rochester’s “Three Great Waterways” (Lake Ontario, Genesee River and Erie Canal) are a key component to that overall tourism development strategy.



***The Genesee River running north through
downtown Rochester***

Section 3: LWRP Policies



A. WATERFRONT VISION

“The City of Rochester’s three great waterways and their unique assets and resources are a “world-class” attraction that enhances the quality of life for residents and visitors, preserves and protects the environment, encourages economic investment and is integrated into the fabric of our community.”



B. WATERFRONT GOALS

To achieve this vision, the City of Rochester has identified the following six goals:

- “PROMOTE CONNECTIVITY AND ACCESSIBILITY” - Provide convenient and inviting linkages that connect waterfront attractions, services and amenities to each other and to the surrounding neighborhoods.
- “ENCOURAGE SUSTAINABILITY” - Protect and enhance the natural resources and habitats associated with the waterfront for the use and enjoyment of current and future generations.
- “DEVELOP FOUR-SEASON DESTINATION ATTRACTIONS” - Enhance the experience of waterfront visitors and travelers to increase tourism throughout the year.
- “ENCOURAGE APPROPRIATE INVESTMENT” - Leverage private water-oriented and water-dependent investment and foster job creation that supports our local economy.
- “PRESERVE COMMUNITY CHARACTER” – Identify and preserve the historic, natural, cultural and scenic resources along our waterfront while enhancing and protecting our neighborhoods.
- “CREATE A HEALTHY PLACE TO LIVE, WORK AND PLAY” - Promote waterfront physical activity, safety and access in support of the health and well-being of all neighborhood, city and regional residents and visitors.

The city will work to realize this vision and these goals in a manner that capitalizes on and strengthens the unique characteristics of Lake Ontario, the Genesee River and the Erie Canal.

C. WATERFRONT POLICIES

The City of Rochester has categorized the 44 New York State coastal policies into 11 broad categories as listed in Figure 20 below. The City of Rochester has also further described and developed the 44 coastal policies and their sub-policies beginning on page 132. LWRP policies are listed in eleven broad categories by color. Those categories include: waterfront development, fish and wildlife, flooding and erosion, general, public access, recreation, historic and scenic, agriculture, energy and ice management, water and air and wetlands. LWRP policies highlighted in bright yellow are not applicable to the City of Rochester.

FIGURE 20: LWRP POLICY CATEGORIES

Policy Category	Policy Number	Policy Description
Waterfront Development	1	Restore, revitalize and redevelop deteriorated waterfront areas
	2	Facilitate water-dependent uses adjacent to coastal waters
	3	Develop major ports of the state
	4	Strengthen smaller harbor areas with traditional uses and activities
	5	Encourage waterfront development in areas with essential infrastructure
	6	Expedite permit procedures for waterfront development
Fish and Wildlife	7	Protect and/or restore significant fish and wildlife habitats
	8	Protect fish and wildlife from pollutants
	9	Increase recreational access to fish and wildlife resources
	10	Develop commercial finfish, shellfish and crustacean resources
Flooding and Erosion	11	Minimize damage to development from flooding and erosion
	12	Protect natural protective features (beaches, dunes, etc.)
	13	Design erosion protection structures for a 30-year life
	14	Undertake development in a manner which limits erosion and flooding
	15	Protect natural coastal processes (beach replenishment)
	16	Use public funds for erosion protection where benefits outweigh costs
	17	Use non-structural measures to minimize flood and erosion damage
General	18	Balance major actions along the waterfront with vital public interests
Public Access	19	Protect, maintain and increase public access to water-related recreational facilities
	20	Provide public access to the foreshore that is compatible with adjacent land uses
Recreation	21	Promote water-dependent and water-enhanced recreation
	22	Include water-related recreation in new development, where appropriate

FIGURE 20: LWRP POLICY CATEGORIES

Historic and Scenic	23	Protect, enhance and restore historic resources
	24	Prevent impairment of scenic resources of state-wide significance
	25	Protect, restore and enhance scenic resources of local significance
Agriculture	26	Preserve and protect agricultural lands within the shore zone
Energy / Ice	27	Site energy facilities based on a need for shore zone location and environmental impacts
	28	Develop environmentally sound ice management practices
	29	Develop energy resources on Lake Erie and continental shelf
Water and Air	30	Enforce national water quality standards
	31	If necessary, modify water quality standards based on LWRP policies
	32	Encourage the use of innovative sanitary waste disposal systems
	33	Use best management practices to control storm water runoff and combined sewer overflows
	34	Limit waste disposals from vessels to protect fish and wildlife habitats
	35	Undertake dredging and disposal of spoils in a manner consistent with state regulations and habitat protection
	36	Minimize hazardous waste spills into coastal waters
	37	Use best management practices to minimize soil erosion
	38	Protect the quality and quantity of surface and ground water supplies
	39	Protect water supplies from hazardous waste disposal impacts
	40	Reduce effluent discharge from power and industrial facilities
	41	Maintain national and state air quality standards
	42	If necessary, modify Clean Air Act regulations based on LWRP policies
	43	Reduce generation of acid rain precursors from waterfront development
Wetlands	44	Preserve and protect tidal / freshwater wetlands

POLICY 1 Restore, revitalize and redevelop deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational and other compatible uses.

POLICY 1A *Redevelop the following vacant and underutilized land, structures and areas to include a mix of water-enhanced and water-dependent entertainment, commercial and recreational uses:*

- 1. the former port authority site and new marina at the mouth of the Genesee River*
- 2. lands in the vicinity of River Street, adjacent to the west bank of the Genesee River*
- 3. land on the east side of the Genesee River north of Rattlesnake Point adjacent to land designated as a Waterfront Development District in the Town of Irondequoit's Local Waterfront Revitalization Program*
- 4. lands near the intersections of Driving Park Blvd. and Lake Avenue and Driving Park and St. Paul Blvd.*
- 5. lands near the intersection of Norton Street and St. Paul Blvd.*
- 6. land north of the Pont de Rennes pedestrian bridge, south of the abandoned Conrail bridge and between State Street and St. Paul Blvd. in the High Falls area including the former Beebee Station site, the RPM site (if a change in use or ownership occurs), RG&E properties north of the Bausch Street Bridge on the east side of the River, Bausch & Lomb properties on the east side of the River and the abandoned Conrail right of way in that area*
- 7. the former Rochester Gas & Electric Andrews Street property*
- 8. the Broad Street aqueduct and library underground area*
- 9. the land south of Court Street and north of I-490 on both sides of the Genesee River*
- 10. the land south of I-490 and north of the Frederick Douglass / Susan B. Anthony Bridge on both sides of the Erie Canal/Genesee River*
- 11. lands near the intersection of Flint Street and Exchange Street*
- 12. lands near the intersection of South Plymouth Avenue and Brooks Avenue*
- 13. land south of the Erie Canal/Genesee River crossing between Scottsville Road and the Genesee River*

14. *lands at the crossing of Brooks Avenue over the Erie Canal near the Airport*
15. *lands at the crossing of Chili Avenue over the Erie Canal*
16. *lands at the crossing of Lyell Avenue over the Erie Canal*
17. *Additional underutilized lands and parking lots within the downtown and High Falls areas*

POLICY 1B *Redevelop the following vacant, underutilized and potentially enhanced areas to include a limited and appropriate mix of specialty retail, restaurant and lodging (bed & breakfast) to provide visitor interest and services:*

1. *the area west of Lake Avenue, north of the existing Conrail lines, east of the park and south of Beach Avenue*
2. *Alexander Street and Gregory Street in the South Wedge from South Avenue to the Genesee River*
3. *Scottsville Road just north of the Erie Canal to the intersection of Genesee Street*
4. *Brooks Avenue between the Erie Canal and the Genesee River*

POLICY 1C *Upgrade and infill existing commercial streetscapes with a mix of commercial, residential and office uses, with an emphasis on first floor commercial uses, in the following areas:*

1. *Lake Avenue north of the Lake Ontario State Parkway*
2. *Lake Avenue south of Hanford Road*
3. *State Street*
4. *Exchange Blvd. north of South Plymouth Avenue near the Corn Hill Landing*
5. *Plymouth Avenue from I-490 to Platt Street*
6. *Mount Hope Avenue*

POLICY 1D *Develop lands along the Erie Canal on the west side of the city for water-enhanced industrial and light industrial uses as well as mixed-use development.*

- POLICY 1E Continue to rehabilitate and enhance the bathhouse, other public amenities and adjacent beach areas at Durand-Eastman Park to support appropriate water-oriented recreational uses.*
- POLICY 1F Develop, in conjunction with Monroe County, a public boat launch facility generally along the east bank of the Genesee River, to the south of the O’Rorke Bridge.*
- POLICY 1G Promote and encourage the continued redevelopment and improvement of various recreational facilities at Durand-Eastman Park, Ontario Beach Park, Turning Point Park, Seneca Park, Maplewood Park, The Falls Park, Genesee Crossroads Park, Gateway Park, and Genesee Valley Park.*
- POLICY 1H Purchase abandoned railroad rights-of-way as appropriate within the boundary in order to develop and promote future water-enhanced transportation, recreation and development uses.*
- POLICY 1I Continue to promote and enhance, in conjunction with the New York State Canal Corporation and local developers, Corn Hill Landing and related waterfront areas into a major mixed use harbor zone with a public promenade and other public amenities.*
- POLICY 1J Support the development of the “GardenAerial” pedestrian trail node project and related trail connections and access improvements into, within and through the High Falls District.*
- POLICY 1K Support the development of an “eco-district” concept within the High Falls area of the Genesee River Gorge in order to promote environmental sustainability, redevelopment of vacant industrial lands and brownfield areas, green energy and green infrastructure initiatives and improved access to the river gorge.*
- POLICY 1L Promote and support waterfront access improvements and the redevelopment of underutilized and vacant industrial land and brownfield areas within the Vacuum Oil Brownfield Opportunity Area (BOA) and Lyell/Lake/State or “LYLAKS” Brownfield Opportunity Area (BOA).*

POLICY 1M *Support the redevelopment of the Broad Street Aqueduct and surrounding properties within the Broad Street corridor for new mixed-use development, public open space and amenities and improved pedestrian access to the Genesee River within Center City Rochester.*

POLICY 1N *Support the creation of new “front doors” to the City of Rochester on Lake Ontario and the Erie Canal that are located at the Port Site (Charlotte harbor area) and at the Corn Hill Landing area near downtown Rochester; support, promote and market water-enhanced and water-dependent uses and projects in these locations to facilitate increased local and regional tourism, visitation and economic development.*

Explanation of Policies

The waterfront areas along Lake Ontario and the Genesee River are among the most important recreational, aesthetic and economic resources in the region. Federal, state and local agencies intend to restore, revitalize and redevelop deteriorated and underutilized waterfront areas by encouraging uses or activities appropriate for the waterfront revitalization area based on their water and recreation-oriented characteristics.

Several significant development opportunity areas have been identified within the city's Local Waterfront Revitalization Program (LWRP) boundary. These sites have been identified in the sub-policy statements. When an action is proposed to take place in these opportunity areas, the following guidelines will be used:

1. Priority should be given to uses which are dependent on a location adjacent to the water;
2. The action should enhance existing and anticipated uses;
3. The action should serve as a catalyst to private investment in the area;
4. The action should improve the deteriorated condition of a site, and should, at a minimum, not cause further deterioration;
5. The action must lead to development which is compatible with the character of the area, with consideration given to scale, architectural style, density and intensity of use, and the cultural, economic and historical characteristics of the adjoining communities;
6. The action should have the potential to improve the existing economic base of the community, and, at a minimum, must not jeopardize this base;
7. The action should improve and accommodate physical and visual public access to

- the water, and must not adversely affect the visual character of the waterfront;
8. The action should have the potential to improve the potential for multiple uses of the site; and,
 9. The action should promote or encourage healthy communities and active lifestyles and should incorporate Crime Prevention Through Environmental Design (CPTED) principles as much as possible.

The zoning and design standards and guidelines associated with the City's Marina District and Harbor-Village District will be used to ensure that deteriorated and underutilized areas are developed appropriately within the Charlotte area of the LWRP boundary.

POLICY 2 Facilitate the siting of water dependent uses and facilities on or adjacent to coastal waters.

POLICY 2A Existing water dependent uses will be maintained.

POLICY 2B Critical waterfront lands which support Rochester's entertainment, recreation, transportation and economic development goals will be exclusively reserved for water dependent uses on the shoreline and within major portions of first floors of buildings including:

- 1. The Port Authority Site*
- 2. City owned land on River Street*
- 3. City owned land on the east side of the Genesee River, south of the O'Rourke Bridge*
- 4. City owned land on the west side of the Genesee River in the Corn Hill area*
- 5. City and State owned land at the Erie Canal and Genesee River crossing near Scottsville Road*

Explanation of Policies

Because of the location of sensitive environmental features in the shore zone and the general competition for waterfront locations of various types of land uses, there is a limited amount of waterfront land that is actually suitable for development within the LWRP boundary. The development of waterfront areas has not always been based upon whether or not the particular land use actually requires a specific location on the waterfront. Agencies recognize that water-dependent uses and activities should have priority over non-water-dependent uses in terms of development within the shore zone. In order to ensure that water-dependent uses can be located and developed in waterfront locations, government agencies will avoid undertaking, funding, or approving non-water-dependent actions or activities when such actions or activities conflict with the development of water-dependent uses or would pre-empt the reasonably foreseeable development of water-dependent uses in the same area.

For the purposes of the LWRP, government agencies will consider the following uses and facilities to be water-dependent:

1. Uses which involve the transfer of goods (i.e., shipping activities at the Portland Cement site just south of the Turning Basin);
2. Recreational activities requiring access to coastal waters (i.e., fishing, boating, and swimming);
3. Navigational structures (i.e., lighthouses and piers);
4. Boat and ship service and storage facilities (i.e., marinas and boat yards);
5. Flood and erosion control structures (i.e., river bulkheads and beach groins);
6. Uses which rely upon transportation of raw materials or products on water when such transportation would be difficult on land (i.e., cement plants);
7. Uses which require large amounts of cooling or processing water (i.e., power plants and waste treatment plants);
8. Scientific and educational activities requiring access to coastal waters (i.e., maritime museum); and
9. Facilities that support or enhance water dependent uses.

Existing water dependent uses located within the LWRP boundary include various commercial, industrial and shipping activities, a waste treatment plant, a hydroelectric power plant, marinas and other fishing and boating facilities, as well as certain miscellaneous recreational uses. These uses and activities are scattered throughout the waterfront area and are, in some instances, located adjacent to sensitive environmental areas. Marinas and related fishing and boating facilities are concentrated at the northern end of the Genesee River, near Lake Ontario.

Potential water dependent uses that may be developed include cruise ship docking, ferry terminals, water taxi landings, hire boat operations, boat racing and training facilities, boat launching facilities, transient marine docking, and display ships, among possible others.

Existing municipal zoning district regulations and procedures, the local site plan review process, as well as the inter-municipal review and coordination of waterfront activities have determined the location, nature and extent of existing water-dependent uses in the shore zone. These procedures and regulations were developed, in part, to control and promote appropriate water-dependent uses along the lake and river.

When an action is proposed, the following guidelines will be used:

1. Water-dependent uses should be matched with compatible sites or locations in order to reduce conflicts between competing uses, to protect coastal resources, and to address impacts on the real estate market;
2. Water-dependent uses should be sited with consideration to the availability of public infrastructure including sewers, water, access and transportation;
3. Water-dependent uses should be compatible with surrounding land uses;
4. Underutilized, shoreline sites should be given special consideration for water-dependent uses; and
5. Water-dependent uses should be sited with consideration to increasing demand, long-term space needs and the possibility of future expansion.

POLICY 3 Encourage the development of the state's existing major ports of Albany, Buffalo, New York, Ogdensburg, and Oswego as centers of commerce and industry, and encourage the siting, in these port areas, including those under the jurisdiction of state public authorities, of land use and development which is essential to or in support of waterborne transportation of cargo and people.

Explanation of Why Policy Is Not Applicable

This policy is not applicable to the city's LWRP because Rochester is not one of the major ports listed.

POLICY 4 Strengthen the economic base of smaller harbor areas by encouraging the development and enhancement of those traditional uses and activities which have provided such areas with their unique maritime identity.

Explanation of Why Policy Is Not Applicable

This policy is not applicable to the city's LWRP because Rochester does not have a small harbor area as defined by the state.

POLICY 5 **Encourage the location of development in areas where public services and facilities essential to such development are adequate, except when such development has special functional requirements or other characteristics which necessitates its location in other coastal areas.**

POLICY 5A Promote and encourage appropriate water-oriented development in focused and appropriate locations including:

- 1. the Charlotte Harbor area*
- 2. the High Falls area and Genesee River Gorge*
- 3. the Center City area (Central Business District)*
- 4. the Canal Harbor area*
- 5. the proposed Airport Landing area*
- 6. the West Side Canal industrial area*

POLICY 5B Promote and encourage appropriate small scale water-oriented development in locations which support the goals of the LWRP but which have development limitations including:

- 1. locations within the Genesee River gorge south of Charlotte and north of High Falls including the Maplewood and 14621 neighborhoods*
- 2. locations along the Genesee River south of Ford Street Bridge and north of Genesee Valley Park*
- 3. locations along the Erie Canal east of Genesee Valley Park*
- 4. locations along the Erie Canal west of the proposed Airport Landing area*

Explanation of Policies

New development proposed within the LWRP boundary should be adequately serviced by existing or upgraded public services and facilities. Almost all major development areas within the LWRP boundary are currently serviced by adequate public services and facilities including vehicular access, storm and sanitary sewers, as well as electric, gas and water lines. If a given area is not currently serviced by adequate public services and facilities, upgrades, extensions or connections to existing systems are usually possible. The specific development proposals outlined in POLICY 1 will involve an analysis of existing public services and facilities in the areas proposed for development,

as well as possible rehabilitation or upgrading of those services and facilities as a part of the actual implementation of the development project.

In assessing the adequacy of an area's infrastructure and public services, the following points shall be considered:

1. Whether or not streets and highways serving the proposed site can safely accommodate the peak traffic generated by the proposed development;
2. Whether or not the development's water needs can be met by the existing water system;
3. Whether or not wastes generated by the development can be handled by sewage disposal systems;
4. Whether or not energy needs of the proposed development can be accommodated by existing utility systems;
5. Whether or not storm water runoff from the proposed site can be accommodated by on-site and/or off-site facilities; and
6. Whether or not schools, police and fire protection, and health and social services are adequate to meet the needs of any expected increase in population resulting from the proposed development.

POLICY 6 **Expedite permit procedures in order to facilitate the siting of development activities at suitable locations.**

POLICY 6A Create an internal city LWRP implementation team or committee which includes representation of all involved municipal, state and federal agencies to coordinate and facilitate the planning, design, review and approval of development activities consistent with the LWRP.

POLICY 6B Continue to periodically review and adjust city codes to minimize permitting process barriers and to streamline the development approval process where appropriate, in order to encourage environmentally sensitive waterfront development and design.

Explanation of Policy

Government agencies recognize the need for efficient and uncomplicated permit approval procedures for development activities proposed within the LWRP boundary. The local permit review and approval process should not be designed to restrict or impede development applications or proposals. The city has developed a permit review and approval system which includes coordination with other local and state agencies and eliminates unnecessary or duplicative levels of review.

Site plan review is coordinated by the City Bureau of Planning and Zoning as are requests for zoning variances, re-zonings and subdivision approval. Environmental impacts and other areas of special concern for proposed development are considered early in the review process and are investigated in conjunction with the City Bureau of Planning and Zoning as well as the City's Environmental Commission. The entire process is characterized by reasonable timetables and deadlines, relatively simple paper work, and specific but uncomplicated development review standards. A developer's handbook has also been prepared by the city. This handbook allows developers to become aware of permit procedures and requirements and shows them how to obtain all necessary paper work at one location and at one time. This concept can be expanded by the use of a pro-active waterfront development organization that would assist development activities and include additional state and federal permit assistance. Where necessary and appropriate, special considerations for development activities proposed within the LWRP boundary will be included in the city permit review and approval procedures in order to further simplify those requirements.

State agencies and local governments should make every effort to coordinate their permit procedures and regulatory programs for waterfront development, as long as the integrity of the regulations' objectives is not jeopardized. Also, efforts should be made to ensure that each agency's procedures are synchronized with those of other agencies within a given level of government. Legislative and/or programmatic changes should be made, if necessary, to accomplish this.

POLICY 7 **Significant coastal fish and wildlife habitats, as identified on the coastal area map, shall be protected, preserved, and, where practical, restored so as to maintain their viability as habitats.**

POLICY 7A Protect and preserve the Genesee River in order to maintain its viability as a fish and wildlife habitat of statewide significance.

POLICY 7B Protect and preserve Durand-Eastman Park, Turning Point Park, Seneca Park, Maplewood Park and Genesee Valley Park as locally significant fish and wildlife habitat areas.

POLICY 7C Protect and preserve formerly owned Conrail property, along the east bank of the Genesee River, opposite the Turning Basin, as a locally significant wildlife habitat area.

Explanation of Policy

Habitat protection is recognized as fundamental to assuring the survival of fish and wildlife populations. Certain habitats are critical to the maintenance of a given population and, therefore, merit special protection. Such habitats exhibit one or more of the following characteristics:

- (1) They are essential to the survival of a large portion of a particular fish or wildlife population (e.g. feeding grounds, nursery areas);
- (2) They support populations of rare and endangered species;
- (3) They are found at a very low frequency within a coastal region;
- (4) They support fish and wildlife populations having significant commercial and/or recreational value; and
- (5) They would be difficult or impossible to replace.

A habitat impairment test must be met for any activity that is subject to consistency review under federal and State laws, or under applicable local laws contained in an approved local waterfront revitalization program. If that proposed action is subject to consistency review, then the habitat protection policy applies, whether the proposed action is to occur within or outside the designated area.

The specific habitat impairment test that must be met is as follows:

In order to protect and preserve a significant habitat, land and water uses or development shall not be undertaken if such actions would:

- destroy the habitat; or
- significantly impair the viability of a habitat.

Habitat destruction is defined as the loss of fish or wildlife use through direct alteration, disturbance, or pollution of a designated area, or through the indirect effects of these actions on a designated area. Habitat destruction may be indicated by changes in vegetation, substrate, or hydrology, or increases in runoff, erosion, sedimentation, or pollutants.

Significant impairment is defined as reduction in vital resources (e.g., food, shelter, living space) or change in environmental conditions (e.g., temperature, substrate, and salinity) beyond the tolerance range of an organism. Indicators of a significantly impaired habitat focus on ecological alterations and may include, but are not limited to, reduced carrying capacity, changes in community structure (food chain relationships, species diversity), reduced productivity and/or increased incidence of disease and mortality.

The tolerance range of an organism is not defined as the physiological range of conditions beyond which a species will not survive at all, but as the ecological range of conditions that supports the species' population or has the potential to support a restored population, where practical. Either the loss of individuals through an increase in emigration or an increase in death rate indicates that the tolerance range of an organism has been exceeded. An abrupt increase in death rate may occur as an environmental factor falls beyond a tolerance limit (a range has both upper and lower limits). Many environmental factors, however, do not have a sharply defined tolerance limit, but produce increasing emigration or death rates with increasing departure from conditions that are optimal for the species.

The range of parameters which should be considered in applying the habitat impairment test includes:

1. Physical parameters, such as living space circulation, flushing rates, tidal amplitude, turbidity, water temperature, depth (including loss of littoral zone),

morphology, substrate type, vegetation, structure, erosion and sedimentation rates;

2. Biological parameters, such as community structure, food chain relationships, species diversity, predator/prey relationships, population size, mortality rates, reproductive rates, behavioral patterns and migratory patterns; and
3. Chemical parameters, such as dissolved oxygen, carbon dioxide, acidity, dissolved solids, nutrients, organics, salinity, and pollutants (heavy metals, toxics and hazardous materials).

Significant coastal fish and wildlife habitats are evaluated, designated and mapped pursuant to the Waterfront Revitalization and Coastal Resources Act (Executive Law of New York, Article 42). The New York State Department of Environmental Conservation (DEC) evaluates the significance of coastal fish and wildlife habitats, and following a recommendation from the DEC, the Department of State designates and maps specific areas.

NYSDOS has designated the Genesee River as a significant coastal fish and wildlife habitat area of state-wide significance within the LWRP boundary. The Genesee River habitat is a major tributary of Lake Ontario, located in the city. The habitat includes a six and one-half mile long segment of the river, extending from Lake Ontario to the Lower Falls, which is a natural impassable barrier to fish.

The large size of this river and the fact that much of the river corridor is essentially undisturbed makes this one of the most important potential fish and wildlife habitats in the Great Lakes Plain ecological region. Resident species such as small mouth bass, brown bullhead and northern pike, and lake run species such as white bass and yellow perch are supplemented by seasonal influxes of large numbers of trout and salmon. The river provides throughout New York State and beyond. Although the seasonal salmonid runs attract the greatest number of fishermen to the area, the river also supports an active warm water fishery. Wildlife use of the river appears to be limited to those species that can inhabit a relatively narrow riparian corridor, and are somewhat tolerant of human activities in adjacent areas.

Any activity that substantially degrades water quality, increases temperature or turbidity, reduces flows, or increases water level fluctuations in the Genesee River would affect the biological productivity of this area. Important species of fish and wildlife would be adversely affected by water pollution, such as chemical contamination (including food chain effects), oil spills, excessive turbidity, and waste disposal.

Continued efforts should be made to improve water quality in the river, which is primarily dependent upon controlling discharges from combined sewer overflows, industrial point sources, ships, and agricultural lands in the watershed.

The existing navigation channel should be dredged between mid-May and mid-August or between mid-November and early April in order to avoid impacts on the habitat use by migrating salmonids. Activities that would affect the habitat above the navigation channel should not be conducted during the period from March through July in order to protect warm water fish habitat values. New dredging (outside the existing navigation channel) would likely result in the direct removal of warm water fish habitat values and should be thoroughly reviewed for potential impacts on habitat. Contaminated dredge spoils should be deposited in upland containment areas. Barriers to fish migration, whether physical or chemical, would have significant effects on fish populations within the river, and in adjacent Lake Ontario waters. Installation and operation of water intakes could have a significant impact on fish concentrations, through impingement of juveniles and adults, or entrainment of eggs and larval stages. Elimination of wetland habitats (including submergent aquatic beds), and further human encroachment into the river channel, would severely reduce its value to fish and wildlife. Existing areas of natural vegetation bordering the river should be maintained for their value as cover, perching sites, and buffer zones.

The water quality of the river and lake has continued to improve over the past several years. Both currently support a significant variety of fish species. Among the fish found within the LWRP boundary are American Eel, Northern Pike, Goldfish, Carp, White Channel Catfish, White Perch, White Bass, Rock Bass, Small Mouth Bass, Black-eyed Crappie and Walleye. Additionally, the river is the site of significant spawning runs for a variety of fish including the Chinook and Coho Salmon, as well as the Brown and Steelhead Trout. Preservation of lake and river wetland areas is an important element of the city's program to preserve and protect fish habitats within the LWRP boundary.

Habitat protection efforts can also benefit human health. Development should include or should be retrofitted to include green infrastructure features such as permeable pavement, rain barrels, and bio-retention in order to improve storm water control and reduce risks for water-borne disease. Bat or barn swallow boxes can be promoted near retention ponds and other standing water to help control insect/pest populations. Durand-Eastman Park, Turning Point Park, Seneca Park, Maplewood Park, as well as most of the river gorge, function as a natural wildlife habitat area. Durand-Eastman Park contains a significant wild deer population as well as wetland areas that provide

habitats for several fish and wildlife species. Bullock's Woods in Turning Point Park is a large, heavily wooded area that also provides habitat for several species of wildlife. Government agencies will continue to promote and encourage various redevelopment activities within these parks which will preserve and protect their significance as wildlife habitats.

The standards and guidelines in the city's environmental review procedures will be used to ensure that locally significant fish and wildlife habitat areas within the LWRP boundary are protected. Development actions within 100 feet of the river and lake, within areas zoned as open space, in heavily wooded areas, and within state-designated freshwater wetlands are Type I actions under the City's Environmental Quality Review Ordinance, since these locations have been designated as critical environmental areas. Type I actions require a complete environmental impact review. As part of this review, a project's impacts on fish and wildlife habitat areas would be determined and addressed, and mitigation measures could be proposed, if required, to protect those areas from adverse impacts.

Activities most likely to affect significant coastal fish and wildlife habitats include the draining of ponds and wetlands, the filling of wetlands or shallow areas of streams, lakes and bays, grading of land, clear cutting, dredging and excavation, dredge spoil disposal, physical alteration of shore areas, and the introduction, storage or disposal of pollutants in upland areas or landfills.

POLICY 8 Protect fish and wildlife resources in the coastal area from the introduction of hazardous wastes and other pollutants which bio-accumulate in the food chain or which cause significant sub-lethal or lethal effects on those resources.

Explanation of Policy

Hazardous wastes are unwanted by-products of manufacturing processes and are generally characterized as being flammable, corrosive, reactive, or toxic. More specifically, hazardous waste is defined in Environmental Conservation Law [§27-0901.3] as "a waste or combination of wastes which because of its quantity, concentration, or physical, chemical or infectious characteristics may: (a) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or (b) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed or otherwise managed. A list of hazardous wastes has been adopted by DEC (6 NYCRR Part 371).

The handling, storage, transport, treatment and disposal of the materials included on the hazardous waste list adopted by NYSDEC and USEPA are strictly regulated in New York State to prevent their entry or introduction into the environment, particularly into the state's air, land and waters. Such controls should minimize possible contamination and bio-accumulation of these wastes in the state's coastal fish and wildlife resources at levels that would cause mortality or create physiological and behavioral disorders.

"Other pollutants" are those conventional wastes, generated from point and non-point sources, and not identified as hazardous wastes but controlled through other state and local laws such as the Monroe County Sewer Use Law.

The following state laws enforce this policy:

1. Industrial Hazardous Waste Management Act.; Environmental Conservation Law (Article 27, Title 9)
2. State Pollutant Discharge Elimination System.; Environmental Conservation Law (Article 17, Title 8)
3. State Certification; Federal Water Pollution Control Act (Section 401)
4. Toxic Substances Monitoring Program; Conservation Law (Article 17)
5. Substances Hazardous to the Environment; Conservation Law (Article 37)

6. Solid Waste Management; Environmental Conservation Law (Article 27, Title 7)
7. Control of Pollution Injurious to Fish and Shellfish; Environmental Conservation Law (Article 13-0345 and Article 17-0503)
8. Stream Pollution Prohibited; Environmental Conservation Law (Article 11-0503)
9. Oil Spill Prevention, Control and Compensation; Navigation Law (Article 12)
10. Siting of Major Steam/Electric Generating Facilities; Public Service Law (Article VIII)
11. Sanitary Code; Public Health Law (Article 3)

The city and Monroe County are participating in a Combined Sewer Overflow Abatement Program (CSOAP) which has reduced combined storm and sanitary sewer discharges in many areas of the city. This project involves the construction of several large underground holding tunnels which will convey sewage and storm water, collected after major rainfalls, to the Frank E. VanLare Treatment Plant located in Durand-Eastman Park. Prior to the construction of these tunnels, large volumes of combined sewage and storm water that occurred after major rainfalls in the area flowed directly into the river and lake without being treated. This sewage contributed to pollution problems in the river and lake and the destruction of fish and wildlife species. The completion of the underground holding tunnels has eliminated a major source of pollution discharge into the river and lake and has improved aquatic habitats for the area.

Eastman Kodak Company operates a large industrial waste treatment facility on the western bank of the river, opposite Seneca Park. This treatment plant handles industrial sewage and waste from Eastman Business Park manufacturing facilities located on Lake Avenue and Ridge Road West. This treatment plant also helps to preserve existing fish species in the river and lake by eliminating the dumping of otherwise harmful or toxic substances into the water.

The city has participated, along with other governmental agencies, in the development of a Remedial Action Plan (RAP) for the Rochester Embayment. A RAP is an agreement among federal, state, and local governments, with the support of area citizens, on a plan to restore the water quality and beneficial uses of the waters of the Area of Concern. The Rochester Embayment RAP includes an implementation plan that will improve the water quality of Lake Ontario and all of the waterways that flow into it, including the Genesee River. The implementation of the RAP for the Rochester Embayment will help

to protect fish and wildlife resources from the introduction of hazardous wastes and other pollutants.

As noted under POLICY 7, promotion of green infrastructure can also improve water quality and protect fish and wildlife resources. These improvements will have long term benefits in terms of human health via cleaner drinking water and consumption of wild fish and game. Developers and agencies should be encouraged to consult with the Monroe County Department of Public Health opportunities to protect and improve water quality through future waterfront revitalization activities.

POLICY 9 **Expand recreational use of fish and wildlife resources in coastal areas by increasing access to existing resources, supplementing existing stocks and developing new resources. Such efforts shall be made in a manner which ensures the protection of renewable fish and wildlife resources and considers other activities dependent on them.**

POLICY 9A Expand recreational fishing opportunities and public access to other wildlife resources within Durand-Eastman Park, Turning Point Park, Seneca Park, Maplewood Park and Lake Ontario, by providing or improving vehicular and pedestrian access to the waterfront.

POLICY 9B Develop, in conjunction with Monroe County, a public boat launch facility in the area along the east bank of the Genesee River, south of the O’Rorke Bridge.

POLICY 9C Develop hand carry boat launching facilities for small boat access to the Genesee River and Erie Canal at Turning Point Park, Seneca Park, the proposed Canal Harbor area, Genesee Valley Park and other neighborhood locations along the river corridor, as appropriate.

Explanation of Policies

Increasing public access to existing fish and wildlife resources located within the LWRP boundary is an important objective of the city's LWRP. As the water quality of the river and lake has improved over the past several years, sport fishing has become a significant local recreational activity in the Rochester metropolitan area. The river is a major fall fishery for Chinook Salmon and serves as a focus for salmon fishing. Late in the summer, the Eastern-Southern Lake Ontario (ESLO) Sport Fishing Derby is held on Lake Ontario. This event also generates substantial local interest and participation.

There are few well-developed public access points along the river for fishermen. The primary access points for fishing along the river include the base of the Lower Falls, which can be accessed by a RG&E service road on the east bank, the east and west piers located on Lake Ontario at the mouth of the river, as well as waterfront areas within Turning Point Park. In addition, fishermen also access the Lower Falls area from steep and unsafe trails along the west bank of the river. The use of these trails by the public is not condoned or promoted.

Government agencies, including the city and Monroe County, will promote and encourage the development and expansion of recreational fishing opportunities and public access to other wildlife resources at several public parks located within the LWRP boundary. These parks include Durand-Eastman Park and Ontario Beach Park which are located on Lake Ontario, and Turning Point Park, Seneca Park, and Maplewood Park which are located along the river. Expansion of recreational fishing opportunities should involve provision of direct public access to the shoreline for fishermen as well as boaters. Improvements will include the development of parking areas, access trails, fishing piers, wharves and boating facilities in appropriate areas within the parks. Provisions for increased public access to other wildlife resources located within these parks would include the rehabilitation or construction of hiking trails, pedestrian paths, overlooks and shelters.

Additionally, public safety issues should be a critical component in the development of recreational access and access points along the waterfront. Public safety infrastructure should include safety railings, ladders (where appropriate), signage about drowning and injury risk, water-quality information and educational material about fish consumption advisories.

Government agencies will promote and encourage the development of a public boat launch facility along the eastern bank of the Genesee River, just south of the O'Rourke Bridge, to improve and expand recreational fishing opportunities for boaters on the Genesee River and Lake Ontario. The area proposed for the boat launch is largely vacant with the exception of deteriorated boat slips and miscellaneous marina-related uses and activities. The facility will be developed in conjunction with Monroe County.

POLICY 9 suggests that state and local actions within the LWRP boundary should balance the continued maintenance and protection of fish and wildlife resources with increased public access to and recreational use of those resources. The control of fish stocking within the river or lake is coordinated by the NYSDEC. When appropriate, the state is encouraged to continue and expand its fish stocking program and the completion of studies concerning habitat maintenance and improvement. Stocking programs should be directed towards areas where known habitats will support and enhance increased fish populations.

The following additional guidelines should be considered by local, state and federal agencies as they determine the consistency of their proposed action with the above policy:

1. Consideration should be made as to whether an action will impede existing or future utilization of the state's recreational fish and wildlife resources;
2. Efforts to increase access to recreational fish and wildlife resources should not lead to over utilization of that resource or cause impairment of the habitat;
3. The impacts of increasing access to recreational fish and wildlife resources should be determined on a case-by-case basis, consulting the significant habitat narrative (see POLICY 7) and/or conferring with a trained fish and wildlife biologist; and
4. Any public or private sector initiatives to supplement existing stocks or develop new resources must be done in accordance with existing state law.

POLICY 10 Further develop commercial finfish, shellfish and crustacean resources in the coastal area by:

1. encouraging the construction of new or improvement of existing on shore commercial fishing facilities;
2. increasing marketing of the state's seafood products; and
3. maintaining adequate stocks and expanding aquaculture facilities.

Such efforts shall be made in a manner which ensures the protection of such renewable fish resources and considers other activities dependent on them.

Explanation of Why Policy Is Not Applicable

This policy is not applicable to the city's LWRP because there are no commercial finfish, shellfish and crustacean resources located within Rochester's LWRP boundary.

POLICY 11 **Buildings and other structures will be sited in the coastal area so as to minimize damage to property and the endangering of human lives caused by flooding and erosion.**

POLICY 11A Discourage development along the top of the riverbank, on the steep slopes within the river gorge, within designated coastal erosion hazard areas, or in any other areas experiencing or susceptible to erosion.

POLICY 11B Buildings or structures within designated flood hazard areas will be sited in the coastal area to comply with construction and insurance requirements of the Federal Emergency Management Agency (FEMA) and the U.S. Department of Housing and Urban Development as outlined in new FEMA flood maps and regulations dated August, 2008.

POLICY 11C Implement recommendations from the current study of the west river wall (located north and south of Ford Street) in order to establish the necessary height of the flood control walls along the canalized section of the Genesee River.

POLICY 11D Encourage the use of green infrastructure techniques to reduce storm water runoff, erosion and flooding problems throughout the waterfront area.

Explanation of Policies

Government agencies recognize the importance of regulating development in critical environmental areas such as erosion hazard areas and floodplains within the local waterfront revitalization boundary. Erosion hazard areas which have been identified by New York State include the shore zones along Beach Avenue and within Ontario Beach Park and a major portion of Durand-Eastman Park. The beach areas contained within these parks are considered natural protective features (see Policy 12). Floodplain areas are those areas identified as flood hazards on the Flood Insurance Maps filed with the City of Rochester. All of these areas contain physical features or conditions that naturally limit development and that may also enhance aesthetic or wildlife resources within the shore zone. Unregulated development in these areas could cause severe erosion and flooding problems, loss of property and other valuable resources, as well as potential loss of life.

Much of the land within the LWRP boundary that is designated as a floodplain or an erosion hazard area, or that contains steep slopes in excess of 15%, is in public ownership and is zoned as open space. The city's Open Space District regulates development in these critical environmental areas by limiting the types of uses and activities permitted. Lands zoned for open space within the LWRP boundary will remain in their natural state and will contribute to the enhancement and protection of other features in the waterfront area.

City Zoning Code regulations require a special permit for development located within a designated floodplain. This permit is reviewed and approved by the City Planning Commission following a public hearing. The special permit can only be approved if the applicant demonstrates, among other items, that the proposed development will be constructed above the base flood elevation at the particular location and that the development will not cause or increase flooding in the area or within the floodway in general. The standards and guidelines which all government agencies will use to evaluate development in flood hazard areas are included in Section 115.29 of the Rochester Zoning Code. These standards and guidelines deal with such items as anchoring of structures, appropriate construction materials, provision of utility service, etc.

In addition to the zoning regulations cited above, the city's site plan review procedures will be followed to help ensure that proposed development activities do not cause or contribute to erosion and/or flooding problems within the LWRP boundary. Setback, lot size, and construction considerations, as well as the need for erosion control measures on site, can be identified and evaluated during this review process.

Existing environmental review procedures and regulations will also be utilized to ensure that steep slopes and other areas prone to erosion as well as floodplain areas are protected within the LWRP boundary. Development proposed within 100 feet of the river and lake, within areas zoned as open space, in heavily wooded areas, within state-designated freshwater wetlands, and areas with a slope of 15% or greater are Type I actions under the City's Environmental Quality Review Ordinance, because these locations have been designated as critical environmental areas. Actions in these areas will require a complete environmental impact review. As a part of this review, a project's potential impacts on erosion, drainage and flooding problems would be determined and addressed, and mitigating measures, if required, could be proposed in order to protect those areas from adverse development impacts.

“Green infrastructure” refers to a set of practices designed to minimize runoff and increase on-site infiltration of storm water. The City of Rochester and Monroe County Departments of Environmental Services should be consulted regarding requirements and opportunities to maximize green infrastructure and protect human health through improved water quality and reduced flooding.

POLICY 12 **Activities or development in the coastal area will be undertaken so as to minimize damage to natural resources and property from flooding and erosion by protecting natural protective features including beaches, dunes, barrier islands and bluffs. Primary dunes will be protected from all encroachments that could impair their natural protective capacity.**

POLICY 12A Protect, as natural protective features, the beach areas identified on the revised New York State coastal erosion hazard map and located along Beach Avenue and within Ontario Beach Park and a major portion of Durand-Eastman Park.

POLICY 12B Adopt new coastal erosion hazard area maps and regulations, as promulgated by the New York State Department of Environmental Conservation (NYSDEC), and as applicable within the city's LWRP boundary.

Explanation of Policies

The natural beach areas located along the shoreline of Lake Ontario and included within the LWRP boundary are considered to be critical environmental areas that need to be preserved and protected. These beach areas have been identified as natural protective features on the State Coastal Erosion Hazard Map. This policy will apply to these specific areas. Portions of the city's inland coastal areas, including residential development located along Beach Avenue and recreational facilities located in Ontario Beach Park and Durand-Eastman Park, are protected from flooding and serious erosion by this sensitive beach area. Excavation and certain other development activities conducted on these fragile natural features could lead to their weakening or destruction and, consequently, to a loss of their protection of other coastal areas.

The need to review and regulate development on or near the beach areas, and in near shore areas and on underwater lands, to the extent they are within the city's municipal boundaries, is recognized, in order to minimize damage to property and other resources from lake flooding and erosion from high wave action.

The standards and guidelines in the city's environmental review procedures and revised Coastal Erosion Hazard Area Ordinance will be used to ensure that beach areas prone to erosion and flooding are protected within the LWRP boundary. Development actions

proposed within 100 feet of Lake Ontario are Type I actions under the City's Environmental Quality Review Ordinance, since these areas have been designated as critical environmental areas. Such actions will require a complete environmental impact review. As a part of this review, a project's potential impacts on erosion, drainage and flooding problems would be determined and addressed, and mitigating measures, if required, could be proposed in order to protect those areas and surrounding development from adverse environmental impacts.

POLICY 13 **The construction or reconstruction of erosion protection structures shall be undertaken only if they have a reasonable probability of controlling erosion for at least thirty years as demonstrated in design and construction standards and/or assured maintenance or replacement programs.**

Policy 13A Promote the maintenance of the east and west piers located on Lake Ontario at the mouth of the Genesee River, and the construction of an additional erosion protection structure within the river, at the outlet to the lake.

Explanation of Policies

Government agencies recognize the importance of constructing and maintaining erosion protection structures within the LWRP boundary that are designed to eliminate or reduce erosion problems along the river and lake and are based on accepted design and engineering standards and practices. This policy shall apply to structures designed to reduce or prevent erosion such as a groin, jetty, seawall, revetment, breakwater, artificial beach nourishment project, pier extensions or other similar types of erosion protection or control structures. The possibility of permitting the development of such structures that fail to provide adequate protection due to improper design, construction and/or maintenance, or that are otherwise inadequate to do the job they were intended to do should be avoided. Such a situation would only cause erosion problems to continue or worsen.

The standards and guidelines in the city's environmental and site plan review procedures should be used to ensure that erosion protection structures constructed within the LWRP boundary will have a reasonable probability of controlling erosion for at least thirty years and will be properly designed and maintained. Construction of such structures will require site plan review and approval by the city as well as an environmental impact review because it will be located within 100 feet of the lake. Such activities are Type I actions under the City's Environmental Quality Review Ordinance, since the 100 foot "buffer" area has been identified as a critical environmental area. As a part of the environmental review, a project's potential impacts on erosion would be determined and addressed, and the ability of the structure to control erosion for the thirty year period, based on design and maintenance standards, could be evaluated.

As a part of the review of the development of erosion control structures, all government agencies, including the city, will ensure that:

1. Long-term maintenance programs developed for the structure will include specifications for normal maintenance of degradable materials and the periodic replacement of removable materials;
2. All material used in the structure will be durable and capable of withstanding inundation, wave impacts, weathering and other effects of storm conditions; and
3. The construction, modification or restoration of the structure will not have adverse impacts on natural protective features or other natural resources.

The maintenance of the east and west piers located on the lake and river is promoted and encouraged. The west pier provides some erosion protection from high wind and wave action for beach areas to the west and has probably contributed to the deposition of additional material and the creation of a larger beach area for Ontario Beach Park. In addition, the USACE should investigate a significant surge problem near the outlet of the Genesee River and evaluate the need for and design of an erosion control structure to be built within the river to eliminate this problem (see LWRP Section VI, Part 3).

The construction of groins in the area of Durand-Eastman Park to control erosion of the beach in that area is also a possibility. As noted in earlier LWRP policies, waterfront recreational facilities located within Durand-Eastman Park are proposed for significant redevelopment and/or rehabilitation. The development of such erosion protection features will be evaluated in terms of their overall costs and benefits as well as environmental impacts.

POLICY 14 Activities and development, including the construction or reconstruction of erosion protection structures, shall be undertaken so that there will be no measurable increase in erosion or flooding at the site of such activities or development, or at other locations.

Explanation of Policy

Erosion and flooding are processes which occur naturally along almost all areas of the shoreline. However, there are many types of development activity that can increase the amount or severity of coastal flooding and/or erosion. These activities include:

1. the construction of such things as groins and impermeable docks which block off-shore currents and sediment transport to adjacent shore lands, thus increasing their rate of recession;
2. improper shoreline development;
3. improper construction and/or maintenance of erosion protection structures; and
4. the failure to maintain good drainage or to restore land after construction which would increase run-off and contribute to the erosion and weakening of nearby shore lands.

Such activities must be properly reviewed and regulated so that they do not contribute to erosion or flooding problems within the site or at other locations.

The standards and guidelines in the city's environmental and site plan review procedures will be used to ensure that development proposed within the LWRP boundary, including the construction of erosion protection structures, will not cause or contribute to erosion or flooding problems. Development actions proposed within 100 feet of the lake are Type I actions under the City's Environmental Quality Review Ordinance, since these areas have been designated as critical environmental areas. Actions in these areas will require a complete environmental impact review. As a part of this review and the site plan review process, a project's potential impacts on erosion, drainage and flooding problems would be identified and addressed, and necessary mitigating measures could be implemented in order to protect those areas and surrounding development from adverse environmental impacts.

POLICY 15 Mining, excavation or dredging in coastal waters shall not significantly interfere with the natural coastal processes which supply beach materials to land adjacent to such waters and shall be undertaken in a manner which will not cause an increase in erosion of such land.

Explanation of Policy

Coastal processes, including the movement of beach materials by water, and any mining, excavation or dredging in near shore or offshore waters which change the supply and net flow of such materials, can deprive shore lands of their natural regenerative powers. Such mining, excavation and dredging should be accomplished in a manner so as not to cause a reduction of supply, and thus an increase of erosion, to such shore lands.

The NYSDEC regulates dredging, mining and excavation activities in shoreline and wetland areas. These regulations are comprehensive in design and intent and address actions according to their potential to interfere with the natural coastal processes which supply beach materials, as well as the potential for increasing erosion.

POLICY 16 Public funds shall only be used for erosion protective structures where necessary to protect human life, and new development which requires a location within or adjacent to an erosion hazard area to be able to function, or existing development; and only where the public benefits outweigh the long term monetary and other costs including the potential for increasing erosion and adverse effects on natural protective features.

Explanation of Policy

Public funds are used for a variety of purposes along the city's shorelines. This policy recognizes the need for the protection of human life and the need for investment in existing or new development which requires a location near the coastal area or in adjacent waters in order to function. However, it also recognizes the adverse impacts of such activities and development on the rates of erosion and on natural protective features and requires that careful analysis be made of such benefits and long term costs prior to expending public funds.

Public funds should not be invested in the construction, rehabilitation, modification or maintenance of erosion protection structures for new or proposed development which is strictly "private" in nature. The need for and the construction of an erosion protection structure designed to eliminate river surge problems within the Genesee River will continue to be investigated. The construction of such a structure would reduce erosion problems and protect and enhance existing and proposed marinas, boat launching ramps, and other commercial and recreational facilities which could be public or private, located along the river, near the outlet to Lake Ontario.

POLICY 17 Whenever possible, use nonstructural measures to minimize damage to natural resources and property from flooding and erosion. Such measures shall include:

1. the set back of buildings and structures;
2. the planting of vegetation and the installation of sand fencing and draining;
3. the reshaping of bluffs; and
4. the flood-proofing of buildings or their elevation above the base flood level.

POLICY 17A Discourage development along the top of the riverbank, on the steep slopes within the gorge adjacent to the Genesee River, within designated coastal erosion hazard areas, or in any other areas experiencing or susceptible to erosion.

Explanation of Policies

This LWRP policy promotes the use of non-structural techniques and/or management measures to prevent damage to natural resources and property from flooding and erosion. The policy suggests that such measures as structure siting, flood proofing and elevation of buildings, the reshaping and vegetation of slopes, the provision of drainage systems to reduce run-off that may weaken slopes, and the retention of existing vegetation should be incorporated into the early planning and review of any project. Such measures over other "structural" and more complicated techniques are to be encouraged, and the existing site plan and environmental review processes are the best means of doing this.

This policy recognizes both the potential adverse impacts of flooding and erosion upon development and upon natural protective features in the coastal area as well as the costs of protection against those hazards which structural measures entail.

Non-structural measures shall include, but not be limited to, the following measures:

1. Within identified coastal erosion hazard areas:
 - a. use of minimum setbacks;
 - b. strengthening of coastal landforms by such means as: planting

appropriate vegetation on dunes and bluffs; reshaping bluffs to achieve an appropriate angle of repose so as to reduce the potential for slumping and to permit the planting of stabilizing vegetation; and installing drainage systems on bluffs to reduce runoff and internal seepage of waters which erode or weaken the landforms.

2. Within identified flood hazard areas:

- a. avoidance of risk or damage from flooding by the siting of buildings outside the hazard area; and
- b. flood-proofing of buildings or maintenance of their elevation above the base flood level.

This policy shall apply to the planning, siting and design of proposed activities and development, including measures to protect existing activities and development. To ascertain consistency with the policy, it must be determined if any one, or a combination of non-structural measures would afford the degree of protection appropriate both to the character and purpose of the activity or development and to the hazard. If non-structural measures are determined to offer sufficient protection, then consistency with the policy would require the use of such measures, when possible.

In determining whether or not non-structural measures to protect against erosion or flooding will afford the degree of protection appropriate, an analysis, and, if necessary, other materials such as plans and sketches of the activity or development, the site and the alternative protection measures should be prepared to allow an assessment to be made.

Much of the area within the LWRP boundary, that has been identified as being within the Genesee River or Lake Ontario floodplain or that contains steep slopes in excess of 15% and thus subject to serious erosion problems, is in public ownership and is zoned for open space use. Development activities in these critical environmental areas are regulated by limiting the types of uses and activities permitted. The extensive use of this regulation within the LWRP boundary helps assure that damage to natural resources and property resulting from flooding and erosion will be minimized.

The standards and guidelines found in the city's environmental, special permit, and site plan review procedures will be applied in evaluating and promoting non-structural

erosion and flood protection measures for development proposed within the LWRP boundary. Development proposed within areas zoned as open space or within 100 feet of the lake or river are Type I actions under the City's Environmental Quality Review Ordinance. Such actions will require a complete environmental impact review in which the need for and use of non-structural means of erosion and flood protection proposed for the project will be evaluated. The special permit review process used to review and approve applications for development within designated floodplain areas should also be used to ensure that structures are flood-proofed, located above the base flood elevation, or setback an appropriate distance from the floodplain boundary. The site plan review process considers erosion, drainage, and flood control/protection measures and should also be used to promote planting of vegetation to control drainage and erosion problems.

POLICY 18 To safeguard the vital economic, social and environmental interests of the state and of its citizens, proposed major actions in the coastal area must give full consideration to those interests, and to the safeguards which the state has established to protect valuable coastal resource areas.

Explanation of Policy

Government agencies recognize that valuable coastal resource areas contained within the city's LWRP boundary should be developed and protected for all the citizens of the state. Proposed major actions undertaken within the LWRP boundary are appropriate only if they do not significantly impair or diminish valuable coastal features and resources and do not conflict with the vital economic, social and environmental interests of the state and its citizens. All government agencies recognize and will continue to ensure that proposed major actions undertaken by the city, county, state or federal government that would affect natural resources, water levels and flows, hydroelectric power generation, shoreline damage or recreational facilities, take into account the social, economic, environmental and health interests of the state and all its citizens.

POLICY 19 **Protect, maintain and increase the levels and types of access to public water-related recreation resources and facilities so that these resources and facilities may be fully utilized by all the public in accordance with reasonably anticipated public recreation needs and the protection of historic and natural resources. In providing such access, priority shall be given to public beaches, boating facilities, fishing areas and waterfront parks.**

POLICY 19A Maintain, facilitate or improve public access to waterfront recreational resources and facilities through existing public parks along the Genesee River and Lake Ontario.

POLICY 19B Promote and encourage development of an improved public transportation system to and through waterfront parks and destinations.

POLICY 19C Develop, in conjunction with Monroe County, a public boat launch facility along the east bank of the Genesee River, to the south of the O'Rorke Bridge and a series of hand-carry boat launches at Turning Point Park, Seneca Park, the proposed Canal Harbor, Genesee Valley Park and at other appropriate neighborhood locations along the river corridor.

POLICY 19D Promote and encourage increased public access for fishing through the continued maintenance of the east and west piers on Lake Ontario, at the mouth of the Genesee River.

POLICY 19E Accommodate physical and visual public access to the water in private developments where possible through appropriate development incentives and site plan review criteria.

POLICY 19F Promote the development of a new Genesee River Park and trail system that encompasses and connects the existing Lower Falls Park, Middle Falls Dam , vacant RG&E property near Smith Street and St. Paul Street and the Genesee River gorge within the High Falls area.

Explanation of Policies

Government agencies recognize the need to increase public access to waterfront resources and facilities while considering the impacts of such access and ensuring the

protection of sensitive environmental features, historic areas, and fragile fish and wildlife habitats. Priority will be given to improving physical access to existing coastal recreational sites as well as those under development and to improving the ability of residents to get to those areas via the public transportation system.

Improved public access to the shore zone and to recreational resources and facilities that are part of the six public parks located within the LWRP boundary will be promoted and, possibly, further developed.

The development of a user friendly and themed public transportation system throughout the waterway corridor, including to Durand-Eastman Park, the Seabreeze area and the Braddocks Bay area, in cooperation with the Rochester/Genesee Regional Transportation Authority, will be investigated. Government agencies will encourage the establishment of a special bus route to and through the park, particularly during periods of peak park use.

The development of a public boat launch facility along the eastern bank of the river, just south of the O'Rorke Bridge, will be promoted and encouraged. The facility will be developed in conjunction with Monroe County and will help redevelop and revitalize a severely underutilized area of riverfront. The boat launch will provide increased public access to the river for boating, sailing and fishing.

The following guidelines will be used in determining the consistency of a proposed action with this policy:

1. The existing access from adjacent or proximate public lands or facilities to public water-related recreation resources and facilities shall not be reduced, nor shall the possibility of increasing access in the future from adjacent or proximate public lands or facilities to public water-related recreational resources and facilities be eliminated, unless in the latter case, estimates of future use of these resources and facilities are too low to justify maintaining or providing increased public access or unless such actions are found to be necessary or beneficial by the public body having jurisdiction over such access as the result of a reasonable justification of the need to meet systematic objectives.
2. Proposed projects to increase public access to public water-related recreation resources and facilities shall be analyzed according to the following factors:

- a. The level of access to be provided should be in accordance with estimated public use. If not, the proposed level of access to be provided shall be deemed inconsistent with this policy.
- b. The level of access to be provided shall not cause a degree of use which would exceed the physical capacity of the resource or facility. If this were determined to be the case, then the proposed level of access shall be deemed inconsistent with this policy.
- c. The state will not undertake or fund any project which increases access to a water-related resource or facility that is not open to all members of the public.
- d. Public access (both visual and physical) to the waterfront should be increased for people of all abilities and income levels. Priority should be given to equitable physical access to the water.

POLICY 20 **Access to the publicly owned foreshore and to lands immediately adjacent to the foreshore or the water's edge that are publicly owned shall be provided, and it should be provided in a manner compatible with adjoining uses. Such lands shall be retained in public ownership.**

POLICY 20A Public access to the waterfront shall be provided as part of development of water-oriented mixed-use facilities at all recommended private development sites.

POLICY 20B Develop a comprehensive pedestrian trail system that will provide public access to the river, along property located on the east and west banks of the river, from Genesee Valley Park to Lake Ontario, and on at least one side of the Erie Canal the entire length of the canal within Rochester's municipal boundary. Prioritization of trail segment development should include criteria that focus on potential health impacts and benefits.

POLICY 20C Increase access to the Genesee River gorge area through the development of a system of formal river overlooks, hiking and biking trails, pedestrian paths and excursion rides.

POLICY 20D Negotiate the development of public access to the riverfront through private property where feasible.

POLICY 20E Promote interconnectivity between waterfront resources, amenities and neighborhoods through improved multi-modal access (roads, paths, trails as well as visual access linking neighborhoods to the waterfront.

POLICY 20F Develop improvements to and amenities for the Genesee Riverway Trail system that includes public water fountains, restrooms, security lighting, additional signage and markings, bike racks and exercise infrastructure to increase trail usage.

Explanation of Policies

Government agencies will provide access to publicly owned areas of the shore zone where the provision of such access is feasible and would require only minimal facilities and where it will not endanger sensitive environmental features, historic areas, and fish and wildlife habitats or be incompatible with adjacent land uses. Guidelines 1 through

3 under Policy 19 will be used in determining the consistency of a proposed government action or private development with this policy.

As part of the mixed-use, water-oriented development at the Port Authority, River Street, Corn Hill Landing and other sites, government agencies will ensure that public access to the waterfront is maintained and enhanced. Agencies will ensure that the provision of this access will be compatible with adjacent land and water uses proposed for the sites and the character and needs of adjacent neighborhoods. This access will take the form of a major riverfront promenade or pedestrian trail, marinas, boat docks, riverfront restaurants and a riverfront park that are coordinated with other development proposed for the area. Continued maintenance of the east and west piers and facilities within Ontario Beach Park is also included in the plans.

Public access to and through the river gorge is, in most places, dangerous, not well defined and of limited use. Existing trails are difficult to follow and not always walkable. With the exception of the existing county boat launch at the Port Authority site, and the existing canoe launch in Turning Point Park, very little formal, guaranteed public access is available.

Projects which increase public access to the gorge should be encouraged where feasible. A pedestrian trail system could be developed within the gorge that would link major waterfront resources and facilities. While much of the land within the river gorge is publicly owned, most of the areas that offer the best access to the river shoreline are in private ownership. Government agencies will, therefore, continue to investigate and promote the establishment of public access to recreational facilities through private development, where feasible. The development of this access would be completed in a manner which ensures preservation of sensitive environmental features and wildlife habitats and does not exceed the carrying capacity of the area.

It is important to remember that traditional sales of easements on lands underwater to adjacent onshore property owners are consistent with this policy, provided such easements do not substantially interfere with continued public use of the public lands on which the easement is granted. Public use of such publicly-owned underwater lands and lands immediately adjacent to the shore shall be discouraged where such use would be inappropriate for reasons of public safety, military security, or the protection of fragile coastal resources.

POLICY 21 **Water dependent and water enhanced recreation shall be encouraged and facilitated and shall be given priority over non-water-related uses along the coast, provided it is consistent with the preservation and enhancement of other coastal resources and takes into account demand for such facilities. In facilitating such activities, priority shall be given to areas where access to the recreation opportunities of the coast can be provided by new or existing public transportation services and to those areas where the use of the shore is severely restricted by existing development.**

POLICY 21A Facilitate development of marinas, boat docks and launching ramps, fishing access and other water-dependent and water-enhanced recreational uses in waterfront zoning districts, particularly at the Port Authority site, the River Street site, at Corn Hill Landing, at the South Wedge Landing and at the proposed Airport Landing.

POLICY 21B Develop new and expanded water-dependent or water-enhanced recreational uses at Ontario Beach park, Durand Eastman park, Turning Point Park, Seneca Park, the proposed Genesee River Falls Park, at Gateway Park, and at Genesee Valley Park.

POLICY 21C Conduct and maintain a public outreach and media campaign to increase local and regional awareness of the Genesee River Trail, particularly among waterfront and low-income communities.

Explanation of Policies

The development of water-dependent and water-enhanced recreational uses in appropriate locations along the lake and river is the main focus of the city's LWRP. Because of the limited availability of coastal lands and resources in the region, government agencies recognize the need to give priority to development of recreational uses within the shore zone which are water-dependent, are enhanced by a coastal location and which increase public access to the waterfront.

Water-related recreation includes such things as boating and fishing facilities, pedestrian and bicycle trails, picnic areas, scenic overlooks and passive recreational areas that take advantage of coastal scenery. These water-dependent uses should be promoted and encouraged within both public and private development projects. In

each case, government agencies will ensure that such development only occurs where water-related recreational uses are consistent with the preservation and enhancement of important coastal resources and within the carrying capacity of the resource to accommodate the particular activity or use. Boating facilities should, where appropriate, include parking, park-like surroundings, and restroom and pump-out facilities.

Redevelopment plans for the port site and River Street area, which encourage development of water-dependent and water-related recreational facilities, have been prepared and will be promoted. Priority to such uses will be given within the context of any development plan which is finally implemented for these areas.

Government agencies recognize the unique opportunities that exist within the six public parks located along the lake and the river to promote and provide water-oriented recreational uses as well as public access to the shore zone. Development of water-oriented recreational facilities that are part of these parks will be promoted, encouraged and supported. Public access to the waterfront will be improved and appropriate water-oriented recreational uses will be located in the waterfront areas in each park. These uses could include pedestrian trails, fishing access, boat docking facilities, boat launching ramps and cartop boat launch facilities, and swimming.

Opportunities for "linkage" of areas along the lake and river through development of linear pedestrian trails will be investigated. Such opportunities exist along the east and west banks of the river gorge, near Turning Point Park. The siting or design of new public or private development which would result in a barrier to the recreational use of the shore zone or which would damage sensitive environmental areas or conflict with anticipated public demand for such development will be discouraged. Public transportation service to water-oriented recreational facilities will be a major priority.

Information regarding estimated demand for water-dependent and water-enhanced recreational uses such as boat slips, launching facilities, etc. is provided in Section II: Inventory and Analysis. This information can provide the basis for determining the need for and potential locations of water-related recreational facilities. Higher priority should be given to locating and developing water-dependent recreational development over those which are only enhanced by or do not require a coastal location.

POLICY 22 **Development, when located adjacent to the shore, shall provide for water-related recreation, as a multiple use, whenever such recreational use is appropriate in light of reasonably anticipated demand for such activities and the primary purpose of the development.**

POLICY 22A Facilitate development of a mix of water-related recreational uses at all identified redevelop sites and park locations.

POLICY 22B Negotiate, where feasible, with various private property owners and industrial facilities to develop or improve public access to the waterfront and to provide certain types of passive recreational uses within the shore zone.

POLICY 22C Ensure that development of water-related recreational uses are appropriately located and designed for people of all abilities and income levels.

Explanation of Policies

There are several areas within the city's LWRP boundary that could accommodate water-related recreational uses, in conjunction with mixed-use or multiple-use facilities. Most of these areas are underutilized sites that should be encouraged to develop as mixed-use facilities which include water-oriented recreation. Government agencies recognize the following types of development which can generally provide water-related recreation as a multiple use:

1. Parks
2. Highways
3. Power plants
4. Sewage treatment facilities
5. Mental health facilities
6. Hospitals
7. Schools and universities
8. Nature preserves
9. Large residential subdivisions containing 50 units or more
10. Shopping centers
11. Office buildings

Whenever development proposals involve shore zone areas or areas adjacent to the shore, government agencies will evaluate whether or not they should be considered for or required to incorporate recreational uses within them. Whenever a proposed development is consistent with other LWRP policies and would, through the provision of water-oriented recreation and other multiple uses, significantly increase public use and enjoyment of the shore zone, government agencies will encourage such development to locate adjacent to the shore. In general, some form of recreational use should be accommodated, unless there are compelling reasons why such recreation would not be compatible with the development, or a reasonable demand for public use cannot be foreseen.

Appropriate recreation uses which do not require any substantial additional construction shall be provided at the expense of the project sponsor provided the cost does not exceed 2% of the total project cost.

In determining whether compelling reasons exist which would make recreation inadvisable as a multiple use, safety considerations should reflect the recognition that some risk is acceptable in the use of recreational facilities.

There are several opportunities for development of water-related recreational uses and improvement of public access to the shore zone that are located within existing industrial facilities. An example of such an opportunity would be the improvement of public vehicular and pedestrian access, down Seth Green Drive, to the RG&E Station 5 Power Plant on the west bank of the river, just north of the Driving Park Bridge. Improvement of public access in this location would greatly enhance the area's use by fishermen. Development of a fish cleaning station could also be considered.

There are several other areas within the LWRP boundary that provide significant vistas of the river gorge. Some of these areas are also within privately-owned industrial facilities. Negotiating public access and development of such facilities as overlooks and rest areas within these areas is considered to be a major priority with the city.

POLICY 23 **Protect, enhance and restore structures, districts, areas or sites that are of significance in the history, architecture, archeology or culture of the state, its communities or the nation.**

POLICY 23A Identify, protect and restore significant historic structures located within the LWRP boundary, to include the Genesee Lighthouse and other buildings which may be of national or local significance.

POLICY 23B Redevelop the Port Authority site, the River Street site and other proposed development areas in a manner which is compatible with and complements the architectural character and integrity of existing structures in the area.

POLICY 23C Identify and protect archaeologically and historically significant sites located within the LWRP boundary, through the development of various master plans and designs for the public parks located along the lake, the river and the canal.

POLICY 23D Promote and encourage development that emphasizes the historic and cultural history of the waterfront as it relates to current waterfront communities.

Explanation of Policies

Government agencies recognize the need for and place a high priority on the identification and preservation of structures, sites and districts within the LWRP boundary that are significant in terms of the history, architecture, archaeology or culture of the state or the nation. Extensive historic surveys have been conducted of the LWRP study area by the Landmark Society of Western New York and the Rochester Museum and Science Center. The surveys have identified and located structures which are listed on the National Register of Historic Places, which are potential nominations to the national register, or which may have local historic significance and should be classified as local landmarks. After completion of these surveys, the city will prepare a list of LWRP structures to be nominated to the National Historic Register, will identify structures to be designated as local landmarks, will evaluate the possibility of extending or creating new preservation districts, and will identify sites that should be preserved as a part of redevelopment plans for public parks.

Structures, facilities, sites or other areas within the LWRP boundary that have already been identified as being locally or nationally significant in terms of their architecture or history include:

1. The Genesee Lighthouse (National Register Listing)
2. The Ontario Beach Park Carousel
3. The former St. Bernard's Seminary
4. The former Eastman Kodak Hawkeye Plant
5. RG&E Station 5 Power Plant and Middle Falls Dam
6. Railway Station on River Street
7. Carthage Landing
8. Kelsey's Landing and Glenn House
9. Seneca Park
10. Rochester School For The Deaf
11. An area on the east and west river banks, between the Middle and Lower Falls, that contains archaeologically significant sites and remains of historic mill races.
12. King's-Hanford's Landing Historic Site
13. Brown's Race Historic District
14. Water Street Historic District
15. Proposed Maplewood Historic District
16. Broad Street Aqueduct
17. Corn Hill Historic District
18. Mt. Hope Historic District & Cemetery
19. Campell-Whitesley House
20. Hoyt Potter House
21. Ellwanger Gardens

Redevelopment plans proposed for the Port Authority site and the River Street site will consider architecturally and historically significant structures and facilities in the area and will be designed to protect and enhance these resources. A major element of any River Street concept plan should be the enhancement of the area's existing "neighborhood" and "nautical" character and ambience. New development will be compatible with existing architecturally and historically significant buildings in terms of appearance, design and construction.

Government agencies also consider the preservation of several archaeologically significant sites located within public parks and other areas along the river gorge to be a

major priority. These sites include Carthage Landing, located on the east bank of the Genesee River, just south of the Veteran's Memorial Bridge, Kelsey's Landing, located on the west bank of the river, below Maplewood Park, and an area near the proposed Lower Falls Park, just south of the Driving Park Bridge. These areas contain historic remains of buildings and other facilities that date back to the early 1800's. The identification, classification and protection of these areas through park redevelopment plans will be promoted and encouraged.

Developers in areas which have been identified within the river gorge as significant archeological sites shall contact the New York State Office of Parks, Recreation and Historic Preservation to determine appropriate protective construction measures. All practicable means to protect structures, districts, areas or sites that are of significance in the history, architecture, archeology or culture of the state or nation shall include any techniques, measures, or controls required to prevent a significant adverse change to such structures, districts, areas or sites.

This policy should not be construed to prevent the construction, reconstruction, alteration, or demolition of any building, structure, earthwork, or component thereof of a recognized historic, cultural or archeological resource which has been officially certified as being imminently dangerous to the public health, safety or welfare.

POLICY 24 Prevent impairment of scenic resources of statewide significance, as identified on the coastal area map. Impairment shall include:

1. The irreversible modification of geological forms, the destruction or removal of vegetation, the destruction or removal of structures, wherever the geologic forms, vegetation or structures are significant to the scenic quality of an identified resource; and
2. The addition of structures which because of siting or scale will reduce identified views or which because of scale, form, or materials will diminish the scenic quality of an identified resource.

Explanation of Why Policy Is Not Applicable

This policy is not applicable to the City's LWRP because scenic resources of state-wide significance have not yet been identified within Rochester's LWRP boundary.

POLICY 25 **Protect, restore and enhance natural and man-made resources which are not identified as being of state-wide significance, but which contribute to the scenic quality of the coastal area.**

POLICY 25A Protect and enhance the aesthetic quality of the Genesee River Gorge, as a natural resource of local significance, through general clean-up of the river banks and removal of debris.

POLICY 25B Enhance scenic views and vistas within the Genesee River corridor, along the Erie Canal and along Lake Ontario, through the development of scenic overlooks, viewing areas, and pedestrian trails, and through the preservation of the natural aesthetic qualities of these areas.

Explanation of Policies

Government agencies recognize the importance of restoring and preserving natural and man-made resources within the LWRP boundary that contribute to the scenic quality of the river and lake. Activities which could degrade scenic qualities of these areas include modification of natural features and the removal of vegetation.

The standards and guidelines associated with the city's site plan review, zoning standards and environmental review procedures will be used to ensure that proposed private development does not interfere with, but rather enhances, existing natural or man-made resources that contribute to the scenic quality of the lake and river.

Much of the area within the river gorge contains steep slopes in excess of 15%, is in public ownership and is zoned for open space uses. The city's Open Space Zoning District limits and regulates development activities in this critical environmental area. Lands zoned for open space within the LWRP boundary will remain substantially in their natural state and will contribute to enhancement and preservation of the scenic qualities of the gorge.

Maintenance plans and measures to clean-up the riverfront area and steep slopes within the gorge, in order to enhance their visual qualities, will be promoted and encouraged. The development of trails, overlooks and viewing areas, in and around the public parks located on the river, will be promoted and encouraged in order to provide increased viewing opportunities of the gorge area for park visitors.

The following siting and facility-related guidelines are to be used to achieve this policy, recognizing that each development situation is unique and that the guidelines will have to be applied accordingly. Guidelines include:

1. Siting structures and other development such as highways, power lines and signs back from shorelines or in other inconspicuous locations to maintain the attractive quality of the shoreline and to retain views to and from the shore;
2. Clustering or orienting structures to retain views, save open space and provide visual organization within a development;
3. Incorporating sound, existing structures (especially historic buildings) into the overall development scheme;
4. Removing deteriorated or degraded elements;
5. Maintaining or restoring the original land form, except when changes screen unattractive elements or add appropriate interest;
6. Maintaining or adding vegetation to provide interest, encourage the presence of wildlife, blend structures into the site, and obscure unattractive elements, except when selective clearing removes unsightly, diseased or hazardous vegetation and when selective clearing creates views of coastal areas;
7. Using appropriate materials, in addition to vegetation, to screen unattractive elements; and
8. Using appropriate scales, forms and materials to ensure that buildings and other structures are compatible with and add interest to the landscape.

POLICY 26 To conserve and protect agricultural lands in the state's coastal area, an action shall not result in a loss, nor impair the productivity of important agricultural lands, as identified on the coastal area map, if that loss or impairment would adversely affect the viability of agriculture in an agricultural district or if there is no agricultural district, in the area surrounding such lands.

Explanation of Why Policy Is Not Applicable

This policy is not applicable to the city's LWRP because there are no agriculturally zoned lands within Rochester's LWRP boundary.

POLICY 27 **Decisions on the siting and construction of major energy facilities in the coastal area will be based on public energy needs, compatibility of such facilities with the environment, and the facility's need for a shorefront location.**

POLICY 27A Evaluate existing energy facility sites for other uses, if and when such sites are abandoned, in consideration of public energy needs, the site's compatibility with adjacent uses, and the need for a shorefront location.

Explanation of Policies

Demand for energy in New York will increase, although at a rate slower than previously predicted. The state expects to meet these energy demands through a combination of conservation measures, traditional and alternative technologies, and use of various fuels, including coal, in greater proportion.

A determination of public need for energy is the first step in the process for siting new facilities. The directives for determining this need are set forth in the New York State Energy Law. With respect to transmission lines, Article VII of the State's Public Service Law requires additional forecasts and establishes the basis for determining the compatibility of these facilities with the environment and the necessity for a shorefront location. With respect to electric generating facilities, environmental impacts associated with siting and construction will be considered by one or more State agencies or, if in existence, an energy siting board. The policies derived from these proceedings are entirely consistent with the general coastal policies derived from other laws, particularly the regulations promulgated pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. The Act is used for the purposes of ensuring consistency with the State Coastal Management Program and this Local Waterfront Revitalization Program.

In consultation with the city, the NYSDOS will comment on State Energy Office policies and planning reports as may exist; present testimony for the record during relevant proceedings under State law; and use the SEQRA law and NYSDOS regulations to ensure that decisions on other proposed energy facilities (other than those certified under the Public Service Law) which would impact the waterfront area are made consistent with the policies and purposes of this LWRP.

Energy facilities that currently exist within the LWRP boundary include the RG&E Station 5 Power Plant, the adjacent Middle Falls Dam, Beebee Station, the High Falls Hydro Plant, and the Court Street Dam Hydro Plant. It is anticipated that these facilities and uses will continue at their present locations for the foreseeable future with the exception of Beebee Station which is currently being abandoned and demolished. If RG&E does abandon any of the sites, an evaluation of the best reuse for the properties will be made which acknowledges the need for compatibility with the surrounding environment and the need for a shorefront location.

POLICY 28 **Ice management practices shall not damage significant fish and wildlife and their habitats, increase shoreline erosion or flooding, or interfere with the production of hydroelectric power.**

Explanation of Why Policy Is Not Applicable

This policy is not applicable to the city's LWRP because ice management practices are not currently undertaken within Rochester's LWRP boundary. Should such practices be undertaken in the future in order to maintain navigation, an assessment shall be made of their impacts upon fish and wildlife habitats, flood levels and damage, rates of shoreline erosion damage, and upon natural protective features. Following such an examination, adequate methods of avoidance or mitigation of such potential effects must be utilized if the proposed action is to be implemented.

POLICY 29 Encourage the development of energy resources on the outer continental shelf, in Lake Erie and in other water bodies, and ensure environmental safety of such activities.

Explanation of Why Policy Is Not Applicable

This policy is not applicable to the city's LWRP. Activities existing or contemplated within the city's LWRP boundary or within the metropolitan region will have no known impact on any energy resources which have been or may be identified on the lake or river.

POLICY 30 Municipal, industrial, and commercial discharge of pollutants, including but not limited to toxic and hazardous substances, into coastal waters will conform to state and national water quality standards.

Explanation of Policy

Municipal, industrial and commercial discharges include "end-of-pipe" discharges into surface and groundwater as well as plant site runoff, leaching, spillages, sludge and other waste disposal, and drainage from raw materials storage sites. Regulated industrial discharges include those that directly empty into receiving coastal waters and those which pass through municipal treatment systems before reaching the State's waterways.

The Monroe County Health Department currently monitors the water quality of discharges of less than 1,000 gallons per day into the river and lake. The NYSDEC currently monitors discharges of more than 1,000 gallons per day into the river and lake. These monitoring activities will be supported and encouraged to ensure that discharges into the lake and river comply with State and federal water quality standards.

The entire shoreline of Lake Ontario as well as the Genesee River is considered to be a critical environmental area under the city's existing site plan and environmental review procedures. Because of this, the impacts on water quality of storm water runoff and/or effluent discharge from development sites is evaluated and mitigating measures can be required if adverse environmental impacts such as serious degradation of water quality should occur.

POLICY 31 **State coastal area policies and purposes of approved Local Waterfront Revitalization Programs will be considered while reviewing coastal water classifications and while modifying water quality standards; however, those waters already overburdened with contaminants will be recognized as being a development constraint.**

Explanation of Policy

Pursuant to the Federal Clean Water Act of 1977 (PL 95-217), New York State has classified its coastal and other waters in accordance with the consideration of best usage in the interest of the public, and has adopted water quality standards for each class of waters. These classifications and standards are review able at least every three years for possible revision or amendment, and will be reviewed by the State in light of the adopted LWRP.

The Genesee River has been classified as having "B" water quality. No bodies of water within the city's LWRP boundary are currently classified as "limiting segments". This classification should be considered when promoting contact recreation (swimming and boating). Efforts should be made to educate residents and visitors about potential threats to health from bacterial pollution. Efforts to maintain and improve current classification of waters within the LWRP boundary (for example, the algae pump at Ontario Beach Park and bacterial filter at Durand Beach) should be supported and enhanced.

As noted in POLICY 30, the shorelines of the lake and river are considered to be critical environmental areas under the city's site plan and environmental review procedures. Because of this, the impacts on water quality of storm water runoff and/or effluent discharge from development sites is evaluated and mitigating measures can be required if adverse environmental impacts such as the serious degradation of water quality should occur. Government agencies consider the achievement and maintenance of a water quality level in the Genesee River and Lake Ontario, which enables the widest possible recreational use while protecting important wildlife habitats, to be a major priority. The intent of the city's LWRP is to maintain the water quality of the lake and river by controlling storm water runoff and effluent discharge from development sites as well as from vessels.

POLICY 32 Encourage the use of alternative or innovative sanitary waste systems in small communities where the costs of conventional facilities are unreasonably high given the size of the existing tax base of these communities.

Explanation of Why Policy Is Not Applicable

This policy is not applicable to the city's LWRP because innovative sanitary waste systems are not considered to be economically feasible or desirable, from an engineering standpoint, within the LWRP boundary. Proposed development will be required to be placed on existing public sanitary waste systems or be required to provide for extensions of existing systems in order to service the development site.

POLICY 33 Best management practices will be used to ensure the control of storm water runoff and combined sewer overflows draining into coastal waters.

POLICY 33A Develop and promote new drainage control measures and initiatives to improve water quality and reduce storm water runoff into and through the Densmore Creek watershed.

Explanation of Policy

The city and Monroe County are participating in a Combined Sewer Overflow Abatement Program (CSOAP) which has reduced combined storm and sanitary sewer discharges in many areas of the city. This project involved the construction of several large underground holding tunnels which convey sewage and storm water, collected after major rainfalls, to the Frank E. VanLare Treatment Plant located in Durand-Eastman Park. Prior to the construction of these tunnels, large volumes of combined sewage and storm water that occurred after major rainfalls in the area flowed directly into the river and lake without being treated. This sewage contributed to pollution problems in the river and lake and the destruction of fish and other wildlife species. The completion of the underground holding tunnels has eliminated a major source of pollution discharge into the river and lake and has helped preserve existing stocks of fish in the area. Government agencies will continue to investigate and promote improvements to other portions of the city storm and sanitary sewer systems in order to maintain and enhance the existing water quality in the river and lake. The improvements will be based on accepted best management practices (BMP's) for storm water runoff and drainage control.

As noted in POLICY 30, the shorelines of the lake and river are considered to be critical environmental areas under the city's site plan and environmental review procedures. Because of this, the impacts on water quality of storm water runoff and effluent discharge from development sites is evaluated and mitigating measures can be required if adverse environmental impacts such as the serious degradation of water quality should occur. Government agencies consider the achievement and maintenance of a water quality level in the Genesee River and Lake Ontario, which enables the widest possible recreational use while protecting important wildlife habitats, to be a major priority. Green infrastructure techniques and best storm water management practices will be used throughout the boundary as appropriate to ensure that water quality standards are maintained or exceeded.

POLICY 34 Discharge of waste materials from vessels into coastal waters will be limited so as to protect significant fish and wildlife habitats, recreational areas and water supply areas.

Explanation of Policy

Government agencies will promote and encourage the control or prohibition of discharges of waste materials from vessels into coastal waters, in order to protect significant fish and wildlife habitats, recreational resources and water supply areas. Counties in New York State may regulate such activity under Section 46 of New York State Navigation Law. The possibility of establishing no-discharge zones within the City's river and lake may be explored. In addition, all relevant building, sanitary and health codes that apply to the discharge of sewage, waste and other pollutants in local waters will be enforced.

The discharge of sewage, garbage, rubbish and other solid and liquid materials from watercraft and marinas into the State's waters is regulated. Priority will be given to the enforcement of this law in areas such as shellfish beds and other significant habitats, beaches and public water supply intakes, which need protection from contamination by vessel wastes. Also, specific effluent standards for marine toilets have been promulgated by the U.S. Department of Transportation. To that end, the provision of adequate pump-out facilities for existing and proposed marina facilities will be required in the City of Rochester.

POLICY 35 **Dredging and dredge spoil disposal in coastal waters will be undertaken in a manner that meets existing state dredging permit requirements, and protects significant fish and wildlife habitats, scenic resources, natural protective features, important agricultural lands, and wetlands.**

Explanation of Policy

Dredging is often essential for waterfront revitalization and development, maintenance of navigation channels at sufficient depths, pollutant removal as well as addressing other coastal management needs. Such dredging projects may, however, adversely affect water quality, fish and wildlife habitats, wetlands and other important coastal resources. Often these adverse effects can be minimized through careful design and timing of the dredging operation and proper siting of the dredge spoil disposal site.

The NYSDEC will issue dredging permits if it has been demonstrated that the anticipated adverse effects of such operations have been reduced to levels which satisfy State dredging permit standards set forth in regulations developed pursuant to the Environmental Conservation Law (Articles 15, 24, 25 and 34), and are consistent with policies pertaining to the protection of coastal resources.

Storage and disposal of wastes on land may raise residents' concerns about exposure to toxic pollutants in the sediment. Any such disposal will use best management practices. Plans for disposal duration and monitoring should be communicated to and reviewed by residents and community groups.

POLICY 36 **Activities related to the shipment and storage of petroleum and other hazardous materials will be conducted in a manner that will prevent or at least minimize spills into coastal waters; all practicable efforts will be undertaken to expedite the cleanup of such discharges; and restitution for damages will be required when these spills occur.**

Explanation of Policy

See policy 39 for the definition of hazardous materials.

The following regulations implement and address this policy:

1. Oil Spill Prevention, Control and Compensation; Navigation Law (Article 12)
2. Penalties and Liabilities for Spills of Bulk Liquids; Environmental Conservation Law (Article 71-1941)
3. Transportation Law; (Article 2, Section 14-F)

These measures are considered adequate for the city. All activities within the LWRP boundary which are subject to this policy shall also comply with state and federal regulations.

Petroleum product storage occurs along the banks of the Erie Canal west of the Genesee River crossing. These uses will be considered pre-existing non-conforming uses within the waterfront boundary. No waterborne transportation of petroleum products or hazardous materials occurs on the Genesee River or Erie Canal.

POLICY 37 Best management practices will be utilized to minimize the non-point discharge of excess nutrients, organics and eroded soils into coastal waters.

Explanation of Policy

Government agencies recognize the need to control the non-point discharge of excess nutrients, organics and eroded soils into local coastal waters. However, a major portion of the area contained within the LWRP boundary is serviced by storm and sanitary sewers which do not outfall to the river or lake without adequate sewage treatment. Remaining areas of natural forest and woodland do not contribute significantly to non-point discharge of excess nutrients, organics or eroded soils into the river and lake.

As noted in POLICY 30, the shorelines of the lake and river are considered to be critical environmental areas under the city's site plan and environmental review procedures. Because of this, the impacts on water quality of storm water runoff, erosion, and/or effluent discharge from development sites is evaluated and mitigating measures can be required if adverse environmental impacts such as the serious degradation of water quality should result. Soil erosion control practices and surface drainage control techniques will be evaluated or may be required based on accepted best management practices (BMP's), and as a result of the site plan and environmental review processes. Standards to be used in this evaluation are contained in Section 108 of the Administrative Procedures for the Issuance of Site Preparation Permits and are based on two documents: *Guidelines for Erosion and Sediment Control in Urban Areas of New York State* and *Best Management Practices for Storm water Runoff Management*. Generally, the *NY Standards and Specifications for Erosion and Sediment Control* is the guiding document used for this locally. Green infrastructure techniques and storm water control features will be promoted in new and retrofitted development.

Government agencies consider, as a major priority, the achievement and maintenance of a water quality level in the river and lake that enables the widest possible recreational use while protecting important wildlife habitats.

POLICY 38 The quality and quantity of surface water and groundwater supplies will be conserved and protected, particularly where such waters constitute the primary or sole source of water supply.

Explanation of Policy

The city consumes between 40 and 49 million gallons of water each day. The city's primary source of water is through the Upland Watershed which includes Hemlock and Canadice Lakes in Ontario, Livingston and Steuben Counties. The city also gets some of its water supply from Lake Ontario through the Monroe County Water Authority (MCWA). The majority of the area within the city's LWRP boundary receives its water from Lake Ontario and the MCWA.

The Upland Watershed encompasses approximately 66 square miles. Twenty-two percent of the watershed or 7,200 acres are directly controlled by the city, including the entire shoreline of both lakes. Some water quality problems have occurred within the watershed in past years. In order to help resolve controversy surrounding the use of the upland lakes as a water supply, an Upland Watershed Advisory Committee was formed by the city in 1985. Six management objectives, developed by the committee, are used to ensure water quality in the Upland Watershed:

1. Maintain city-owned property around the lakes as undeveloped;
2. Enforce rules and regulations to protect the watershed from environmental hazards;
3. Maintain recreational activities around the lakes that are compatible with conservation and water quality;
4. Plan forest management to enhance forest quality and to control erosion;
5. Manage water levels, wetlands, fish stocking and the use of local roads; and
6. Support an investment sufficient to practice good husbandry.

In addition, a water filtration plant for the upland watershed will be constructed.

The city relies on the MCWA to monitor and maintain the quality of water received from Lake Ontario. Standards to achieve this policy goal will be enforced.

POLICY 39 The transport, storage, treatment and disposal of solid wastes, particularly hazardous wastes, within coastal areas will be conducted in such a manner so as to protect groundwater and surface water supplies, significant fish and wildlife habitats, recreation areas, important agricultural land and scenic resources.

Explanation of Policy

Solid wastes include sludges from air or water pollution control facilities, demolition and construction debris, and industrial and commercial wastes. Solid waste management facilities include resource recovery facilities, sanitary landfills, and solid waste reduction facilities. These definitions are based on the New York State Solid Waste Management Act (Environmental Conservation Law, Article 27).

Hazardous wastes are unwanted by-products of manufacturing processes generally characterized as being flammable, corrosive, reactive, or toxic. More specifically, hazardous waste is defined in the New York State Environmental Conservation Law (Section 27-0901 (3)) as "waste or combination of wastes which because of its quantity, concentration, or physical, chemical or infectious characteristics, may: (1) cause, or significantly contribute to an increase in mortality, or an increase in serious irreversible or incapacitating reversible illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed or otherwise managed." A list of hazardous wastes has been adopted by the NYSDEC (6 NYCRR Part 371).

There is currently no active transport, storage, treatment or disposal of hazardous wastes within the city's LWRP boundary. In addition, no activity is proposed or will occur within the waterfront revitalization area that will produce such hazardous or solid wastes, as defined in the Environmental Conservation Law, Article 27. Government standards regarding disposal of such wastes, when required, will be met.

POLICY 40 Effluent discharge from major steam electric generating and industrial facilities into coastal waters will not be unduly injurious to fish and wildlife and shall conform to state water quality standards.

Explanation of Policy

A number of factors must be considered when reviewing a proposed site for facility construction. One of these factors is that the facility cannot discharge any effluent that will be unduly injurious to the propagation and protection of fish and wildlife, the industrial development of the state, the public health and public enjoyment of the receiving waters. The effects of thermal discharges on water quality and aquatic organisms will be considered by State agencies or, if applicable, a siting board when evaluating an applicant's request to construct a new electric generating facility.

The RG&E Station 5 Power Plant located on the east bank of the river near the Driving Park Bridge, the Eastman Business Park Industrial Waste Treatment Plant located on the west bank of the river, just north of the Veteran's Memorial Bridge, and the University of Rochester Steam Heating Plant are facilities within the LWRP boundary that are the types of uses described in this policy. All activities within the city's waterfront which are subject to this policy shall comply with appropriate local, state and federal regulations to ensure that existing water quality standards are met and that appropriate disposal methods are used.

POLICY 41 Land use or development in the coastal area will not cause national or state air quality standards to be violated.

Explanation of Policy

The city's LWRP incorporates the air quality policies of and programs for the State prepared by the NYSDEC, pursuant to the Clean Air Act and State laws regulating air quality. The requirements of the Clean Air Act are the minimum air quality control standards applicable within the coastal area.

Existing and proposed land uses within the city's LWRP boundary will be restricted to residential, recreational and marine-related and/or supporting commercial facilities. None of these uses are likely to produce significant degradation of air quality in the area. The NYSDEC has jurisdiction over the monitoring of air quality to ensure that the provisions of the Federal Clean Air Act are being met. Monitoring activities will continue.

POLICY 42 Coastal management policies will be considered if the state reclassifies land areas pursuant to the "prevention of significant deterioration regulations" of the federal clean air act.

Explanation of Policy

The policies of the State Coastal Management Program and Rochester LWRP concerning proposed land and water uses and the protection and preservation of special management areas will be taken into account prior to any action to change prevention of significant deterioration land classifications in coastal regions or adjacent areas. In addition, the NYSDOS will provide the NYSDEC with recommendations for proposed prevention of significant deterioration land classification designations, based upon State Coastal Management and Rochester LWRP policies.

POLICY 43 Land use or development in the coastal area must not cause the generation of significant amounts of acid rain precursors including nitrates and sulfates.

Explanation of Policy

The New York State Coastal Management Program incorporates the State's policies on acid rain. Therefore, the Coastal Management Program will assist in the State's efforts to control acid rain. These efforts to control acid rain will enhance the continued viability of coastal fisheries, wildlife, agricultural, scenic and water resources.

POLICY 44 Preserve and protect tidal and freshwater wetlands and preserve the benefits derived from these areas.

Explanation of Policy

Government agencies recognize the need to preserve and protect freshwater wetlands located within the LWRP boundary and consider this to be a major priority within the context of other LWRP policies. For the purposes of this policy, freshwater wetlands include marshes, swamps, bogs and flats that support aquatic and semi-aquatic vegetation, as well as other wetlands as defined in the New York State Freshwater Wetlands Act and the New York State Protection of Waters Act. Government agencies recognize that the benefits derived from the protection of such wetland areas include maintenance of fish and wildlife habitats, improvement of surface water quality, control of erosion and drainage, protection of groundwater supplies, and provision of recreational opportunities.

Over the past several years, many existing wetland areas within the LWRP boundary have been transferred to public ownership through historic donations, as well as through actual acquisition and purchase by the city. Additional purchases of wetland areas along the river are being investigated; these would, if completed, result in all such areas being in public ownership and controlled by the city or Monroe County, as well as the NYSDEC.

The standards and guidelines contained in the city's environmental review procedures and regulations will be used to ensure that wetlands as well as surrounding areas are preserved and protected within the LWRP boundary. Development actions proposed within 100 feet of the river and lake and within areas zoned as open space, which include all significant wetland areas along the river and lake, are Type I actions under the city's Environmental Quality Review Ordinance, since these locations have been designated as critical environmental areas. Actions in these areas will require a complete environmental impact review. As a part of this review, a project's potential impacts on existing fish and wildlife habitat areas and other wetland features would be determined and addressed and mitigating measures, if required, could be proposed in order to protect these areas from adverse development impacts. All wetlands within the LWRP boundary are applicable to this policy (see Figure 15 in Section II: Inventory and Analysis).

Section 4: LWRP Proposed Land/Water Uses and Projects



A. RECOMMENDED FUTURE LAND USES

FOCUS AREAS AND SUBZONES

Due to the uniqueness of Rochester's waterfront, the three main focus areas that encompass the LWRP boundary (Lake, River, & Canal) were divided into a total of twenty one smaller geographic sub-zones that share common characteristics, the boundaries of which are typically defined by both natural and / or man-made features. An accompanying map that illustrates the following sub-zone delineations can be found in Figure 22 on page 223:

<u>Focus Area</u>	<u>Subzone Number and Name</u>	
Lake Ontario	1a	Durand Beach Lakefront
Lake Ontario	1b	Durand Eastman Park
Lake Ontario	1c	Beach Avenue Lakefront
Lake Ontario	2	Ontario Beach Park and Open Space
Lake Ontario	3a	Port of Rochester site
Lake Ontario	3b	Lake Avenue (west side)
Lake Ontario	4a	River Street
Genesee River	4b	Petten Street
Genesee River	5	River gorge (Turning Point Park to Smith St. Bridge)
Genesee River	6a	High Falls
Genesee River	6b	Center City / Downtown
Erie Canal	6c	Erie Harbor
Erie Canal	7a	South River Corridor (west side)
Erie Canal	7b	South River Corridor (east side)
Erie Canal	8a	Canal (west)
Erie Canal	8b	Canal (east)
Erie Canal	8c	Genesee Valley Park
Genesee River	9a	Upland Area (north)
Erie Canal	9b	Upland Area (south)
Lake Ontario	10a	Densmore Creek
Lake Ontario	10b	Tryon Park

LAND USE MATRIX OVERVIEW

Based on general land characteristics, geographic features and current development patterns found within the LWRP boundary, a wide range of potential land uses and

activities was developed by city planning staff with input from the Waterfront Advisory Committee (WAC). Once a comprehensive list of potential uses and activities was created, a set of criteria was established to ensure that only the most appropriate recommended land uses were included in the sub-zone matrix.

The following criterion was used to produce the final list of uses and activities that were ultimately included in the matrix:

- Was the proposed land-use realistic in terms of current land use patterns, development trends and projected needs in the proposed locations?
- Was the proposed use appropriate in terms of its relationship to the physical features, environmental constraints, and other determinants of the suitability of land for development at the proposed location?
- Did the proposed use concentrate development in a location that includes adequate public infrastructure and services?
- Did the proposed use in the proposed location allocate adequate space for existing and future water-dependant uses and reduce or avoid conflicts between water-dependant and non water-dependant uses?
- Did the proposed use in the proposed location help maintain or increase public access to the shoreline?
- Did the proposed use in the proposed location minimize, reduce or eliminate the potential for loss of human life and property damage as a result of erosion and flooding?
- Did the proposed use in the proposed location help to protect or enhance important natural, historic cultural or scenic resources?

Based on discussions between city staff and the WAC about the criteria and other considerations mentioned above, the following list of generic land and water uses and related activities was established:

- (1) Boat docks and slips
- (2) Pump-out facilities
- (3) Marinas / Marine related support
- (4) Fishing areas
- (5) Swimming areas
- (6) Car-top boat access

- (7) Festivals / events / outdoor entertainment venue
- (8) Parking
- (9) Cargo shipping
- (10) Passenger Vessels
- (11) Water related retail support
- (12) Housing (single family)
- (13) Housing (multi-family)
- (14) Public walkways and trails
- (15) Passive recreation (picnicking, etc.)
- (16) Active recreation
- (17) Hotel, boatel, bed & breakfast
- (18) Commercial / general retail
- (19) Restaurants
- (20) Bars / nightclubs
- (21) Field Sports
- (22) Power generating facilities
- (23) Manufacturing
- (24) Museums / aquariums / zoo
- (25) Offices
- (26) Water treatment facilities
- (27) Colleges / universities
- (28) Viewsheds
- (29) Urban wild / storm water management / green infrastructure

A matrix containing the above land and water uses and the twenty one individual sub-zones areas was developed. The WAC, as well as community stakeholders who attended the various focus group meetings completed the matrix using the criteria above to identify what they thought would be the most appropriate land uses in each of the respective sub-zones.

Based on a comprehensive review of all completed matrixes collected at the various meetings, and further discussions of the criteria listed above, City staff and the Waterfront Advisory Committee identified the most appropriate recommended uses and activities for each sub-zone which are color coded by Focus Area. The completed matrix illustrates the most appropriate uses for each sub-zone (see completed matrix on pages 224-226). Land uses and activities that complement existing development patterns and character of each respective sub-zone and those that provide an

opportunity to implement recommendations from competed plans and studies were designated as being high priority and are indicated with a red “X” on the matrix.

Sub-zones 1a, 1b, 1c, 2, 3a, 3b, 4a, 10a and 10b (shaded in blue on the matrix) represent the Lake Focus Area which consists of the northern portion of the Charlotte Neighborhood, Ontario Beach Park, Durand Eastman Park and Beach as well as the areas around Densmore Creek and Tryon Park. Sub-zones 4b, 5, 6a, 6b and 9a (shaded in green on the matrix) represent the River Focus Area which include areas within and adjacent to the “natural” river gorge such as Turning Point Park, Riverside Cemetery, Maplewood Park, Lower Falls Park, as well as the “urbanized” areas of the High Falls District and downtown Rochester. Sub-zones 6c, 7a, 7b, 8a, 8b, 8c and 9b (shaded in brown on the matrix) represent the Canal Focus Area which is consists of the “canalized” portion of the Genesee river and adjacent land south of downtown, including Corn Hill Landing, the University of Rochester River Campus, Brooks Landing, Genesee Valley Park as well as the segments of the Erie Canal east and west of its confluence with the river.

The land use matrix represents the basic elements of the proposed future land use plan for areas within the City’s LWRP boundary, and reflects a consensus on appropriate types of development and activity for each sub-zone. While some uses are general in nature, others are more site-specific. The information contained in the matrix was used to help guide the selection of appropriate project recommendations that are presented later in this section.

RECOMMENDED FUTURE LAND USES BY FOCUS AREA

The following section describes the major development themes and appropriate future land uses as illustrated in the matrix on pages 224-226 for each of the 3 focus areas. LWRP areas of potential future land use change are shown in Figure 22 on page 216 and in more detail on the maps on pages 217-222.

Lake Focus Area Recommended Land / Water uses:

The high priority recommended future land uses for the Lake Focus Area include boat docks / slips (marina) and marine related support such as pump out facilities and water related retail, docking accommodations for larger passenger excursion vessels, festivals, events & outdoor entertainment and a hotel/boatel/bed & breakfast at the Port of Rochester. Re-development of the former TapeCon site into mixed use that includes residential, retail and office space would complement and enhance recent investments made to the River St. area.

Public trails and walkways, fishing and swimming areas, public open space, parks, beaches and other water dependant / water enhanced uses that capitalize on the natural scenic beauty of the Lake are also considered high priority uses that provide opportunities for passive recreation, public access to the waterfront and the protection of significant viewsheds and vistas at various locations throughout the focus area.

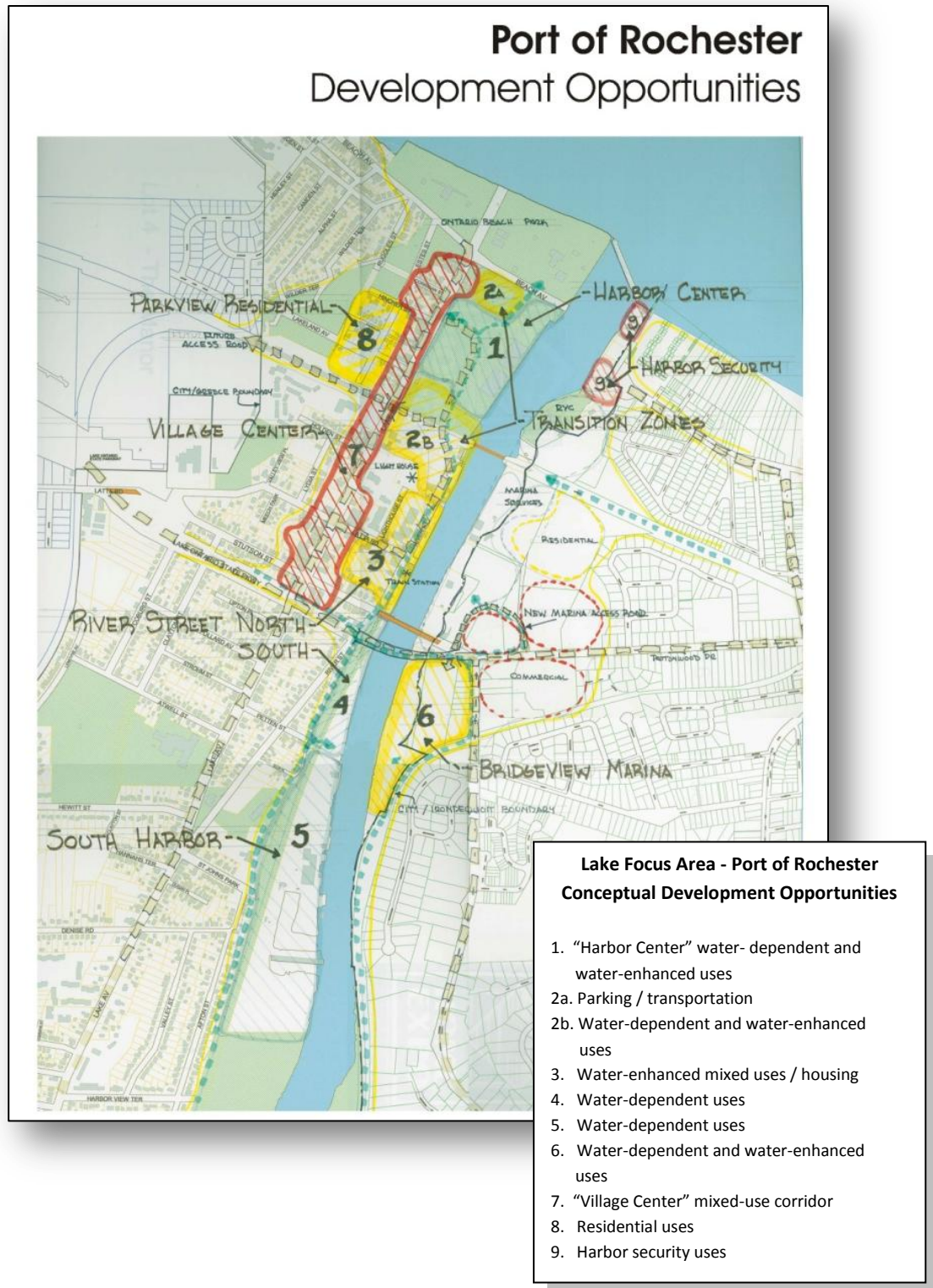
Water treatment facilities are listed as an appropriate use, specifically within the western portion of Durand Eastman Park because of the presence of the existing VanLare Treatment Plant and the likelihood that this use will remain at this location for the foreseeable future.

The recommended high priority uses are consistent with existing adjacent land uses and align with recommendations from various plans & studies that have been prepared for areas within the Lake Focus Area (plans for a public marina, development proposal for Parcel 1, Algae Control Project –Port of Rochester, Durand Beach Master Plan, Durand watershed quality improvement efforts, etc.).

The existing regulations of the Open Space district that govern Ontario and Durand parks and beaches as well as the Harbortown Village and Marina Zoning Districts that govern the Lake Avenue area and Port of Rochester site not only permit, but more importantly, promote and encourage all of these types of uses.

Generalized development opportunities specific to the Port of Rochester and Harbor Town Village areas (and its sub-zones) within the Lake Focus Area that impact recommended future land uses are shown in Figure 21 on page 213. These development opportunities form the basis for the land uses presented in the matrix and the recommended future projects identified later in this section. It is important to remember that specific future land use recommendations for the Port site itself are articulated in the 2010 LWRP program amendment (see appendices) and are not being revised or modified as part of this update.

**FIGURE21: CONCEPTUAL LAND USE DEVELOPMENT OPPORTUNITIES
FOR PORT OF ROCHESTER AREA (LAKE FOCUS AREA)**



River Focus Area Recommended Land / Water uses:

The high priority recommended future uses identified for the River Focus Area include boat docks / slips (marinas) and marine related support such as pump out facilities and water related retail to complement the existing concentration of docking facilities located in and around the Port of Rochester. Other recommended future land uses recognize that a sizeable portion of the natural gorge area should remain undeveloped, but that public access to and through the area should be improved.

The following uses were identified as being appropriate to achieve this and include fishing areas, car top boat access (for launching of canoes, kayaks and other small vessels), public walkways and trail connections, opportunities for passive recreation such as picnicking (at various locations), venues for festivals / events and other forms of outdoor entertainment (sub-zones 5, 6a, 6b & 6c), water enhanced retail and restaurant establishments, as well as protection of significant view sheds and vistas throughout the focus area.

These land uses promote waterfront recreation, preserve and enhance sensitive environmental areas and other important natural features, do not conflict with existing land use patterns, and promote and encourage access and usage of the waterfront. These uses can be developed through the implementation of the Genesee Riverway Trail system and recommendations from the Seneca Park Master plan as well as the High Falls Pedestrian Access Study (currently underway).

Other future land uses deemed appropriate were museums, aquariums and similar type regional destinations that compliment the historic and geologic history of the river gorge (sub-zone 6a - High Falls). Use of green infrastructure and environmentally friendly storm water management practices were also identified as being important for areas throughout the focus area, particularly for areas in and adjacent to the natural gorge.

Recommendations for the buildable portions of the upland area promote land uses that enhance and are compatible with well established development patterns in areas that aren't directly adjacent to the river / gorge. Land uses deemed appropriate include water related commercial support facilities such as bait and tackle shops, boating or fishing supply stores and other neighborhood scaled retail establishments that serve nearby residents. Single family infill housing was also identified as an appropriate land use in the upland area, complimenting the predominantly residential nature of this area. The existing zoning designations in place for this area currently allow for these types of

uses (low and medium density residential with scattered commercial nodes at key intersections along Lake Avenue).

Treatment facilities, specifically at the location of the existing Kodak water treatment plant on the west side of the gorge just north of Route 104, were also considered to be appropriate, as it is likely that this use will remain at that location for the foreseeable future.

Canal Focus Area Recommended Land / Water uses:

The high priority recommended uses for the Canal Focus Area include boat docks and slips, marine related support facilities (ex. pump out stations, shore power, etc.), marine related retail, and car top boat access at specific landings / locations along the canal (including the canalized portion of the river).

Recommended uses for areas directly adjacent to the water include public walkways and trails that create new and/ or strengthen existing connections between adjacent residential neighborhoods and the waterfront; open space to provide opportunities for both passive and active recreation and field sports as well designated fishing areas were also deemed to be of high priority for this area (sub-zones 7a, 7b, and 8b).

High priority land uses for the upland area (sub-zone 9b) includes single family housing to complement existing residential where appropriate, public walkways and trails and open space to provide opportunities for passive recreation.

All of the recommended uses that have been identified as being a high priority promote waterfront recreation, encourage public access to the waterfront, preserve and enhance sensitive environmental areas and other natural features, do not conflict with existing land use patterns and are consistent with various plans and studies that have been undertaken for this area in the past several years such as the Genesee Valley Park Master Plan, the Vacuum OIL BOA plan and the West River Wall Study.

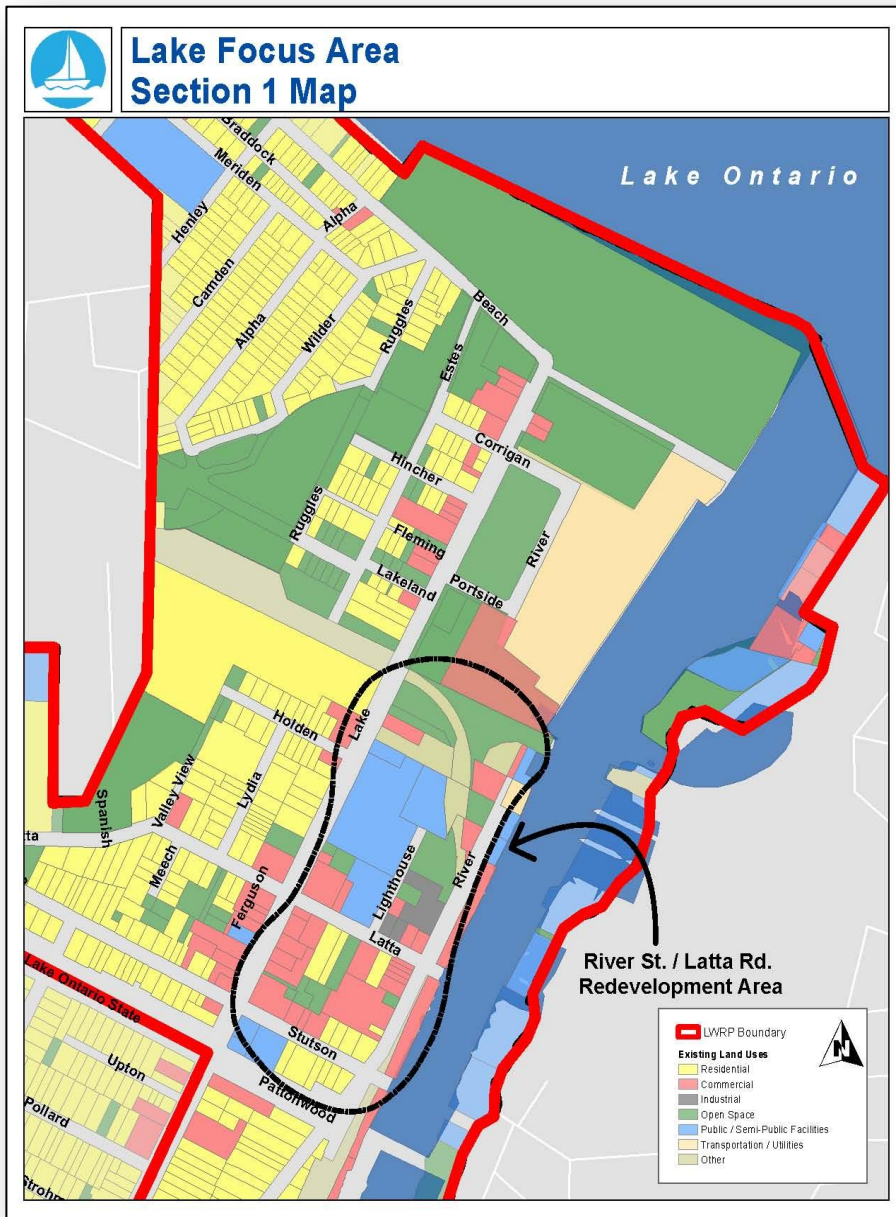
The existing Open Space district regulations that govern much of the land adjacent to the canal permit, encourage and promote these types of uses. The Planned Development District that regulates the University of Rochester River Campus also permits athletic and recreational uses adjacent to the canalized portion of the river.

Areas of Potential Future Land Use Change Within the LWRP Boundary

Legend:

- LWRP Boundary
- Existing Land Uses**
 - Residential
 - Commercial
 - Industrial
 - Parks / Open Space
 - Public / Semi-Public Facilities
 - Transportation / Utilities
 - Other
- Area of Potential Future Land Use Change

Map Labels: Lake Ontario, Greece, Irondequoit, Brighton, Gates, LWRP Boundary, Existing Land Uses, Area of Potential Future Land Use Change, Section 1, Section 2, Section 3, Section 4, Section 5, Section 6.



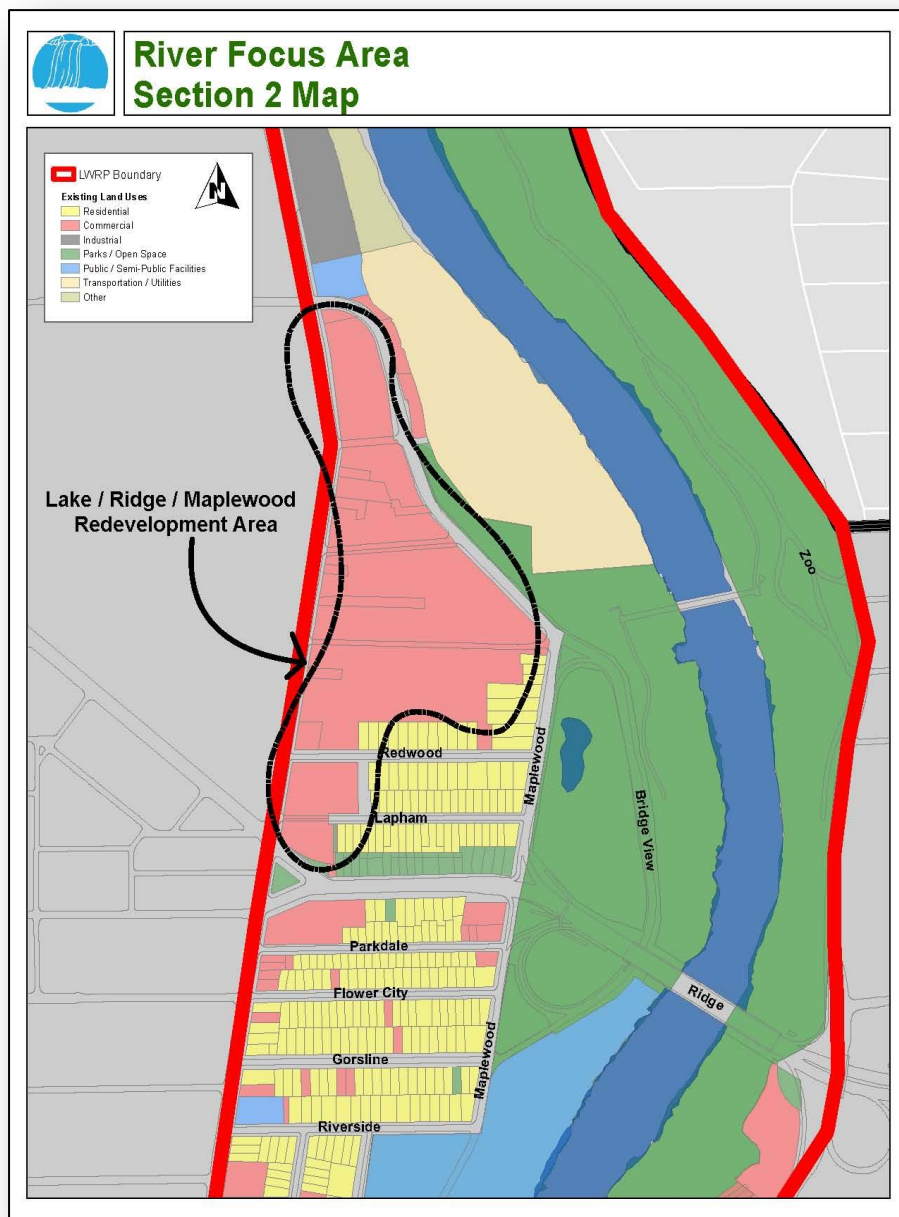
SECTION 1 MAP RIVER ST. / LATTA RD. REDEVELOPMENT AREA

PROPOSED FUTURE LAND USES:

- Boat Docks and Slips
- Marina Related Retail Support
- Community Parking
- Housing
- General Commercial
- Water Related Mixed-Use

RELATED LWRP PROJECTS:

- Enhancements to Genesee Lighthouse (#10)
- Mixed-Use Development on River Street (#11)
- Parking/Land Use Improvements at River/Latta (#12)



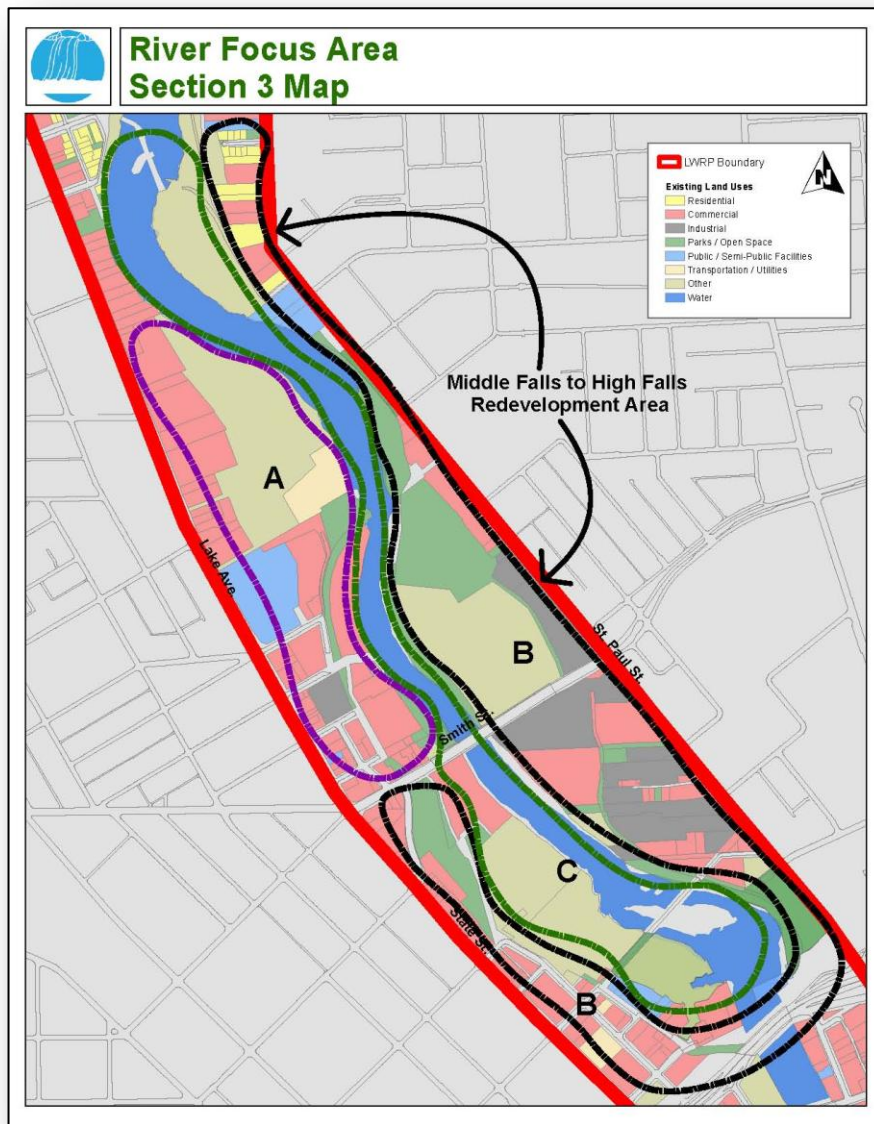
SECTION 2 MAP LAKE AVE. / RIDGE RD. / MAPLEWOOD DR. REDEVELOPMENT AREA

PROPOSED FUTURE LAND USES:

- Housing
- Public Walkways and Trails
- Active/Passive Recreation
- Mixed-Use
- Open Space

RELATED LWRP PROJECTS:

- Lake/Ridge/Maplewood Planning Study (#16)



SECTION 3 MAP MIDDLE FALLS TO HIGH FALLS REDEVELOPMENT AREA

PROPOSED FUTURE LAND USES FOR "A" AND "B":

- Public Walkways and Trails
- Housing
- Hotel/Bed and Breakfast
- General Commercial
- Restaurants/Bars/Nightclubs
- Mixed-Use

RELATED LWRP PROJECTS FOR "A" AND "B":

- Rehab Running Track Bridge for Trail Use (#20)
- Master Plan - Lower Falls to High Falls (#21)
- Trail - Smith Street to Mill Street Loop (#23)
- North Trestle Trail Connection (#24)
- Eco-District at High Falls (#26)

PROPOSED FUTURE LAND USES FOR "C":

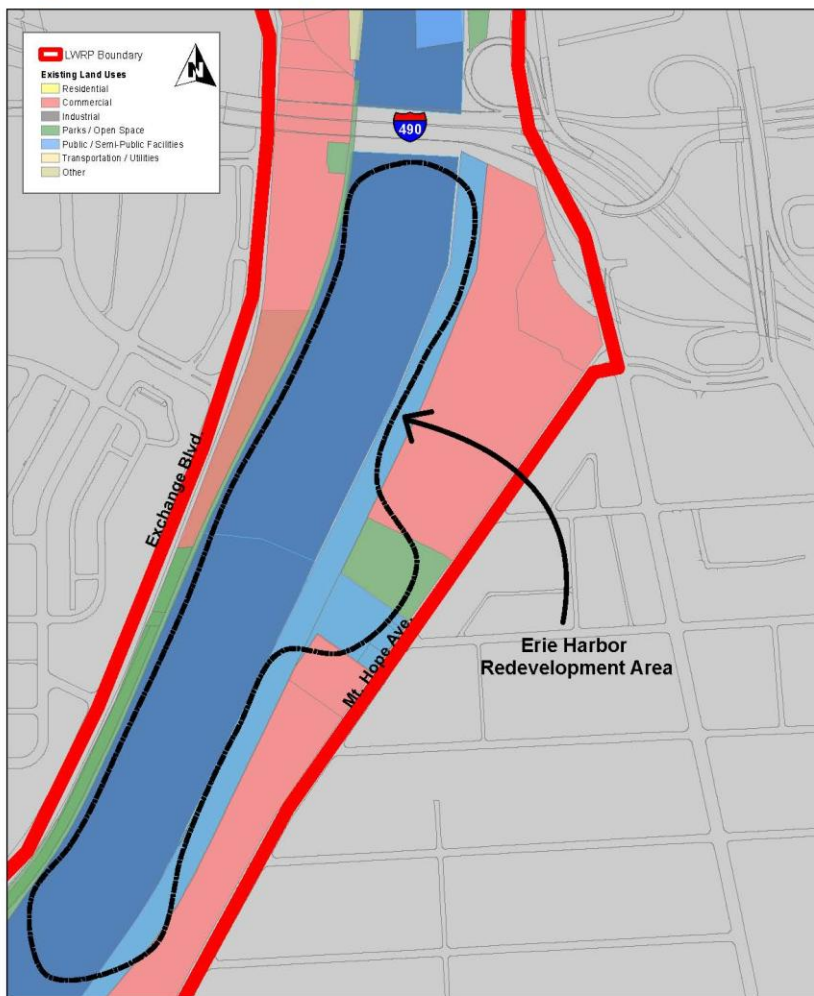
- Public Walkways and Trails
- Active/Passive Recreation
- Open Space
- Urban Wild
- Green Infrastructure
- Mixed-Use
- Power Generating Facilities

RELATED LWRP PROJECTS FOR "C":

- Site Remediation along River Gorge (#22)
- Zip Line, Cable Car or Tram in Gorge (#25)
- Eco-District at High Falls (#26)
- Accent Lighting and Fountain Program (#28)
- Water-Enhanced Mixed-Use Development (#29)



Canal Focus Area Section 4 Map



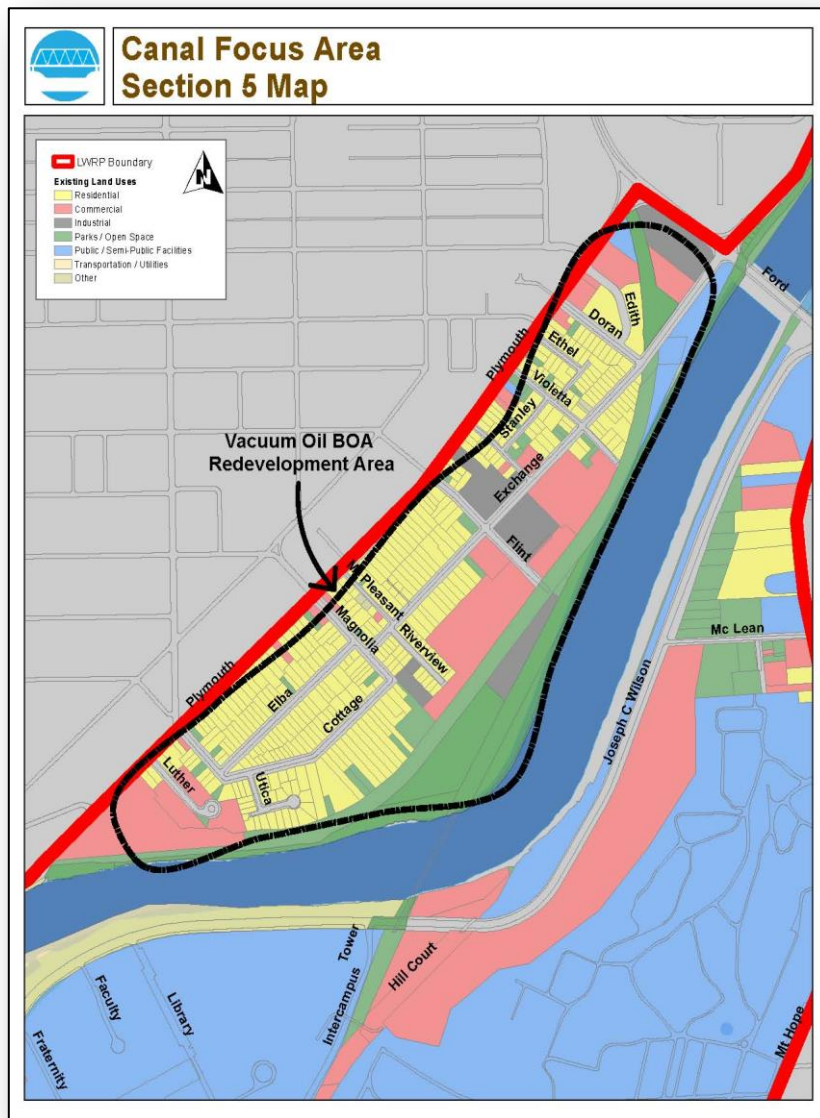
SECTION 4 MAP ERIE HARBOR REDEVELOPMENT AREA

PROPOSED FUTURE LAND USES:

- Boat Docks and Slips
- Marina Related Retail Support
- Festivals/Outdoor Entertainment
- Water Taxi
- Water Related Retail Support
- Public Walkways and Trails
- Housing
- Active/Passive Recreation
- Restaurants/Bars/Nightclubs

RELATED LWRP PROJECTS:

- Pedestrian Bridge – Corn Hill to South Wedge (#36)
- 151 Mt. Hope Avenue: Mixed-Use Development (#37)
- Genesee Gateway Park Improvements (#38)
- West River Wall Improvements (#39)



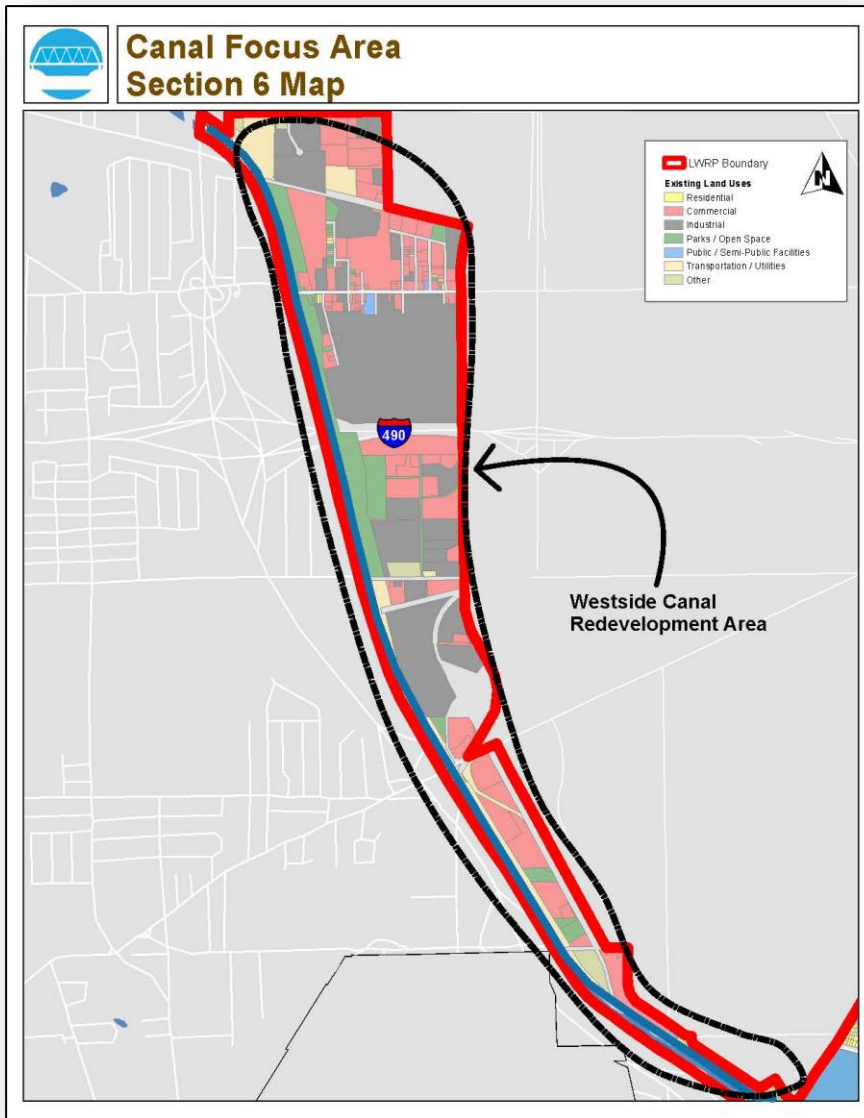
SECTION 5 MAP VACUUM OIL BOA REDEVELOPMENT AREA

PROPOSED FUTURE LAND USES:

- Boat Docks and Slips
- Car Top Boat Access
- Festivals/Outdoor Entertainment
- Fishing
- Water Related Retail Support
- Multi-Family Housing
- Public Walkways and Trails
- Active/Passive Recreation
- Open Space
- Mixed-Use

RELATED LWRP PROJECTS:

- Implement Vacuum Oil BOA Projects (#40)



SECTION 6 MAP WESTSIDE CANAL REDEVELOPMENT AREA

PROPOSED FUTURE LAND USES:

- Fishing
- Cargo Shipping
- Water Related Retail Support
- Public Walkways and Trails
- Active/Passive Recreation
- General Commercial
- Manufacturing

RELATED LWRP PROJECTS:

- Erie Canal Landings and Gateways (#41)
- Westside Canal Parkway and Trail (#43)

FIGURE 23: LWRP FUTURE LAND USE SUBZONES
(see matrix for land use categories and recommendations)

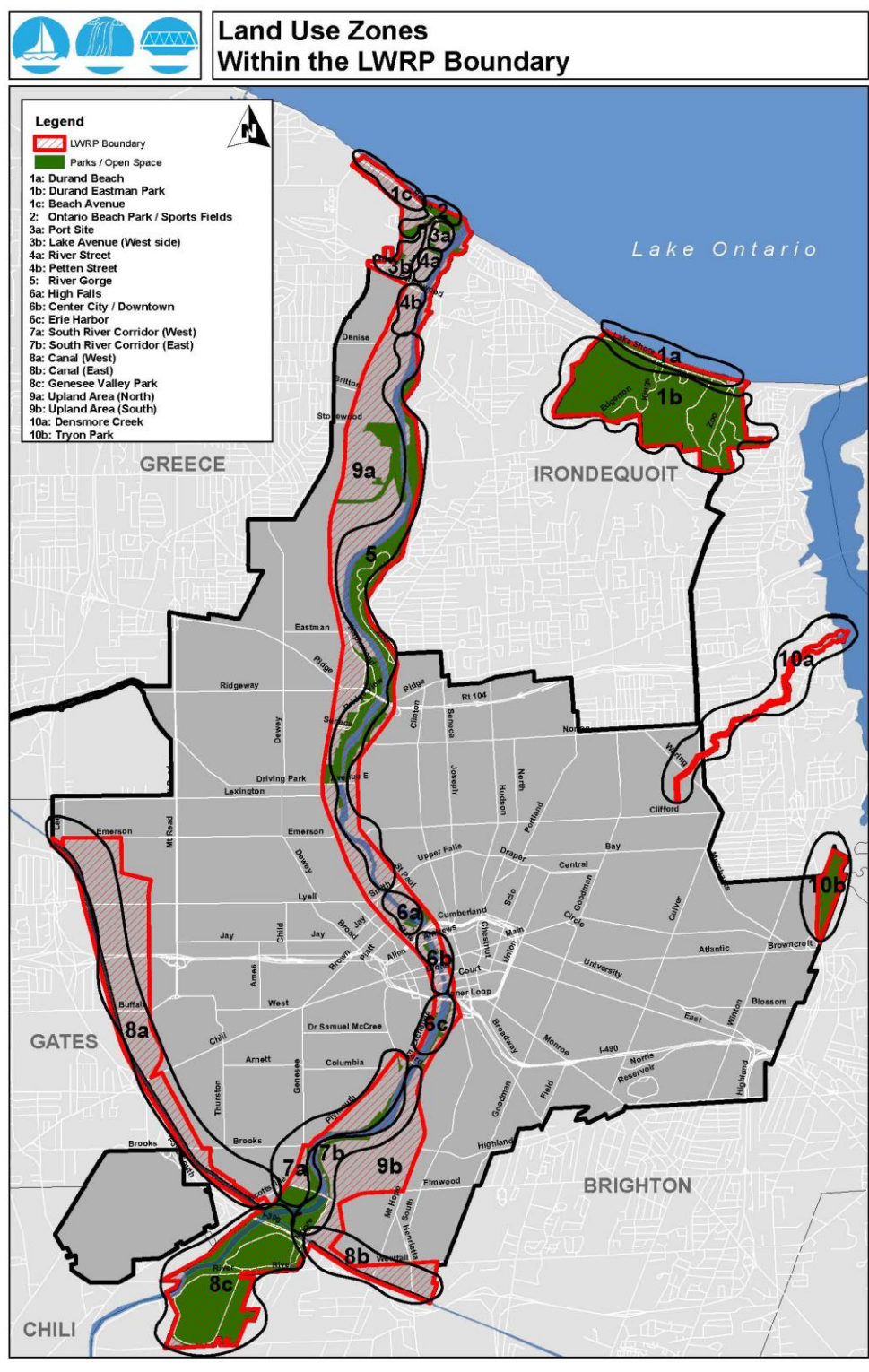


FIGURE 24:
LWRP FUTURE LAND USE CATEGORIES BY FOCUS AREA / SUBZONES

POTENTIAL LWRP LAND USES	LAKE FOCUS AREA								
	1a	1b	1c	2	3a	3b	4a	10a	10b
(1) Boat Docks and Slips					X		X		
(2) Pump-Out Facilities					X				
(3) Marinas / Marina Related Support					X		X		
(4) Fishing Areas	X	X		X	X				
(5) Swimming Areas	X			X					
(6) Car-Top Boat Access	X								
(7) Festivals / Events / Outdoor Entertainment	X	X		X	X				
(8) Parking	X	X		X	X	X	X		X
(9) Cargo Shipping									
(10) Passenger Vessels (water taxis, excursion vessels)					X		X		
(11) Water-related Retail Support					X				
(12) Housing (single-family)			X			X	X		
(13) Housing (multi-family)					X	X	X		
(14) Public Walkways and Trails	X		X	X	X	X	X	X	X
(15) Passive Recreation (picnicking, etc.)	X	X		X	X				X
(16) Active Recreation				X					X
(17) Hotel, Boatel, Bed and Breakfast	X				X				
(18) Commercial, General Retail					X	X	X		
(19) Restaurants					X	X	X		
(20) Bars / Nightclubs						X	X		
(21) Field Sports	X			X					
(22) Power Generating Facilities									
(23) Manufacturing									
(24) Museums, Aquariums, Zoo					X		X		
(25) Offices					X	X	X		
(26) Water Treatment Facilities		X							
(27) Colleges / Universities					X				
(28) Viewsheds	X	X	X	X	X	X	X	X	X
(29) Urban Wild / Storm Water / Green Infrastructure	X	X			X			X	
(X = Appropriate Use) (X = High Priority)									

FIGURE 24:
LWRP FUTURE LAND USE CATEGORIES BY FOCUS AREA / SUBZONES

POTENTIAL LWRP LAND USES	RIVER FOCUS AREA				
	4b	5	6a	6b	9a
(1) Boat Docks and Slips	X				
(2) Pump-Out Facilities					
(3) Marinas / Marina Related Support	X				
(4) Fishing Areas		X			
(5) Swimming Areas					
(6) Car-Top Boat Access		X			
(7) Festivals / Events / Outdoor Entertainment			X	X	
(8) Parking	X		X	X	X
(9) Cargo Shipping		X			
(10) Passenger Vessels (water taxis, excursion vessels)	X				
(11) Water-related Retail Support		X	X	X	
(12) Housing (single-family)			X		X
(13) Housing (multi-family)	X		X	X	X
(14) Public Walkways and Trails	X	X	X	X	X
(15) Passive Recreation (picnicking, etc.)	X	X	X	X	
(16) Active Recreation		X			X
(17) Hotel, Boatel, Bed and Breakfast			X	X	X
(18) Commercial, General Retail			X	X	X
(19) Restaurants	X		X	X	
(20) Bars / Nightclubs			X	X	
(21) Field Sports					X
(22) Power Generating Facilities			X	X	
(23) Manufacturing				X	X
(24) Museums, Aquariums, Zoo		X	X	X	X
(25) Offices	X		X	X	X
(26) Water Treatment Facilities		X			
(27) Colleges / Universities			X		
(28) Viewsheds	X	X	X	X	X
(29) Urban Wild / Storm Water / Green Infrastructure	X	X	X		X
(X = Appropriate Use) (X = High Priority)					

FIGURE 24:
LWRP FUTURE LAND USE CATEGORIES BY FOCUS AREA / SUBZONES

POTENTIAL LWRP LAND USES	CANAL FOCUS AREA						
	6c	7a	7b	8a	8b	8c	9b
(1) Boat Docks and Slips	X	X	X		X	X	
(2) Pump-Out Facilities	X	X	X		X		
(3) Marinas / Marina Related Support	X	X	X		X	X	
(4) Fishing Areas	X	X	X	X	X	X	
(5) Swimming Areas							
(6) Car-Top Boat Access	X	X	X		X	X	
(7) Festivals / Events / Outdoor Entertainment	X	X	X			X	
(8) Parking	X	X	X	X	X	X	X
(9) Cargo Shipping				X	X		
(10) Passenger Vessels (water taxis, excursion vessels)	X	X					
(11) Water-related Retail Support	X	X	X	X	X	X	
(12) Housing (single-family)	X	X	X				X
(13) Housing (multi-family)	X	X	X		X		
(14) Public Walkways and Trails	X	X	X	X	X	X	X
(15) Passive Recreation (picnicking, etc.)	X	X	X	X	X	X	X
(16) Active Recreation	X	X	X	X	X	X	
(17) Hotel, Boatel, Bed and Breakfast	X	X	X		X		
(18) Commercial, General Retail	X	X	X	X			
(19) Restaurants	X	X	X	X	X		
(20) Bars / Nightclubs	X						
(21) Field Sports	X	X	X			X	
(22) Power Generating Facilities	X						
(23) Manufacturing				X			
(24) Museums, Aquariums, Zoo		X	X		X		
(25) Offices	X	X					
(26) Water Treatment Facilities							
(27) Colleges / Universities			X				
(28) Viewsheds	X	X	X	X	X	X	X
(29) Urban Wild / Storm Water / Green Infrastructure		X	X			X	
(X = Appropriate Use) (X = High Priority)							

PROJECT RECOMMENDATIONS BY FOCUS AREA AND SUBZONE

The following section describes fifty major project recommendations proposed within the LWRP boundary as illustrated in the matrix on pages 229-233 and the maps on pages 272-280 for each of the focus areas and subzones. Sixteen important or significant projects from the “Proposed Projects List” are further detailed and described in the maps and graphics shown on pages 235 – 271.

Project Recommendations Overview

An internal task force comprised of City staff from multiple bureaus and departments was assembled to establish an inventory of all known projects located within the LWRP boundary as well as to identify new project ideas and opportunities.

The initial list of projects was presented to and discussed with the WAC to obtain their input and feedback and to identify any other potential projects and ideas that could be included in the LWRP. The refined list was then put on display at each of the focus group meetings to provide an opportunity for interested stakeholders to comment, provide feedback and gauge the level of support for the range of potential projects. New project ideas and recommendations received at the focus group meetings and from the online interactive map and survey were also incorporated into the list of potential projects. The list was then categorized into three groups: “current”, “proposed”, or “future”.

Projects categorized as being “current” include physical projects that have secured funding and will commence and/or are currently under construction as well as plans/studies that are or will be underway in the near future. The list of current LWRP projects is contained in Section 2: Inventory and Analysis.

“Proposed” projects include ideas or recommendations that are contained in existing plans and studies, are somehow related to an existing development/re-development project or initiative or are considered to be the next phase of implementation for a multifaceted project. “Proposed” projects generally build off of prior public infrastructure investments / improvements and large scale private development projects and therefore are considered to have a high likelihood of being pursued and funded in the future.

“Future” projects include longer term “big ideas” and concepts that need more definitive planning and investigation to determine their feasibility, identification of potential external partners and/or funding sources, etc.

Project types indicated IN Figure 24 are as follows:

PS	=	Planning Study
IT	=	Infrastructure/Transportation
IE	=	Infrastructure/Environmental
IR	=	Infrastructure/Recreational
PD	=	Private Development
O	=	Other



GENESEE RIVER GORGE AT HIGH FALLS

FIGURE 25: LWRP PROPOSED PROJECTS LIST

LAKE FOCUS AREA						
PROJECT NUMBER AND NAME	SUB-ZONE	PROJECT DESCRIPTION	Type of Project	PROJECT TIMEFRAME		Applicable LWRP Policy Numbers
				Proposed	Future	
1. Improve Durand Beach Water Quality	1a, 1b	<ul style="list-style-type: none"> Develop stormwater treatment technologies to improve the quality of runoff from the watershed areas surrounding Durand-Eastman Park 	IE			30, 33, 38
2. Wave Surge Mitigation Project (Phase 2)	2, 3a, 4a	<ul style="list-style-type: none"> Analyze existing wave surge conditions and develop techniques to further mitigate surge impacts 	IE			11, 13, 16
3. Water Taxi	3a	<ul style="list-style-type: none"> Develop water taxis at key locations along waterfront primarily at the Port 	PD			1, 9
4. Adaptive Re-Use of Terminal Building	3a	<ul style="list-style-type: none"> Develop a new use for the Terminal Building 	PD			1, 2
5. New Ferry Service at Port or Excursion Boats/Cruises	3a	<ul style="list-style-type: none"> Develop small-scale ferry service or excursion boats Possibly a Cruise Ship Port of Call 	PD			1, 2, 5, 19
6. Mixed-Use Redevelopment along Lake Avenue	3b	<ul style="list-style-type: none"> Create new mixed-use redevelopment and infill along the west side of Lake Avenue 	PD			1, 5
7. Port Marina Development (Phase 2)	3a	<ul style="list-style-type: none"> Develop land-side parcels Expand Marina 	IT			1, 2, 5, 19, 20, 21, 22
8. Reuse CSX ROW for Parking and Trail connections and/or Transit Use	3b	<ul style="list-style-type: none"> Develop additional beach trail connections and parking along CSX ROW Preserve for future transit corridor to connect Port area with downtown, U of R 	IT			1, 19
9. Develop Remote Parking and Shuttle/Circulator	3b	<ul style="list-style-type: none"> Identify and create remote parking lots for Port with Trail Connections and institute shuttle service for major events or seasonal Port area transit circulator service 	IT			1, 19
10. Enhancements to Genesee Lighthouse	3a	<ul style="list-style-type: none"> Historic restoration of the Lighthouse Site 	O			23, 24, 25
11. Mixed-Use Development on River Street	4a	<ul style="list-style-type: none"> Create new mixed-use development along River Street Rehab the historic Customs House and re-use as a Museum/Visitor Center for the Lighthouse at the former Tapecon Site 	PD			1, 2, 5, 19, 20
12. Parking/Land Use Improvements at River/Latta	4a	<ul style="list-style-type: none"> Develop new parking and land use improvements in the River Street / Latta Road area 	IT			1, 5, 19, 20

FIGURE 25: LWRP PROPOSED PROJECTS LIST

RIVER FOCUS AREA						
PROJECT NUMBER AND NAME	SUB-ZONE	PROJECT DESCRIPTION	Type of Project	PROJECT TIMEFRAME		Applicable LWRP Policy Numbers
				Proposed	Future	
13. Petten Street Car top Boat Access	4b	<ul style="list-style-type: none"> Develop car top boat access at Petten Street 	IR			1, 21, 22
14. Turning Point Park Improvements	5	<ul style="list-style-type: none"> Develop green infrastructure improvements and visitor enhancements at Turning Point Park 	IR			1, 19, 20, 21, 44
15. Riverside Cemetery Trails	9a	<ul style="list-style-type: none"> Develop new Genesee River Trail connections 	IT			19, 21
16. Lake/Ridge/Maplewood Planning Study	9a	<ul style="list-style-type: none"> Conduct Planning Study to investigate options for re-use of vacant former Kodak parking lots and Piehler site 	PS			1, 5, 21
17. Fishing Access/Seth Green Improvements	5	<ul style="list-style-type: none"> Develop fishing and access improvements to the Genesee River Gorge near lower Seth Green Drive 	IR			9, 21, 22
18. Maplewood Rose Garden Improvements	5	<ul style="list-style-type: none"> Enhance and improve the Maplewood Rose Garden Develop permanent access from the Rose Garden into the gorge on the west side 	IR			1, 19, 21
19. Reclaim City Park on Carthage Drive (to Driving Park)	5	<ul style="list-style-type: none"> Carthage Drive Park Improvements 	IR			1, 19, 21
20. Rehab Running Track Bridge for Trail Use	5	<ul style="list-style-type: none"> Rehab the Rochester Running Track Bridge for trail use including connections to the Genesee Riverway and El Camino Trail, High Falls and St. Paul Quarter, including improvements to Cliff Street 	IT			1, 19, 21
21. Master Plan – Lower Falls to High Falls	5, 6a	<ul style="list-style-type: none"> Develop and implement a Genesee River Master Plan for the gorge area between the Lower Falls and High Falls Redevelop the Beebee Station Site for water-enhanced development and improved river gorge access 	PS			1, 19, 20, 21, 22, 25
22. Site Remediation along River Gorge	5, 6a	<ul style="list-style-type: none"> Remediate environmental impacts at several important development sites along the Genesee River Gorge (including East Station, West Station, Beebee Station, Bausch & Lomb Site and Front Street) 	IE			1, 2, 8, 36, 39
23. Trail/Smith Street to Mill Street Loop	6a	<ul style="list-style-type: none"> Create a new trail from Smith Street to Mill Street via Fall Street 	IT			1, 19, 21
24. North Trestle Trail Connection	6a	<ul style="list-style-type: none"> Develop new eastside River Trail connection from Pont de Rennes to Smith Street through the Genesee Brewery Site 	IT			1, 19, 21

FIGURE 25: LWRP PROPOSED PROJECTS LIST

RIVER FOCUS AREA						
PROJECT NUMBER AND NAME	SUB-ZONE	PROJECT DESCRIPTION	Type of Project	PROJECT TIMEFRAME		Applicable LWRP Policy Numbers
				Proposed	Future	
25. Zip Line, Cable Car or Tram in Gorge	6a	<ul style="list-style-type: none"> Create a zip line attraction and/or cable car or tram access into and over the Genesee River Gorge 	O			1, 19, 20, 21, 22
26. GardenAerial Trail and Eco-District at High Falls	6a	<ul style="list-style-type: none"> Develop an Eco-District to address green infrastructure Develop GardenAerial Trail Loop and other access improvements 	PS / IT / IE			1, 2, 7, 8, 33
27. RG&E Front Street Improvements/ Promenade	6b	<ul style="list-style-type: none"> Develop the RG&E Front Street site for water-enhanced uses and a new waterfront promenade 	PD			1, 19, 20
28. Accent Lighting and Fountain Program	6a, b	<ul style="list-style-type: none"> Undertake accent lighting projects on bridges, buildings and Falls 	O			1, 25
29. Water-Enhanced Mixed Use Development	6a, b	<ul style="list-style-type: none"> Create new water-enhanced mixed-use development at several sites along and within the Genesee River Gorge 	PD			1, 2, 20
30. Aqueduct Street / Childs Basin Improvements	6b	<ul style="list-style-type: none"> Reconstruct and enhance Aqueduct Street and adjacent streets at historic Childs Basin consistent with Historic Canal District vision 	IT			1, 19, 21, 25
31. Redevelopment of the Erie Canal Aqueduct	6b	<ul style="list-style-type: none"> Implement the Broad Street Aqueduct Master Plan to re-water the canal 	IR			1, 23, 25
32. Genesee Riverway Trail – Complete Downtown Section	6b	<ul style="list-style-type: none"> Design and construct trail section to connect War Memorial Terrace with Aqueduct Park Design and construct trail section to connect Front Street site with High Falls under, over, or through railroad and Inner Loop viaducts Plan and implement additional trail sections to provide continuous promenade from Court St to High Falls, both sides of the river to Include and link riverfront projects 	IT			1, 19, 20, 21, 25
33. Downtown Heritage Trail	6b	<ul style="list-style-type: none"> Complete improvements to the Heritage Trail 	IT			1, 19, 23, 25
34. Riverside Convention Center Terrace Improvements	6b	<ul style="list-style-type: none"> Any expansion should include a public riverfront walkway connecting Main Street and Broad Street 	IT			1, 19
35. Court Street / Exchange Blvd. Redevelopment Site	6b	<ul style="list-style-type: none"> Create a mixed-use development parcel at this location 	PD			1, 19

FIGURE 25: LWRP PROPOSED PROJECTS LIST

CANAL FOCUS AREA						
PROJECT NUMBER AND NAME	SUB-ZONE	PROJECT DESCRIPTION	Type of Project	PROJECT TIMEFRAME		Applicable LWRP Policy Numbers
				Proposed	Future	
36. Pedestrian Bridge Corn Hill to South Wedge	6c	<ul style="list-style-type: none"> Develop a new pedestrian connection from Corn Hill to South Wedge either on Court Street Dam or via a new structure 	IT			1, 19, 20, 21
37. 151 Mt. Hope Avenue: Mixed-use Development	6c	<ul style="list-style-type: none"> Create new mixed-use development along Mt. Hope Avenue (adjacent to / south of Time Warner) 	PD			1, 19, 21
38. Genesee Gateway Park Public Improvements (adjacent to Erie Harbor Apts.)	6c	<ul style="list-style-type: none"> Develop various water-enhanced and public access improvements on the east side of the Genesee River at Genesee River Gateway Park 	IR			1, 19, 21
39. West River Wall Improvements from Corn Hill to Ford Street	6c	<ul style="list-style-type: none"> Alterations to the West River Wall and develop new public amenities 	IE / IT			1, 11, 13, 14, 19
40. Implement Vacuum Oil BOA Projects	7a	<ul style="list-style-type: none"> Complete various public infrastructure, parkland and river access improvements 	IT / IE / PD			1, 2, 5, 19, 20, 21, 22, 33
41. Erie Canal Landings and Gateway	8a, b	<ul style="list-style-type: none"> Develop new landings at key locations (the river/canal junction) Trailhead access and canal landings 	IR			1, 19, 21
42. Genesee Valley Park Bridge Improvements	8a, c	<ul style="list-style-type: none"> Restore three Olmsted canal bridges and improve trail connections and access 	IT			1, 19, 20, 21
43. Westside Canal Parkway and Trail	8a	<ul style="list-style-type: none"> Develop a new Westside Erie Canal Parkway and Trail to improve industrial / public access and re-orient development to the canal 	IT / IR			1, 19, 20, 21

FIGURE 25: LWRP PROPOSED PROJECTS LIST

CORRIDOR WIDE						
PROJECT NUMBER AND NAME	SUB-ZONE	PROJECT DESCRIPTION	Type of Project	PROJECT TIMEFRAME		Applicable LWRP Policy Numbers
				Proposed	Future	
44. Harbor Management Plan Organizational Structure	N/A	<ul style="list-style-type: none"> Port Area (See Appendix for HMP) Remaining Harbor Areas 	O			1, 2, 6, 18, 35
45. Waterfront Programming, Promotion and Marketing	N/A	<ul style="list-style-type: none"> Port Area (See Appendix for HMP) Remaining Harbor Areas 	O			1, 2
46. Dredging	N/A	Port Area (see Appendix for HMP)	IE			35
		Remaining Harbor Areas	IE			35
47. Storm Water Remediation	N/A	Develop storm water remediation projects to reduce run-off to River	IE			33
48. Genesee Riverway Trail System	N/A	Improve and expand the existing city-wide trail system	IT			1, 19, 20, 21
49. Genesee River Natural Resource Planning and Projects	N/A	Master plan for water quality and ecosystem enhancement in the river corridor and implementation of various stormwater, forest management, riparian habitat, scenic resource management and restoration projects	PS / IE			1, 11, 19, 25, 33, 37, 38, 39
50. Develop Waterfront Legislation	N/A	Review and update Coastal Erosion Hazard Area and Map	PS			12, 13, 14, 15
		Develop Eco-District Regulations	PS			1, 2, 33

Sixteen important or significant projects from the “Proposed Projects List” are further detailed and described in the maps and graphics shown on pages 235 – 271. The legend for those maps is shown below along with a legend for the project funding captions contained in the text.

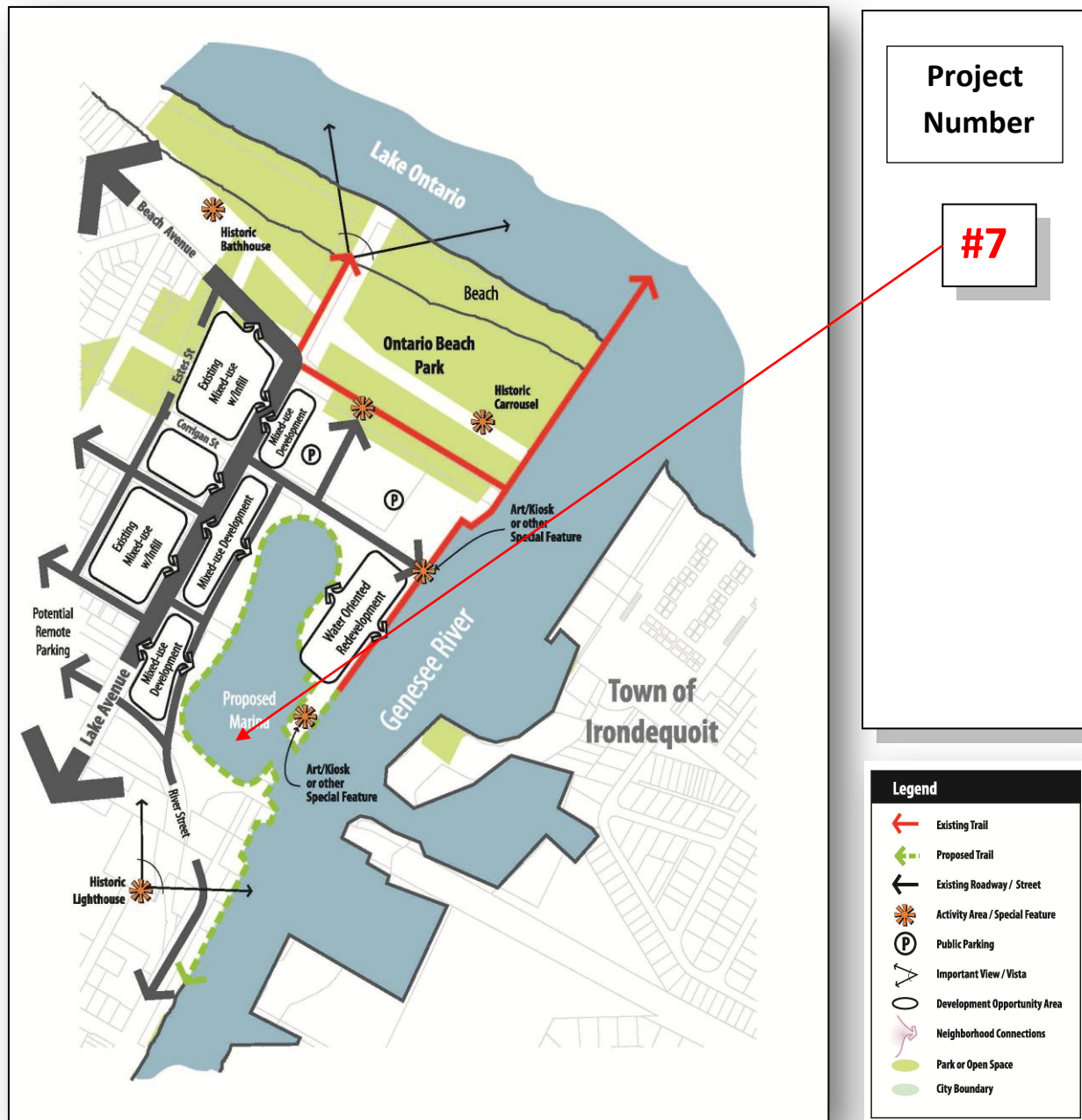
LEGEND FOR PROJECT DESCRIPTION MAPS



LEGEND FOR PROJECT FUNDING INFORMATION

CIP = Capital Improvement Program
GF = Grant Funding (State and/or Federal)
OB = City Operating Budget
PD = Private Development Funding

Lake Focus Area / Sub-Zone 3a



Project Recommendation Highlights:

(Project #7) Port of Rochester Marina Development Phase II

Lake Focus Area / Sub-Zone 3a Project Recommendation Highlights:

(Project #7) Port of Rochester Marina Development Phase II

Focus Area: Lake	Project Status: Proposed	Funding Source: CIP, GF, PD
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Location: Subzone 3a - Lake Avenue at Beach Avenue (Port of Rochester Site)

Description/Components: Redevelopment of the Port of Rochester area will enhance public waterfront recreational facilities and encourage and support economic development consistent with the goals of the City's Local Waterfront Revitalization Program (LWRP) and the City's Comprehensive Plan. The redevelopment of the Port site includes: creating a public marina basin and promenade; private development of adjacent public lands for residential units and/or mixed-use commercial development; relocation of existing public parkland facilities at the Port site to accommodate the redevelopment; and redevelopment at the transportation terminal formerly used for operation of a fast ferry service.

The project will transform an under-developed public waterfront area into a year round recreationally-oriented resource that will complement other significant public resources in the area (e.g., Ontario Beach Park, Terminal Building, Charlotte Pier, the Charlotte Genesee Lighthouse, etc). It will include development of a marina basin, public promenade and new streets to replace both the existing surface parking area and access drives associated with the former ferry terminal. Pedestrian and bicycle access will be enhanced with new trails and sidewalks. The Ontario Beach Park Labor Operations Center and Public Boat Launch will be relocated, and public lands will be sold for conversion to private mixed use development.

The Port redevelopment also includes mixed-use private development on three parcels of publicly owned land: Parcel I (4752 Lake Avenue), Parcel II (4600, 4650, and part of 4630 Lake Avenue) and Parcel III (part of 4590 and 4630 Lake Avenue). The mixed use development is preliminarily identified as 280 to 430 residential units (apartments and condominiums) and 44,000 square feet of commercial/retail development, and will be undertaken incrementally subject to market conditions. The incorporation of mixed-use development at the Port is designed to increase the number of people living and staying in the area and to enhance economic development and business activity.

The redevelopment of the Port will occur in multiple phases. PHASE 1, currently underway, includes various public infrastructure and right-of-way improvements, development of phase 1 of the new marina, development of a new lighthouse trail and Lake Ontario Resource Center, at the intersection of Corrigan and North River Streets.

Phase 1 currently includes a 40-60 room boutique hotel, three brownstone type walk up townhomes, one 3,000 square foot restaurant, one small coffee shop, and 12-24 condominium units. The planned hotel amenities will include a full service spa, indoor and outdoor pools, boardroom type meeting facilities, rooftop observation deck, and other traditional amenities such as business and fitness centers. The residential units will all be for sale, owner-occupied housing ranging in size from 1,200 square feet to 2,400 square feet. Phase 1 will provide 158 parking spaces in structured parking, which is sufficient to support homeowners, hotel guests and visitors as required by the form-based zoning code. Phase 1 will be constructed in the northwest corner of the site, at the intersection of Corrigan and North River Streets.

PHASE 2 of the Port Redevelopment will include:

Public Improvements:

Phase 2 includes expansion of the Marina, relocation of the Public Boat Launch, and relocation of the Ontario Beach Park Labor Operations Center. The City's investment in the Phase 2 Public Improvement is predicated upon private investment in the parcels available for development and demonstrated interest within the development community.

Phase 2 Marina Expansion:

The Phase 2 Marina Expansion will involve expansion of the basin to the south, including the current location of the public boat launch. The acreage of the marina basin will increase from about 5 acres to 7 acres, and the capacity will increase from about 85 to about 157 slips, including broadside dockage.

Relocation of the Public Boat Launch:

The Public Boat Launch, currently located at 4630 Lake Avenue and 1000 North River Street, will be relocated to elsewhere within the Rochester Harbor area (several alternative sites have been preliminarily identified), in order to accommodate expansion of the marina basin, as well as anticipated private development. Before the existing Boat Launch property can be redeveloped, parkland alienation and replacement legislation will be required.

Relocation of the Ontario Beach Park Labor Operations Center:

The Ontario Beach Park Labor Operations Center will be relocated from its existing location on Lake Avenue to another location in or adjacent to Ontario Beach Park (several alternative sites have been preliminarily identified). The area occupied by the existing Labor Operations Center is proposed as part of the private development. Before these properties can be used for private development, parkland alienation and replacement legislation will be required.

The size and configuration of Phases 2 and 3 for private development will be determined in response to market demand as demonstrated through sales and occupancy of Phase 1 development.

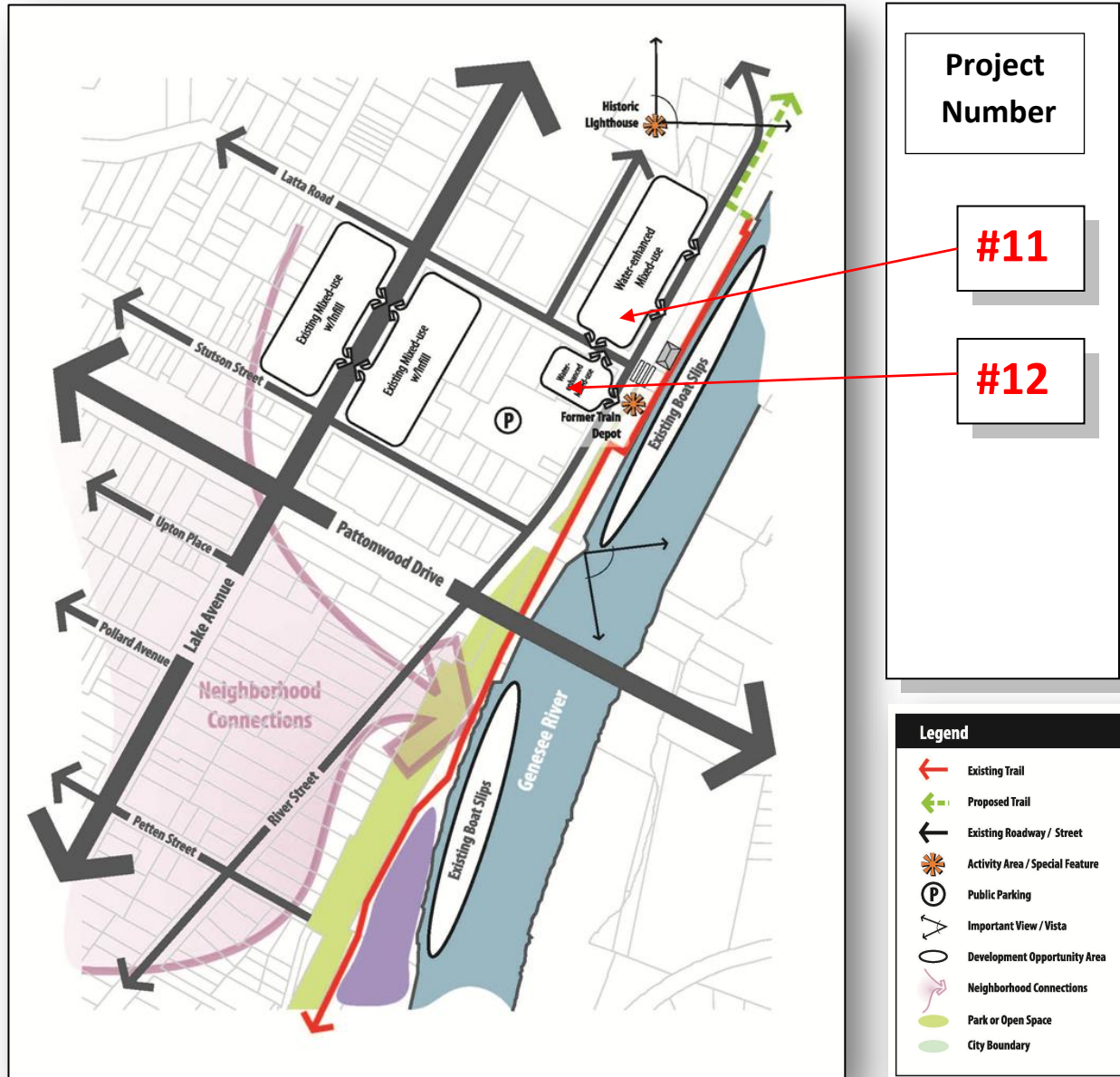


Port of Rochester / Marina
Redevelopment Project



Port of Rochester / Marina
Redevelopment Project

Lake Focus Area / Sub-Zone 4a



Project Recommendation Highlights:

(Project #11) Mixed-Use Development on River Street at Latta Road

(Project #12) Parking / Land Use Improvements at River Street / Latta Road

Lake Focus Area / Sub-Zone 4a Project Recommendation Highlights:

(Project #11) Mixed-use Development on River Street at Latta Road

Focus Area: Lake	Project Status: Future	Funding Source: CIP, GF, PD
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Location: Sub-zone 4a – River Street at Latta Road (former TapeCon site)

Description/Components:

The River Street / Latta Road area, adjacent to the Genesee River in the Charlotte Neighborhood, is characterized by a mix of commercial, residential and water enhanced and water dependant uses and offers scenic views of the harbor area. Recent infrastructure investments by the City include construction of a waterfront promenade and installation of docking and boat slips along the west bank of the river. A scenic overlook with historical interpretive signage was built at the location of the former Stutson Street Bridge abutment, all in keeping with the “nautical” theme and existing character of the area.

Although a significant portion of the area consists of small ownership parcels, several potential future re-development opportunities exist. In 2013 TapeCon Inc., a printing company located on River Street made the decision to relocate their Rochester operations and staff to a larger headquarters in Buffalo. As a result of that move, the 2.3 acre former site is currently up for sale and represents a prime opportunity for future mixed use housing, commercial, retail and water-enhanced development.

In addition to the former TapeCon site, there are a few sizeable undeveloped parcels that could potentially be used for a community parking lot to serve the various existing and potential future uses, providing needed to customers and visitors alike.

Any future development shall be consistent with the objectives identified by the community through a variety of past visioning and planning efforts and include:

- Preservation of historic assets (i.e. Charlotte Genesee Lighthouse, former U.S. Customs House)
- Preserving and enhancing public access to the waterfront
- Encouraging vibrant commercial activity

- Development of neighborhood branding / identity / marketing themes
- Design standards that complement the existing character of the area
- Development of mixed-use water-oriented development including housing

(Project #12) Parking / Land Use Improvements at River Street / Latta Road

Focus Area:
Lake

Project Status:
Proposed

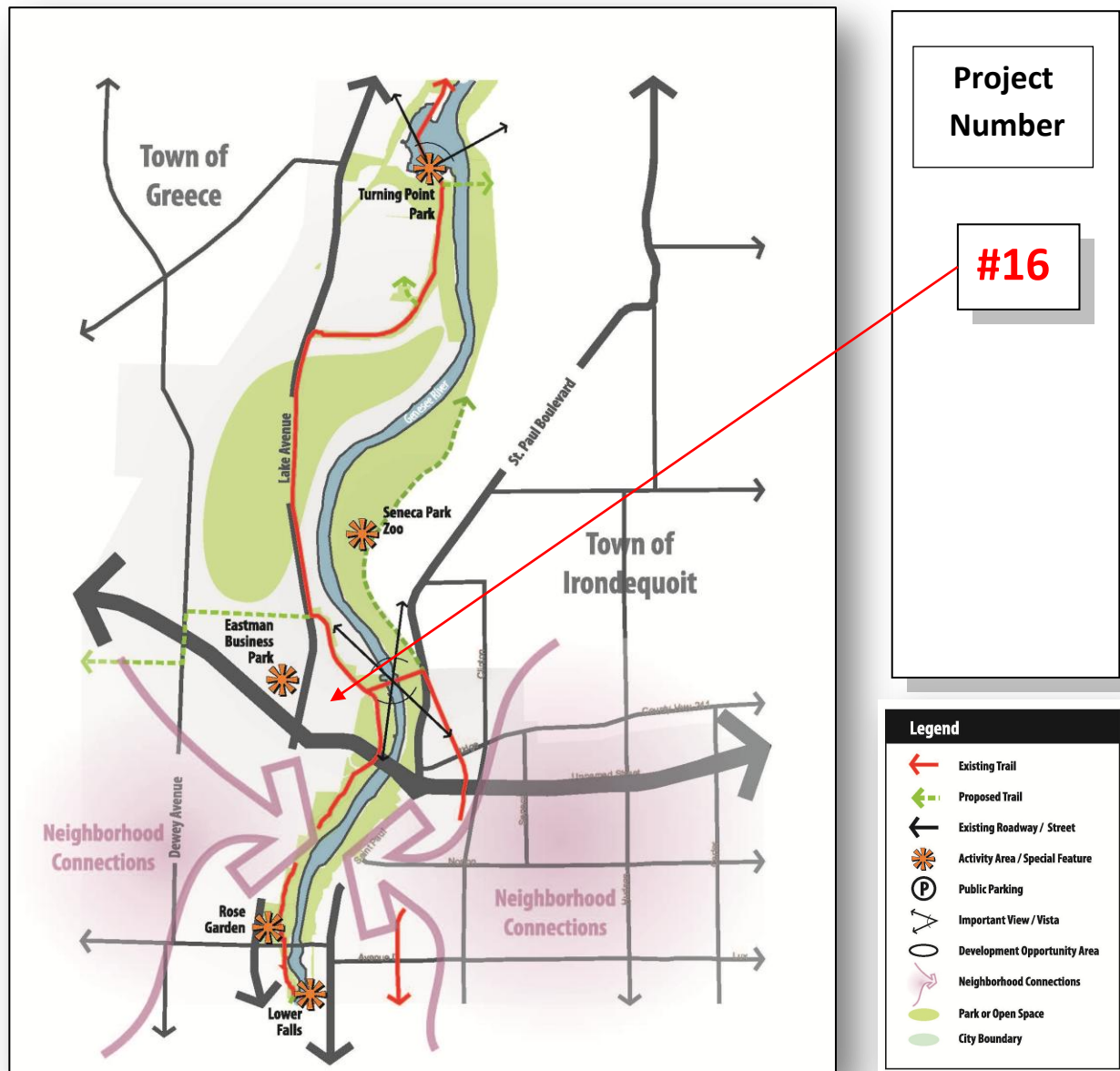
Funding Source:
CIP, GF, PD

Location: Sub-zone 4a – River Street at Latta Road

Description/Components:

This project includes the development of parking infrastructure and other land use improvements in the area bounded by Lake Avenue on the west, Latta Road on the north, River Street on the east and Stutson Street on the south. The area currently contains vacant land and underutilized and/or deteriorated commercial buildings. The development project will include (be preceded by) a detailed planning and design study to determine appropriate future land uses and design criteria as well as appropriate solutions to parking supply and demand issues. Key components of the development plan will include a potential community parking facility and new water-oriented development including new commercial uses and/or housing at appropriate densities. Physical and visual connections to the river will be addressed in the planning study and any proposed redevelopment plans. The project will also address the potential reuse of the existing train station on the western bank of the river and how its adaptive reuse can be incorporated into the broader redevelopment of the entire area/neighborhood.

River Focus Area / Sub-Zone 9a



Project Recommendation Highlights:

(Project #16) Lake/Ridge/Maplewood Planning Study

River Focus Area / Sub-Zone 9a Project Recommendation Highlights:

(Project #16) Lake/Ridge/Maplewood Planning Study

Focus Area: River	Project Status: Proposed	Funding Source: OB, GF
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Location: Sub-zone 9a – Lake Avenue at Ridge Road, east to Maplewood Drive

Description/Components:

This project involves the completion of a planning, land use and design study for the area bounded by Lake Avenue on the west, Maplewood Drive on the north and east and Ridge Road on the south. The area currently contains vacant land (former Eastman Kodak Company parking lots) and underutilized and/or deteriorated commercial buildings and spaces. The area also includes existing, stable residential areas to the east as well as Maplewood Park, the Genesee River Trail and the Genesee River Gorge farther to the east.

The planning, land use and design study will determine appropriate future land uses and design criteria for potential new development along the eastern edge of Lake Avenue, as well as the prominent development site at the corner of Lake Avenue and Ridge Road. Key components of the development plan will include identification of potential new mixed-use development options or alternatives for Lake Avenue and Ridge Road that promote walkability and connectivity, and include street-oriented urban design elements with parking areas located to the rear of buildings and shielded from view through landscaping. Physical and visual connections to the river and to Maplewood Park and the river trail will be addressed in the planning study and any proposed redevelopment plans. The project will also address the protection of the existing residential neighborhood and how to enhance those properties through trail connections, landscaping and green space, development of pocket parks or “town squares” and other urban design techniques.

PROJECT #16 - LAKE/RIDGE/MAPLEWOOD PLANNING STUDY



Lake/Ridge/Maplewood
Planning Study Area
(looking south)

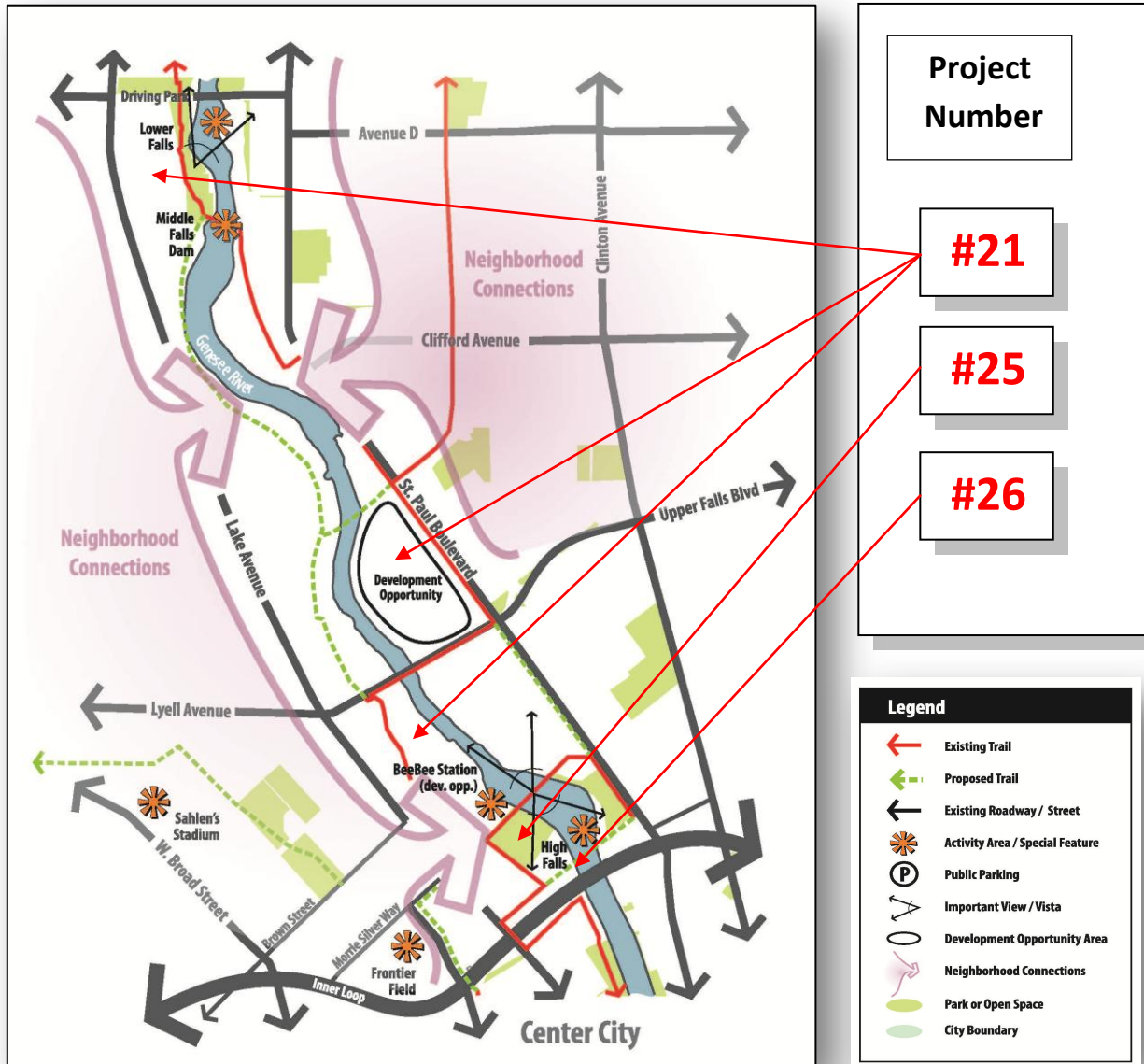


Left: Lake/Ridge/Maplewood
Planning Study Area
(looking north)

Below: Planning Study Area and
Eastman Business Park looking east



River Focus Area / Sub-Zone 6a



Project Recommendation Highlights:

(Project #21) Master Plan – “Genesee Falls Park” (Lower Falls to High Falls)

(Project #25) High Falls Zip Line

(Project #26) “GardenAerial”, Access Improvements and Eco-District

River Focus Area / Sub-Zones 5, 6a Project Recommendation Highlights:

(Project #21) Master Plan – “Genesee Falls Park” (Lower Falls to High Falls)

Focus Area: River	Project Status: Proposed	Funding Source: OB, GF
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Location: Sub-zones 5, 6a – Lower Falls to High Falls, between Lake Avenue and St. Paul Street

Description/Components:

This project involves the completion of a master plan (planning, land use and environmental design study) for a potential “Genesee Falls Park” and includes the area bounded by Lake Avenue on the west, St. Paul Street on the east, Lower Falls on the north and High Falls on the south. The area includes the Genesee River Gorge (non-urbanized section), extensive open space areas, vacant land (former RG&E and Bausch and Lomb properties) as well as some underutilized and/or deteriorated industrial buildings and spaces.

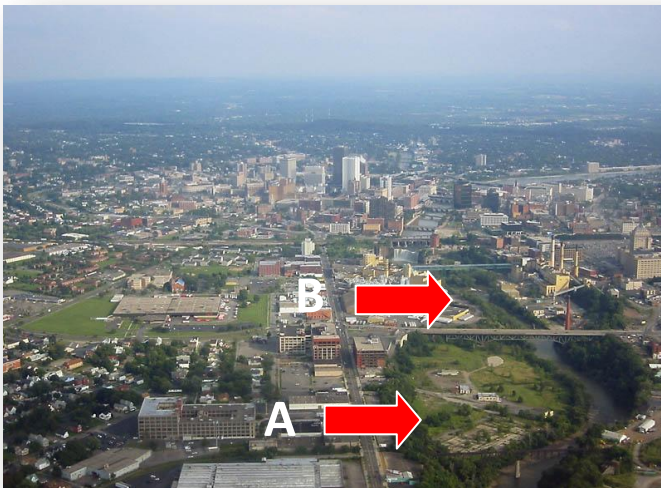
The master plan study would examine the potential for creating an extensive and unique natural river gorge park and environmental protection zone within the heart of the City of Rochester that would be developed as a seamless component of the Genesee River Gorge itself and connected to surrounding city neighborhoods. The potential new river park would incorporate the existing Lower Falls Park, Middle Falls Dam area, and High Falls / gorge area as well as several important existing components and new connections of the Genesee River Trail system.

Specially, the planning study will look at the potential for reusing the former Bausch and Lomb and RG&E properties within the river gorge (north of the Smith Street Bridge) for park and open space uses to include new passive recreational facilities and a Genesee River Trail connection across the river using several existing pylons just south of the Smith Street Bridge. The master plan would also investigate preservation of important view sheds in the area as well as new physical and visual connections to the river and to existing open space and trail areas within the gorge.

PROJECT #21 - "GENESEE FALLS PARK" MASTER PLAN



Master Plan Study Area
"Genesee Falls Park"
Middle to High Falls Zone
Showing potential trail connection
across Genesee River (in yellow)



Master Plan Study Area
"Genesee Falls Park"
Potential new open space areas (a)
and trail connections across river (b)

(Project #25) High Falls Zip Line

Focus Area:
River

Project Status:
Future

Funding Source:
CIP, GF, PD

Location: Sub-zone 6a – High Falls Park area, west of St. Paul Street and north of the Inner Loop / CSX Bridge

Description/Components:

This project involves the development of a “zip line” attraction and/or cable car or tram access into and over the Genesee River Gorge. The potential location of the “zip line” is proposed along the northern edge of the High Falls, with the access tower located on the east bank of the gorge rim, near or within the High Falls Park. The actual “zip line” is proposed to run across the gorge, just north of the falls, and land on the western edge of the lower river bank, near the Triphammer Mill site.



PROJECT #25 - POTENTIAL LOCATION OF HIGH FALLS “ZIP LINE”

(Project #26) “GardenAerial”, Access Improvements and Eco-District

Focus Area:
River

Project Status:
Proposed

Funding Source:
CIP, GF, OB, PD

Location: Sub-zone 6a – High Falls District between State St. and St. Paul St. and Smith Street and the Inner Loop.

Description/Components: The GardenAerial is a bold and visionary capital project that is transforming the High Falls Gorge of the Genesee into a world-class showcase of sustainable and sensitive development in harmony with the natural beauty and ecology of the Gorge. Proposed development will feature urban greenways, parks, trails and public access to the river and its many amenities along with re-use and rehabilitation of the land, water and the built environment. Set to become New York State’s first Eco-District, the GardenAerial project will provide working examples of sustainable practices, zero-net energy usages, total materials management and a respect for the natural environment.

Phase 1, under way now, will create and prepare new trails and gardens on the east and west sides of the gorge. Trail improvements on the East side (near Genesee Brewery) as well as the initial construction work on the Flour Garden (at Browns Race) began in 2014. Pedestrian access and structural feasibility studies also started in 2014 to prepare assets and circulation pathways for Phase 2 of the project.

Phase 2, includes design and construction of a new pedestrian bridge across the top of High Falls and a downtown connection “system” – thus completing a 3/4 mile hub trail around the rim of the Gorge. It will also include the possible re-adaptation, re-programming, reconstruction of Hydropower Station #4, the oldest extant hydroelectric station in the City of Rochester. Phase 3 will include the creation of a stunning arboretum, floating high above the Genesee Gorge on the Pont de Rennes Bridge - an urban greenway, or new “garden in the sky”.

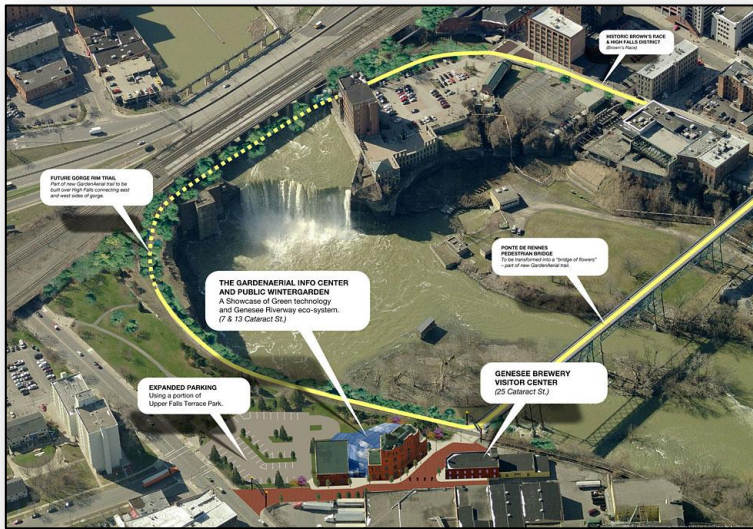
Key components of the overall project include:

- GardenAerial trail node and loop around High Falls river gorge
- Development of a new pedestrian bridge across the Genesee River at High Falls
- Triphammer Mill site redevelopment and access improvements into gorge
- “Sunken Garden” project in former Brown’s Race raceway

- Access improvements into High Falls District from downtown
- Access improvements into High Falls district from neighborhoods
- Access improvements into river gorge from upper gorge rim
- Development of new open space areas and river access within lower gorge
- Development of new passive and active recreational uses within the river gorge at High Falls
- Development of an “eco-district” within the High Falls area
- Redevelopment of the Pont de Rennes as part of the GardenAerial trail node concept
- Redevelopment of the eastern terminus of the Pont de Rennes as a new pedestrian plaza and public space venue
- Access and circulation Improvements at High Falls Park
- Improvements to the High Falls sound and light show



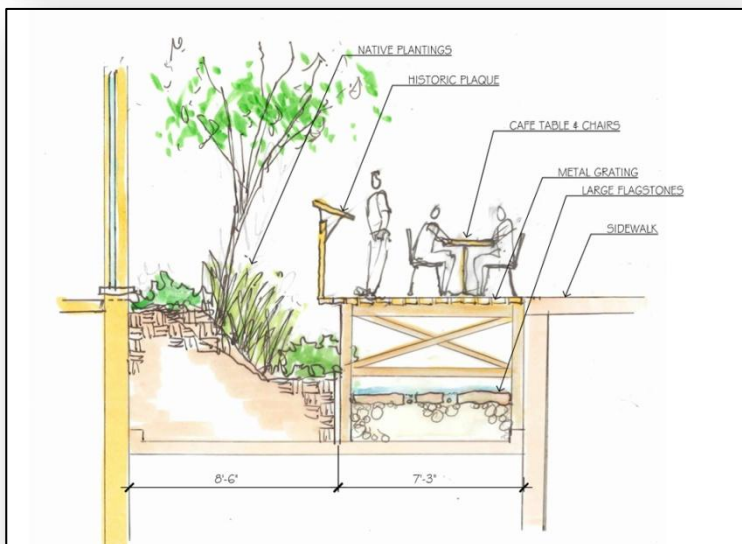
PROJECT #26 - “GARDEN AERIAL” TRAIL NODE/LOOP



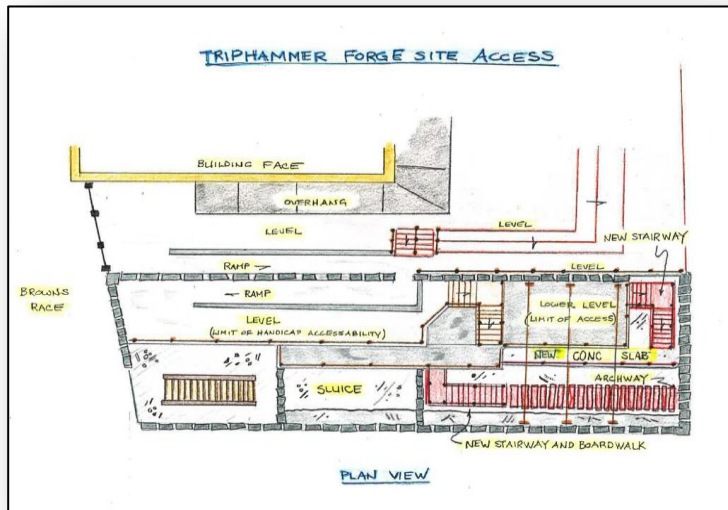
“GardenAerial” Trail Node
Concept and Phasing



“GardenAerial”
Trail Node Urban Park Concept



“GardenAerial”
“Sunken Garden” / Raceway
Concept



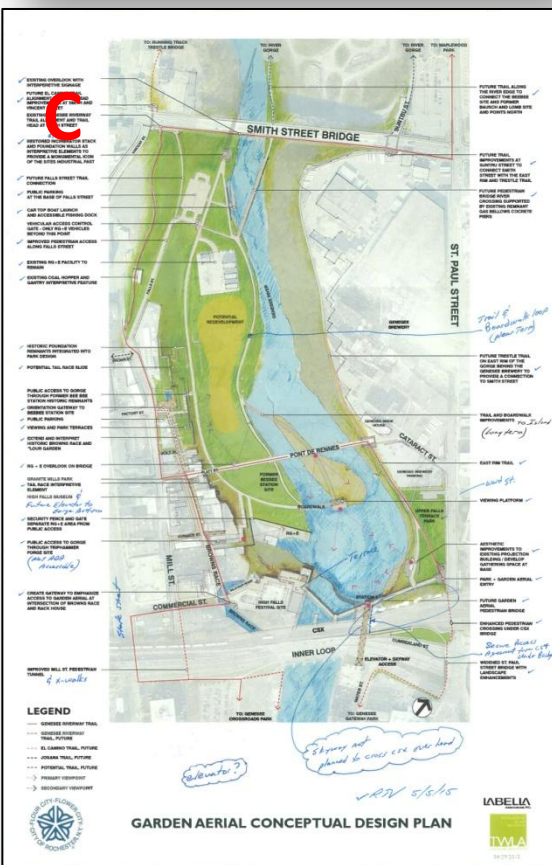
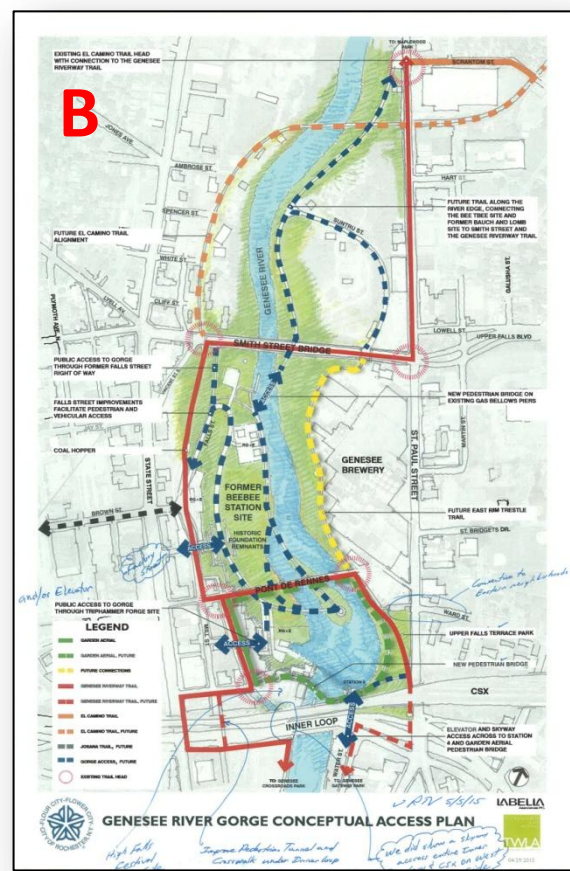
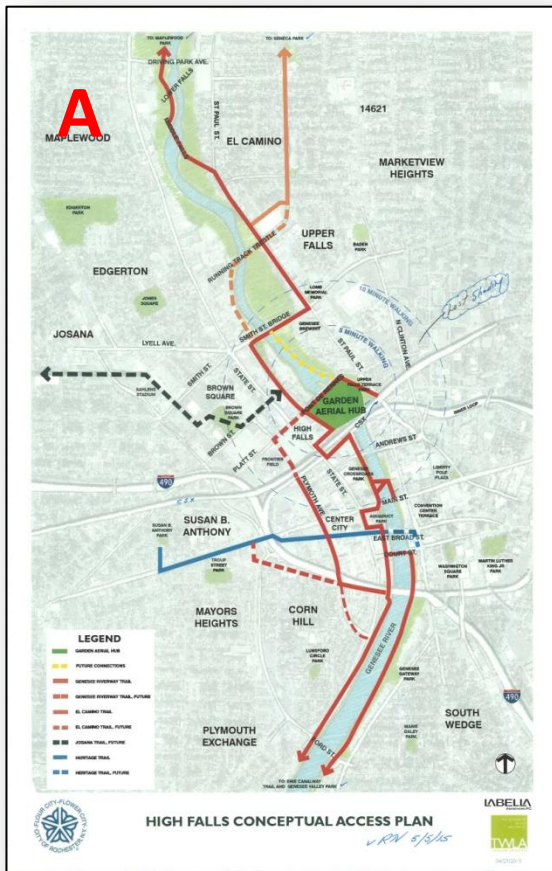
Triphammer Mill Site
Access Improvements
Schematic Site Plan



Triphammer Mill Site
Access Improvements
Into river gorge

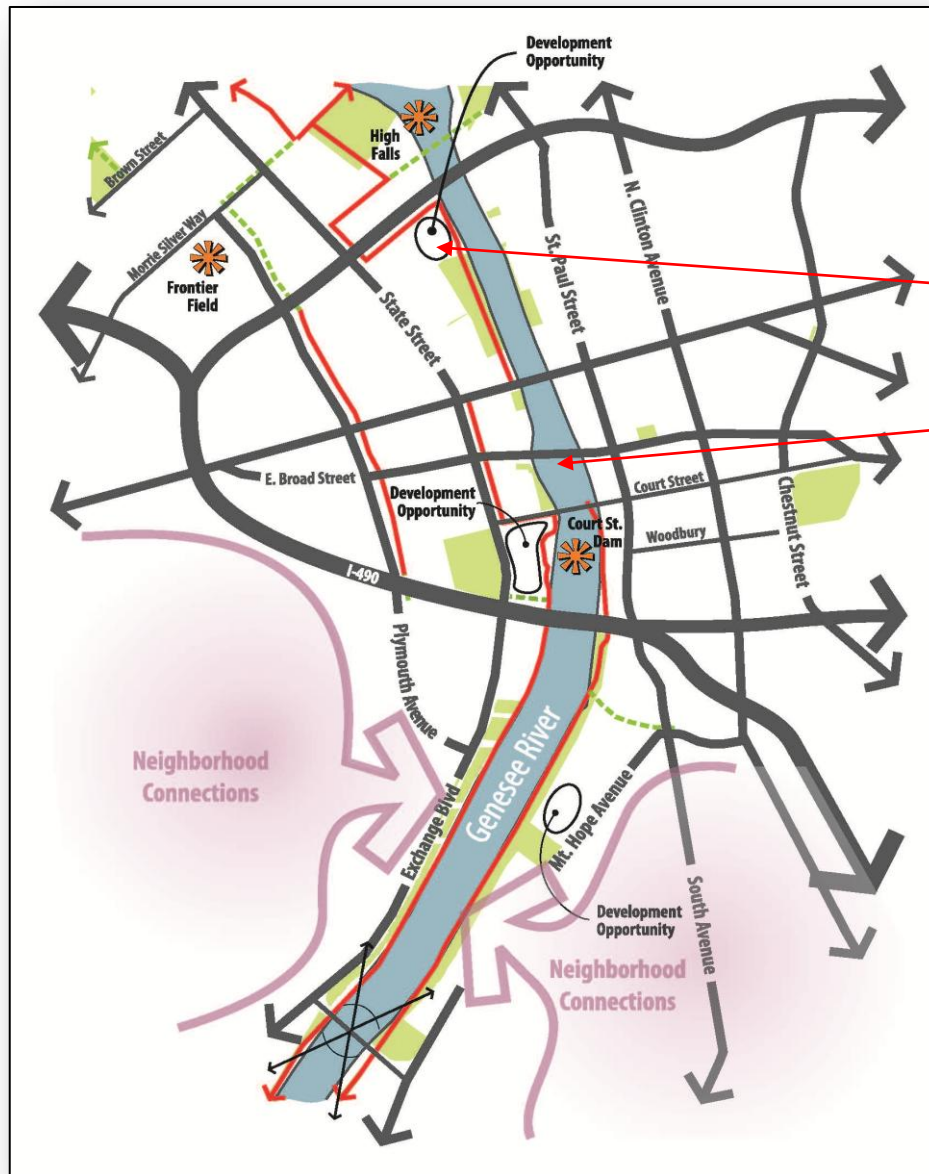


Potential High Falls Eco-District
Planning Study Area



- High Falls Access Improvements and Development Concepts:
- A High Falls Conceptual Access Plan showing existing trail segments, proposed trail improvements and connections, key assets, resources and destinations and important nodes of activity.
 - B Genesee River Gorge Conceptual Access Plan showing existing trail segments, key trail / access issues and improvements, key connections and linkages, important nodes of activity and viewsheds.
 - C Garden Aerial Conceptual Design Plan showing key project elements and components including location of new pedestrian bridge at High Falls and other access improvements.

River Focus Area / Sub-Zone 6b



Project
Number

#27

#31

Legend

- Existing Trail
- Proposed Trail
- Existing Roadway / Street
- Activity Area / Special Feature
- Public Parking
- Important View / Vista
- Development Opportunity Area
- Neighborhood Connections
- Park or Open Space
- City Boundary

Project Recommendation Highlights:

(Project #27) Front Street Promenade and Charles Carroll Park Upgrades

(Project #31) Redevelopment of the Erie Canal Aqueduct / Broad Street Corridor

River Focus Area / Sub-Zone 6b Project Recommendation Highlights:

(Project #27) Front Street Improvements / Promenade

Focus Area:
River

Project Status:
Proposed

Funding Source:
CIP, PD

Location: Sub-zone 6b - Andrews Street west of the Genesee River and north of Charles Carroll Park

84 Andrews Street is a 1.7 acre site owned by Rochester Gas & Electric (RG&E) and is located in downtown Rochester along the west bank of the Genesee River just south of the Inner Loop. In 2000, the three story structure formerly occupied by RG&E was demolished and since then, the site has undergone extensive environmental remediation. As of 2015, the site remains undeveloped and underutilized, yet represents a significant opportunity and is proposed for future water-enhanced mixed use development.

The site, which is directly adjacent to the river has the potential to provide a critical link to the downtown portion of the Genesee Riverway Trail System, which currently runs a block west of the river through this area. A public riverside promenade will be incorporated into any potential development on the site to provide a connection between the historic High Falls District on the north to Charles Carroll Park and other points south.

Genesee Crossroads - Charles Carroll Park, located in the heart of Center City, offers beautiful scenic views of the Genesee River and surrounding downtown skyline and is directly related to the proposed redevelopment of the Andrews Street RG&E site. The park itself is located directly above a partially below-grade parking garage (Genesee-Crossroads). The two tiered park contains a large plaza, several alcoves with seating, a large open grassy area as well as shaded tree-lined paths adjacent to the river. There is also a pedestrian bridge (Sister Cities) that connects the park to the east side of the river.

The parking garage below the park is in need of structural repairs and roof improvements which are currently under design and expected to be completed by 2017. The construction work associated with the repairs to the parking garage will directly

impact the park above and therefore provides an opportunity for upgrades and improvements to the aging park itself.

As part of the parking garage and park improvement project, the feasibility of incorporating a full size skate park and other park enhancement into the programmed space at Charles Carroll Plaza will be explored. Connections to the Andrews Street Site directly to the north could provide a continuous riverside public promenade and provide a critical link to this section of the Genesee Riverway Trail system downtown. Improved connections to State Street to the west will also be developed.

(Project #31) Redevelopment of the Erie Canal Aqueduct and Broad Street Corridor

Focus Area: River	Project Status: Future	Funding Source: CIP, GF, PD
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Location: Sub-zone 6b - Broad Street and the Erie Canal Aqueduct in Center City Rochester

Description/Components:

The Master Plan for this area, which is located in the heart of downtown and will be known as the Canal District, establishes the Broad Street Corridor as a significant public realm enhanced and defined by water, creating a new distinctive identity for the district. The primary planning initiative transforms the Broad Street Corridor from a vehicular corridor into a concourse of water, open space and enhanced streetscapes. The public realm will run through the district and connect the Susan B. Anthony community to the west and the Main and Clinton Districts to the east.

The recommended initial phase of infrastructure investment calls for the removal of the roadway addition of the 1920s and 1970s leaving the original 1842 structure to cross the River. The canal raceway will be restored to once again contain water. The Broad Street Corridor will continue the historic Erie Canal theme toward the west with a series of water features such as fountains in the central portion of the district and a larger water basin at the western end of the district. Main Street will continue as the primary retail street within the center city limits. The initial phase of retail land use is recommended to connect the Canal District across the Aqueduct and to connect the Four Corners District with the Canal District across Exchange Boulevard.

The public realm changes in character, scale and use as it crosses the river and traverses the new Canal District. Tracing the original path of the Erie Canal, the water-themed space transforms from pedestrian only esplanade, to river overlook, to major urban plaza, to pedestrian friendly vehicular roadway to green space to urban gateway.



Erie Canal Aqueduct
Conceptual Development Plan

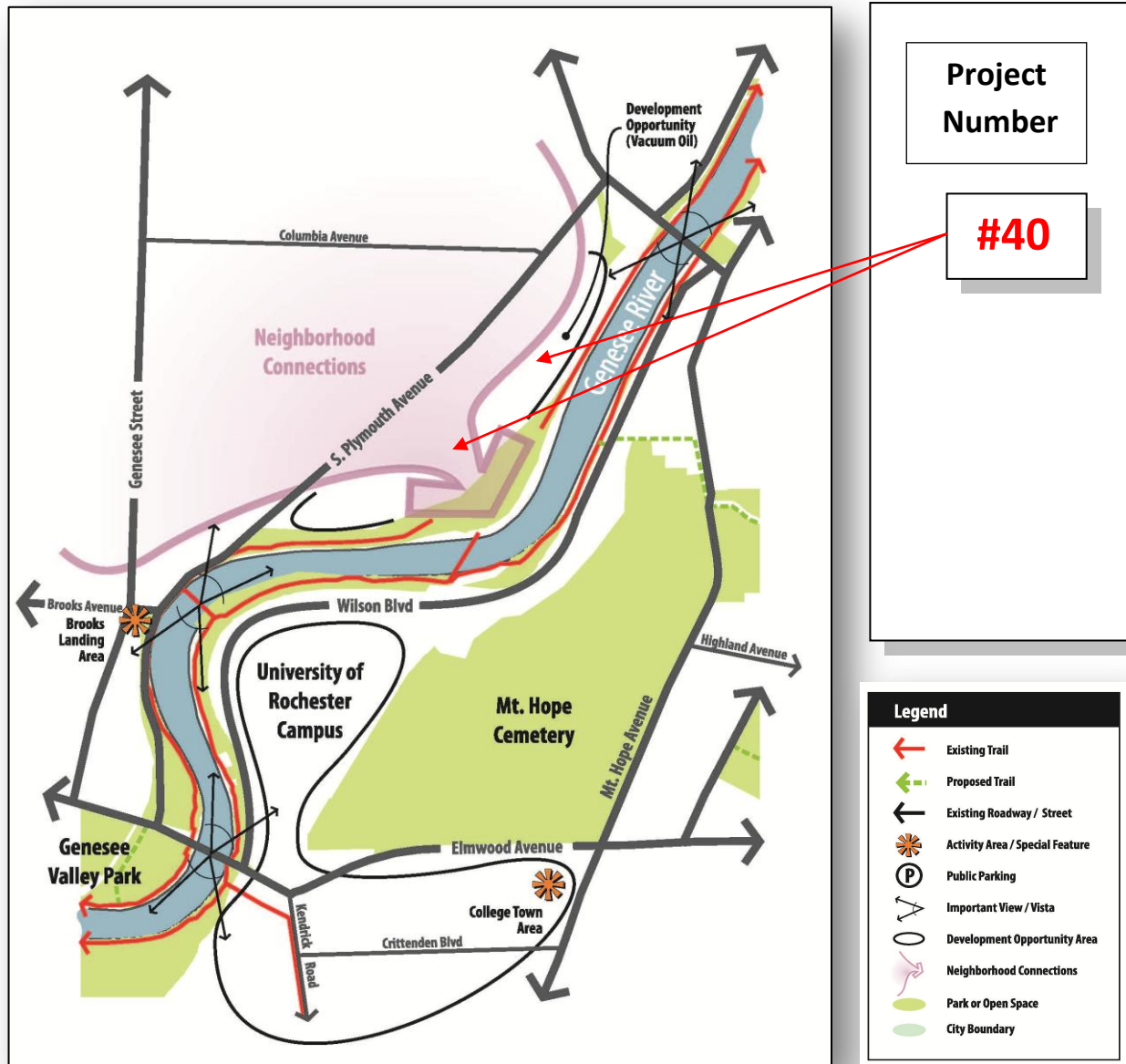


Redevelopment of
Erie Canal Aqueduct
(view looking east)



Redevelopment of
Erie Canal Aqueduct
(view looking west)

Canal Focus Area / Sub-Zone 7a



Project Recommendation Highlights:

(Project #40) Vacuum Oil BOA Project Implementation

Canal Focus Area / Sub-Zone 7a Project Recommendation Highlights:

(Project #40) Vacuum Oil BOA Project Implementation

Focus Area: Canal	Project Status: Proposed	Funding Source: CIP, GF, PD
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Location: Sub-zone 7a – West bank of the Genesee River between Ford Street on the north and Plymouth Avenue on the west

Description/Components:

The Vacuum Oil BOA is located in the southwest quadrant of the City. It is approximately 148 acres characterized by 38 potential brownfield sites that are located along South Plymouth Avenue and within the former Vacuum Oil petroleum refinery site. The primary community revitalization objectives to be achieved by this project include:

- a) creation of market-based strategies to revitalize the former Vacuum Oil Works site and the residential areas within the PLEX neighborhood;
- b) undertake regulatory and design standards updates in support of community revitalization;
- c) create a waterfront master plan that reconnects the PLEX neighborhood with the Genesee River waterfront;
- d) the identification and preliminary design of parks and open space improvements to support the residential neighborhoods;
- e) environmental investigations to inform future remedial activities for strategic sites;
- f) the preliminary design of critical vehicular and pedestrian infrastructure to aid future revitalization and investment.

There are six primary objectives of the Vacuum Oil BOA Implementation Strategy:

- 1) Create market-based strategies to revitalize the former Vacuum Oil Works site and the residential areas within the PLEX neighborhood;
- 2) Undertake regulatory and design standards updates in support of community revitalization;
- 3) Create a waterfront master plan that reconnects the PLEX neighborhood with the Genesee River waterfront;

- 4) Identification and preliminary design of parks and open space improvements to support the residential neighborhoods;
- 5) Perform environmental investigations to inform future remedial activities for strategic sites; and
- 6) Conduct the preliminary design of critical vehicular and pedestrian infrastructure to aid future revitalization and investment.

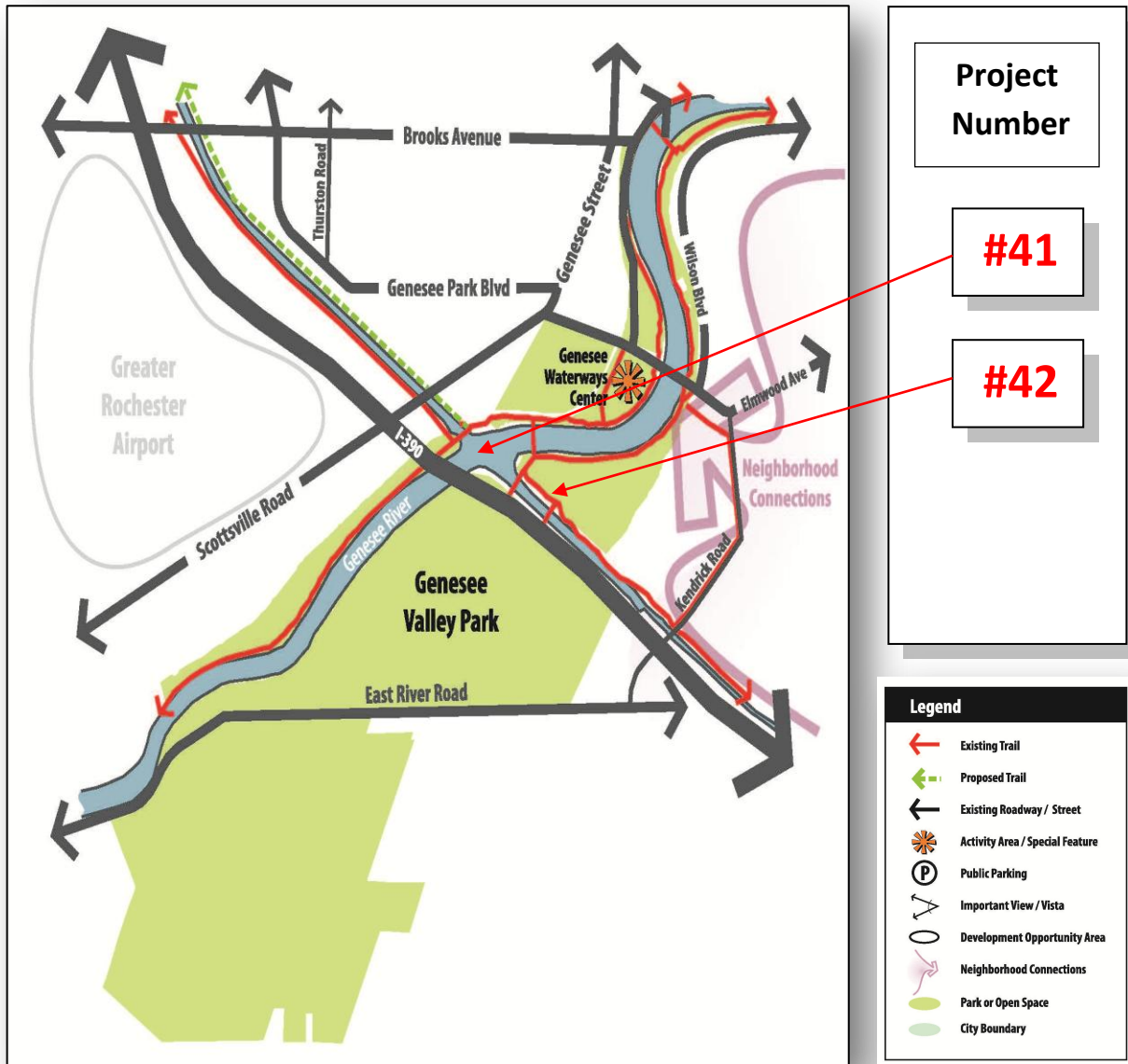
The successful realization of these objectives will accomplish the following:

- increase housing diversity and supply within the downtown and waterfront areas;
- improve the quality of design and community identity within the BOA;
- provide attractive, healthy and sustainable neighborhoods for children to play and families to enjoy;
- extend revitalization from the former Vacuum Oil Works site and waterfront into the residential neighborhoods to South Plymouth Avenue; and
- begin the revitalization of the PLEX neighborhood as a unique, safe and viable waterfront community within the City of Rochester.



Vacuum Oil BOA
Conceptual Land Use and
Redevelopment Plan

Canal Focus Area / Sub-Zones 8a, 8c



Project Recommendation Highlights:

(Project #41) Erie Canal Landings and Gateway

(Project #42) Genesee Valley Park Bridge / Infrastructure Improvements

Canal Focus Area / Sub-Zones 8a, 8b, 8c Project Recommendation Highlights:

(Project #41) Erie Canal Landings and Gateway

Focus Area:
Canal

Project Status:
Future

Funding Source:
CIP, GF

Location: Sub-zone 8a, 8b – Various locations at Genesee River / Erie Canal confluence

Description/Components:

Develop new canal landings for canoes, kayaks and other hand-carried watercraft to access the Erie Canal and Genesee River at the canal/river confluence within Genesee Valley Park. Develop a major new river/canal “gateway” at the confluence which identifies and locates Genesee Valley Park, Downtown Rochester, Corn Hill Landing at the Erie Harbor and the southern Genesee River. Develop new trailhead access points with pedestrian trail connections to appropriately sized parking areas, the Genesee Riverway Trail and to adjacent neighborhoods.

(Project #42) Genesee Valley Park Bridge / Infrastructure Improvements

Focus Area:
Canal

Project Status:
Proposed

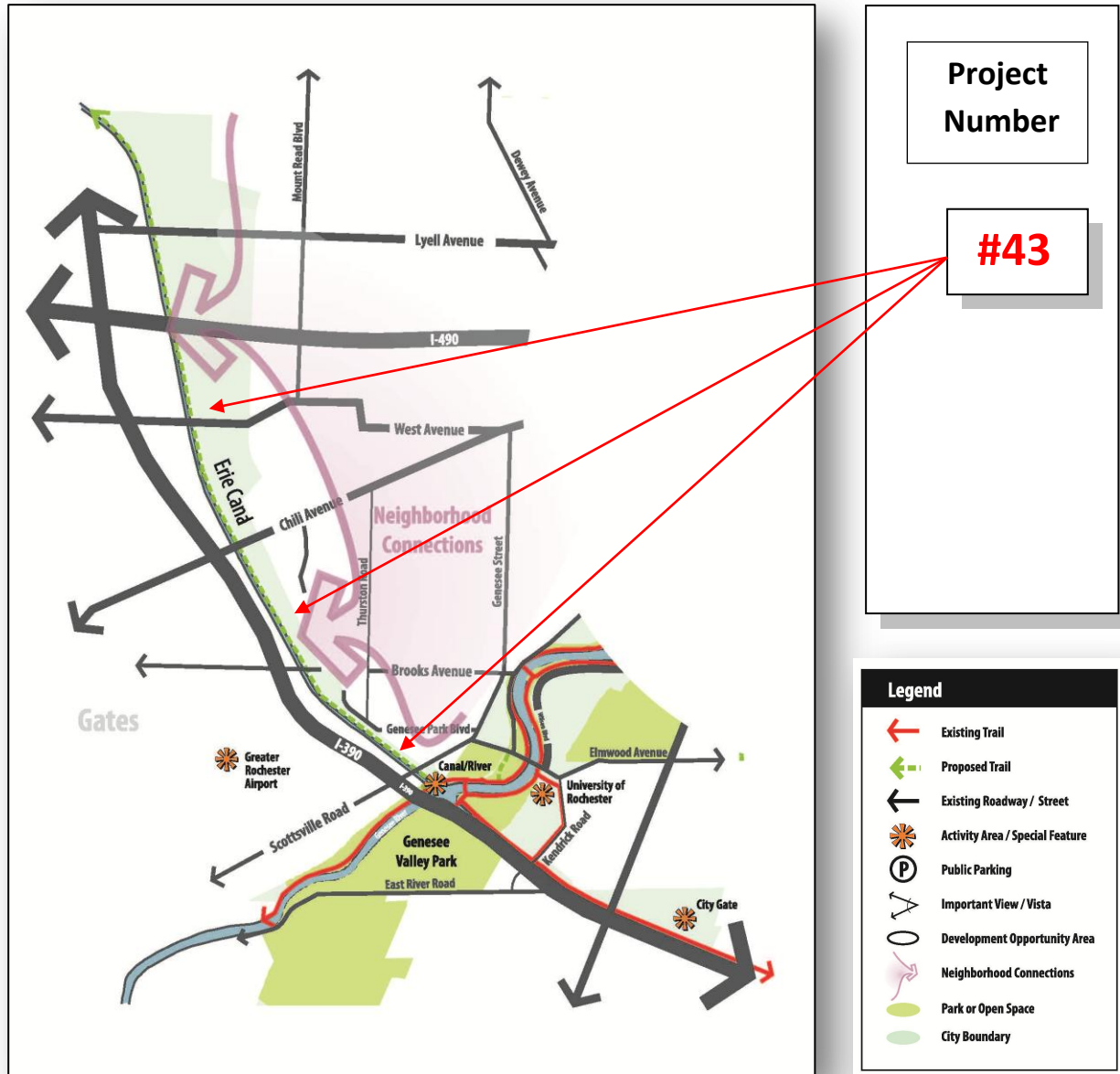
Funding Source:
CIP, SG, FG

Location: Sub-zone 8a, 8c – Genesee Valley Park and the Erie Canal

Description/Components:

Restore three Olmstead canal bridges within Genesee Valley Park and improve trail connections and pedestrian / bicycle access to those bridges. Incorporate the rehabilitated bridges and surrounding areas into other general infrastructure and landscaping improvements undertaken within Genesee Valley Park.

Canal Focus Area / Sub-Zone 8a



Project Recommendation Highlights:

(Project #43) Westside Canal Parkway and Trail

Canal Focus Area / Sub-Zone 8a Project Recommendation Highlights:

(Project #43) Westside Canal Parkway and Trail

Focus Area:
Canal

Project Status:
Future

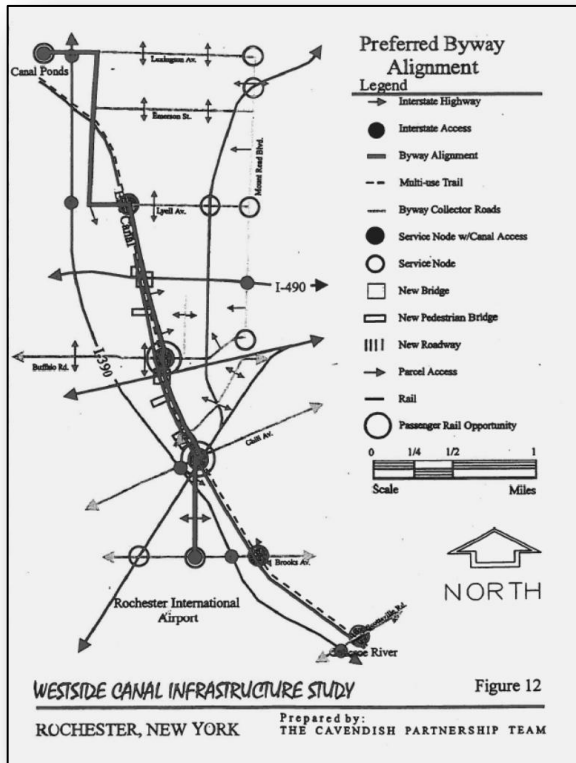
Funding Source:
CIP, GF, PD

Location: Sub-zone 8a – Westside Erie Canal adjacent to the Town of Gates/Greece

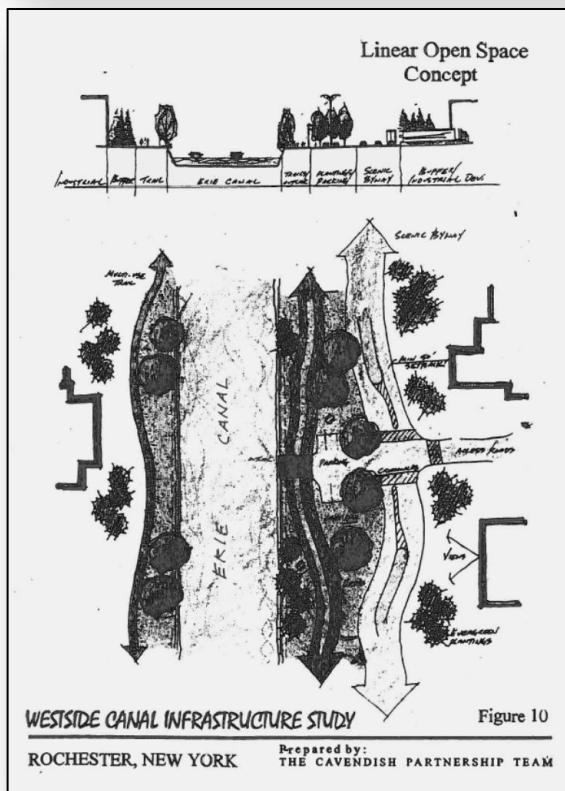
Description/Components:

The western section of the Erie Canal is adjacent to an established industrial corridor within the City of Rochester that also extends into the Towns of Chili, Gates, and Greece. This area is primarily characterized by large industrial complexes, business parks and associated industrial uses that often act as visual barriers and restrict public access to the Canal. There are also several vacant and underutilized sites in the area that provide an opportunity for future infrastructure and public access improvements adjacent to the Canal.

The objective of this project is to investigate, identify and implement a re-development strategy that supports existing industrial uses by improving internal circulation of the area by way of an “Industrial Parkway” paralleling the Erie Canal that would also provide public and visual access to the water. The parkway would serve dual functions to better define circulation & improve the overall image of the area using an Erie Canal theme (making it more marketable for development), while also serving as a recreation and public access corridor. It would include trailhead parking, multi-purpose trails, canal overlooks with historic interpretations and a high level of landscaping, signage, lighting and other safety improvements. The Westside Canal Parkway and Trail project will identify locations for commercial development within the industrial corridor to support existing industrial uses, create connections to the neighborhoods and stronger connections to the Canal itself.

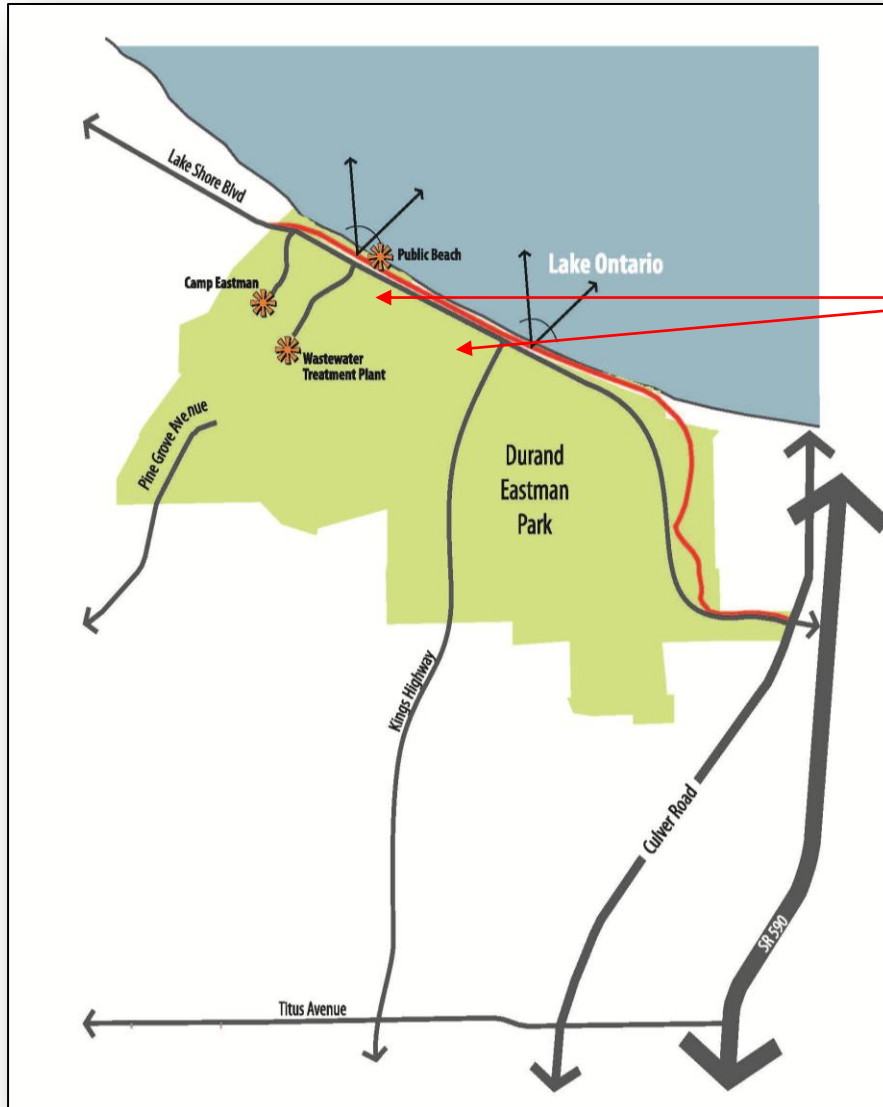


Westside Canal Parkway and Trail
Potential Byway Alignment



Westside Canal Parkway and Trail
Conceptual Linear Open Space
Development

Lake Focus Area / Sub-Zones 1a, 1b



**Project
Number**

#1

Legend

- Existing Trail
- Proposed Trail
- Existing Roadway / Street
- Activity Area / Special Feature
- Public Parking
- Important View / Vista
- Development Opportunity Area
- Neighborhood Connections
- Park or Open Space
- City Boundary

Project Recommendation Highlights:

(Project #1) Improve Durand-Eastman Beach Water Quality

Lake Focus Area / Sub-Zone2 1a, 1b Project Recommendation Highlights:

(Project #1) Improve Durand-Eastman Beach Water Quality

Focus Area:
Lake

Project Status:
Proposed

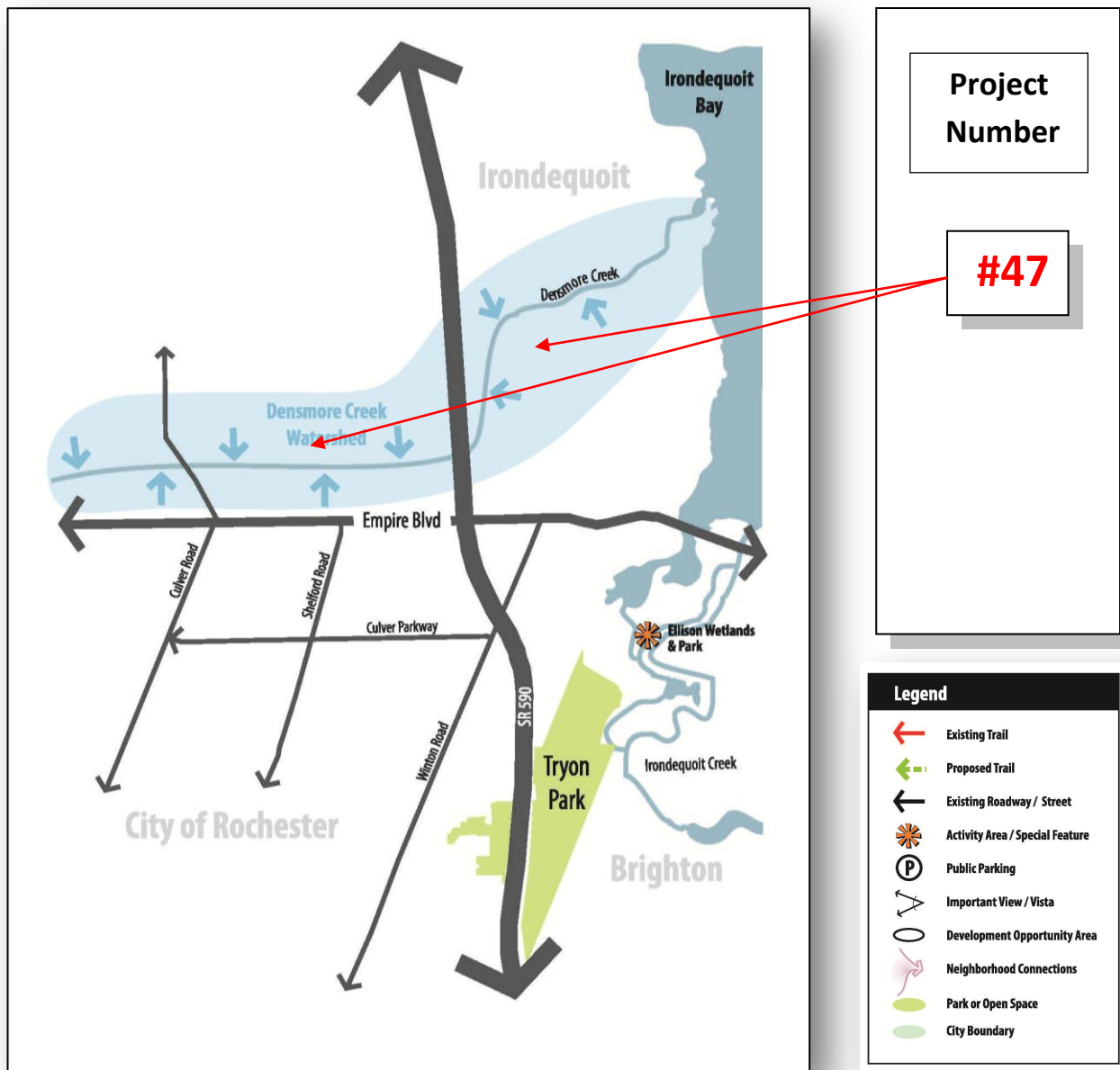
Funding Source:
CIP, GF

Location: Sub-zone 1a, 1b – Lake Ontario Shoreline at Durand-Eastman Park

Description/Components:

Develop new storm water treatment technologies (including green infrastructure projects such as rain gardens, algae control “sponges”, etc.) to improve the water quality of runoff from the watershed areas surrounding Durand-Eastman Park that flow into Lake Ontario. This project will improve the overall water quality of the Durand-Eastman Beach and allow the beach to remain open more frequently during summer months. It will also improve the general water quality of the various ponds and drainage areas located within Durand-Eastman Park which may help to improve local fishing conditions and enhance other important wildlife resources and habitat areas.

Lake Focus Area / Sub-Zones 1a, 10a, 10b



Project Recommendation Highlights:

(Project #47) Genesee River Natural Resource Protection Planning Study - Storm Water Remediation (Focused and Corridor-Wide)

Lake Focus Area / Sub-Zones 1a, 10a, 10b Project Recommendation Highlights:

(Project #47) Genesee River Natural Resource Protection Planning Study - Storm Water Remediation (Focused and Corridor-Wide)

Focus Area:
Lake

Project Status:
Future

Funding Source:
CIP, GF

Location: Sub-zones 1a, 10a, 10b – Various locations within the LWRP boundary as well as corridor-wide

Description/Components:

Develop a master plan, in conjunction with Monroe County and the NYSDEC , for water quality and eco-system enhancements within the Genesee River / LWRP corridor in order to improve water quality, reduce storm water runoff, protect and enhance significant environmental resources and habitat areas and promote environmentally sustainable development. Implement various storm water, forest management, riparian habitat, scenic resource management and environmental restoration projects throughout the LWRP boundary.

Target the Densmore Creek watershed for specific storm water remediation projects and environmental protection efforts in order to improve Irondequoit Bay water quality, protect and improve fishing and swimming access and wildlife habitat areas and restore other critical environmentally sensitive areas.

Corridor-Wide Project Recommendation Highlights:

(Project #48) Genesee River Trail Development

Focus Area:
Corridor-Wide

Project Status:
Proposed

Funding Source:
CIP, GF, OB

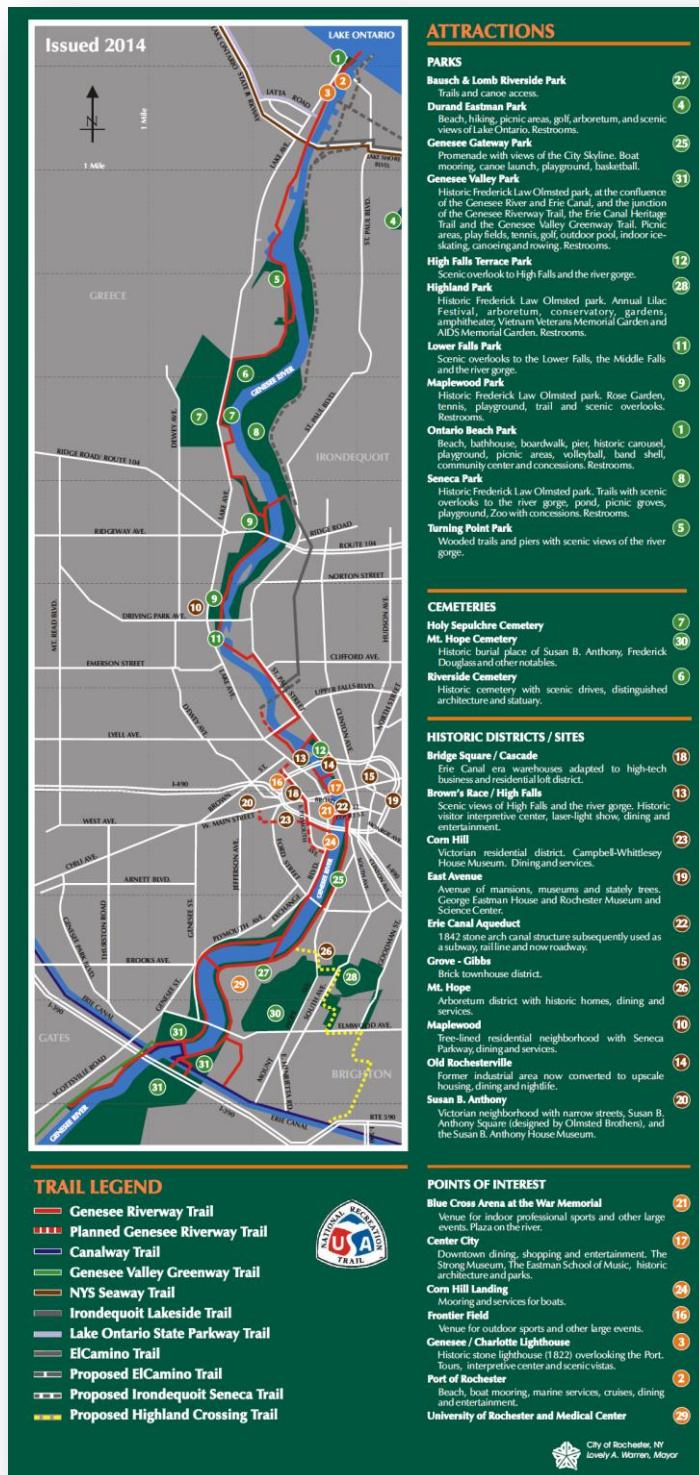
Location: Corridor-wide (projects throughout the LWRP boundary)

Description/Components:

The Genesee Riverway Trail is a multi-use trail and greenway linking the Riverway's vast array of recreational, historical, and cultural attractions, diverse neighborhoods and other trail systems including the Seaway, Erie Canal Heritage, and Genesee Valley Greenway Trails.

The Riverway Trail is intended for walking, running, bicycling, skating, skiing and other non-motorized uses and provides access to the river from canoeing, kayaking, rafting, fishing, bird watching, etc. In some locations, the trail parallels both sides of the river, while in other sections it crosses the Genesee using the river's many bridges, including the six pedestrian only structures. With 24 miles of paved trail, the system is nearly complete. However, there are some missing segments or portions that are not directly adjacent to the river, particularly in downtown.

This project seeks to plan and implement additional trail segments and neighborhood trail connections to provide a continuous Genesee River trail system from Genesee Valley Park and the Erie Canal on the south all the way north to Lake Ontario. A key portion of this new trail development will be a promenade from High Falls south to Court Street along both sides of the river to include and link key riverfront projects and development sites (utilizing the RG&E Andrews St. Site, Charles Carroll Park, Riverside Convention Center, etc.). Another key component will be potential trail crossings of the Genesee River north and south of the Smith Street Bridge utilizing existing bridge pylons and an existing abandoned railroad bridge.



Genesee River Trail System Map showing key trail segments and alignments, key attractions along the trail, connections to the existing transportation network and relationships to major city parks and open space areas.

FIGURE 26: LWRP LAKE FOCUS AREA PROJECT RECOMMENDATIONS

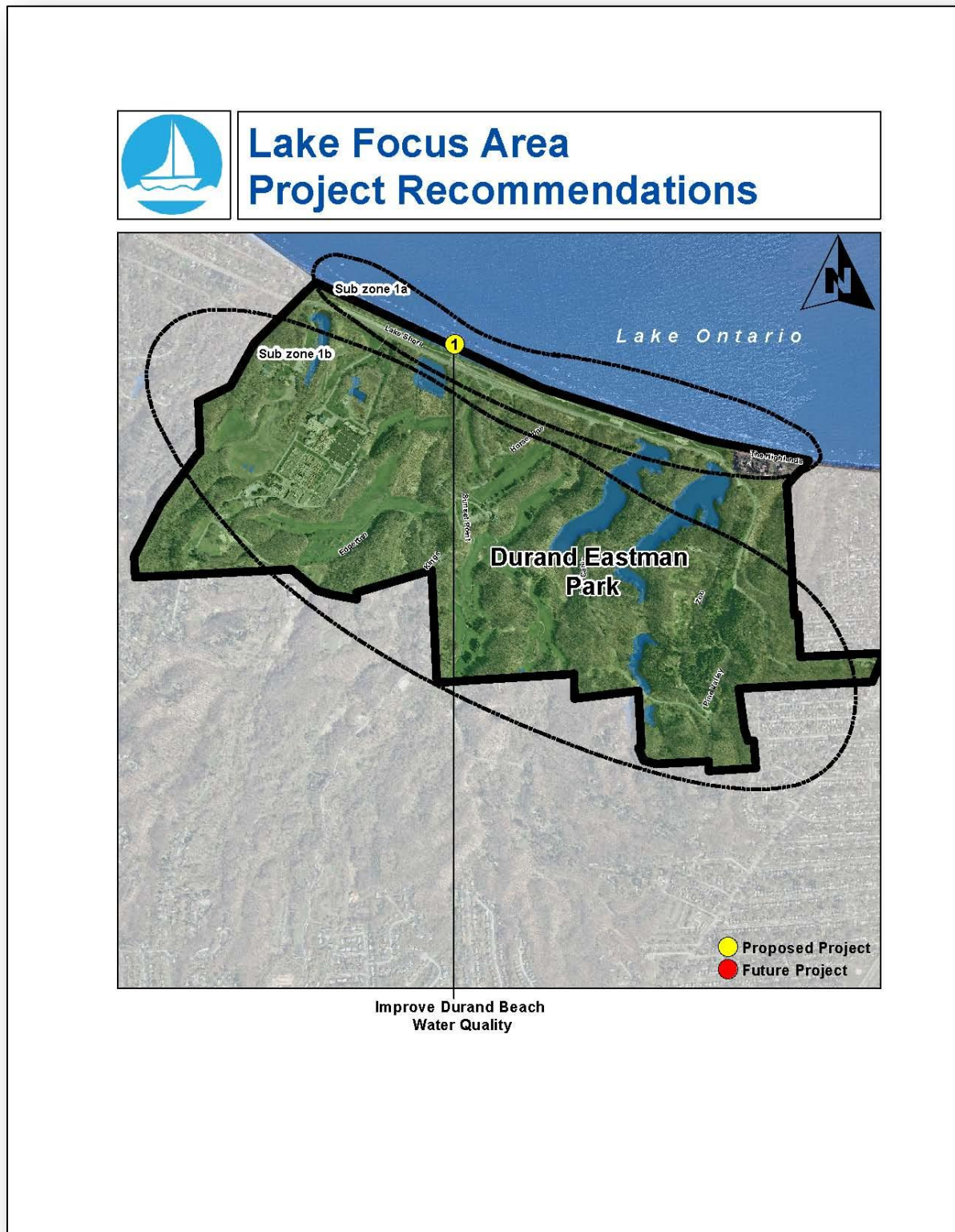


FIGURE 26: LWRP LAKE FOCUS AREA PROJECT RECOMMENDATIONS

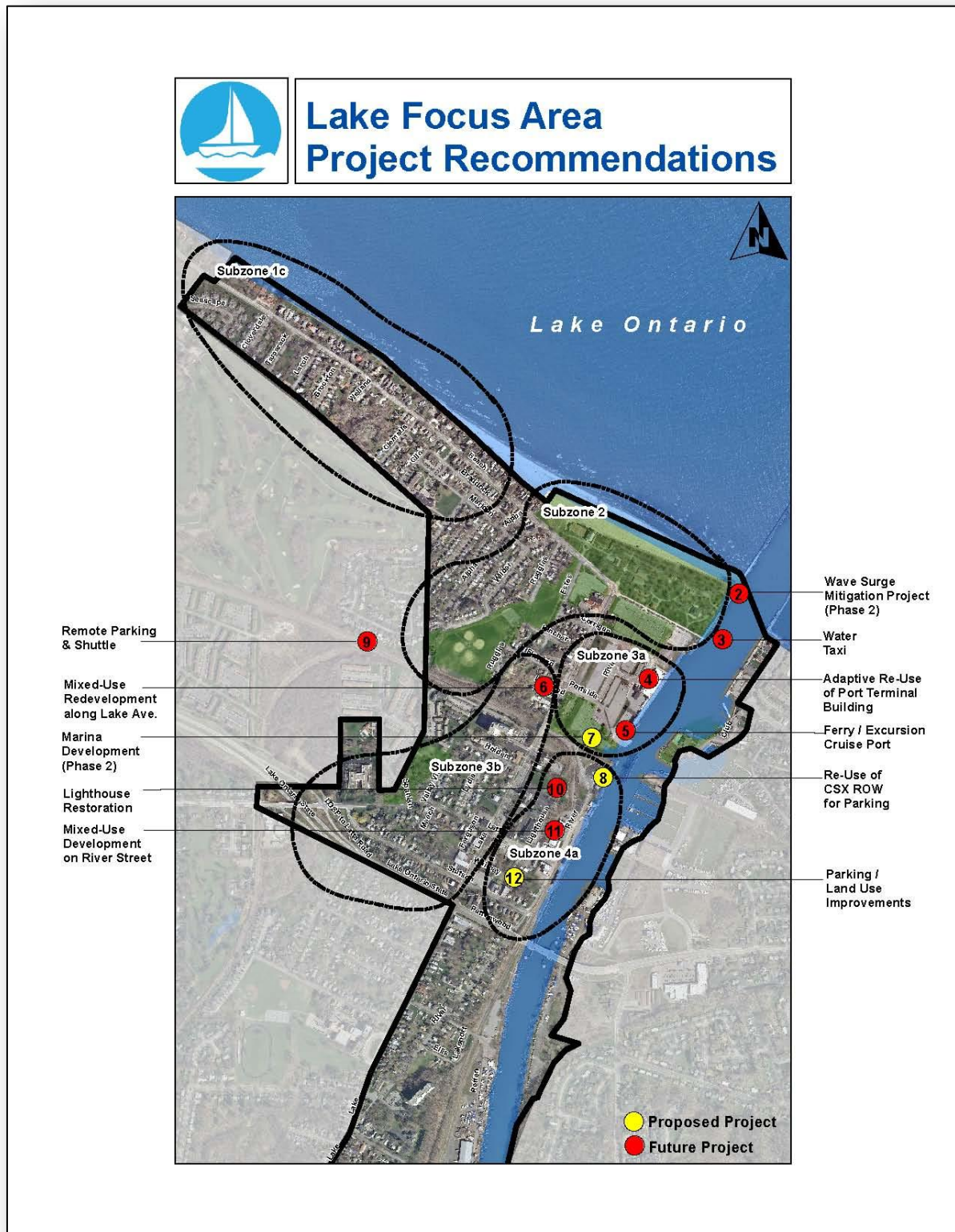


FIGURE 27: LWRP RIVER FOCUS AREA PROJECT RECOMMENDATIONS

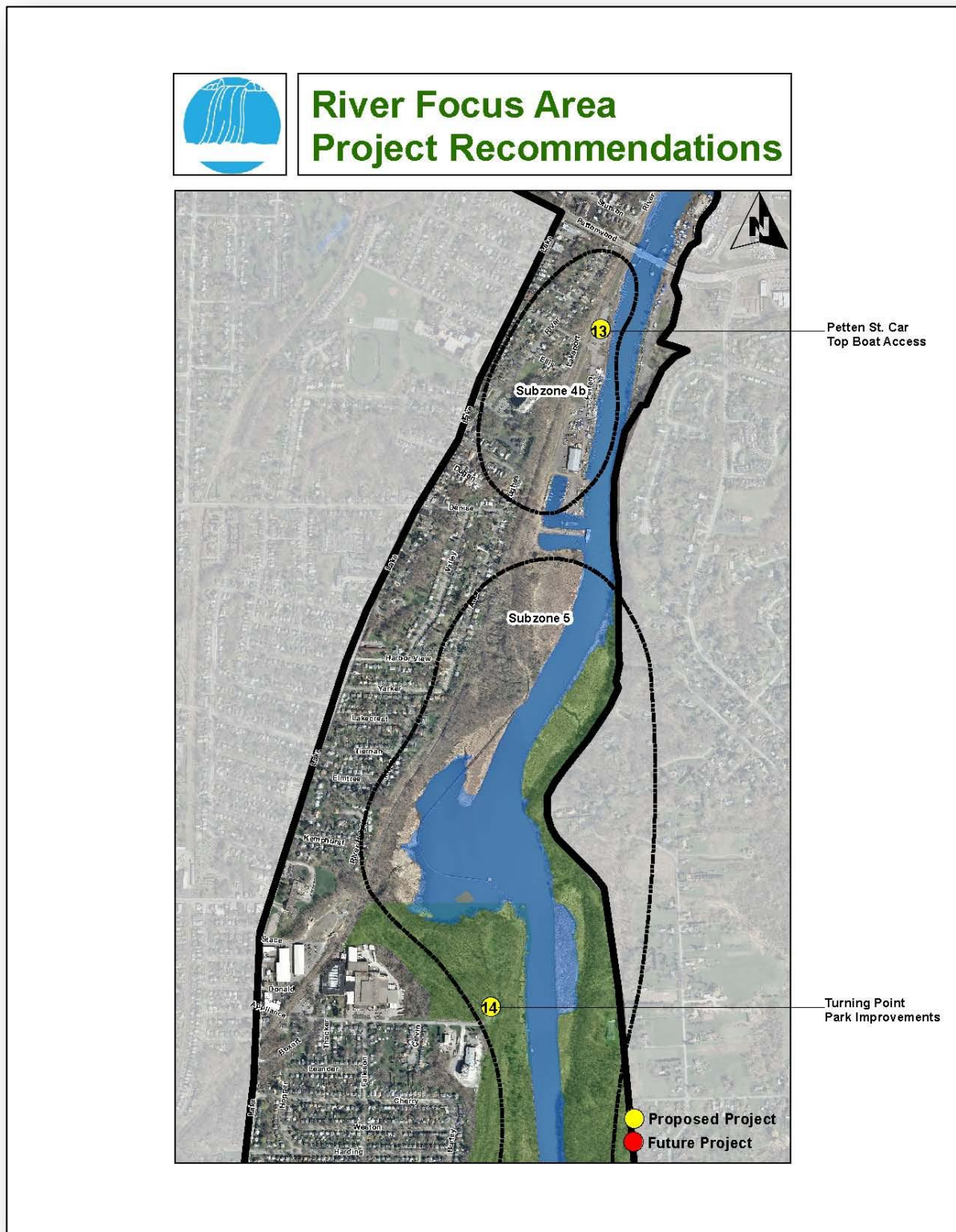


FIGURE 27: LWRP RIVER FOCUS AREA PROJECT RECOMMENDATIONS

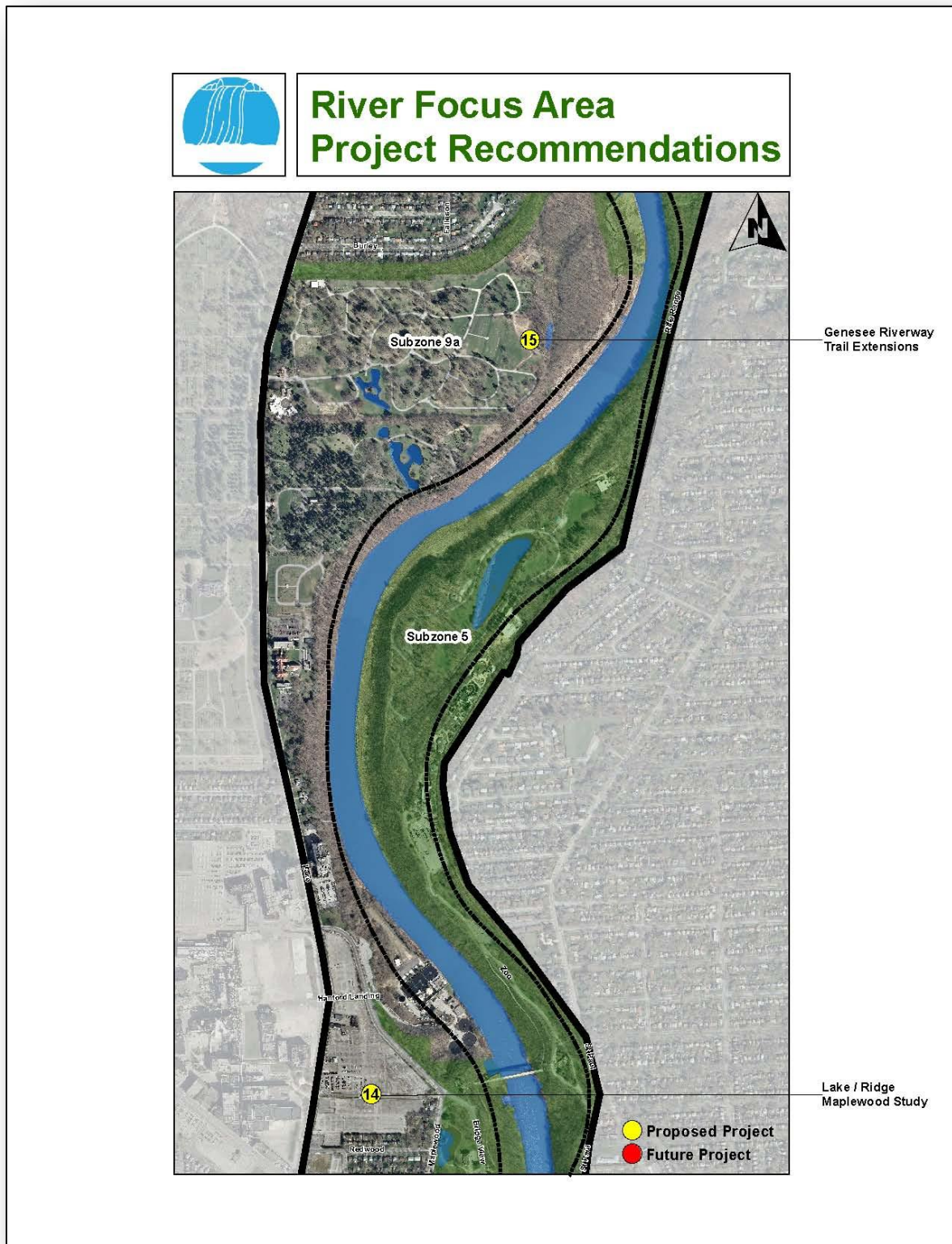


FIGURE 27: LWRP RIVER FOCUS AREA PROJECT RECOMMENDATIONS

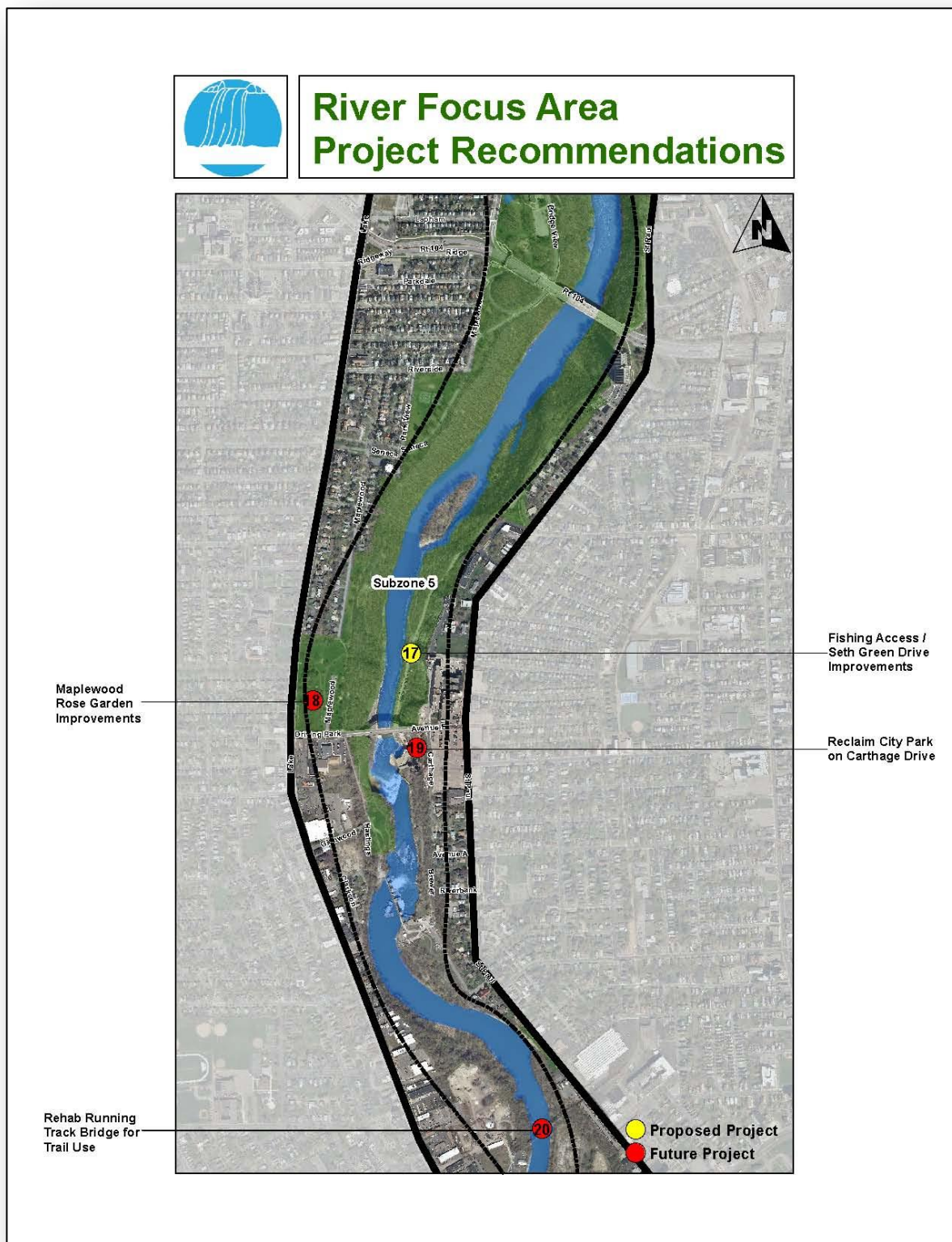


FIGURE 27: LWRP RIVER FOCUS AREA PROJECT RECOMMENDATIONS

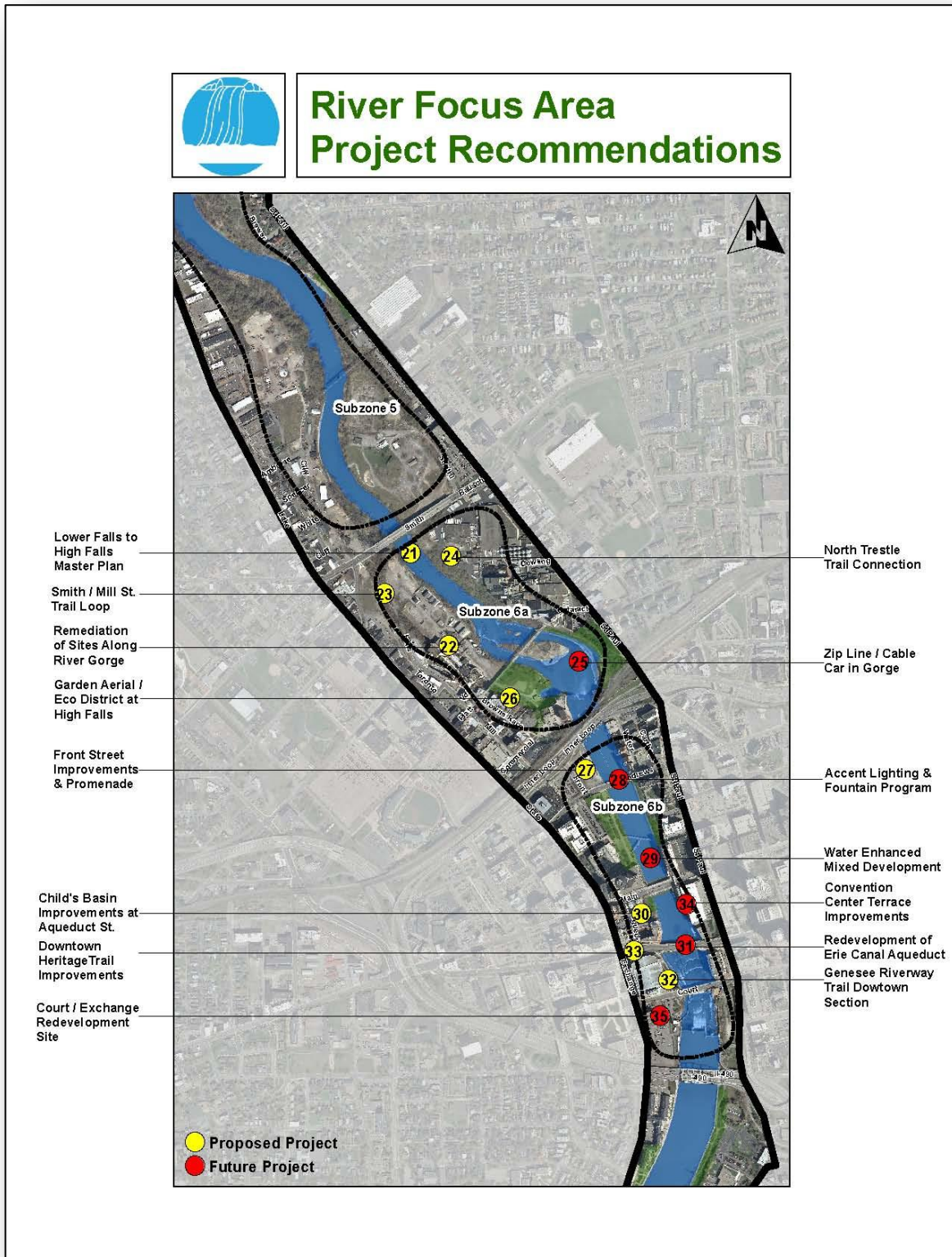
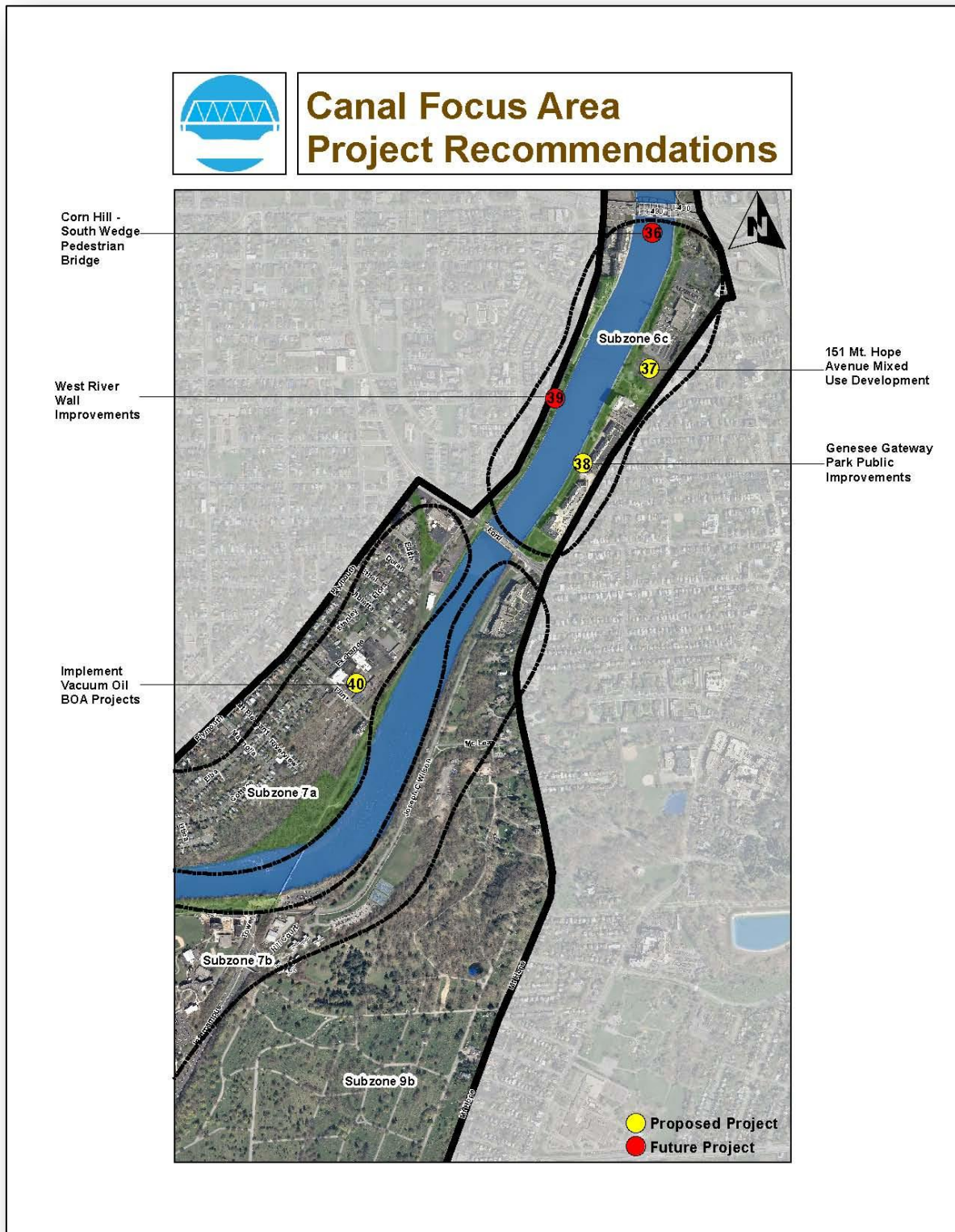


FIGURE 28: LWRP CANAL FOCUS AREA PROJECT RECOMMENDATIONS



Canal Focus Area Project Recommendations


The map displays the Erie Canal and surrounding areas, divided into Subzone 8a, Subzone 8b, and Subzone 8c. Key features include:

- Subzone 8a:** Located in the upper left, featuring the Erie Canal Landings & Gateway (marked with a red circle 41) and the Erie Canal.
- Subzone 8b:** Located in the center, featuring the Genesee Valley Park Bridge Improvements (marked with a yellow circle 42) and the Erie Canal.
- Subzone 8c:** Located in the lower left, featuring the Erie Canal and the Erie Canal Landings & Gateway.


Other labeled areas include: Erie Canal, Erie Canal Landings & Gateway, Genesee Valley Park Bridge Improvements, and various streets and landmarks such as Erie Canal, Erie Canal Landings & Gateway, Genesee Valley Park Bridge Improvements, and various streets and landmarks.

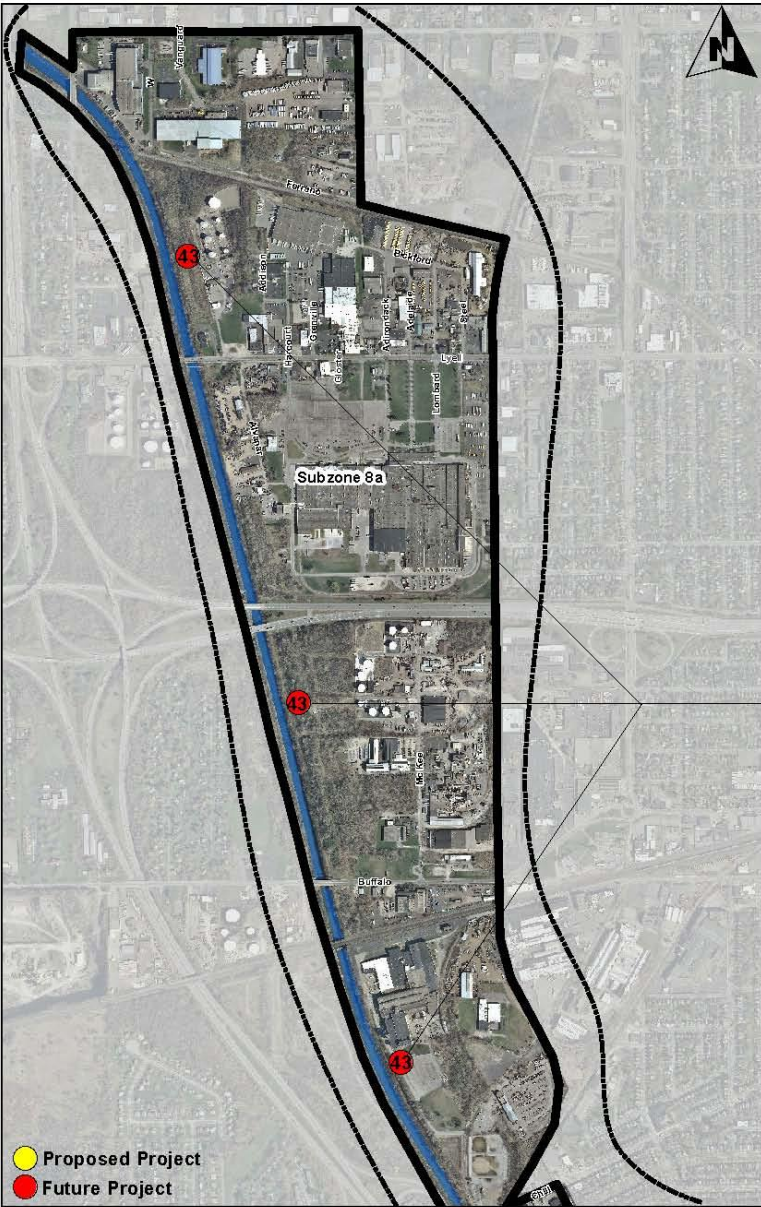
Legend:

- Yellow circle: Proposed Project
- Red circle: Future Project



Canal Focus Area Project Recommendations





● Proposed Project

● Future Project

Section 5: LWRP Implementation Techniques



A. TECHNIQUES FOR LOCAL IMPLEMENTATION

The City has identified the local techniques and actions needed to ensure implementation and to achieve the objectives embodied in the policies, uses and projects recommended in the LWRP. Such techniques and actions are grouped in this Section as follows:

- Existing Waterfront Plans, Project and Initiatives;
- Local Laws and Regulations;
- Local Management Structure;
- Financial Resources.

EXISTING WATERFRONT PLANS, PROJECTS AND INITIATIVES

The City of Rochester and other local agencies and organizations have prepared several planning documents which address issues, projects and geographic areas for the area's waterways. The objectives and strategies contained in these plans will also assist in achieving the policies and goals of Rochester's LWRP. Below is a list of these plans (a more detailed summary of these plans is contained in Section 2: Inventory and Analysis):

- *City of Rochester: Urban Cultural Park Master Plan (UCP)*
- *City of Rochester/University of Rochester/Monroe County: South River Corridor Plan*
- *City of Rochester: Genesee Waterways Center Feasibility Study*
- *South Wedge Planning Committee: South Wedge Revitalization and Northern Gateway Study*
- *City of Rochester: Trails Master Plan*
- *City of Rochester: Parks Master Plans*
- *Monroe County: Seaway Trail Tourism Development Plan*
- *Genesee Transportation Council: Long Range Transportation Plan for the Greater Rochester Area*
- *New York State: Erie Canal Corridor Plan: Finger Lakes Region of the Erie Canal*
- *Monroe County: Waterfront Recreation Opportunities Study*
- *Genesee Greenway, Inc.: Genesee Greenway Project*
- *Healthy Waterways: A Health Impact Assessment of Rochester's LWRP*
- *Green Infrastructure Rapid Assessment Plan – Densmore Creek Watershed (2013)*
- *Vacuum Oil BOA Draft Nomination Study*
- *LYLAKS BOA Draft Nomination Study (2014)*
- *Algae Control Project (2011)*

- *Aqueduct Master Plan (May, 2009)*
- *Erie Harbor Park Master Plan (2010)*
- *GardenAerial Project*
- *Genesee Valley Park West Master Plan (2012)*

LOCAL LAWS AND REGULATIONS

Several local land use and development controls are in place in the City to guide future land use and development activities, and thus, in part implement the LWRP.

ENVIRONMENTAL REVIEW ORDINANCE (CHAPTER 48)

This chapter is enacted pursuant to Article 8 of the New York Environmental Conservation Law and 6 NYCRR Part 617, State Environmental Quality Review (SEQR) regulations. The basic purpose of this chapter is to incorporate consideration of environmental factors into the existing decision-making processes of City government at the earliest possible time. It is the intent of this chapter that all agencies of City government conduct their affairs with an awareness that they are stewards of the air, water, land and living resources and that they have an obligation to protect the environment for the use and enjoyment of this and all future generations. No decision to carry out, approve or fund any action subject to review pursuant to this chapter shall be made by any unit of City government until there has been full compliance with all applicable requirements of this chapter.

CITY OF ROCHESTER ZONING CODE (CHAPTER 120)

The existing Zoning Code contains a Center City Riverfront District, a Harbortown Village District and a Marina District. All of which are intended to preserve the existing character of the waterfront; promote development compatible with the waterfront; improve visual and physical access to the waterfront, and encourage tourism and public gathering. There is also an Open Space District in the Zoning Code which preserves and enhances Rochester's open spaces and recreational areas by protecting these natural amenities and restricting development that does not respect these environmentally sensitive areas. Rochester recognizes the value and importance of the resources for City and regional residents and, therefore, strictly limits the development of these areas. Each of these districts is identified on the City's Official Zoning Map, and each specifically lists permitted, specially permitted and prohibited uses.

Currently, no changes to these districts are being recommended, as they were created with the LWRP in mind. However, the Zoning Code regulations that pertain to properties along the waterfront will continue to be monitored and updated if necessary.

SITE PLAN REVIEW PROCEDURES (CHAPTER 120-191D)

The City's Zoning Code requires Minor Site Plan Review for projects within 100 feet of the Genesee River. It also requires Major Site Plan Review for all Type 1 Actions as identified in Chapter 48. The difference between Minor Site Plan Review and Major Site Plan Review is that the latter requires the applicant to appear before the City's Project Review Committee. In addition, all Type 1 Actions must also be referred to the Rochester Environmental Commission. Type 1 Actions include the following:

- A. All actions identified as Type I actions in 6 NYCRR 617.4
- B. Actions proposed in any of the following critical environmental areas and which involve a type of development listed below:

(1) Critical environmental areas:

- (a) Land within 100 feet of the wall, bank or gorge of the Genesee River or of the high-water mark of Lake Ontario.
- (b) Slopes and crests of the following glacial formations:
- (c) Areas zoned as Open Space District.
- (d) Any project area which is at least 50% covered by steep slopes of 15% or greater.
- (e) Heavily wooded land, which is defined as an area of at least two acres with at least 50% covered by a canopy of mature trees.
- (f) Freshwater wetlands designated pursuant to Article 24 of the New York State Environmental Conservation Law.
- (g) Areas designated as drainage systems on the Official Street Map.
- (h) Floodplains.

PROJECT REVIEW COMMITTEE

The Project Review Committee (PRC) shall be made up of the following individuals or a designee:

- The Director of Planning and Zoning;
- The Deputy Commissioner of Neighborhood and Business Development;
- The Permit Office Manager;

- The City Engineer
- Three urban design specialists, appointed by the Mayor, that could include, but not be limited to, an architect, an urban planner and a landscape architect.

The purpose of the PRC is to review and make recommendations on all development within the authority of the Committee. This includes:

- 1) major site plan applications that have been referred to it by the Director of Planning and Zoning;
- 2) neighborhood design guidelines, and
- 3) upon reasonable written request, to make its special knowledge and expertise available to any official, department, bureau, board, commission or agency of the City, county, state or federal governments to aid them in the performance of their respective duties relating to the design of development.

ROCHESTER ENVIRONMENTAL COMMISSION

The Commission shall consist of seven members who shall be residents of the City of Rochester. Members of the Commission shall be appointed by the Mayor, subject to confirmation by City Council. The Commission shall elect its Chairperson. The members of the Commission shall receive no compensation for their services. The Commission shall meet as business requires, and these meetings shall be open to the public. The Commission shall adopt rules and procedures for its meetings and shall keep accurate records of meetings and activities.

The Commission shall have the following responsibilities:

- as an Environmental Advisor;
- to prepare and maintain an inventory and map of all open space areas within the City;
- to review and comment upon a draft environmental impact statement which was prepared by a governmental agency other than the City, and
- as the Coastal Erosion Hazard Board of Review (see below).

When any approval by the City of an action is required for an action proposed by a governmental agency other than the City, and when that action is the subject of a draft environmental impact statement, the Commission may make a recommendation to the City body responsible for approving that action as to whether or not the action should be approved. This recommendation shall be deemed advisory only.

WATERFRONT CONSISTENCY REVIEW ORDINANCE

The purpose of this Ordinance is to protect the public health, safety and general welfare in the City of Rochester by providing a framework for governmental agencies to review actions proposed within the boundaries of the City's LWRP. This will allow agencies to consider the policies and purposes contained in the City's LWRP when reviewing applications for actions or when directly approving, undertaking or funding agency actions located in the waterfront area. The framework will also ensure that such actions are consistent, to the maximum extent practicable, with said policies and purposes.

Whenever a proposed action is located in the Local Waterfront Area (LWA), an agency shall, prior to approving, funding or undertaking the action, make a determination that it is consistent, to the maximum extent practicable, with the applicable LWRP policy standards and conditions set forth herein.

Whenever an agency receives an application for approval or funding of an action or as early as possible in the agency's undertaking of a direct action to be located in the LWA, the applicant or, in the case of a direct action, the agency shall prepare a Coastal Assessment Form (CAF) to assist with the consistency review. Prior to making its determination, the agency shall solicit and consider the recommendation of the Commissioner of the City of Rochester Department of Neighborhood and Business Development or his or her designee regarding the consistency of the proposed action by referring a copy of the completed CAF to the Commissioner within 10 days of its submission to or completion by the agency.

After referral from an agency, the Commissioner shall consider whether the proposed action is consistent, to the maximum extent practicable, with the LWRP policy standards and conditions set forth in herein. The Commissioner may require the applicant to submit all completed applications, CAPs and any other information or documentation deemed to be necessary in order to make the consistency determination. The Commissioner shall render his or her written recommendation to the agency within 10 working days following the submission by the applicant of the required information, unless extended by mutual agreement of the Commissioner and the applicant or, in the case of a direct action, the agency. The recommendation shall indicate whether, in the opinion of the Commissioner, the proposed action is consistent, to the maximum extent practicable, or inconsistent with one or more of the applicable LWRP policy standards or conditions. The recommendation shall state the manner and extent to which any inconsistency affects the LWRP policy standards and conditions.

FLOOD DAMAGE PREVENTION (CHAPTER 56)

It is the purpose of this chapter to promote the public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific areas by provisions designed to:

- (1) Regulate uses which are dangerous to health, safety and property due to water or erosion hazards or which result in damaging increases in erosion or in flood heights or velocities;
- (2) Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
- (3) Control the alteration of natural floodplains, stream channels, and natural protective barriers which are involved in the accommodation of floodwaters;
- (4) Control filling, grading, dredging and other development which may increase erosion or flood damages;
- (5) Regulate the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards to other lands; and
- (6) Qualify for and maintain participation in the National Flood Insurance Program.

The Commissioner of Neighborhood and Business Development or his/her designee is hereby appointed Local Administrator to administer and implement this chapter by granting or denying floodplain development permits in accordance with its provisions. In areas of special flood hazard, it shall be unlawful to occupy or to permit the use or occupancy of any building or premises, or both, or part thereof hereafter created, erected, changed, converted or wholly or partly altered or enlarged in its use or structure until a certificate of compliance has been issued by the Local Administrator stating that the building or land conforms to the requirements of this chapter.

COASTAL EROSION HAZARD LAW (CHAPTER 43A)

The City of Rochester assumes the responsibility to implement and administer a coastal erosion management program within its boundaries pursuant to Article 34 of New York State Environmental Conservation Law. To this end, this law is enacted to.

- A. Establish standards and procedures for minimizing and preventing damage to structures from coastal flooding and erosion and to protect natural protective features and other natural resources.

- B. Regulate in coastal areas subject to coastal flooding and erosion, land use and development activities so as to minimize or prevent damage or destruction to man-made property, natural protective features or other natural resources and to protect human life.
- C. Regulate new construction or placement of structures in order to place them a safe distance from areas of active erosion and the impacts of coastal storms to ensure that these structures are not prematurely destroyed or damaged due to improper siting, as well as to prevent damage to natural protective features and other natural resources.
- D. Restrict public investment in services, facilities or activities which are likely to encourage new permanent development in erosion hazard areas.
- E. Regulate the construction of erosion protection structures in coastal areas subject to serious erosion, to assure that when the construction of erosion protection structures is justified, their construction and operation will minimize or prevent damage or destruction to man-made property, private and public property, natural protective features and other natural resources.

The Rochester Environmental Commission is hereby designated as the Coastal Erosion Hazard Board of Review, and shall have the following jurisdiction and authority:

- (1) To hear and decide appeals from and review orders, including stop or cease-and-desist orders, decisions or determinations made by the Administrator and, to that end, shall have the power of the Administrator with respect to such order, decision or determination. (The Administrator is the Commissioner of Neighborhood and Business Development.)
- (2) To grant or deny variances from the requirements of this chapter.
- (3) To initiate changes and amendments to this chapter.

SITE PREPARATION AND STORMWATER POLLUTION PREVENTION (CHAPTER 39)

Land disturbance activities and associated increases in impervious cover alter the hydrologic response of local watersheds and increase storm water runoff rates and volumes, flooding, stream channel erosion, and sediment transport and deposition. This storm water runoff contributes to increased quantities of water-borne pollutants. Storm water runoff, soil erosion and nonpoint source pollution can be controlled and minimized through the regulation of storm water runoff from development sites.

As a result, the purpose of these regulations is to safeguard public health, protect property, prevent damage to the environment and promote the public welfare by guiding, regulating, and controlling the design, construction, use, and maintenance of any development or other activity which disturbs or breaks the topsoil or results in the movement of earth on land in the City of Rochester. It seeks to meet those purposes by achieving the following objectives:

- (1) Require land disturbance activities to conform to the substantive requirements of the New York State Department of Environmental Conservation State Pollutant Discharge Elimination System (SPDES) general permit for construction activities or as amended or revised;
- (2) Meet the requirements of minimum measures 4 and 5 of the SPDES general permit for storm water discharges from municipal separate storm water sewer systems (MS4s), Permit No. GP-02-02 or as amended or revised;
- (3) Minimize increases in storm water runoff from land disturbance activities in order to reduce flooding, siltation, increases in stream temperature, and stream bank erosion and maintain the integrity of stream channels;
- (4) Minimize increases in pollution caused by storm water runoff from land disturbance activities which would otherwise degrade local water quality;
- (5) Minimize the total annual volume of storm water runoff which flows from any specific site during and following development to the maximum extent practicable; and
- (6) Reduce storm water runoff rates and volumes, soil erosion and nonpoint source pollution, wherever possible, through storm water management practices and to ensure that these management practices are properly maintained and eliminate threats to public safety.

The Commissioner of Neighborhood and Business Development or his or her legal representative shall be the authority having jurisdiction for the purpose of administering these regulations. The City Engineer shall be the legal representative of the Commissioner for the purposes of site work within the right-of-way.

LOCAL MANAGEMENT STRUCTURE

With the City of Rochester's substantial commitment to and investment in its waterfront areas (lake, river, canal) over the past 15-20 years, the city needs a strong and effective local management structure to oversee public infrastructure investments and projects,

advocate for its harbor areas, protect environmental resources, support existing businesses and pursue new water-related economic development opportunities. The components of the proposed LWRP management structure include:

- (1) Creation of a Waterfront Owners and Operators Association to improve collaboration, advocacy, and promotion related to harbor operations and waterfront development issues throughout the LWRP boundary.
- (2) Reassessment of the need for a waterfront-wide management entity after completion of the new marina and the Phase 1 landside development at the Port Site.
- (3) Development of a specific regional promotion and marketing strategy for the City of Rochester's "Three Great Waterways" that will focus on attracting visitors and tourists to the city's waterfront areas (lake, river and canal). This strategy should promote Lake Ontario and the Erie Canal as new "front doors" to the city for visitors coming to the region by boat or cruise ship.
- (4) Creation of an internal city coordinating committee or team to review and critique waterfront development proposals, plans, infrastructure projects and other waterfront issues and concerns.
- (5) Continue the operation of the city's LWRP Waterfront Advisory Committee (WAC) to serve as a citizen's advocacy group for the city's waterfront areas and as a community sounding board for the discussion of important waterfront development issues. Expand the WAC to include sub-committees that will deal with specific waterfront areas of concern including environmental stewardship, development priorities, trail development and access, promotion and marketing and project review.

FINANCIAL RESOURCES

Implementation of Rochester's LWRP will come from the following sources: Grant Funding; Capital Improvement Program Funds; the City's Operating Budget and private development funds. Using these various funding sources, the city will undertake public infrastructure projects at various locations throughout the LWRP boundary which will improve public access to the shore zone and to the water itself, promote water-dependent and water-enhanced uses along Lake Ontario, the Genesee River and the Erie Canal, promote tourism and economic development, and generally contribute to the revitalization of the city's important waterfront areas.

Grant Funding

The City of Rochester will continue to apply for both State and Federal Grants to help implement the projects outlined in the LWRP. At the State level, the City will continue to use the Consolidated Funding Application (CFA) to seek out various funding opportunities from the following resources available in NYS:

- Empire State Development
- NYS Canal Corporation
- NYS Energy Research and Development Authority
- Environmental 4 Facilities Corporation
- Parks
- Department of State
- Department of Environmental Conservation
- Council on the Arts

At the federal level, the Unified Planning Work Program (UPWP) and the Transportation Improvement Program (TIP) help fund the Long Range Transportation Plan (LRTP) for the area. The UPWP programs federally-funded transportation planning activities that further develop the policies and actions contained in the LRTP into concept-level projects and programs. The UPWP allocates funding for both specific planning projects and on-going programmatic activities. The UPWP must be updated at least every two years, and it identifies and schedules the specific transportation improvements in the region that will receive federal funding over the next four-to-five years.

The TIP identifies and schedules the specific transportation improvements in the region that will receive federal funding over the next four-to-five years. Projects included in the TIP emerge from infrastructure needs identified by member agencies, which are typically informed by recommendations developed through UPWP-funded initiatives. The TIP must be updated at least every four years.

Available funding opportunities from both the UPWP and the TIP will continue to be explored to help implement transportation projects associated with the LWRP.

Capital Improvement Program Funds

The Capital Expense budget finances the construction or reconstruction of facilities and services, the acquisition and replacement of vehicles and equipment, and certain other projects and improvements that provide benefits over a multi-year period. To plan for capital expenditures over a period of years and to ensure that equipment replacement

and building renovations are made when economically feasible and needed, a Capital Improvement Program (CIP) is prepared anticipating capital investments and their proposed sources of funding for a five year period. Included in the City's CIP for the next five years are the following LWRP projects:

- Port of Rochester / Port Overlook
- Promenade at Erie Harbor Park II (in conjunction with NYS funding)
- Erie Harbor Enhancements Phase III construction in 2015-2016
- East River Wall construction in 2017-2018
- Boat Launch Relocation in 2017-2018
- Transient Marina Facilities Phase II in 2018-2019

City's Operating Budget

Administrative costs associated with the day-to-day administration of the LWRP as well as any future plans and studies are taken into account during the City's annual budget process. A separate line item for Professional Fees is identified each year to cover some of the costs associated with hiring consultants and technicians to assist in completing plans and studies, which include those for the waterfront. In addition, administrative costs associated with consistency reviews, site plan reviews and any other reviews associated with implementing LWRP projects are also included in the city's budget.

Private Development Funds

Private development funds will also play a major role in completing the proposed projects identified in the LWP. At the Port of Rochester alone, private funds will be responsible for the mixed-use private development on three parcels of publicly owned land: Parcel I (4752 Lake Avenue), Parcel II (4600, 4650, and part of 4630 Lake Avenue) and Parcel III (part of 4590 and 4630 Lake Avenue). The mixed use development is preliminarily identified as 280 to 430 residential units (apartments and condominiums) and 44,000 square feet of commercial/retail development, and will be undertaken incrementally subject to market conditions. The incorporation of mixed-use development at the Port is designed to increase the number of people living and staying in the area and to enhance economic development and business activity.

B. SUMMARY OF LWRP POLICY IMPLEMENTATION TECHNIQUES

The chart on page 293 summarizes public and private actions necessary to implement the LWRP. Proposed LWRP projects and the policies they implement are also listed in detail in Section 4: Proposed Uses and Projects.

**SUMMARY OF PUBLIC AND PRIVATE ADDITIONAL ACTIONS
WHICH IMPLEMENT LWRP POLICIES**

<u>PUBLIC ACTIONS (LEGISLATION)</u>	<u>WILL IMPLEMENT THESE LWRP POLICIES</u>
City Zoning Code Open Space District	1, 2, 7, 9, 11, 12, 17, 21, 25
City Zoning Code Site Plan Review Procedures	1, 5, 7, 8, 11, 12, 13, 14, 17, 18, 19, 22, 23, 25, 27, 30
City Code Chapter 48, Environmental Review Process	8, 11, 12, 13, 14, 17, 18, 19, 25, 27, 30, 31, 33, 35, 37, 44
City floodplain/special permit regulations	11, 17
City Zoning Ordinance Marina District	1, 2, 9, 20, 21, 22
City historic preservation regulations	23
City Zoning Ordinance Overlay-Harbor Town Design District	1, 23
City Code Consistency Ordinance	7, 8, 11, 12, 13, 14, 17, 18, 19, 25, 27, 30, 31, 33, 35, 37, 44
Administrative procedures with best management practices (BMP's) for runoff control	33, 37
 <u>ADDITIONAL PUBLIC/PRIVATE ACTIONS</u>	 <u>WILL IMPLEMENT THESE LWRP POLICIES</u>
Implement port site redevelopment	1, 2, 5, 20, 21, 22, 23
Implement River Street concept plan	1, 2, 5, 20, 21, 22, 23
Redevelop Lake Avenue corridor	1
Redevelop Durand-Eastman Park / Beach	1, 2, 5, 19, 20
Develop boat launch on Genesee River	1, 2, 9, 19, 20
Improve various county parks	1, 2, 5, 7, 9, 18, 19, 21, 23, 25
Encourage expanded fish stocking programs	9
Maintain east and west river piers	13, 19
Improve public access in industrial areas	22
Support water quality improvements	30
Improve storm/sanitary sewer system	33
Complete Lake/Ridge/Maplewood Study	1, 5, 21
Implement "GardenAerial" Project	1, 2, 7, 8, 33
Implement High Falls Eco-District	1, 2, 7, 8, 33
Redevelop Erie Canal Aqueduct	1, 23, 25
Redevelop Andrews Street RG&E site	1, 18, 20
Implement Vacuum Oil BOA plan	1, 2, 5, 19, 20, 21, 22, 33
Develop Genesee River Trail System	1, 19, 20, 21
Develop Westside Canal Parkway & Trail	1, 19, 20, 21
Support storm water remediation	1, 11, 19, 25, 33, 37, 38, 39
Create Harbor Management Association	1, 2, 6, 18, 35



***Genesee River at the Erie Canal Harbor
from the Ford Street Bridge***

Center City, Rochester

Section 6: Federal and State Actions Affecting Implementation



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Information will be provided by the New York State Department of State.

Section 7: LWRP Local Commitment and Consultation



A. LWRP ADVISORY COMMITTEES

The existing LWRP is the statement of land use and development policy for the city's waterfront areas. It was prepared by the City Planning Office and adopted by City Council in 1990. As the LWRP Update will expand the boundary of this plan to include all of the city's waterfront areas along Lake Ontario, the Genesee River and the Erie Canal, the City recognized the importance of direct public participation in this effort, much as it did during the development of the 1990 plan.

To this end, the city established a Waterfront Advisory Committee (WAC) to oversee the update process. The WAC was comprised of representatives from the City of Rochester, Monroe County, Town of Irondequoit, the Canal Corporation, state and federal agencies, property owners, major institutions, community organizations, neighborhood associations and other waterfront stakeholders. The committee met six times between March 2013 and March 2014 where they identified diverse waterfront issues, opportunities and assets as well as helped to determine the scope of the study area. They also and provided invaluable guidance and feedback to the city and its consultants throughout the study.

In addition to the WAC, ad-hoc focus groups were also formed to engage the public and waterfront stakeholders in the project and to solicit community input on and support for potential waterfront development recommendations. Focus Group meetings included community and neighborhood groups representing areas within the Rochester waterfront. Leaders discussed the LWRP process with the Charlotte Community Association (CCA), Team Charlotte, a planning sub-committee of CCA, and Sector 4. Other meetings included the High Falls area hosted by "Friends of the GardenAerial."

Key findings for the focus group meetings include:

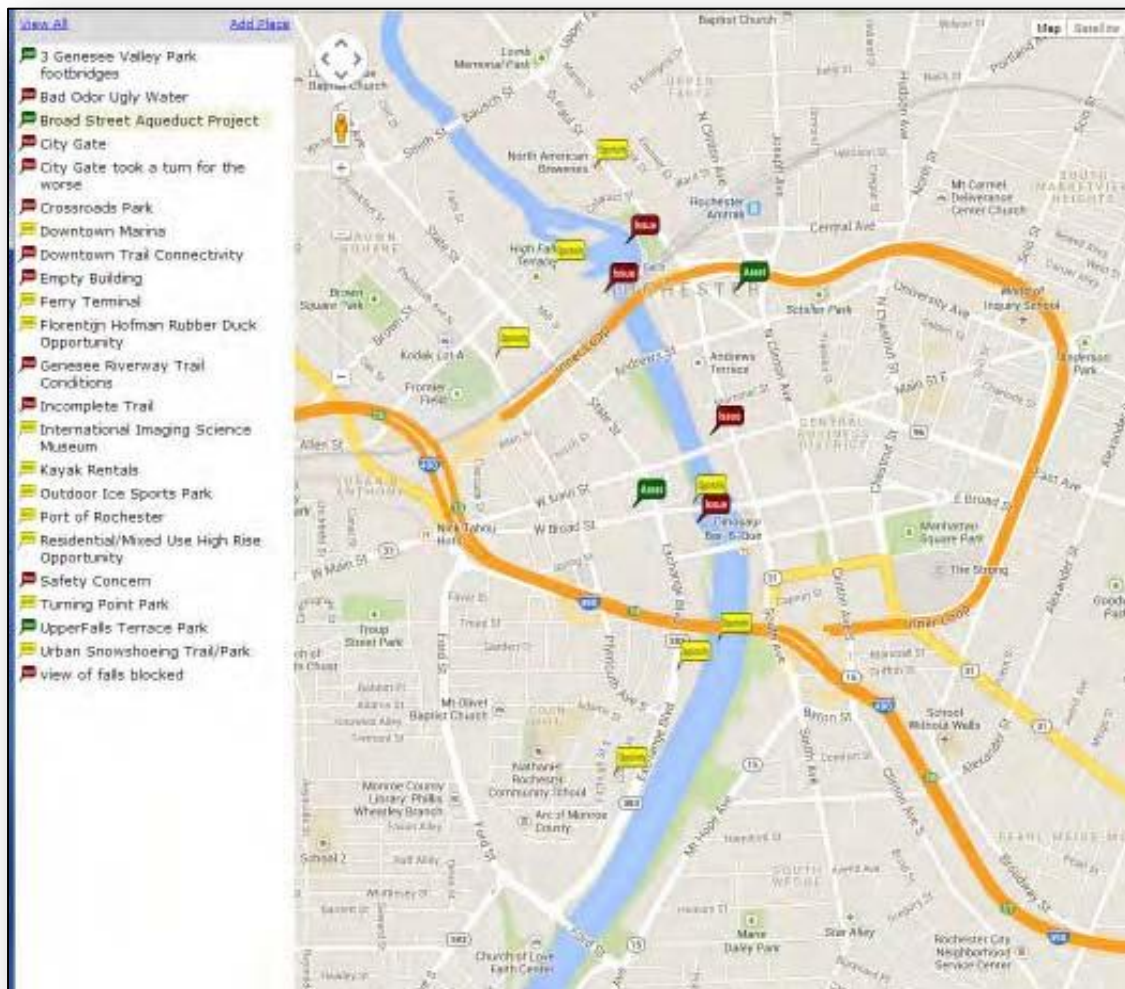
- High Falls area respondents agree that a great waterfront is about access to a natural setting.
- Charlotte participants were very concerned with the effects of traffic, parking and other car-related issues on the neighborhood.

B. LWRP PUBLIC INPUT: WEB-BASED TOOLS

In addition to the WAC and the focus groups, an LWRP Update web page was established on the city's website to facilitate public understanding of the project and collect community input and feedback on waterfront issues and project recommendations. Understanding the power of the web, project leaders broadened public participation in the LWRP Update with three web-based tools. The tools included a collaborative map, a web survey and a general comments form. Each tool offered participants unique ways to contribute to the project.

The online collaborative map allowed anyone with web access to add a geographically-specific comment. It collected issues, opportunities and assets 24 hours a day and appeared online during the public participation process, from June 2013 through February 2104. The online collaborative map gleaned 23 comments from participants.

Below is a screenshot of the collaborative map that was online depicting the downtown area:

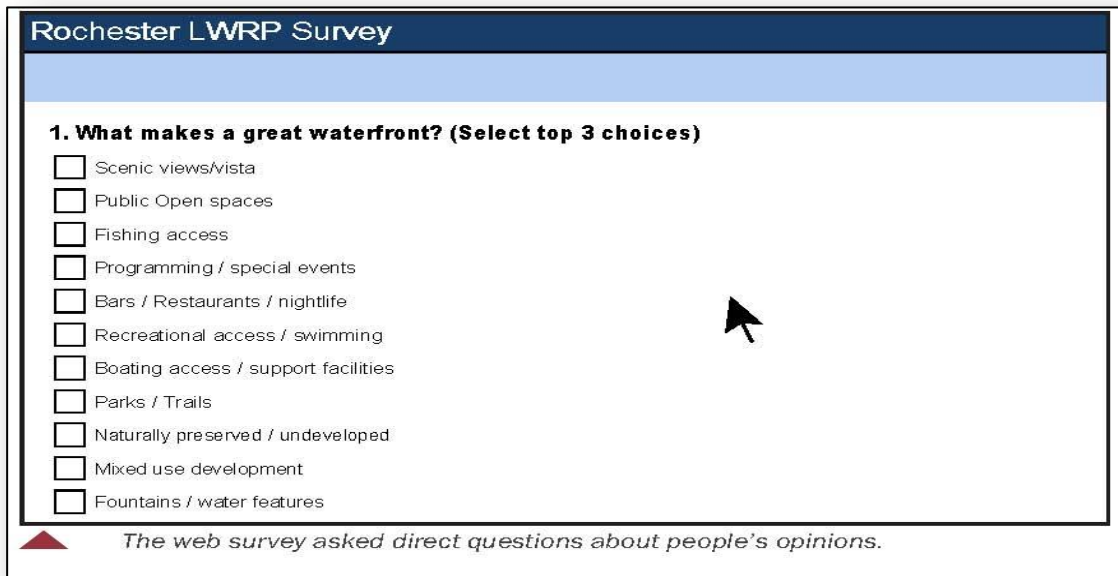


Key findings from these comments include:

- Participants offered many creative and visionary opportunities for downtown and High Falls, yet added little information on the river gorge areas between High Falls and Charlotte.
- Commenters identified maintaining the park-like atmosphere and activating underused urban space throughout the Genesee Riverway Trail and downtown, respectively.
- Many agree that sensitive development of the Genesee Riverway Trail were valuable opportunities.

The web survey asked direct questions about people's opinions and generated 264 responses registered between September 2013 and January 2014. Consisting of ten multiple choice questions, the survey solicited a combination of participant values, preferences and behaviors concerning the waterfront.

Below is a screenshot of one of the questions asked in the survey:



The screenshot shows a web survey titled "Rochester LWRP Survey". The question is "1. What makes a great waterfront? (Select top 3 choices)". Below the question is a list of ten options, each with an unchecked checkbox:

- ☐ Scenic views/vista
- ☐ Public Open spaces
- ☐ Fishing access
- ☐ Programming / special events
- ☐ Bars / Restaurants / nightlife
- ☐ Recreational access / swimming
- ☐ Boating access / support facilities
- ☐ Parks / Trails
- ☐ Naturally preserved / undeveloped
- ☐ Mixed use development
- ☐ Fountains / water features

At the bottom of the survey window, there is a red triangle icon and the text: "The web survey asked direct questions about people's opinions."

Although the LWPR area is wholly located in the City of Rochester, slightly less than half of the respondents lived in the City. Over half of the respondents listed their primary residence as outside of the City. This makes sense in that the Rochester waterfront is a regional destination that draws people from throughout the metropolitan area

Key findings of the web survey feedback include:

- Water quality improvement at Charlotte and Durand Eastman beaches was a top priority.
- Respondents identified the GardenAerial project in High Falls, Beebee Station Redevelopment and the Marina project as the most important catalyst waterfront projects, and that High Falls and the port area are most in need of improvement.
- Slightly more respondents lived outside of Rochester than lived within the city.

Anyone with web access could offer general comments through a simple text form on the project website. While the survey and the collaborative map determined the type of content to be offered, the general comment form offered participants an open-ended, simplistic method of contributing information. Between June 2013 and January 2014, participants used the general comment form to offer diverse feedback. For example, some identified their overall vision for Charlotte, while others offered specific strategies to improve water safety.

Key Findings from the General Comment Form include:

- Respondents value increasing the sensitive use of the water (e.g. greater gorge access for hiking, river kayaking).
- Participants want to involve diverse stakeholders in shaping the future of the waterfront.
- Respondents wish to maintain peaceful natural areas while activating neighborhoods like High Falls and Charlotte.

C. LWRP PUBLIC INPUT: OPEN HOUSE EVENTS

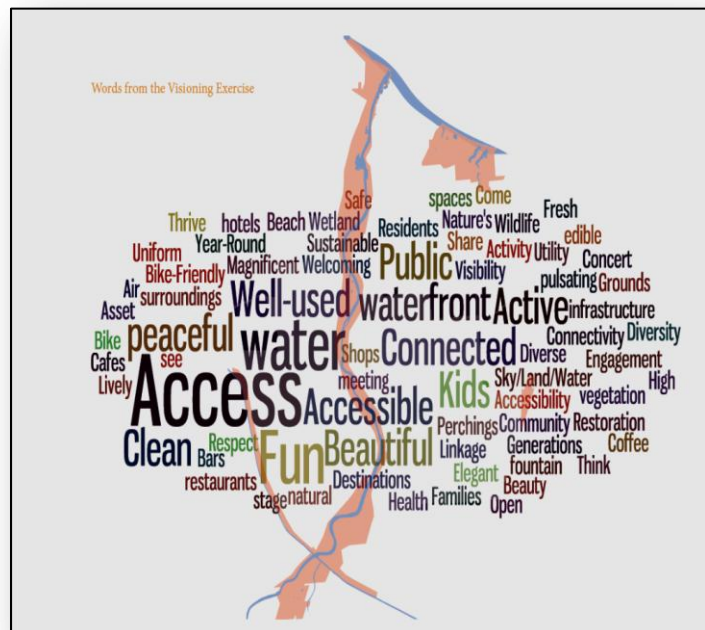
An Open House Event was held on June 26, 2013 where more than 50 residents, business-owners and leaders attended and shared their ideas. There were five exhibits at the open house. These displays were intended to both inform attendees and collect public comments. Most exhibits were interactive and encouraged attendees to share their vision, identify issues, opportunities and assets, and comment on the proposed waterfront boundary.

Meeting attendees were greeted by project leaders and encouraged to join a focus group. They also viewed a slideshow covering the history of the LWRP in Rochester. Previous waterfront planning documents and other information were on display and available for review.

The “vision” exhibit was an important component of the open house. Participants were asked the following two questions:

- What makes a great waterfront?
- What words, phrases and ideas should be part of our waterfront vision?

The words displayed on the “word cloud” to the right resulted from the visioning exercise.



The “priorities” exhibit included a list of current and proposed city waterfront projects. Participants were asked to place stickers in specific project columns while considering the following questions:

- What is your one “big idea” or “catalyst project” for our waterfront?
- Which waterfront projects or priorities are important to you?

Overall, the key findings from this open house include:

- People want a waterfront that offers both sensitive development and nature conservation.
- Participants stressed that great waterfronts feature public access to the water and active transportation through multi-use trails.
- In addition to walking, biking and boating, people want to see waterfront restaurants and dining as important components of their vision.
- The highest priorities for waterfront development as voted on by the participants are: develop downtown waterfront and improve access to waterfront neighborhoods. Their lowest priorities are: develop more boat docks/slips and marinas and improve fishing access.

A second Open House Event/Community Meeting was held on April 9, 2014 in Rochester City Hall Council Chambers. While the first community open house focused primarily on gathering feedback, the purpose of this second open house was to review the preliminary vision, goals and policies and analyze more than 50 proposed waterfront projects.

At the center of the meeting was a large waterfront diorama that illustrated each waterfront project along with a brief explanation. (See graphics below.) Participants spent much of the time reviewing the variety of waterfront opportunities and ranking their importance (See Section 4 for detailed description of the proposed and future waterfront projects.)

As a result of the varied public participation that was solicited throughout the process, five major themes emerged from the varied public participation:

- improve water quality;
- improve public access to the waterfront;
- connect downtown to the waterfront;
- develop more waterfront amenities and activities; and
- improve connectivity of the river trail segments.

An additional public informational meeting and final public hearing will be held in the fall of 2015 when the LWRP document is submitted to Rochester City Council for final approval.



*Left and below:
LWRP diorama
displayed at second
public meeting
showing boundary,
focus areas, key
development
opportunities and
waterfront project
recommendations*





***Genesee River flowing north through
downtown Rochester***

Section 8: LWRP Harbor Management Plan



A. INTRODUCTION AND PURPOSE

Through an independent initiative, the City of Rochester has prepared a Harbor Management Plan (HMP) for the Port of Rochester at the mouth of the Genesee River on Lake Ontario. That study assessed jurisdiction, water surface use issues, public safety, events and programming, boating, sedimentation and dredging, water level and drainage issues, water quality, operations and maintenance and potential future development for the area north of, and including, the Genesee River Turning Basin at Turning Point Park. The Port of Rochester HMP is included as an appendix to this document.

The City of Rochester's Local Waterfront Revitalization Program incorporates, by reference, recommendations from the Port HMP, and provides additional structure, clarification and recommendations that address harbor management issues within the remaining portion of the city's waterways. This includes the Genesee River from the Turning Basin south to the city limits. It also includes the Erie Canal within the city limits and the Lake Ontario shoreline within Durand Eastman Park.

The remaining waterways of the city that are addressed with a harbor management structure fall into five general zones of character. These are described below:

- (1) Lake Ontario's Durand Eastman Park frontage as an open water zone;
- (2) The Genesee River between the Lower Falls and the Turning Basin as a zone that is navigable by boat to the Port of Rochester and Lake Ontario;
- (3) The Genesee River between the Court Street Bridge and the Lower Falls as an area of rapids and falls that is not safely navigable by boat;
- (4) The Erie Canal within the city limits including the canalized section of the Genesee River (between the Erie Canal crossing and the Court Street Dam) as a zone that is navigable by boat and operated by a NYS Agency (NYS Canal Corporation); and
- (5) The Genesee River south of the Erie Canal from the city's southern limits to the Erie Canal crossing in Genesee Valley Park, as a zone that is navigable by power boats during certain times of the year, and by hand powered craft most of the year.

B. BOUNDARY

The Harbor Management Plan boundary for Port of Rochester zone of the harbor is defined in the Port of Rochester Harbor Management Plan.

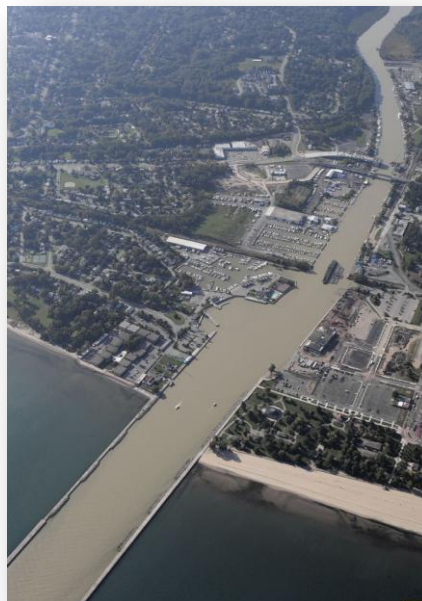
For the remainder of the City's waterways, the Harbor Management Plan boundary should generally be defined as follows:

Lake Ontario: Along the Durand Eastman Park shoreline, the Harbor Management Area section would run from the 100 year flood plain to a point 1,500' off shore

Genesee River South, the Genesee River Rapids and Genesee River North: The entire river section within the 100 year flood plain and the immediately adjacent riparian properties.

Erie Canal: All New York State Canal Corporation lands, including the entire section of the navigable Erie Canal.

The Harbor Management Plan boundary zones, activity areas and landings are shown on Figure 29 on page 308 and are further described in the HMP Inventory and Analysis section. The map also illustrates park and open space areas within the city as well as proposed "harbor activity areas" and "landings". The HMP boundary for Zone 1 (Port of Rochester to Turning Basin) is shown in more detail on Figure 30 on page 309 and is illustrated in the aerial photograph below.

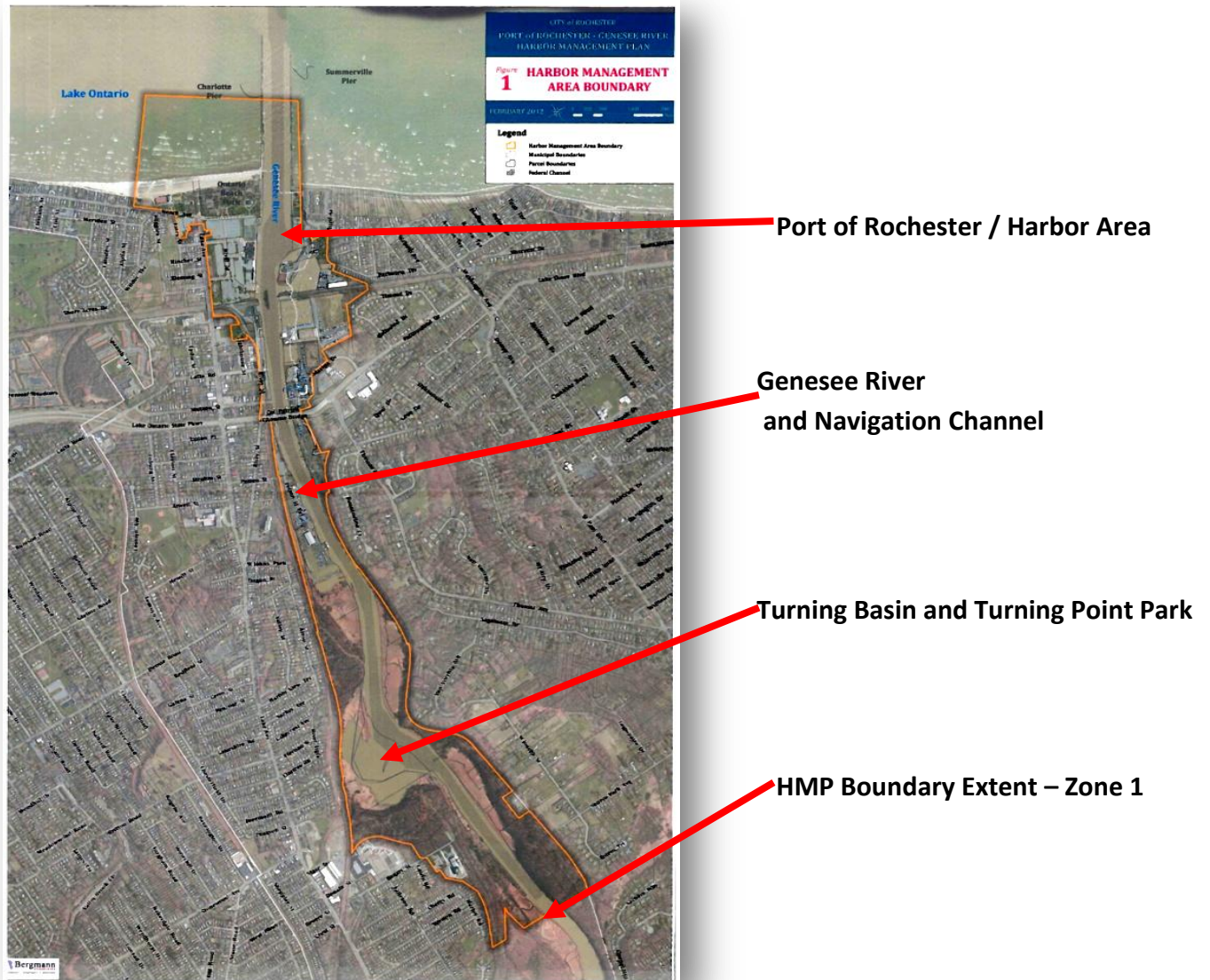


***Left: LWRP HMP Zone 1
Port of Rochester site***

Section 8: LWRP Harbor Management Plan



**FIGURE 30: LWRP HARBOR MANAGEMENT ZONE 1
PORT OF ROCHESTER TO TURNING BASIN**



C. INVENTORY AND ANALYSIS

A detailed inventory and analysis has been prepared for the Port of Rochester Harbor Management Plan and for the city's Local Waterfront Revitalization Program. The following description of existing conditions, analyses and opportunities summarizes those that directly impact Harbor Management Plan considerations for zones 2, 3, 4, 5 and 6.

PORT OF ROCHESTER (ZONE 1)

A detailed inventory and analysis for the Port of Rochester (Zone 1) has been prepared as part of the Harbor Management Plan for the Port which is included in the appendices of this document.

GENESEE RIVER NORTH (ZONE 2)

This section of the Genesee River is navigable for most vessels for a distance of approximately 3 miles to the south of the Turning Basin, providing drafts of up to 6' or more within a natural river channel. The width of the river varies between 200' and 250' with a navigable 4' depth for 75% of that width, or more. As the River nears Seth Green Island and the Lower Falls, the water depth decreases suddenly and becomes a series of rolling rapids.

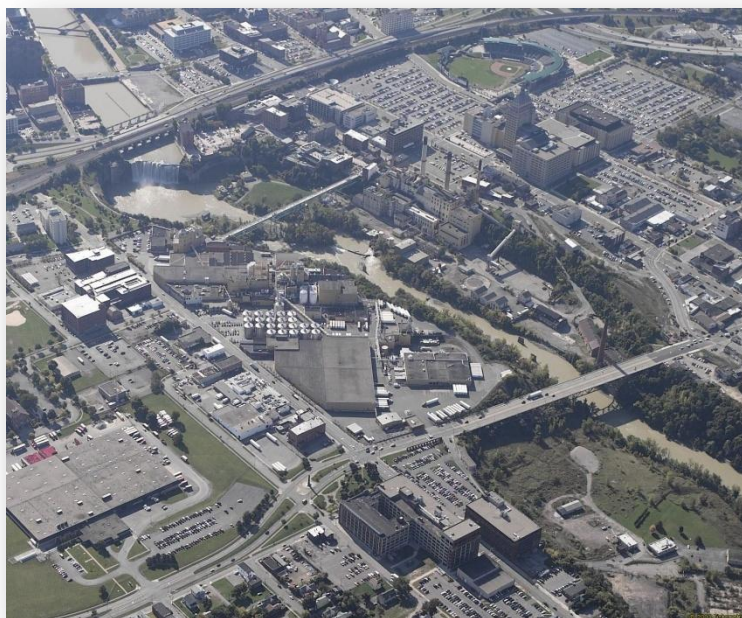
This section of River is very scenic with high banks, limited shoreline development and good fish and wildlife habitat. It is lightly used for recreation, kayaking and power boating - and heavily used for fishing. A tour boat offers scenic trips up this section of the River gorge. A large regional park and zoo (Seneca Park) abuts the River on its eastern bank, near the south end of this river segment. A multi-use trail parallels a portion of this section of river, with plans to eventually connect the Port of Rochester to Seneca Park and the Erie Canal.



LWRP HMP Zone 2 – Genesee River North



LWRP HMP Zone 3 – Genesee River Rapids



LWRP HMP Zone 3 – Genesee River Rapids



LWRP HMP Zone 3 – Genesee River Rapids

GENESEE RIVER RAPIDS (ZONE 3)

The section of Genesee River that flows from the Court Street Dam in Rochester's Center City area, and then approximately 3 miles downstream to the Lower Falls is fast flowing, full of waterfalls and intermittent rapids. This section has several river control structures that serve to control water levels, maintain safe conditions, and generate power. A parallel multi-use trail offers visual access and very limited fishing access to the water. This is historically, as well as today, the most urbanized portion of Rochester's waterfront. Historically, the rapids provided the water power to run early mills. The confluence of the historic Erie Canal (located at the Broad Street aqueduct) and the Genesee River rapids provided both the transportation and water power to fuel the United States' first real boom town.

For the most part, the extreme variation in water conditions and dangerous falls and rapids limits the recreational and commercial use of this section of waterway to scenic landside activities and power generation. The section of river within the Center City area and High Falls Historic District has been used for visual programming and events in the past.

ERIE CANAL WEST AND EAST (ZONE 4)

The Erie Canal includes a man-made channelized section of waterway that runs west to east across the southern portion of the city, forming the municipal boundary in some cases. The canal also includes a section of the channelized Genesee River from north of the Erie Canal crossing to the Court Street Dam. The dam functions as the control structure that regulates the water level for this section of the Genesee River and for the Erie Canal. The standard cross section for the canal includes a total width of approximately 100' and a maintained depth of 8'.

The land use character of the Erie Canal varies. Within the east-west channelized section the surrounding uses are substantially industrial and transportation related. At the confluence of the man-made canal section and the Genesee River is Genesee Valley Park which is a Frederick Law Olmsted designed park with beautiful shoreline, a golf course, rowing centers and elegant bridges. The channelized section of the Genesee River begins within Genesee Valley Park, then runs through the University of Rochester's campus, and terminates approximately 3 miles north at Rochester's Center City, and a port called Corn Hill Landing.

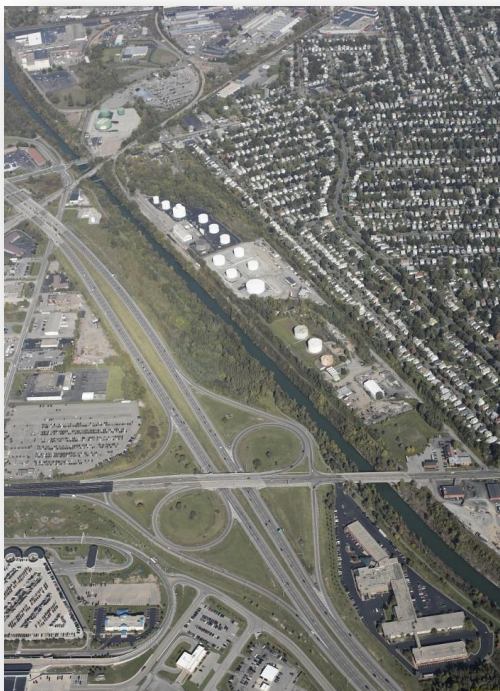
The water surface use of the Erie Canal is dominated by hand powered craft, including rowing shells, kayaks and canoes. The University of Rochester and Rochester Institute of Technology both have boathouses on the canal or river, and several other rowing

clubs operate out of two other boat houses. The Erie Canal also has tour boats, for hire canal boats and private motor craft in this section of River. Transient docking is available at Corn Hill Landing. However, no marine services are available in this area.

The New York State Canal Corporation has jurisdiction of the canal and imposes a 6 mph speed limit and no wake zone for the entire water body.

GENESEE RIVER SOUTH (ZONE 5)

The Genesee River flows northward from its headwaters in northern Pennsylvania, through the Letchworth Park gorge, fertile farmlands, and then flows through the City of Rochester before emptying into Lake Ontario. The section of river between Rochester's southern municipal boundary and the Erie Canal crossing at Genesee Valley Park is characterized as a slow moving meandering river. Its width varies between 250' and 300' and carries maximum depths in the 4' to 8' range. The shoreline is substantially undeveloped, including parkland, public land and vacant land. The water surface use is primarily hand powered watercraft (significant rowing presence), limited power boating and some fishing. This section of river has direct access to the Erie Canal, and as a result, has some Erie Canal related navigation on it. A multi-use trail parallels this section of river, but due to the corridor's undeveloped state, security issues may be a limiting factor regarding use.



LWRP HMP Zone 4 – Erie Canal (West and East)



LWRP HMP Zone 5 – Genesee River South

LAKE ONTARIO/DURAND EASTMAN PARK (ZONE 6)

Durand Eastman Park is located within the City of Rochester, even though it is managed by Monroe County and surrounded by the Town of Irondequoit. The Park has 5,000 LF of Lake Frontage, comprised entirely of sandy beach. The linear water frontage hosts picnicking, swimming, surfing, sail boarding and many passive recreational activities. A multi-use trail parallels the entire shoreline. Boats will often anchor and/or raft and swim in the waters just off of the beach. The park and waterfront hosts the Van Lare wastewater treatment plant which is licensed to treat 130 million gallons per day, serving the majority of the Rochester metropolitan area. The City of Rochester operates a public swimming beach that was recently re-opened and is supported by temporary facilities.

D. MANAGEMENT, OPERATION AND ENFORCEMENT

Management and operations recommendations for the Port of Rochester harbor area are included in the Port of Rochester Harbor Management Plan in the appendices. The remainder of the City's waterways fall generally into four categories: Navigable sections of the Genesee River; Un-navigable sections of the Genesee River; the Erie Canal (including the canalized section of the Genesee River); and the Lake Ontario shoreline (off of Durand-Eastman Park Beach). Within these areas, issues of jurisdictional authority, operations, enforcement and public safety need to be well coordinated between multiple agencies and municipalities.

NAVIGABLE SECTIONS OF THE GENESEE RIVER

Two sections of the Genesee River are navigable by pleasure boat and hand carry craft. One section is south of the Erie Canal and the other section is between the Port of Rochester and the Lower Falls. These sections of River are managed for flood control, environmental impact, and in a limited manner, for water surface use.

Primary responsibility for managing flood control is held by the US Army Corps of Engineers. This includes active management through flood water controls, as well as the administration of permits. Strict enforcement of existing regulations is recommended along with adequate maintenance of existing flood control structures.

Environmental regulation in this area is handled in several manners, with much of the jurisdiction within New York State's Department of Environmental Conservation (NYS DEC). NYS DEC reviews permit applications of work within the waterway. They also, together with the City of Rochester, administer the NYS Environmental Quality Review Act (SEQRA). NYS DEC also administers storm water regulations designed to protect

water quality and quantity. It is recommended that the City of Rochester work together with the US Army Corps of Engineers and the NYS DEC to continue diligent administration and enforcement of existing environmental regulations.

Water surface use in this section is administered by the New York State Office of Parks, Recreation and Historic Preservation. Lands under water are administered by the New York State Office of General Services, as property of New York State. Vessel operation is regulated by International Navigation Law, with the US Coast Guard having primary administrative responsibility. This section of waterway has had very little use or demand in the past, hence, has had very little need for enforcement of NYS regulations pertaining to public lands underwater or water surface use. Most of the riparian lands are owned by the City of Rochester. Within these sections of waterway, the City of Rochester should consider the following potential regulations and authorities in anticipation of increased use:

- Docking, Anchoring and Mooring Regulations
- Speed and Wake
- Courses and Markers
- Navigation Aids
- Education and Signage

GENESEE RIVER RAPIDS - UN-NAVIGABLE SECTIONS OF THE GENESEE RIVER

The falls and rapids section of the Genesee River between the Court Street Dam and the Lower Falls is primarily managed for hydroelectric power, flood control and environmental impact. Relative to flood control and environmental impact, the operations and maintenance of this section is the same as for the navigable section of the river. Hydro-electric power is regulated by the Federal Energy Regulatory Commission (FERC) in association with NYS DEC. It is recommended that the City of Rochester work closely with NYS and Federal agencies to enforce existing regulations.

ERIE CANAL

The Erie Canal is managed and operated by the New York State Canal Corporation. Monroe County and local municipalities assist with enforcement and safety. It is recommended that the City of Rochester work with the Canal Corporation to consider the same potential regulations and authorities as are recommended for the navigable river sections (noted above).

LAKE ONTARIO

The waters of Lake Ontario, off of Durand Beach Park, are substantially regulated by New York State – with enforcement support from Monroe County and the US Coast Guard. This open water area should consider additional safety and environmental considerations including:

- Anchoring and Mooring
- Swimming and Special Beach Use Areas
- Speed and Wake
- Courses and Markers
- Navigation Aids
- Education and Signage

HARBOR MANAGEMENT COMMISSION

It is recommended that the Harbor Management Commission structure that is recommended in the Port of Rochester Harbor Management Plan be expanded to include the navigable section of the Genesee River and the Erie Canal. Within that structure, a committee should be formed that focuses on the harbor management of the Erie Canal and the portion of the Genesee River that are south of the Erie Canal. The Port of Rochester boundary should be extended south to a point just north of Seth Green Island (to include the section of River that is navigable with a minimum of 4' water depth).

EXISTING REGULATORY JURISDICTIONS AND AUTHORITIES

Existing regulatory jurisdictions and authorities within the city's Harbor Management Plan Zone 1 for the Port of Rochester site are summarized in the chart on page 318. Existing regulatory jurisdictions and authorities within the city's remaining Harbor Management Plan Zones will be determined at a future date by the Harbor Management Association.

E. INFRASTRUCTURE

Existing harbor infrastructure includes flood, environmental, hydro-electric, recreational and navigational components. These components are described below:

Flood and Environmental Controls: The Army Corps of Engineers has invested heavily in successful flood protection measures over the last century. The NYS Canal Corporation owns additional flood, water control, and lock facilities. It is recommended that

existing facilities be maintained and operated to current performance criteria. During major capital maintenance projects opportunities to incorporate green practices should be seriously considered and pursued. Opportunities to improve public access, visibility, safety, interpretation, and recreational use should also be incorporated whenever feasible.

Hydro-electric Power: The Genesee River has several existing hydro-electric facilities, all owned by Rochester Gas and Electric. The facilities go through periodic licensing and inspection to insure their safe operation. Future projects are regulated by and reviewed by the NYS DEC and FERC. Continued use and possible expansion of hydro-power as an alternative and clean energy source should be encouraged, conditioned on a thorough environmental assessment.



CORN HILL LANDING ON THE GENESEE RIVER / ERIE CANAL

**SUMMARY OF HARBOR MANAGEMENT PLAN
REGULATORY JURISDICTIONS AND AUTHORITIES
FOR HMP ZONE 1 (RIVER HARBOR TO TURNING BASIN)**

Function / Role														
	Review Development Projects	Establish Land Use Regulations	Establish Environmental Regulations	Resource Management Permits	Enforce Regulations	Planning & Technical Assistance	Natural Resource Management	Land Ownership / Management	Environmental Management	Land Use Planning Studies	Navigation	Recreational Facilities & Public Access	Public Information / Education	Conservation Advocacy
Monroe County Departments														
Sheriff's Office					x						x		x	
Department of Transportation	x					x								
Department of Parks												x	x	
Fishery Advisory Board							x						x	x
City of Rochester Departments														
Police Department					x						x		x	
Fire Department	x				x								x	
Administration	x	x	x			x	x	x	x	x		x	x	x
State Agencies														
State Police					x						x		x	
Department Environmental Conservation (DEC)	x		x	x	x	x	x	x	x	x	x	x	x	x
Department of State (DOS)						x	x					x	x	x
Office of Parks, Recreation, and Historic Preservation														
Office of General Services				x				x						
Federal Agencies														
U.S. Coast Guard	x				x	x					x		x	
U.S. Customs and Border Protection	x				x	x					x		x	
U.S. Army Corps of Engineers	x		x	x	x	x	x	x	x	x	x	x	x	x
National Oceanic and Atmospheric Administration			x		x	x	x		x				x	x
U.S. Enviornmental Protection Agency (EPA)	x	x				x			x				x	x
U.S. Fish and Wildlife				x		x	x						x	x
Other Agencies														
Town of Irondequoit	x	x	x			x		x		x			x	

Public Access and Visitor Amenity: A substantial investment has been made in public access to the shore, including trails, trailheads, parks, and boardwalks. There are no trailer boat launches within this harbor area (although one exists just outside of the harbor area on the lower Genesee River in the Port of Rochester). Hand-carry boat launches exist at Turning Point Park and the Genesee Valley Park. The city has invested in a strong environmental signage program that should be continued with the addition of additional infrastructure. Additional hand carry launches should be strongly considered, as well as a trailer launch accessing the upper Genesee River and Erie Canal. A potential site for a trailer launch could be on the west side of the Genesee River, south of the Erie Canal. Potential locations for hand-carry launches could include the eastern end of the Erie Canal (CityGate area), the western end of the Erie Canal, the Corn Hill area, the South Wedge Area, and Seneca Park, among possible others.

Boater Services: A marine holding tank pump-out, water supply, visitor information, and electrical hook ups are located at Corn Hill Landing. Similar services should be provided at Brooks Landing, the proposed Citygate Landing and a potential location at the western end of the canal near Chili Avenue. Services for hand-carry and hand powered boats, including several boathouses, exist at Genesee Valley Park. Additional hand-carry services should be developed at Citygate, at a location in the western end of the Erie Canal, at a location south of the Erie Canal on the Genesee River, at Turning Point Park and at the Port of Rochester. Safety provisions should be provided for hand-powered craft including shoreline access, landside visibility, and hand holds in wall sections.

Dredging: The NYS Canal Corporation performs annual dredging necessary to maintain water depths in the Erie Canal and canalized section of the Genesee River. It is recommended that this dredging program continue in an environmentally responsible manner, that limited new dredging be allowed to accommodate new boater services, and that all other water uses are sited in a manner that would not require any dredging.

F. WATER SURFACE USES AND ACTIVITIES

GENERALIZED USE CATEGORIES

Six general categories of water surface use exist within the city's limits, outside of the Port of Rochester. Generalized locations are mapped in Figure 28 on page 322 and the suggested regulation of these uses is as follows.

Docking, Anchoring and Mooring: Located within the Navigable sections of the Genesee River, the Erie Canal, and Lake Ontario. No docks, moorings or

anchoring allowed in the Rapids section of the Genesee River, with the exception of public fishing piers. No docks or moorings to be allowed in the Lake Ontario section with the exception of fishing piers. Anchoring outside of swimming areas to be allowed and regulated per Federal Navigation Law. Moorings should only be located within the designated mooring location (Erie Canal Harbor) and should be maintained and operated by the city or its assigned agent to strict standards that would limit vessel swing and that would not impact navigation or recreational use. Anchoring should be permitted in all waters for safety and emergency purposes. Recreational daytime anchoring is also to be allowed outside of designated course areas.

Power Boating: Power boating is allowed on all sections of the navigable Genesee River and Erie Canal. The Erie Canal has a speed limit of 6 mph and a no-wake restriction as established by the NYS Canal Corporation. The entire limits of the Genesee River are within 200' of shore, and are recommended to have a speed limit of 10 mph. The Lake Ontario area should have a 10 mph speed limit within 200' of shore and within 200' of any swimming area. No-wake restrictions should be in effect within any Course area. Navigation Law should be adhered to regarding all operation of vessels in all waters of the city. Expanded public access to the water should include support of tour boats, water busses, water taxis and boats for hire.

Hand-powered Craft: Hand-powered craft should be encouraged on all waters of the City of Rochester, with the exception of the Rapids Section of the Genesee River. Landside facilities in support of rowing and paddling are recommended to be allowed and expanded. Public access should be encouraged in the form of liveries, training facilities, storage facilities and launch areas.

Courses: The Genesee River and Erie Canal are used extensively for hand-powered craft events, including training, regattas and races. Courses should be allowed to be set up within designated areas and with appropriate permits from the NYS Canal Corporation and NYS Parks. Consideration should be given to establishing a local source for permitting, as well as a system of standing permits. No recreational anchoring, docking, or mooring is allowed within designated course areas. Course areas should be no-wake zones for power boats.

Fishing: Fishing should be allowed in all sections of the city's waterways except for those areas designated as safety zones within the Genesee Rapids Section of the river.

Swimming: Swimming should only be allowed within the Lake Ontario Section and only within designated areas.

OTHER WATER SURFACE USES AND ACTIVITIES

Common water surface activities in the Lake Focus Area include swimming within designated areas at Ontario Beach Park and Durand Beach. A large unofficial “mooring area” for recreational boaters is located towards the east end of Durand Beach where boats often tie up to each other and anchor. Other common water surface uses on Lake Ontario include recreational power boating / sailing, and windsurfing. The Charlotte Pier at the mouth of the river extends out into Lake Ontario providing a popular spot for fishing access.

A public boat launch is located at the Port of Rochester as well as several nearby public and private marinas that offer short and long term boat docking along the banks of the Genesee River. With the public boat launch and marina entrance on the west side, navigation channel for boats traveling north-south along the center of the river, and the Rochester Yacht Club’s sailing activities in front of their property on the east side, the potential for surface use conflicts exist.

The predominant water surface activity in the river includes fishing in almost all areas within the lower river gorge. A particularly popular spot among anglers is at the terminus of Seth Green Drive near the Lower Falls. Recreational boating (both powerboats and human powered boats) is also common along the river from the Port of Rochester south to Seth Green Island, at which point access becomes limited due to rocky terrain and shallow water depths. The river gorge area between the Middle and High Falls is not easily accessible and therefore water surface activities in this section are rare.

Common water surface activities in the canal focus area include recreational boating (both powerboats and human-powered boats) along the east-west portion of the Erie Canal. Recreational boaters can navigate from the Erie Canal north up the “canalized” portion of the Genesee River to Brook’s Landing and Corn Hill Landing on the west side where transient docking is available for visitors. With the Genesee Valley Waterways Center on the west side and the University of Rochester River Campus on the east side, human powered boating (canoeing, rowing, crew related activities, etc.) is prevalent in the south river corridor. As a result, the potential for water surface use conflicts between recreational power boats and human power boats exist in this section of the corridor. Fishing is also a common activity throughout this area and points south in Genesee Valley Park.

FIGURE 31: LWRP WATER RELATED RESOURCES / WATER SURFACE USE

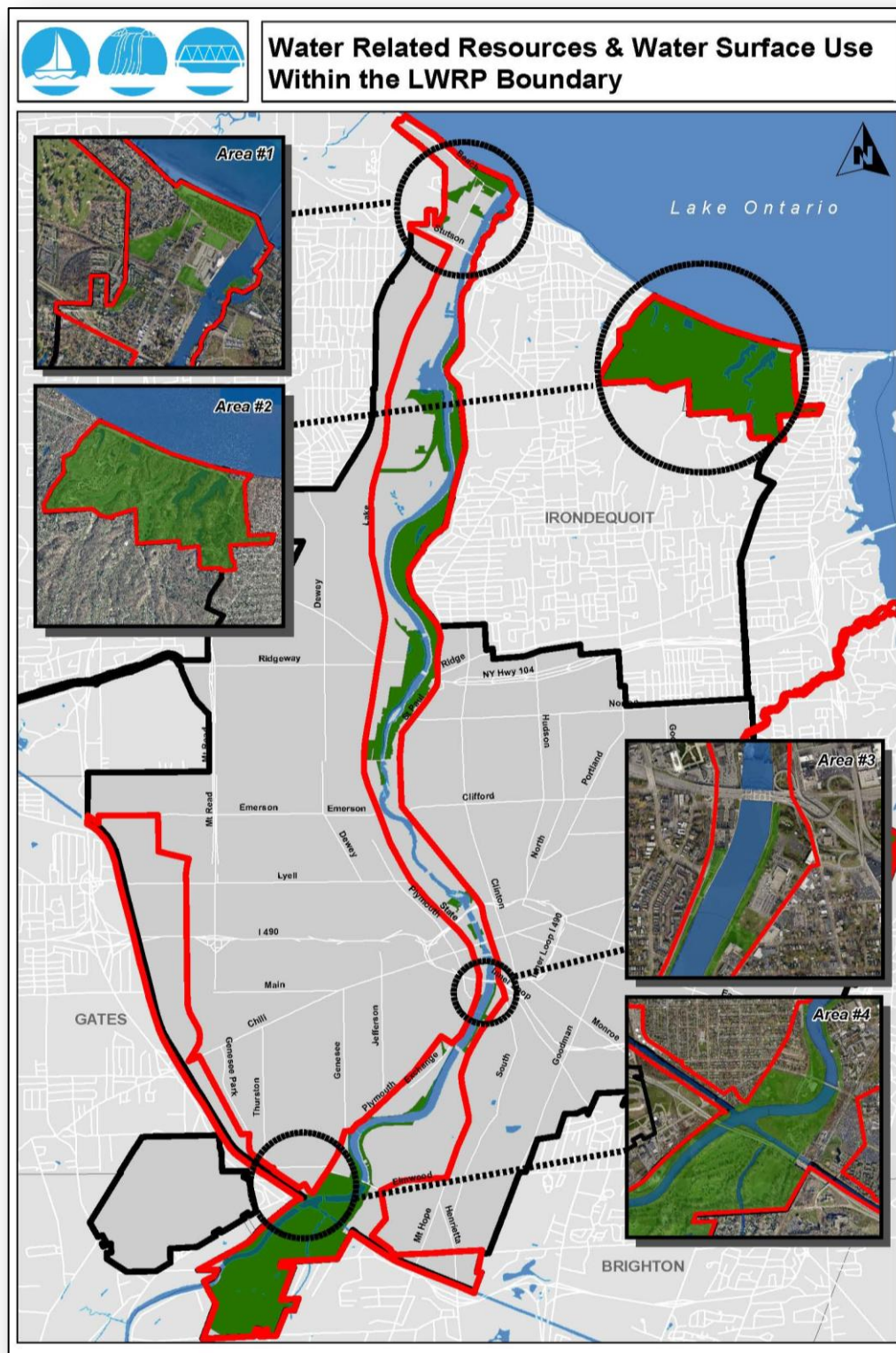


FIGURE 31: LWRP WATER RELATED RESOURCES / WATER SURFACE USE

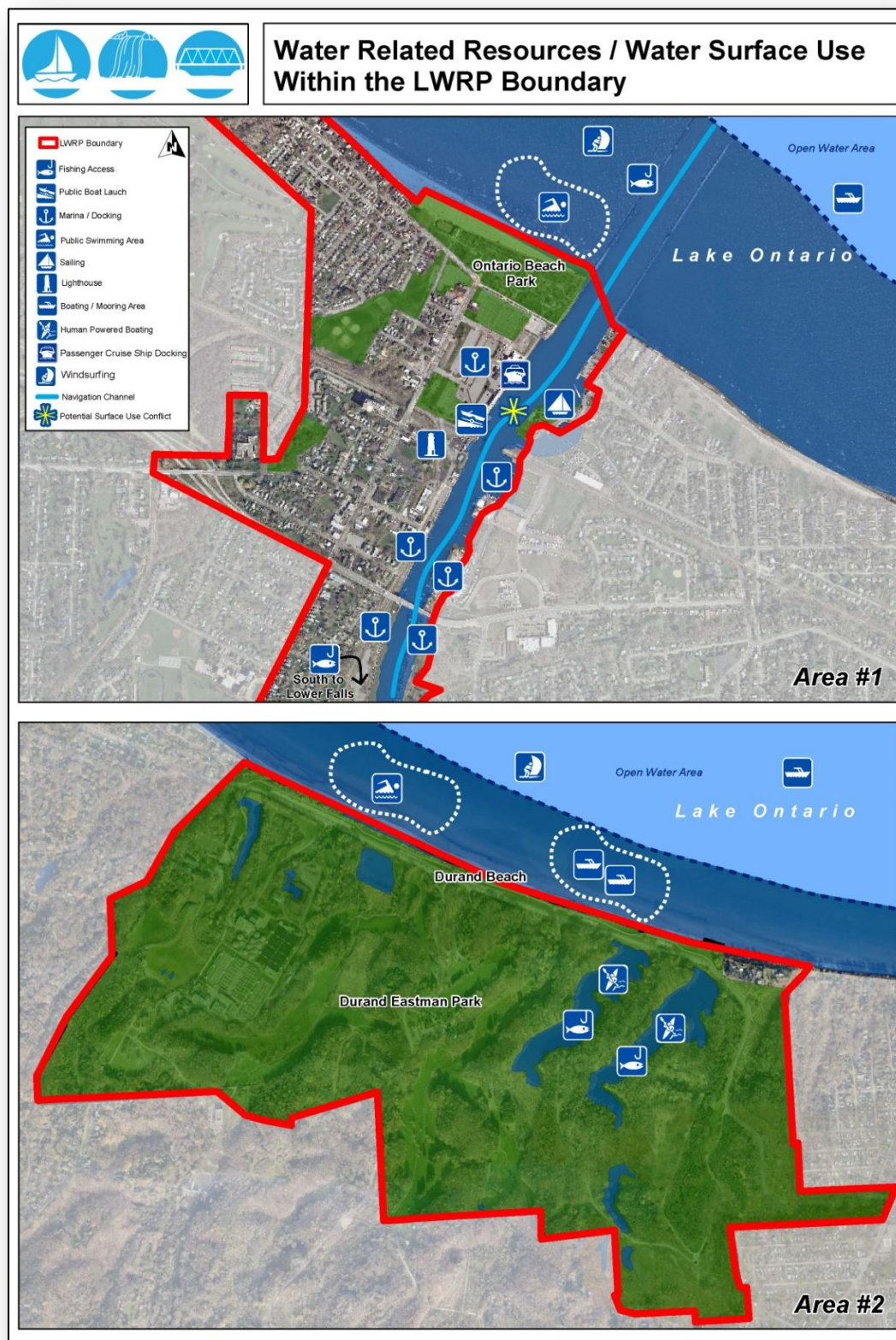
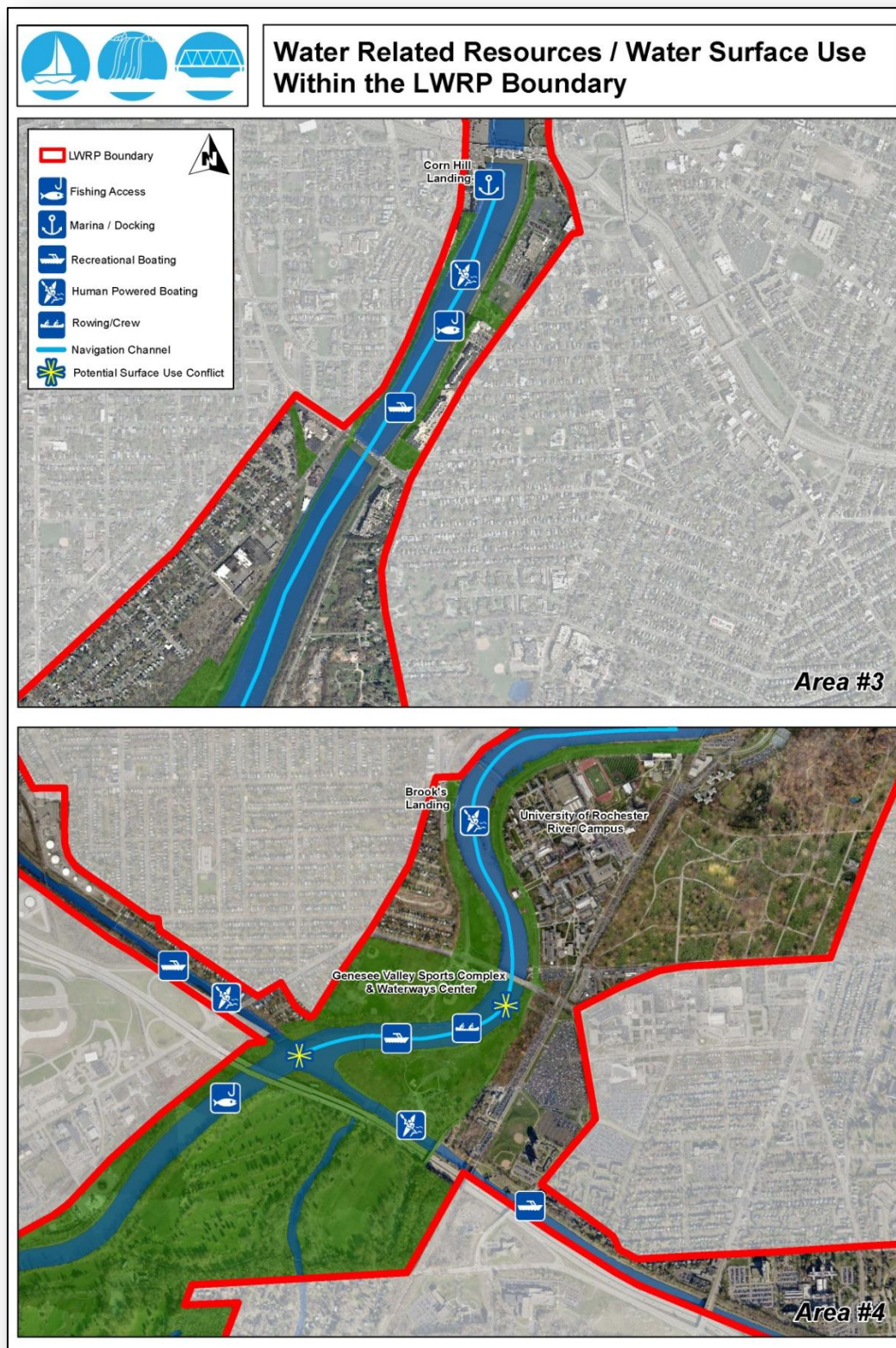


FIGURE 31: LWRP WATER RELATED RESOURCES / WATER SURFACE USE



G. WATER QUALITY AND HABITAT

NYS DEC rates the Genesee River's quality as generally good. The River carries heavy sediment loads, particularly during storm events from non-point sources in the southern portion of the drainage basin. Additional impairment comes from the industrial impacts located in the northern section of the River. The varied riparian edge includes very natural areas in the south, parkland, urban landscape through the Center City, and natural edges in the gorge area. These riparian edges provide good terrestrial and fisheries habitat in the northern section of the River. The Rapids area begins with urban and hard edges, but is substantially within a natural and wooded corridor and gorge. Water quality at the City's two swimming beaches (Ontario Beach and Durand Eastman Beach) both have periodic issues with algae and high bacteria counts that can temporarily close the beaches for swimming. Recommendations aimed at addressing water quality and habitat issues include:

Storm Water/Non-Point Pollution: Continued strict compliance with NYS DEC storm water regulations and best practices.

Green Infrastructure: Incorporate NYS Environmental Facilities Corporation green infrastructure practices in public capital projects and encourage their use in private development projects.

Fisheries, Bird and Wildlife: Insure strict compliance with NYS DEC Article 15 permitting with special focus on protecting and enhancing habitats and spawning areas; enhance wildlife corridors, including the identification of a corridor through the Center City; incorporate riparian plantings, habitat enhancements and green corridors into public and private capital projects.

Rochester Embayment Area of Concern: Assist with the implementation of the Remedial Action Plan (RAP), together with the EPA, NYS DEC and Monroe County.

Genesee "Riverkeeper" Initiative: Support the Center for Environmental Information's (CEI) Genesee "Riverkeeper" program.

Beach Water Quality: Maintain continued focus and investment on water quality infrastructure and maintenance (algae control and storm water management) to keep public beaches at Ontario Beach Park and Durand-Eastman Park open for swimming.

H. LAKE ONTARIO WATER LEVEL

The International Joint Commission (IJC) is a body made up of representatives from the United States and Canada and is responsible for maintaining the lake levels of the Great Lakes, including Lake Ontario and the Port of Rochester.

The IJC has four main responsibilities - regulating shared water uses, improving water quality, improving air quality and investigating trans-boundary issues and recommending solutions.

As part of its management efforts, the IJC is developing a new approach for managing water levels and flows in the Lake Ontario / St. Lawrence River (LOSLR) system. The current water level management plan allows water levels within Lake Ontario and the St. Lawrence River to fluctuate approximately four feet, from 243.3 to 247.3 above sea level. The IJC believes the 1958-D plan is severely impacting coastal environmental processes, in particular emergent wetland communities.

The regulation plan currently proposed (i.e., Plan 2014) will specify the operational rules for managing Lake Ontario outflows to more closely follow natural patterns of water levels and flows than does the 1958-D plan, while moderating extreme water levels and establishing an “adaptive management strategy.” The proposed plan allows more variability in water levels from year to year on Lake Ontario and the upper St. Lawrence River in an effort to improve the health and diversity of coastal wetlands.

I. HARBOR MANAGEMENT GOALS

MANAGEMENT AND OVERSIGHT

Actively manage the use and conservation of the harbor management area in the public interest and for the benefit of all City residents and the general public.

PUBLIC ACCESS AND RECREATION

Maintain and enhance opportunities for recreational use of the harbor area consistent with its capacity to support those uses. Provide long-term opportunities for safe and enjoyable use of, and access to, the harbor area and waterfront.

WATER SURFACE USE AND RIPARIAN SHORE

Support and maintain a diversity of water-dependent and water-enhanced facilities and uses that enhance the quality of the waterfront zone.

DEVELOPMENT AND INFRASTRUCTURE

Recognize and pursue opportunities for economic growth and community development associated with the harbor area and waterfront in a sustainable and substantial manner.

FISH, WILDLIFE AND HABITAT

Conserve and enhance the environmental quality, natural resources and ecological functions associated with the harbor area and the larger Genesee River gorge/ecosystem.

FLOODING AND EROSION CONTROL

Maintain and enhance existing flood control structures while seeking opportunities to utilize natural systems and green infrastructure to achieve equal or better results.

PUBLIC HEALTH, SAFETY AND WELFARE

Plan for, manage, and regulate the use and development of the harbor area and waterfront to assure their most orderly and efficient use.

WATER AND WETLAND RESOURCES

Utilize best practices and green infrastructure to constantly seek means to improve non-point and point water pollution. Protect and restore wetland resources within the city limits and within the Genesee River / Erie Canal watershed.

EDUCATION AND CULTURAL ENRICHMENT

Preserve, promote, and interpret the natural features and historic waterway and maritime heritage of the harbor area. Promote a strong ethic of environmental stewardship whereby all citizens, officials, agencies and organizations with an interest or authority pertaining to the harbor area and waterfront consider themselves stewards of the water.

J. WATER SURFACE USE RECOMMENDATIONS

The following summary of water surface use recommendations is designed to address opportunities in support of the city's overall harbor management goals:

GENERAL

Water Dependent and Water Enhanced Riparian Uses: Insure that riparian zoning districts encourage water dependent and water enhanced uses and discourage all other waterfront uses.

FIVE HARBOR AREAS

Beyond the Port of Rochester Harbor Management Area, the following five waterfront zones should be recognized in municipal planning documents and implementation plans as being the City of Rochester's waterfront zones (see map on page 308):

- Lake Ontario/Durand Eastman Park
- Genesee River North
- Genesee River Rapids
- Erie Canal
- Genesee River South

DEVELOPMENT NODES

Within the five Harbor Areas, special development nodes have been identified as being appropriate for clusters of recreation, services and public access activities. These nodes include:

- Lake Ontario/Durand Eastman Park: Swimming Beach
- Genesee River North: Port of Rochester
- Seth Green
- Erie Canal: Erie Harbor West; Erie Harbor East; Brooks Landing; Citygate; (and a western Erie Canal Landing – location TBD)
- Genesee River South: (a south landing – location TBD)

K. HARBOR MANAGEMENT RECOMMENDATIONS

The following projects are recommended in support of the Harbor Management Goals.

OVERSIGHT, OPERATIONS AND MANAGEMENT

Expanded role of Harbor Management Oversight Committee: The Port of Rochester Harbor Management Plan has recommended a Harbor Oversight Association for the Port area. The role of that group should be expanded to include management of the Genesee River North Zone, the Erie Canal Zone and the Genesee River South Zone. The Genesee River North Zone should be included wholly within the currently recommended

structure. The Erie Canal and Genesee River South Zones should have a sub-committee structure established to oversee that unique area of the city's waterfront.

New Regulations: New regulations should be established and administered by the Oversight Committee, or other appropriate agency. Regulations regarding the setting of race courses, docking, mooring, anchoring, speed, wake, swimming limits, and boating limits should be implemented within all of the navigable waters of the city.

INFRASTRUCTURE

The following harbor area and waterway infrastructure improvements should be pursued.

Green Infrastructure Program: All public sector facility maintenance projects and new construction projects should strive to incorporate green infrastructure as a matter of course. Private development projects should be incentivized to include green infrastructure.

Public Access and Interpretation Program: Continued implementation of the Genesee River Trail, the Erie Canal Heritage Trail and the Genesee Greenway Trail including trailheads, directional signage, interpretive signage and other educational elements.

Trailer Boat Launch (Southern Genesee River): Develop a trailer boat launch for access to the Erie Canal system within the undeveloped portion of Genesee Valley Park at the south-west corner of the Erie Canal/Genesee River crossing.

Hand-Carry Boat Launches (Southern Genesee River, Western Canal, Citygate): Develop three new hand-carry boat launches with trailheads, facilities, signage and appropriate docking on the Erie Canal and the Genesee River.

Landings and Boater Services (Corn Hill Landing, Brooks Landing, Citygate, South Wedge, western canal landing): Develop waterfront access nodes in six locations on the Erie Canal and navigable portion of the Genesee River South.

Directional, Information and Interpretive Signage Program: A consistent signage program should be developed for the entire harbor management and waterfront area. A visitor experience should include signage that is graphically exciting, simple, accessible to all ages, and friendly to families. Signage should engage visitors upon arrival and during the visit. Interpretation should detail Rochester and its waterways unique environmental and cultural heritage including glacial

creation, Native American history, settlement, the Erie Canal, current activities, water and resource conservation, etc.

Landside Support for Rowing and Paddling: Encourage and accommodate the development of public and private landside support for hand-powered craft. Trailheads, accessible and low docking areas, and boathouses should be developed consistent with Figure 28.

Fishing Access Points and Piers (Southern Genesee River, Genesee Rapids, Seth Green Park, Northern Genesee River, Durand-Eastman Park): Fishing access trailheads, fishing piers and safety features should be developed in appropriate locations to encourage expanded use and opportunity..

Cable Car, Zip Line or Funicular for Gorge Access: Explore the engineering and financial feasibility of developing a vertical transportation system into the Genesee River Gorge in the locations identified in High Falls in Section 4.

Dredging: Continue to support existing dredging programs in the Port of Rochester and Erie Canal.

Expanded/Enhanced Hydroelectric Power: Explore the financial feasibility, engineering feasibility, and environmental sustainability of improved and expanded hydroelectric facilities on the Genesee River.

WATER SURFACE USE

Navigation Aids and Markings: Develop a plan and maintenance program for expanded navigation aids in the Genesee River North, Erie Canal, and Genesee River South areas. Aids and markings should identify channels, special anchorage areas, course areas, and obstructions.

Canal Harbor Mooring Field: Study the feasibility of designating a water surface area for linear mooring pattern in the Erie Canal Harbor area between the Ford Street Bridge and the I-490 Bridge.

Race Course Areas: Designate water surface areas for setting regular race courses within the Erie Canal and the Genesee River South area. Provide temporary and/or permanent markings to warn boaters of course areas and protocols.

WATER QUALITY AND HABITAT

Habitat Enhancement Program: Develop a habitat enhancement plan designed to return wildlife to urban areas and to strengthen the Genesee River and Erie Canal as wildlife corridors. Incorporate into public and private design standards, capital projects and site plan reviews.

Beach Water Quality Infrastructure and Maintenance: Strive for continuous improvement of water quality at the two Lake Ontario public swimming beaches through green infrastructure and mechanical means.

“Riverkeeper” Program: Support the Center for Environmental Information in seeking “Riverkeeper” designation for the Genesee River and the development of a sustainable conservation program for the River.

LOCAL HARBOR MANAGEMENT STRUCTURE

With the City of Rochester’s substantial commitment to and investment in its waterfront areas (lake, river, canal) over the past 15-20 years, the city needs a strong and effective local harbor management structure to oversee public infrastructure investments and projects, advocate for its harbor areas, protect environmental resources, support existing businesses and pursue new water-related economic development opportunities. The components of the proposed LWRP harbor management structure include:

1. Creation of a Waterfront Owners and Operators Association to improve collaboration, advocacy, and promotion related to harbor operations and waterfront development issues throughout the LWRP boundary.
2. Reassessment of the need for a waterfront-wide management entity after completion of the new marina and the Phase 1 landside development at the Port Site.
3. Development of a specific regional promotion and marketing strategy for the City of Rochester’s “Three Great Waterways” that will focus on attracting visitors and tourists to the city’s waterfront areas (lake, river and canal). This strategy should promote Lake Ontario and the Erie Canal as new “front doors” to the city for visitors coming to the region by boat or cruise ship.
4. Creation of an internal city coordinating committee or team to review and critique waterfront development proposals, plans, infrastructure projects and other waterfront issues and concerns.
5. Continue the operation of the city’s LWRP Waterfront Advisory Committee (WAC) to serve as a citizen’s advocacy group for the city’s waterfront areas and

as a community sounding board for the discussion of important waterfront development issues. Expand the WAC to include sub-committees that will deal with specific waterfront areas of concern including environmental stewardship, development priorities, trail development and access, promotion and marketing and project review.

6. Develop advocacy and budgetary strategies for ensuring ongoing, long-term dredging for the federal navigation channel, the Port Terminal dock wall area, the public boat launch and the two public marinas at the Port site; work to develop a plan for coordinated dredging (public/private partnerships) as needed throughout the LWRP boundary to save costs and expedite permit administration; work to coordinate debris removal throughout the river corridor.

L. IMPLEMENTING RESPONSIBILITIES AND TECHNIQUES

The following entities should have a shared responsibility for implementing harbor management recommendations and projects.

City of Rochester

Oversight Committee Leadership
Implementation of New Regulations
Green Infrastructure Program
Trailer Boat Launches
Public Access and Interpretation Program
Hand –Carry Boat Launches

Private Sector

Green Infrastructure on Private Properties
Habitat Enhancement on Private Properties
Landside Support for Rowing and Paddling

Monroe County

Emergency Response Teams
Enforcement Assistance

NYS Canal Corporation

Hand-Carry Boat Launches
Landings and Boater Services
Navigation Aids and Markings within the Canal Zone
Canal Harbor Mooring Field
Dredging within the Canal Zone

New York State Parks

Approval, Regulation, and Identification of Courses

NYS DEC

Review and Issuance of Article 15 Permits

Dredging Permitting

Fishing Access and Piers

Habitat Enhancement Program

Army Corps of Engineers

Flood Protection

Protection of Waters

Navigation Aids and Markings

US Coast Guard

Enforcement of Navigation Law

Public Safety Response

Environmental Protection Agency

Implementation and Maintenance of Rochester Embayment Area of Concern Plan

Not-for-Profits

CEI – Genesee “Riverkeeper” Program

Genesee Waterways Center – Development of Additional Hand-Carry Boat Launches and Hand Powered Craft Support; Landside Support for Rowing and Paddling



***Genesee River
Center City, Rochester***