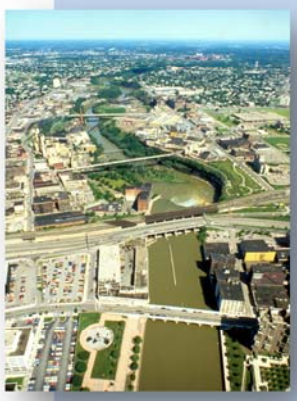
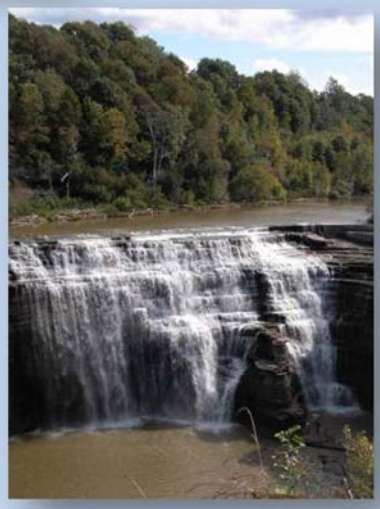

City of Rochester
Local Waterfront Revitalization Program

Draft Update: July, 2017

City of Rochester
Local Waterfront Revitalization Program
Revised Draft: July, 2017

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

With assistance from:
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Steinmetz Planning Group
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City of Rochester
Local Waterfront Revitalization Program
Table of Contents

Document

Preface, Vision, Goals		
Section 1	LWRP Boundary	Page 1
Section 2	LWRP Inventory and Analysis	Page 17
Section 3	LWRP Policies	Page 104
Section 4	LWRP Proposed Land/Water Uses and Projects	Page 170
Section 5	LWRP Implementation Techniques	Page 248
Section 6	LWRP State and Federal Actions and Programs Likely to Affect Implementation	Page 260
Section 7	LWRP Local Commitment and Public Participation	Page 284
Section 8	LWRP Harbor Management Plan	Page 292

Appendices

Port of Rochester Harbor Management Plan	Appendix I
LWRP Health Impact Assessment (HIA) Executive Summary	Appendix II
City of Rochester Consistency Review Ordinance	Appendix III
Genesee River Significant Coastal Fish and Wildlife Habitat	Appendix IV
West River Wall Master Plan	Appendix V
Guidelines for Notification and Review	Appendix VI

City of Rochester
Local Waterfront Revitalization Program

"Three Great Waterways"

Lake Ontario **Genesee River** **Erie Canal**

City of Rochester
Local Waterfront Revitalization Program
July, 2017

A. PREFACE

The purpose of this document is to update the City of Rochester's Local Waterfront Revitalization Program (LWRP) that was originally adopted 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 with funding provided by the New York State Department of State under Title 11 of the Environmental Protection Fund.

This document includes, as an appendix, 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 appendix, the Executive Summary of 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.

B. 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."

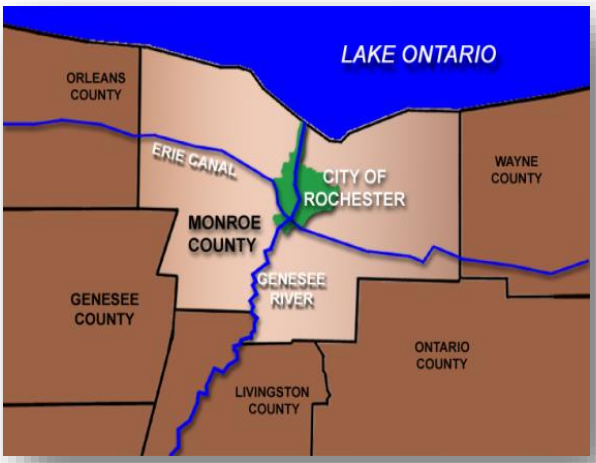
C. WATERFRONT GOALS

City of Rochester has identified the following six goals, reflected in the LWRP:

- "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. See Figure 1 for the LWRP study area geographic context.

FIGURE 1: LWRP LOCAL AND REGIONAL CONTEXT



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

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

Center City, Rochester

Section 1: LWRP Boundary

EXISTING (1990) LWRP BOUNDARY

The following description is 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 boundary is shown in Figure 2.

To the north, the City's existing 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 at Lake Ontario.

The "spine" of the City's LWRP boundary follows the Genesee River within the city, from the Middle Falls area near Ravine Avenue, north to the river's mouth at Lake Ontario. The boundary includes a large portion of the northern-most section of the city, which contains the Maplewood and Charlotte neighborhoods, as well as Ontario Beach Park, Seneca Park and Maplewood Park. The boundary also includes Durand-Eastman Park, which while technically contiguous to the city, 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. Portions of the LWRP study area are adjacent to the Town of Greece on the west, and the Town of Irondequoit on the east.

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 line to the Lake Ontario State Parkway (LOSP). The boundary then heads south along the western edge of Lake Avenue to Driving Park Avenue. Properties on the east side of this section of Lake Avenue are included within the LWRP boundary. Properties on the west side of this section of Lake Avenue are outside the boundary. At the Lake Avenue/Driving Park Avenue intersection, the boundary turns east, following the southern edge of Driving Park to the Genesee River Gorge. The boundary then heads south along the top of the gorge wall on the west side of the river, to the Middle Falls Dam.

At the Middle Falls Dam, the boundary heads southeast across the dam, then north, following the top of the gorge wall on the east side of the Genesee River Gorge. The boundary then heads south along the top of the gorge wall on the west side of the river, to the Middle Falls Dam.

At the Middle Falls Dam, the boundary heads southeast across the dam, then north following the top of the gorge wall on the east side of the Genesee River, to Driving Park Avenue. At Driving Park Avenue, the boundary turns east and follows the eastern edge

of St. Paul Street to Long Acre Road. Properties on the east side of this section of St. Paul Street are located outside the boundary while properties on the west side are located within the boundary.

At the intersection of Long Acre Road and St. Paul Street, the boundary picks up the Rochester/Irondequoit municipal line and follows that line north, roughly parallel to the Conrail railroad tracks which are located on the eastern bank of the Genesee River. In one particular location along the east bank of the river, north of the Turning Basin, the boundary, by following the city/town line, actually extends out into the river, thereby excluding the river shore and adjacent sensitive environmental features from both the city's and Irondequoit's LWRP study areas. 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 city's LWRP boundary also includes Durand-Eastman Park, which is located on Lake Ontario. The park is not immediately contiguous to the city, with the exception of a long, narrow strip of land which is used as the Culver Road right-of-way and provides access to the park through the Town of Irondequoit. The park is bounded on the north by Lake Ontario, and on the east, south and west by the Town of Irondequoit.

The LWRP boundary for Durand-Eastman Park includes the shoreline of Lake Ontario on the north. The western boundary begins at the western edge of the park's Lake Ontario shoreline and proceeds southwest, following the City of Rochester/Town of Irondequoit municipal line. The boundary in this location 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, then heads east to an area just west of Birch Hills 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 which is 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 north and the City of Rochester / Town of Brighton municipal line on the east. The boundary on the west is the Route 590 Expressway.

PROPOSED LWRP BOUNDARY

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, depicted in white is shown in Figure 2. The updated and expanded boundary is shown in Figure 3.

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 and follows the western edge of the public ROW as to include the entire ROW. The boundary continues south along State Street to Main Street, crosses Main Street, and then continues south along Exchange Street and follows the western edge of the public ROW.

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 following the western edge of the public ROW. At the Brooks Avenue intersection, the boundary continues west on Brooks to Genesee Street, then heads south along Genesee Street to Vixette Street following the northern edge of the public ROW.

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 following the northeast edge of the public ROW as to include both sides of the street(s). At Brooks Avenue, the boundary turns west and proceeds to Westfield Street. At Westfield, the boundary heads northwest along Westfield to Chili Avenue following the northeastern edge of the public ROW. 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 then proceeds west along Westfall Road and Westmoreland Drive to Kendrick Road following the northern edge of the public ROW.

At Kendrick Road, the boundary goes generally north to Elmwood Avenue following the eastern edge of the public ROW. The boundary then proceeds east along Elmwood Avenue to Mt. Hope Avenue following the southern edge of the public ROW. The

boundary proceeds north along Mt. Hope Avenue to the intersection with South Avenue following the eastern edge of the public ROW. The boundary then proceeds 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 follows St. Paul Boulevard north to the City of Rochester / Town of Irondequoit municipal line following the eastern edge of the public ROW.

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 the 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 the 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 Birch Hills 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 north and the City of Rochester / Town of Brighton municipal line on the east. The boundary on the west is the Route 590 Expressway.

Rochester's LWRP boundary also includes Densmore Creek (approximately 2.2 miles of shoreline) as it flows from the northeast corner of the City of Rochester east under the Route 590 Expressway to its outfall in 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.

FIGURE 2: EXISTING & PROPOSED LWRP BOUNDARY

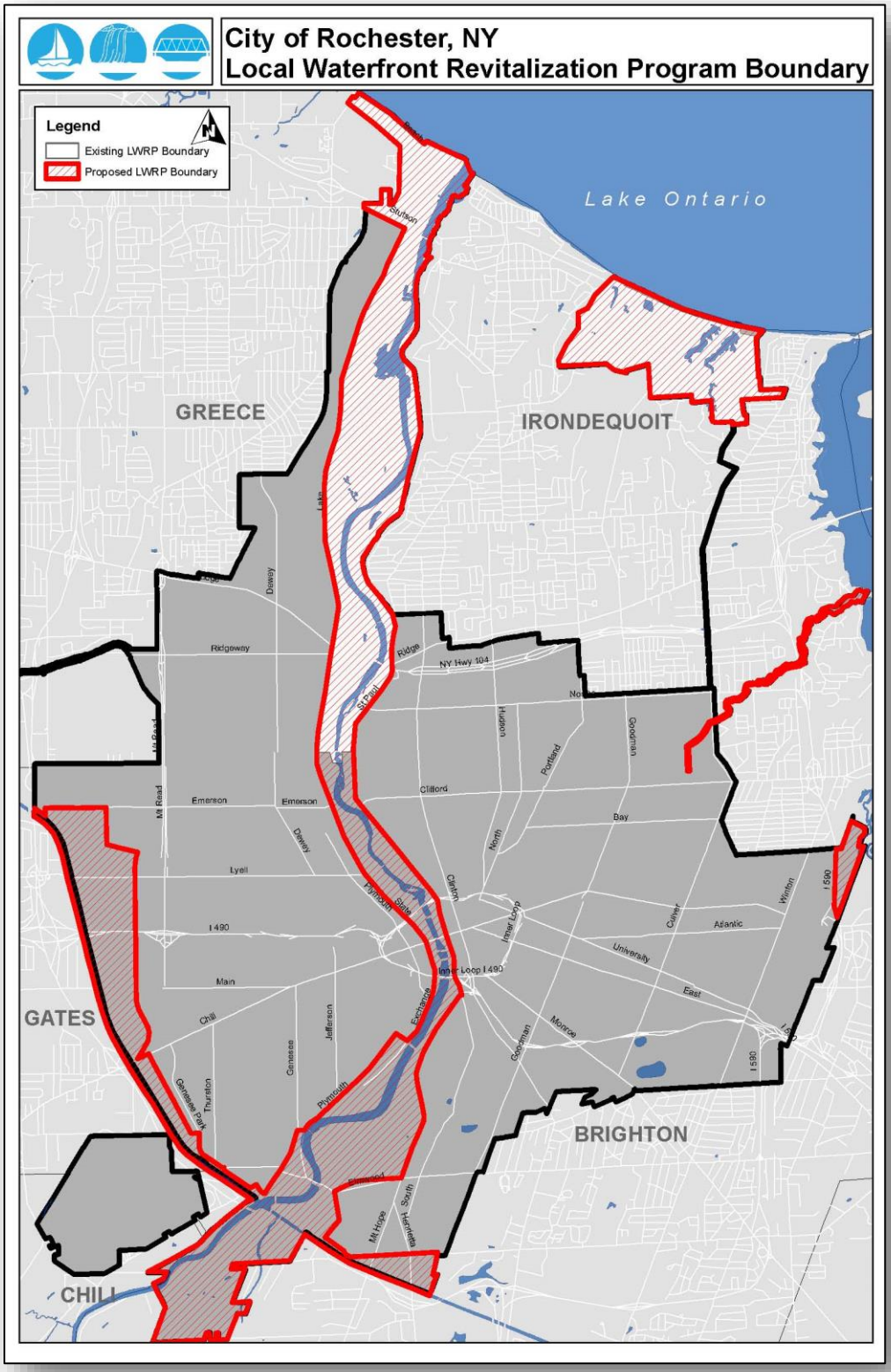
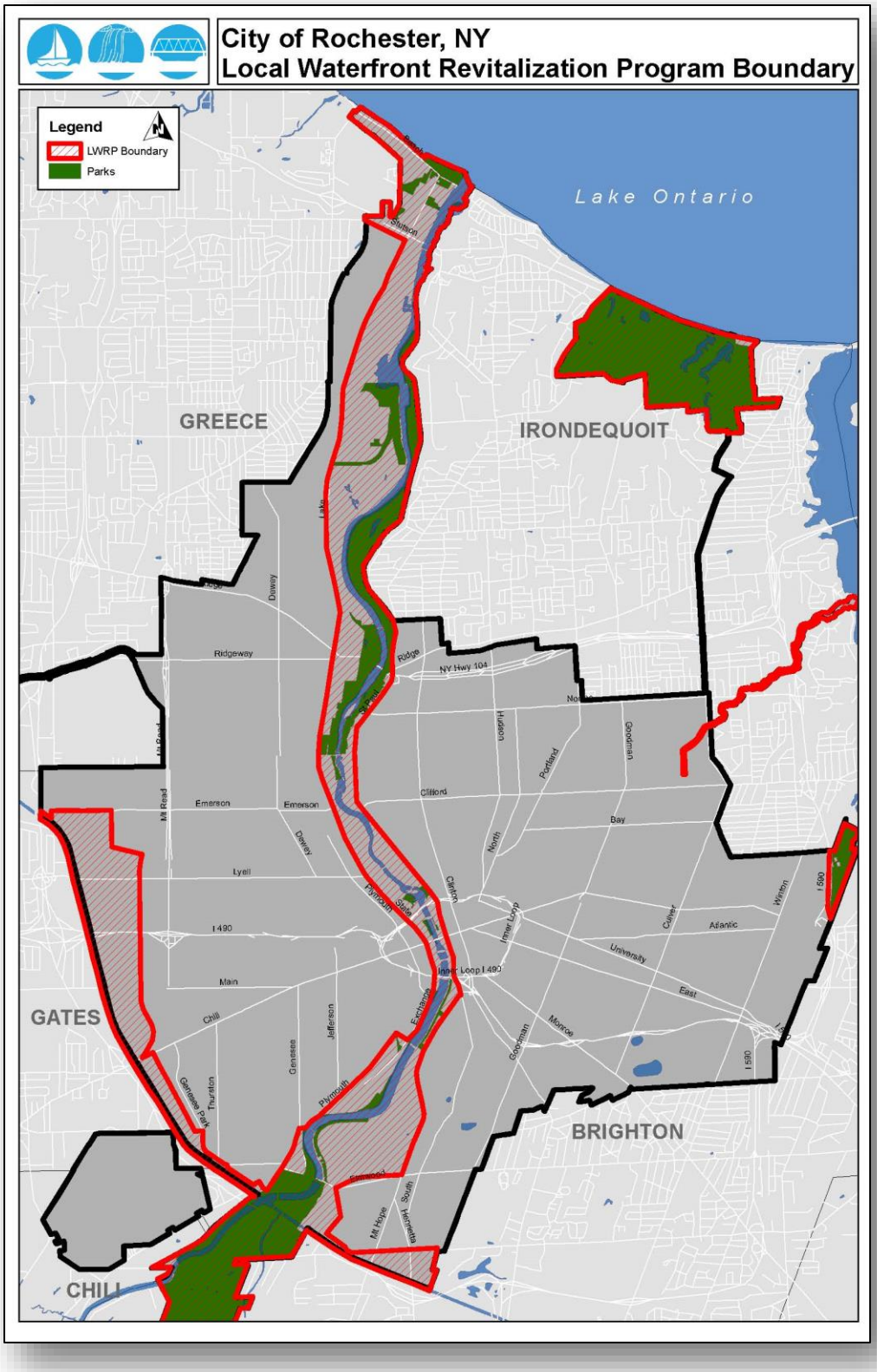


FIGURE 3: PROPOSED LWRP BOUNDARY



RATIONALE FOR PROPOSED CHANGES TO LWRP BOUNDARY

This section describes the rationale for expansion of the city's Local Waterfront Revitalization Program (LWRP) boundary. 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.

It is important to clearly identify the LWRP boundary as this boundary serves as the legal basis for determining where consistency provisions apply. In addition, projects located within the LWRP boundary which advance LWRP implementation may be eligible for funding through the Department of State's Local Waterfront Revitalization grant program.

The existing LWRP boundary includes waterfront lands within the City of Rochester adjacent to Lake Ontario and the Genesee River south from the lake to the Middle Falls area near Ravine Avenue.

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.

This LWRP update also proposes expanding the existing LWRP boundary to include the entire waterfront area along the Genesee River and the Erie Canal. 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. In cases where the boundary includes only properties on a single side of the street, the boundary extends to the edge of the ROW across that street, as to include both sides of the “public realm” of any such street.

(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 4- 6.

- **Focus Area #1: Lake Ontario waterfront** (approximately 1.7 miles of shoreline)
- **Focus Area #2: Genesee River waterfront** (approximately 13.5 miles of shoreline)
- **Focus Area #3: Erie Canal waterfront** (approximately 6 miles of shoreline)

FOCUS AREA DESCRIPTIONS

The three LWRP Focus Area boundaries are on shown in Figures 4-6. 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'Rourke 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'Rourke 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 4: LWRP FOCUS AREA #1 (LAKE ONTARIO WATERFRONT)

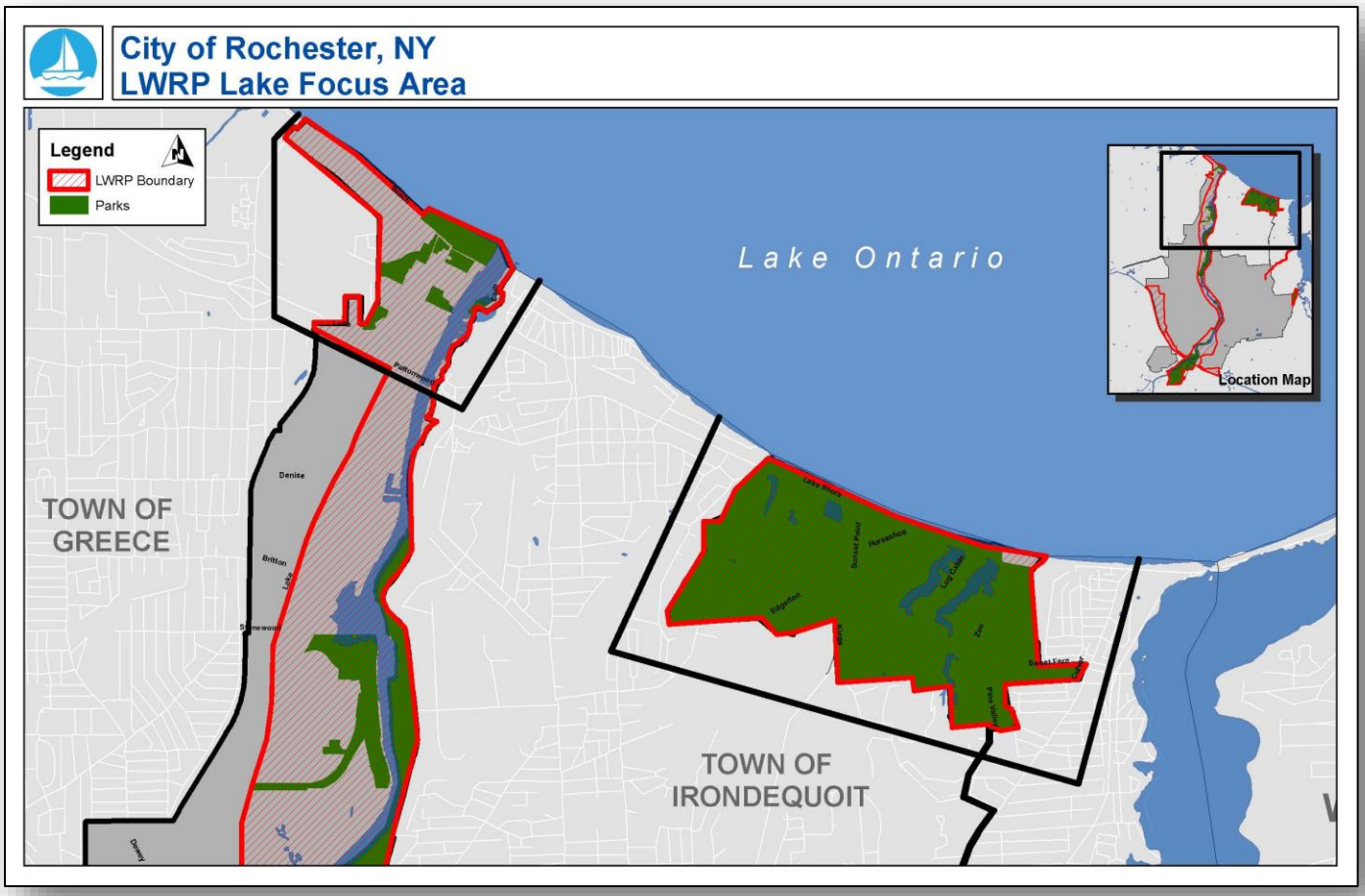


FIGURE 4, Continued: LWRP FOCUS AREA #1 (LAKE ONTARIO WATERFRONT)

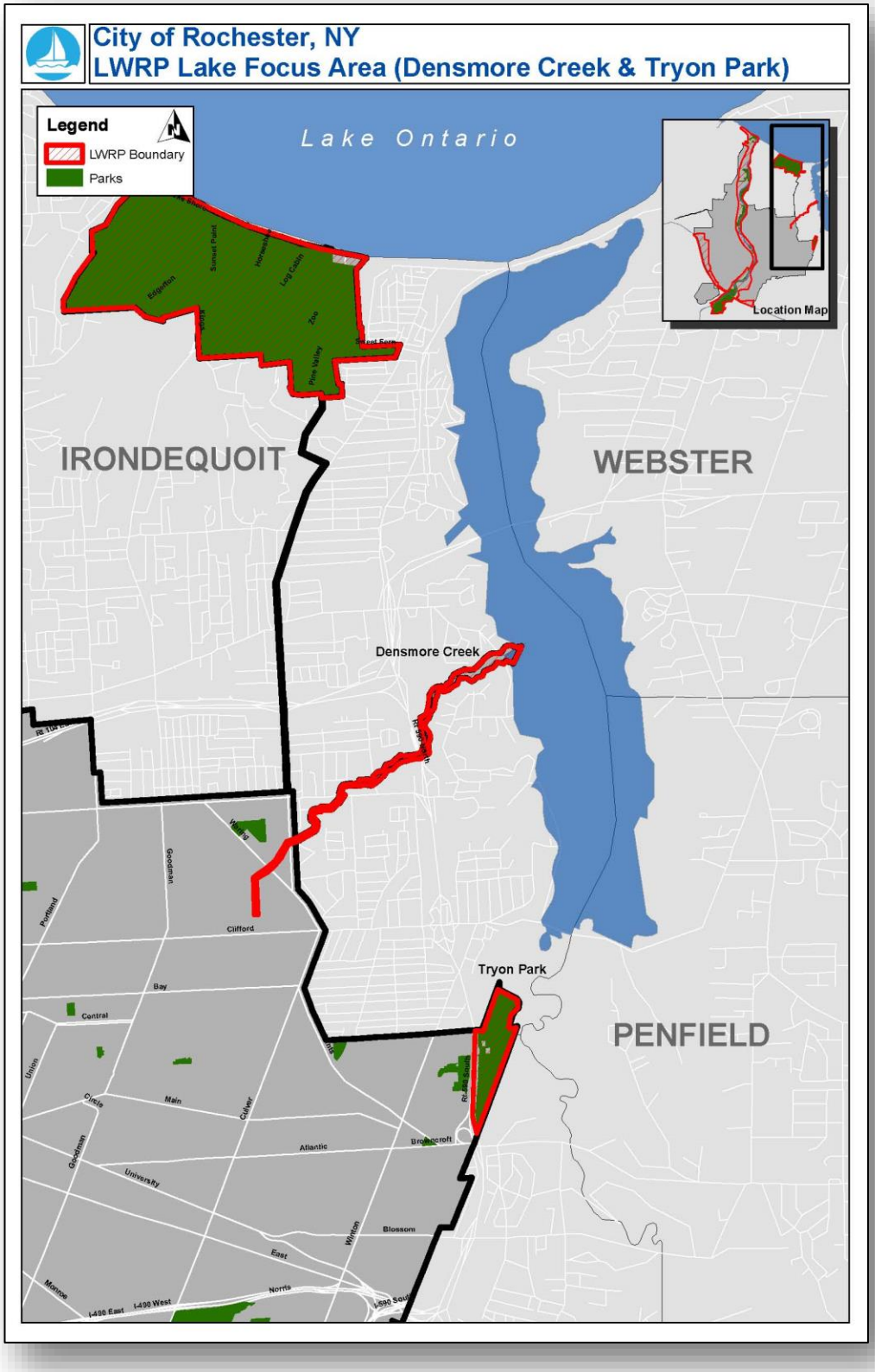


FIGURE 5: LWRP FOCUS AREA #2 (GENESEE RIVER WATERFRONT)

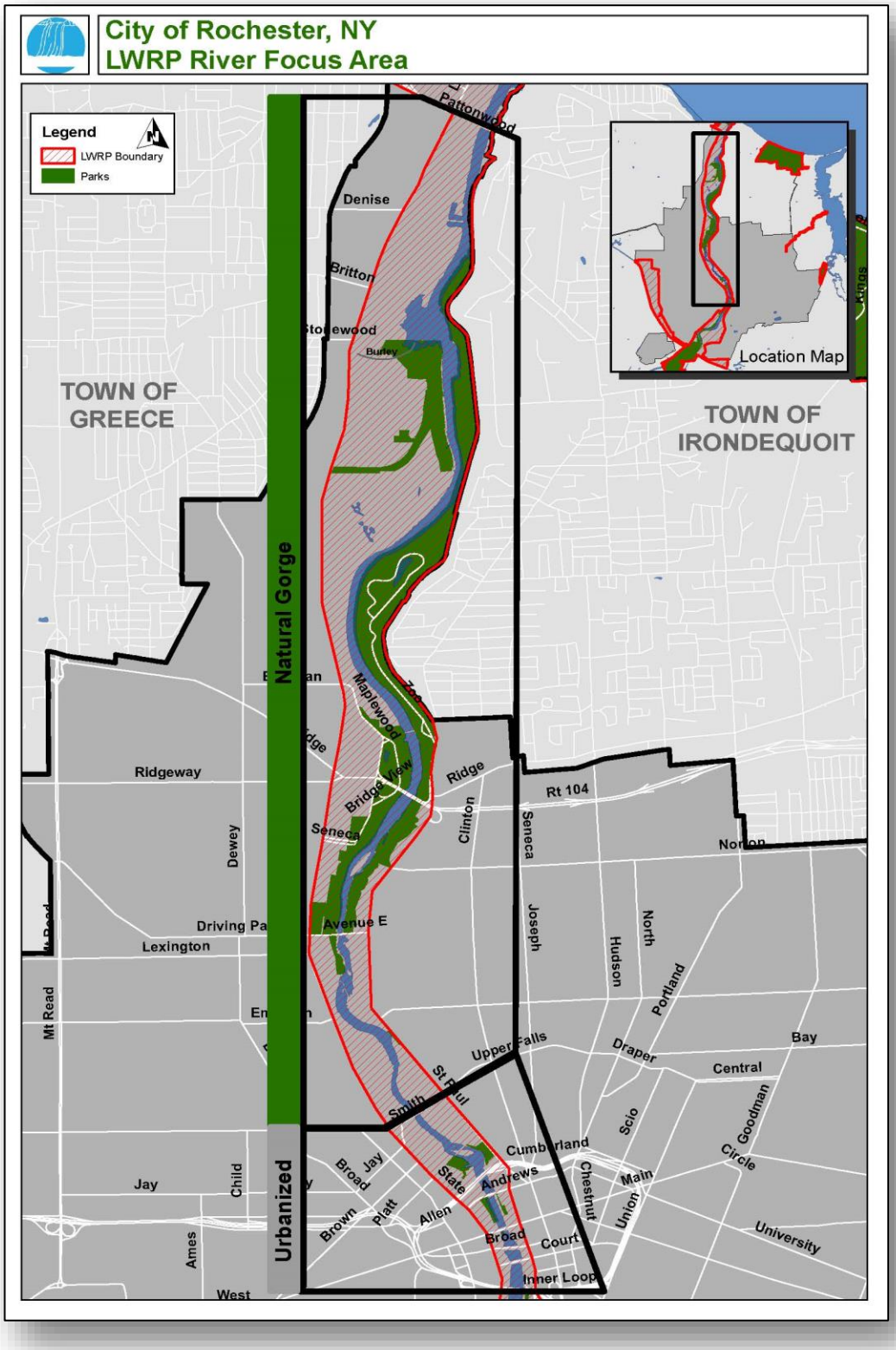
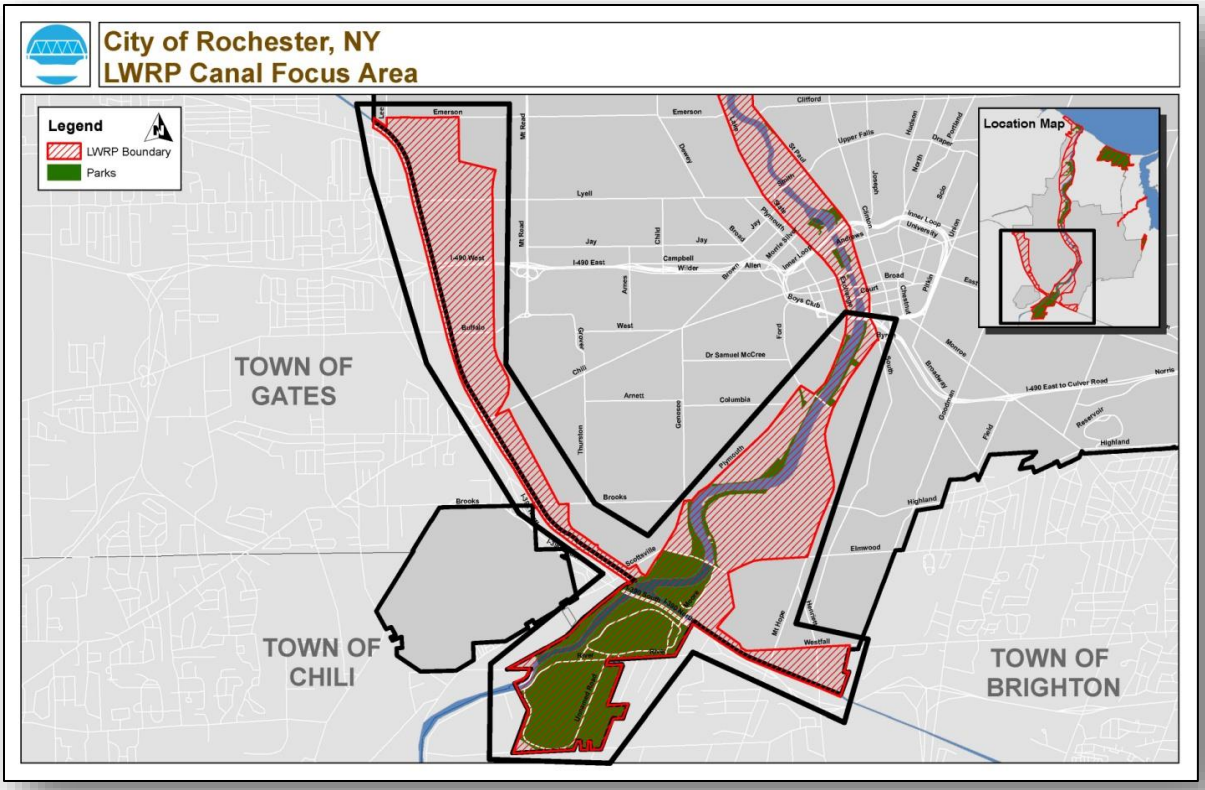


FIGURE 6: LWRP FOCUS AREA #3 (ERIE CANAL WATERFRONT)



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 2014, the major employers in the city are University of Rochester/Strong Memorial Hospital; Wegmans Food Markets Inc.; Rochester General Health System (ViaHealth); Xerox Corporation; and, Unity Health Systems. Refer to the table below for a more complete list. According to the Bureau of Labor Statistics, Rochester's unemployment rate for March 2017 was 4.5% compared to the national rate of 4.5%.

ROCHESTER, NEW YORK
TOP 10 PRINCIPAL PRIVATE-SECTOR EMPLOYERS IN THE ROCHESTER AREA
(DATA AS OF 2014 AND COMPARED TO 2004)

Employers	2014			2004		
	Employees (1)	Rank	Percentage of Total Employment (2)	Employees (1)	Rank	Percentage of Total Employment (2)
University of Rochester/Strong Memorial Hospital	22,500	1	4.30%	13,400	2	2.52%
Wegmans Food Markets Inc.	13,582	2	2.59%	5,579	4	1.05%
Rochester General Health System (ViaHealth)	8,200	3	1.56%	4,434	5	0.83%
Xerox Corporation	6,300	4	1.20%	8,600	3	1.62%
Unity Health System	5,500	5	1.05%	3,012	6	0.57%
Monroe County Government	4,549	6	0.86%	-	-	-
Paychex	3,877	7	0.74%	-	-	-
Lifetime Healthcare Cos. Inc.	3,587	8	0.68%	3,000	7	-
Rochester Institute of Technology	3,274	9	0.62%	2,668	8	0.50%
Eastman Kodak Company	2,300	10	0.43%	20,600	1	3.87%

(1) Source: Rochester Democrat and Chronicle - 2014 article
(2) Employment source: www.labor.state.ny.us average non-farm employment data as of 12/31/14
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 Hincher, 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 l9th 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 l880'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 l970's. The reopening of the beach as well as last 40+ years of waterfront investments, including the Genesee Riverway Trail, new public marinas, parks, and fishing access have fostered a new appreciation of and interest in Rochester's water resources among city residents.

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 downtown Rochester 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 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. See table below.

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 account for approximately 14%. There is about 1% of industrial land use, while the remainder is used for transportation and / or utility purposes. 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%**

GENERAL DESCRIPTION

Lake Shoreline

The majority of the city's frontage on Lake Ontario is within 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, including public beach. The park also includes trails, a public golf course, and the Van E. Lare Wastewater treatment plant. 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.

Northern LWRP Study Area

The areas in the northernmost stretch of the City south of Ontario Beach Park and along the Genesee River are characterized by two to four-story residential and mixed-use buildings. The waterfront from Lake Ontario to the beginning of the wetlands just south of Genesee Marina is characterized by intensive marina and boating activity and related development. Within this area the river is channeled between several large marinas and yacht clubs.

Genesee River Gorge

The portion of the river from Genesee 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, Lower Falls Park as well as cemeteries and open space. Almost all of the four miles of waterfront, from the Middle Falls north to the Turning Basin, are utilized as parkland or cemeteries.

The steep banks of the Genesee River gorge 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. In this area, the Veteran's Memorial Bridge carries Route 104 over the Genesee River. Just north of this bridge is a pedestrian bridge, constructed as part of the Combined Sewer Overflow Abatement Program, which offers spectacular views of the river gorge.

Further north, at Hanford's Landing on the west bank, Eastman Kodak Company operates a wastewater treatment plant. The uplands in this area contain residences, Kodak facilities, and a former seminary that has been converted to senior living.

The only existing commercial shipping activity on the river is conducted by Essroc Cement Corporation. Essroc’s cement is shipped in on a freighter, usually the *Stephen B. Roman*, or if

the water depth is insufficient for the freighter, the cement is shipped on a barge powered by tug boats. The *Stephen B. Roman* is a 488-foot long cement carrier that travels up the river from the lake, stopping at the company's docking facilities on the west bank of the river, at the southern terminus of the federal navigation channel.

Downtown/High Falls

Downtown Rochester, including the High Falls area, is highly urbanized with commercial, high-density residential and industrial uses dominating the waterfront.

The High Falls area, which includes the Brown's Race Historic District, is the subject of ongoing revitalization into a mixed-use district. This area is identified by the steep river gorge and the 90' High Falls waterfall. The river in this area is fast moving and would not be considered navigable.

The land uses within downtown between the Inner Loop Bridge and the Frederick Douglas/Susan B. Anthony Memorial Bridge is predominantly hotel, office, commercial, public plaza and institutional, with a recent influx of residential units. The river's edge is characterized by hard-surfaced plazas and parks, and medium to high density development. The waterway is fast moving and shallow with significant fluctuations in flow.

Canalized River

The section of the Genesee River from the Court Street Dam to the confluence of the east-west Erie Canal is dominated by the Genesee Riverway Trail on both sides of the river, mixed land uses, a vacant brownfield, the University of Rochester, and Genesee Valley Park. The northern section has concrete flood walls on both sides of the river which restrict physical access, and in some cases, visual access to the water. 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. There are three formalized access points for car-top boating in this area: Corn Hill Landing, Brooks Landing, and Genesee Waterways Center in Genesee Valley Park.

Erie Canal

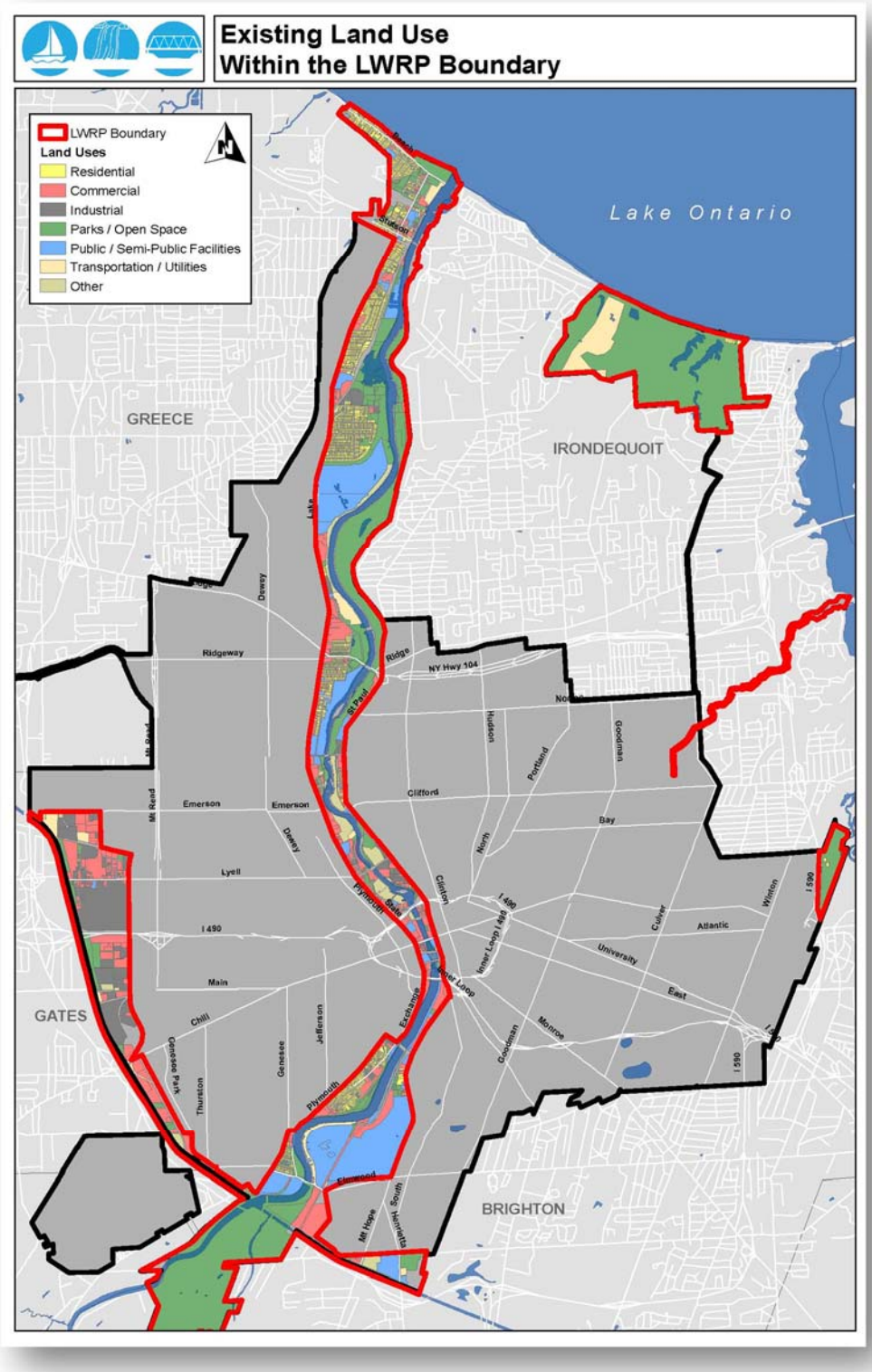
The east-west section of the Erie Canal runs along the City of Rochester’s southern municipal line and is shared with the Towns of Brighton, Chili, Gates and Greece. Land uses along this section vary from parkland to heavy industrial. The eastern portion of the canal is paralleled on the south side by 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 Olmsted 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.

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 predominantly Genesee Valley Park on both sides of the river. The west side of the river also contains the City's fire training academy. The waterway is navigable but is not maintained or marked. No recorded channel location or depths are kept.

FIGURE 7: LWRP EXISTING LAND USES



WATER-DEPENDENT USES

Water-dependent uses along the river and canal primarily involve recreational activities such as swimming, 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 with trout and salmon runs in the spring and fall. The lakeshore area supports water-dependent recreational uses such as boating and fishing. Public bathing is permitted at Ontario Beach Park and at Durand-Eastman Park.

There are several water-dependent industrial uses located along the river. Rochester Gas and Electric has several hydroelectric plants that are actively generating power. Eastman Kodak Company operates a wastewater treatment plant that is dependent on the river for power as well as for processing water. The Essroc Cement Corporation is dependent on the river for receiving shipments of raw material.

The University of Rochester power plant relies on the Canal/River for cooling.

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

- The Essroc Cement Corporation
- Eastman Kodak's wastewater treatment facility
- RG&E's series of hydroelectric power plants
- Water level control at the Court Street Dam
- Public and private marinas, boat slips and docks
- The City of Rochester Boat Launch
- Beaches located at Ontario Beach Park and Durand-Eastman Park
- Power plant cooling at the University of Rochester
- Fishing the entire length of the waterway
- Fishing charters
- Sailing schools in the harbor
- Rowing and paddling
- Recreational power boating
- On-water public safety and regulatory uses, such as the Coast Guard, Customs and Border Patrol, Sheriff, Rochester Police, and Rochester Fire Department

WATER-ENHANCED USES

Water-enhanced recreational uses along the lake and river primarily include picnicking, hiking, walking, biking, and bird watching. The Genesee Lighthouse, which was built in 1822, provides the public with an historical perspective and education of the waterfront.

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

- Public parks (Ontario Beach Park, Durand-Eastman Park, Turning Point Park, Seneca Park, Maplewood Park, Lower Falls Park, Crossroads Park, Charles Carroll Park, Genesee Valley Park, and the Genesee Riverway Trail)
- Lodging in downtown and near the airport
- Entertainment and commercial uses in Charlotte, downtown, including High Falls and Corn Hill, Brooks Landing and other various locations in neighborhoods along the corridor
- Housing in Charlotte, along the rim of the gorge, downtown and along the Erie Canal
- The University of Rochester

EXISTING ZONING DISTRICTS

Figure 8 illustrates the zoning districts within the LWRP boundary. Both the Marina (M-D) and Harbortown Village (H-V) districts govern the area in and around the Port of Rochester and the neighborhood of Charlotte. The intent of these districts is to preserve and protect the waterfront mixed-use environment while promoting public access, encouraging tourism and allowing for a variety of water-dependent and water-enhanced uses such as boat docking facilities, public promenades, 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 an industrial area (M-1) along Boxart Street in the area of Turning Point Park.

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.

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

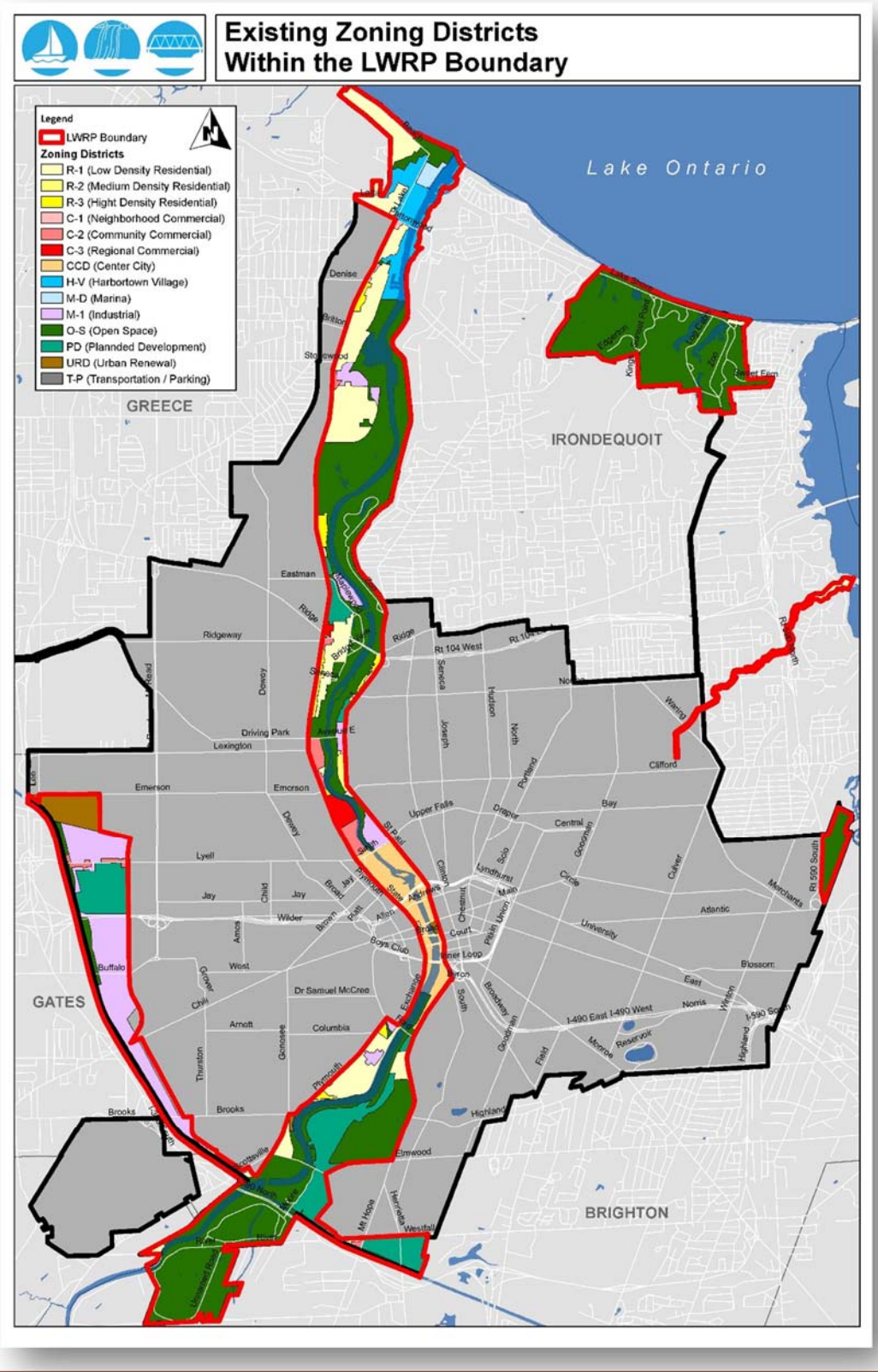
encouraging residential development while retaining and further developing a broad range of commercial, office, institutional, public, cultural, and entertainment uses and activities. The regulations are intended to define and promote Center City as the anchor for the region and encourage the utilization 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 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 substantial portion of this area.

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.

In other areas of the study area, Durand Eastman Park and Tryon Park are zoned open space (O-S), while the land adjacent to Densmore Creek is primarily zoned for low density residential (R-1).

FIGURE 8: LWRP EXISTING ZONING DISTRICTS



WATER SURFACE USE

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

- Swimming
- Power boating in Lake Ontario, the navigable portion of the river and in the canal
- Recreational sail boating on Lake Ontario
- Sail boarding on Lake Ontario
- Jet skiing
- 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 in the northern navigable portion of the river and on Lake Ontario
- Fishing in the entire corridor
- Fishing charters
- Hydroelectric generation along the river
- Cooling at the University of Rochester
- Wastewater treatment

DEVELOPMENT AND OPPORTUNITY SITES

While development is largely controlled by market conditions, there are development or redevelopment sites that benefit from being along Rochester's waterways. These sites include:

Northern LWRP Study Area

- City-owned land adjacent to new public marina
- The former train depot on River Street
- City-owned land between the termination of Petten Street and the river edge
- Vacant and underutilized sites along Lake Avenue
- Underutilized parcel owned by the City on the east side of the river just south of the O'Rorke Bridge
- Vacant space within the Ontario Beach Park bathhouse

Downtown/High Falls

- Vacant and underutilized sites along Lake Avenue
- Underutilized industrial and commercial area on Cliff Street
- Former RG&E Beebee Station site
- RG&E Station 5 site
- RG&E Property on Andrews Street/Front St
- Former Bausch and Lomb Glassworks Site
- RG&E Site (next to Glassworks)
- Vacant and underutilized sites along St. Paul St
- City-owned land at Exchange St/Court St
- Broad Street Aqueduct

Erie Canal/Canalized River

- Urban Development Site/Infill Development at 151 Mt. Hope Avenue
- Former Vacuum Oil Site in the area of Flint St and Exchange St
- University of Rochester Surplus Lands
- Standard Builders Supply/Scottsville Road Infill
- Western Canal Industrial Area

MAJOR LAND OWNERS

Refer to Figure 9 for a map showing the parcels of land in and adjacent to the LWRP boundary that are owned by the following major entities.

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 (836 acres), Ontario Beach Park (58 acres), Port of Rochester (20 acres), Turning Point Park (100 acres), Riverside Cemetery (113 acres), Seneca Park (301 acres), Maplewood Park (104 acres), Mt. Hope Cemetery (192 acres), west bank of the river south of Ford St (23 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. 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 29 acres.

Holy Sepulchre Cemetery

Owned by the Catholic Church, this cemetery is partially located within the LWRP boundary. Approximately 53 acres is within the LWRP, overlooking the river gorge.

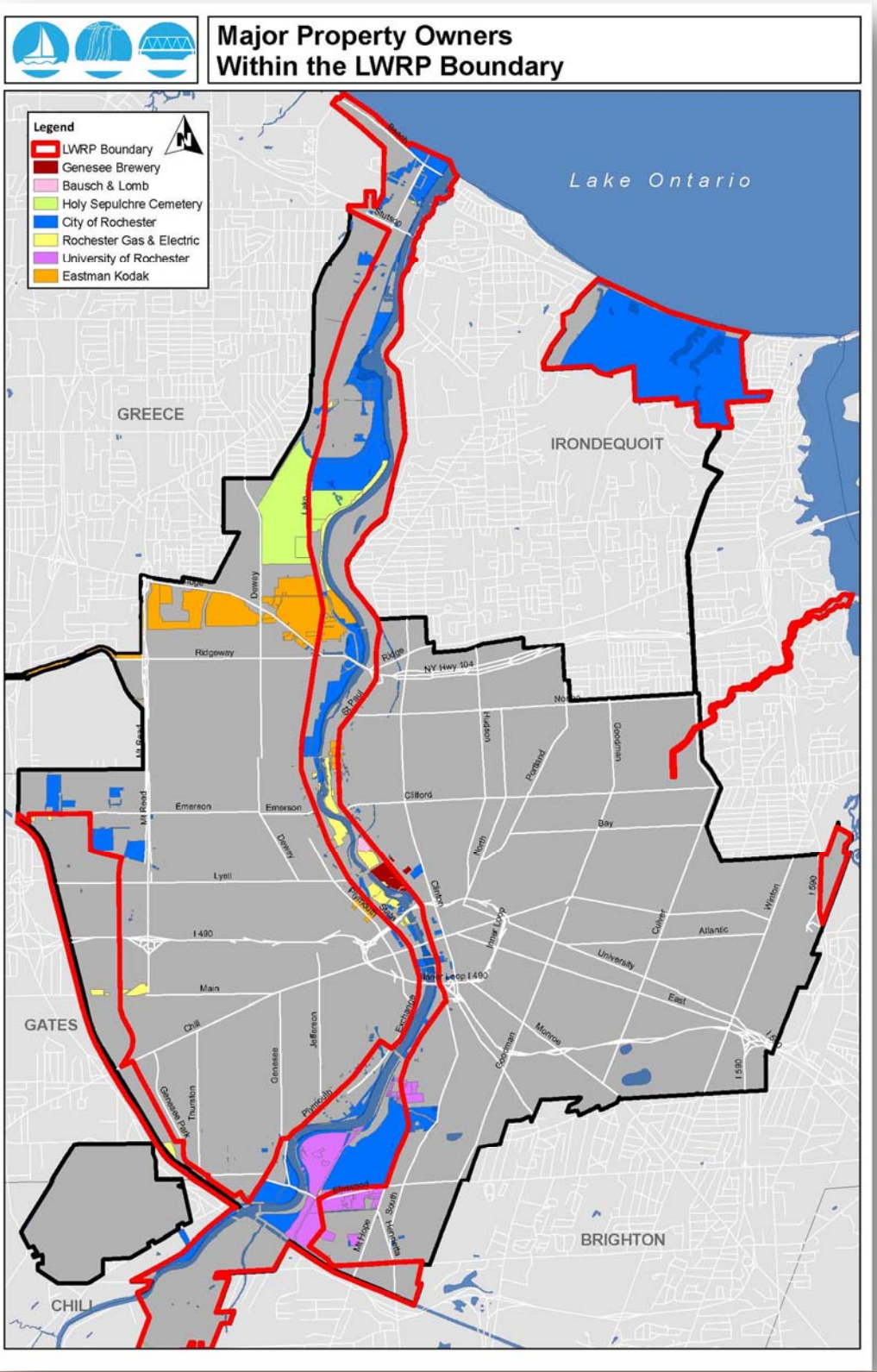
Bausch and Lomb

This 8-acre vacant industrial site is former glass factory of the Bausch and Lomb Company.

Additional persons, corporations, organizations or municipalities that are important landowners along Rochester's waterways and are key stakeholders in the redevelopment of the corridor include:

- Town of Irondequoit
- U.S. Coast Guard
- New York State
- Shumway Marine
- Genesee Marina
- Rochester Yacht Club in Charlotte
- Genesee Yacht Club in Charlotte
- Essroc Cement Corporation just south of Turning Point Park
- Time Warner Cable / Spectrum Communications
- Morgan Development
- John K and Associates
- DHD Ventures
- Food Link

FIGURE 9: LWRP MAJOR PROPERTY OWNERS



LIMITATIONS TO DEVELOPMENT

Flood Hazard Areas

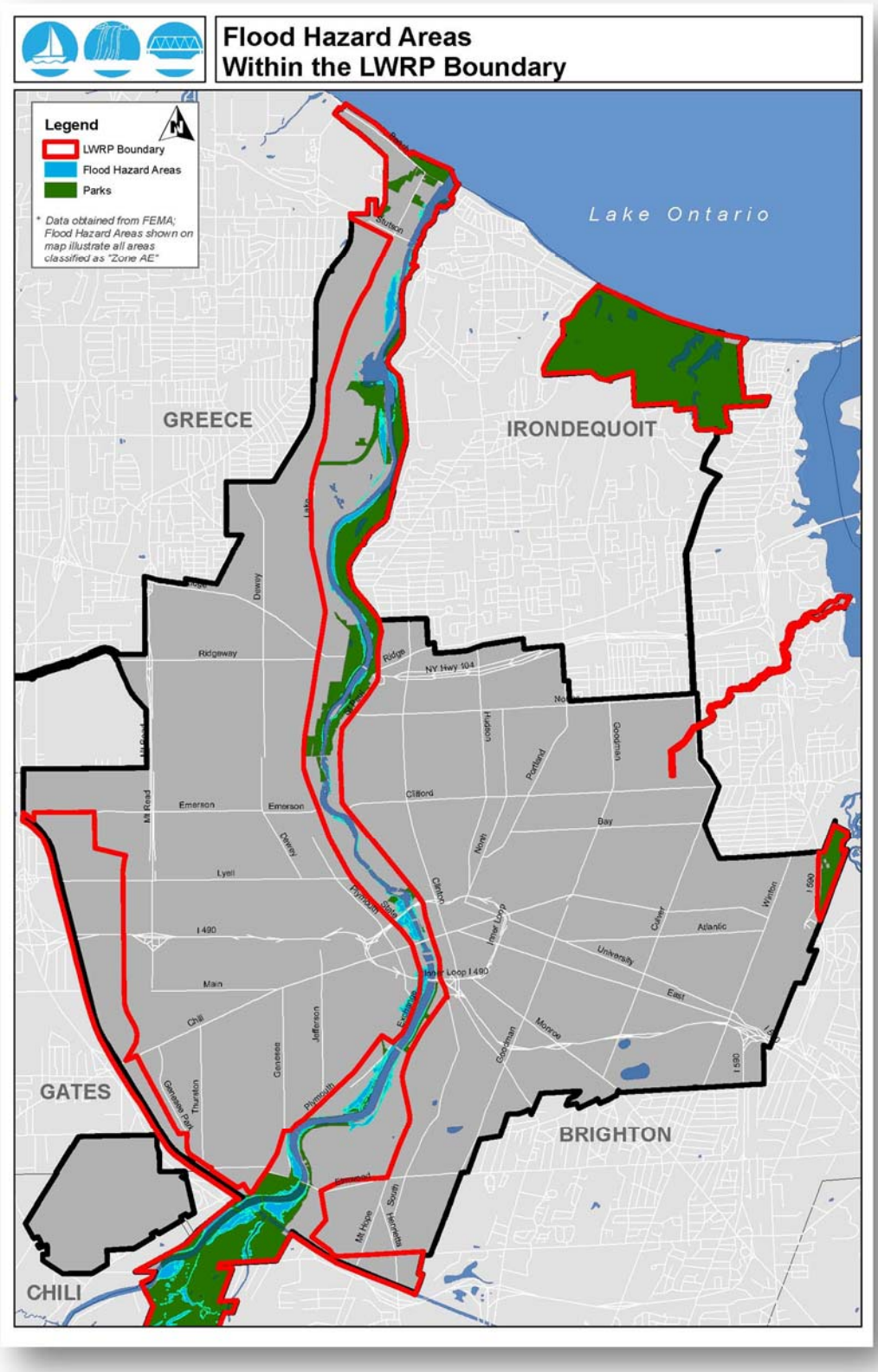
The 100 year flood plains (see Figure 10) of the lake, river and canal are mapped by the Federal Emergency Management Authority (FEMA). Because of the deep gorge section of the river, the water control of the canal, and the construction of the Mt. Morris Dam upstream in Mt. Morris (approximately 37 miles 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 breech 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 LWRP 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 Brownfield Opportunity Area (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.

FIGURE 10: LWRP FLOOD HAZARD AREAS



Coastal Erosion Hazard Areas

Rochester's Lake Ontario shoreline is a coastal erosion hazard area designated by NYS as shown on maps prepared by the NYSDEC entitled, *Coastal Erosion Hazard Area Map, City of Rochester,* 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. At the time of this plan, these maps are being updated by NYSDEC.

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 1,100 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 nearshore 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.

Erosion outside the Coastal Erosion Hazard Area

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. Lake level fluctuations resulting from the IJC Plan 2014 will increase the effectiveness of the wetland functions.

Siltation and dredging

Siltation, caused by bank and sheet erosion, construction activities, and some farming practices, significantly affect water quality. Turbid water is visually unattractive and 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. Turbid 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 in the river of 6 mph has been set by the Coast Guard as a safety measure and as a means to protect riverbanks from serious erosion.

Dredging activities in the lower Genesee River are monitored and permitted by the Army Corps of Engineers and the NYSDEC. Most ongoing dredging is maintenance dredging and does not disturb insitu sediments that may negatively impact water quality.

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: (1) north of the O'Rorke Bridge along the west bank of the river at River Street, (2) approximately two miles south of the O'Rorke Bridge at Boxart Street, and (3) 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.

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 utilities.

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.

Hazardous waste sites and storage of toxic materials

The mission of NYSDEC's Division of Environmental Remediation is to protect public health and the environment of the State of New York by: preventing releases to the environment through the regulation of petroleum and chemical bulk storage, hazardous waste, and radiation facilities; and responding to, investigating, and remediating releases of contaminants that have occurred.

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.

Residual contamination left by prior commercial and industrial practices contributes to blight and vacancy in the city. The NYSDEC monitors, regulates, and initiates site remediation, including many sites within the LWRP. Below is a list of NYSDEC site remediation programs, followed by a table of remedial sites in the LWRP.

Voluntary Cleanup Program - Under the Voluntary Cleanup Program, a volunteer, usually the site owner, performs remedial activities pursuant an approved work plan. The volunteer remediates the site, under the oversight of the NYSDEC and the New York State Department of Health (DOH), to a level which is protective of public health and the environment for the present or intended use of the property. When the volunteer completes work, a release from liability from the NYSDEC is provided. This program has been replaced by the Brownfield Cleanup Program described below.

State Superfund Program – This program is an enforcement program whose goal to identify and characterize suspected inactive hazardous waste disposal sites and to ensure that those sites which pose a significant threat to public health or the environment are properly addressed.

Brownfield Cleanup Program - This program offers tax credits for site cleanup and redevelopment (tangible property credit) of brownfield sites accepted into the program. Redevelopment credits may be increased depending on the cleanup level obtained, whether it is in an EN-Zone or Brownfield Opportunity Area and the end use of the site.

Resource Conservation and Recovery (RCRA) - The RCRA program regulates facilities that actively manage hazardous waste with a goal of achieving soil cleanup levels that eliminate risks to public health and the environment.

NYSDEC REMEDIAL SITES WITHIN / PARTIALLY WITHIN THE LWRP		
Site	**Address**	**Program**
RGE - West Station	254 Mill Street	Voluntary Cleanup Program
CSXT - Rochester NY	480 River Street	Voluntary Cleanup Program
Brewer Street	Foot of Brewer Street	Voluntary Cleanup Program
Barthelmes Manufacturing Site	15 Cairn Street	Voluntary Cleanup Program
RG&E - Beebee Station	254 Mill Street	Voluntary Cleanup Program
RGE - Front St.	Front and Andrews Streets	Voluntary Cleanup Program
RGE - East Station	Suntru Street	Voluntary Cleanup Program
Rochester Fire Academy	1190 Scottsville Road	State Superfund Program
Chevron USA Tank Farm	837 Buffalo Road	State Superfund Program
Valeo Former GM - Delco Chassis Facility	1555 Lyell Avenue	State Superfund Program
Former Raeco Products	24 Spencer Street	State Superfund Program
Former Rochester Metal Etching Company	100 Lake Avenue	State Superfund Program
Old Rochester City Landfill - Pattonwood	Pattonwood Drive	State Superfund Program
Genesee Scrap and Tin Baling Corporation	80 Steel Street	State Superfund Program
McKee Road Industrial Dump	West side of McKee Road	State Superfund Program
Mill Street Drums	208 Mill Street	State Superfund Program
River Park Commons - Townhouses	205-405 Mt. Hope Avenue	Brownfield Cleanup Program
River Park Commons - Tower	185 Mt. Hope Avenue	Brownfield Cleanup Program
Olindo's Import Foods, Inc.	1510 Lyell Avenue	Voluntary Cleanup Program
Portion of Former Vacuum Oil Refinery	Cottage St/Riverview Pl/Violetta St/S Plymouth	Brownfield Cleanup Program
Vacuum Oil Refinery	22 Flint Street / 936 Exchange Street	Brownfield Cleanup Program
AmeriPride-Glendale Park	14 Glendale Park	Brownfield Cleanup Program
5 & 15 Flint Street Site	5 & 15 Flint Street	Brownfield Cleanup Program
Olin Corporation - Chemicals Group	100 McKee Road	State Superfund Program
Rochester Gas & Electric - Brooks Ave.	755 Brooks Ave	Resource Conservation and Recovery
Miljo Corp.	295 McKee Rd	State Superfund Program
Lighthouse Pointe Inland	Pattonwood Drive	Brownfield Cleanup Program
Barthelmes Manufacturing Site	15 Cairn Street	Brownfield Cleanup Program
Volunteers of America Back Lot Site	214 Lake Avenue	Brownfield Cleanup Program
Genesee Marina	118 Petten Street	Brownfield Cleanup Program
Lighthouse Pointe Riverfront	Pattonwood Drive	Brownfield Cleanup Program
50-68 McKee Road (ARM Expansion)	50-68 McKee Road	Voluntary Cleanup Program
Howard and Bowen	631 Colfax Street	State Superfund Program

Topography

Topographic conditions offer limitations to development in several areas of the City's waterfront. 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.

The vertical elevation difference between river level and the top of the gorge in the area of the Lower Falls is generally greater than 70' and can be as much as 100'. In the downtown area much of the 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'.

Wetlands

Wetlands in the city are primarily located along the river and the lake within existing parks. Therefore, they would not pose a limitation to development. However, within the Vacuum Oil brownfield site on the west bank of the canalized portion of the river, wetlands identified on the National Wetland Inventory are present. These wetlands will be an important consideration as the site is positioned for redevelopment. The city is working with the Army Corps of Engineers on possible mitigation planning to allow for development.

Transportation

Development in Rochester, in general, is not typically limited by traffic issues. The Charlotte area, however, experiences traffic congestion during the most popular summer special events. This congestion is caused by traffic volumes, combined with the bottleneck nature of traveling in an area with substantial bodies of water that limit traffic circulation options. Mitigation options that have been identified and implemented are remote parking options connected to the Rochester Transit Service bus system, and an integrated communication system to better manage traffic in the beach area and better direct the community to remote parking options.

Local, State and Federal Laws

Local laws limit development, especially in a waterfront area, for the purposes of protecting the natural environment and preserving and providing for public access. Local zoning is the front line for furthering these purposes. State and federal laws restrict development of wetlands, filling and altering of navigable waterways, and other actions potentially impacting the environment.

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.

Navigable Water

The location and depth of navigable water affects the site development potential of on-water 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. South of the Driving Park bridge to the Court Street dam 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.

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.

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.

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. Refer to Section E. for more information on these sites.

D. CONNECTIONS AND TRANSPORTATION

STREET 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 (See Figure 11). 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. 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
Lake Focus Area: Charlotte and Durand-Eastman		
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
River Focus Area: High Falls		
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
River Focus Area / Canal Focus Area: Center City, South River and Erie Canal		
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. A docking area in Corn Hill Landing was built in 1991. This facility includes 15 boat slips and docking for a canal cruise boat. A component of the Brooks Landing development, located on the waterfront near the intersection of Plymouth Avenue and Genesee Street, was public waterfront improvements including a waterfront promenade, public plaza, boat dock and trail improvements. These public improvements were completed in 2015.

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 multi-purpose trail running south from Genesee Valley Park to Letchworth State Park along the former Genesee Valley Canal alignment.

Genesee Riverway Trail

The Genesee Riverway Trail, which parallels the Genesee River from Genesee Valley Park to Charlotte, provides approximately 20 miles of recreational trail and alternative transportation options. It offers pedestrian access to the river, its scenic gorge, three waterfalls, eight pedestrian bridges and many parks, including four historic parks designed by Frederick Law Olmsted. The trail 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.

El Camino Trail

The El Camino: Butterhole-Seneca Park Trail is a multi-use pedestrian trail that was adapted from an old railroad line. The 2.25-mile trail runs from Mill Street in High Falls all the way to the Seneca Park pedestrian bridge where it connects with the Genesee Riverway Trail. The Trail provides a safe, continuous pedestrian and bicycle route accessible to citizens from all walks of life that links key destinations in the city.

Seaway Trail

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 Lake Ontario State Parkway, 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.

BUS

The Regional Transit Service (RTS), the city's sole public transit provider of bus service provides public bussing in the Greater Rochester area. RTS 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. The transit service also operates a new Transit Center in the downtown area of the city.

BICYCLES

An ongoing effort of the City of Rochester is to make bicycling easier throughout the City and especially along the waterfront. The City's Bicycle Master Plan project was completed in January 2011. The plan's recommendations will serve as a framework for the city's future investment in bicycle infrastructure. 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. In 2016 a new bicycle parking shelter, complete with a fix-it station, was installed the Port of Rochester. At present, there is over 10 miles of dedicated bike lanes within the study area boundary. In Spring 2017, phase I of a bike share system will be implemented and operational, with a total of twenty five (25) docking stations and approximately 250 bikes, some of which may be located adjacent to the Genesee Riverway Trail within the LWRP boundary. Additional phases and expansion of the bike share network throughout the City and beyond are possible in the future as demand increases.

WATERCRAFT

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

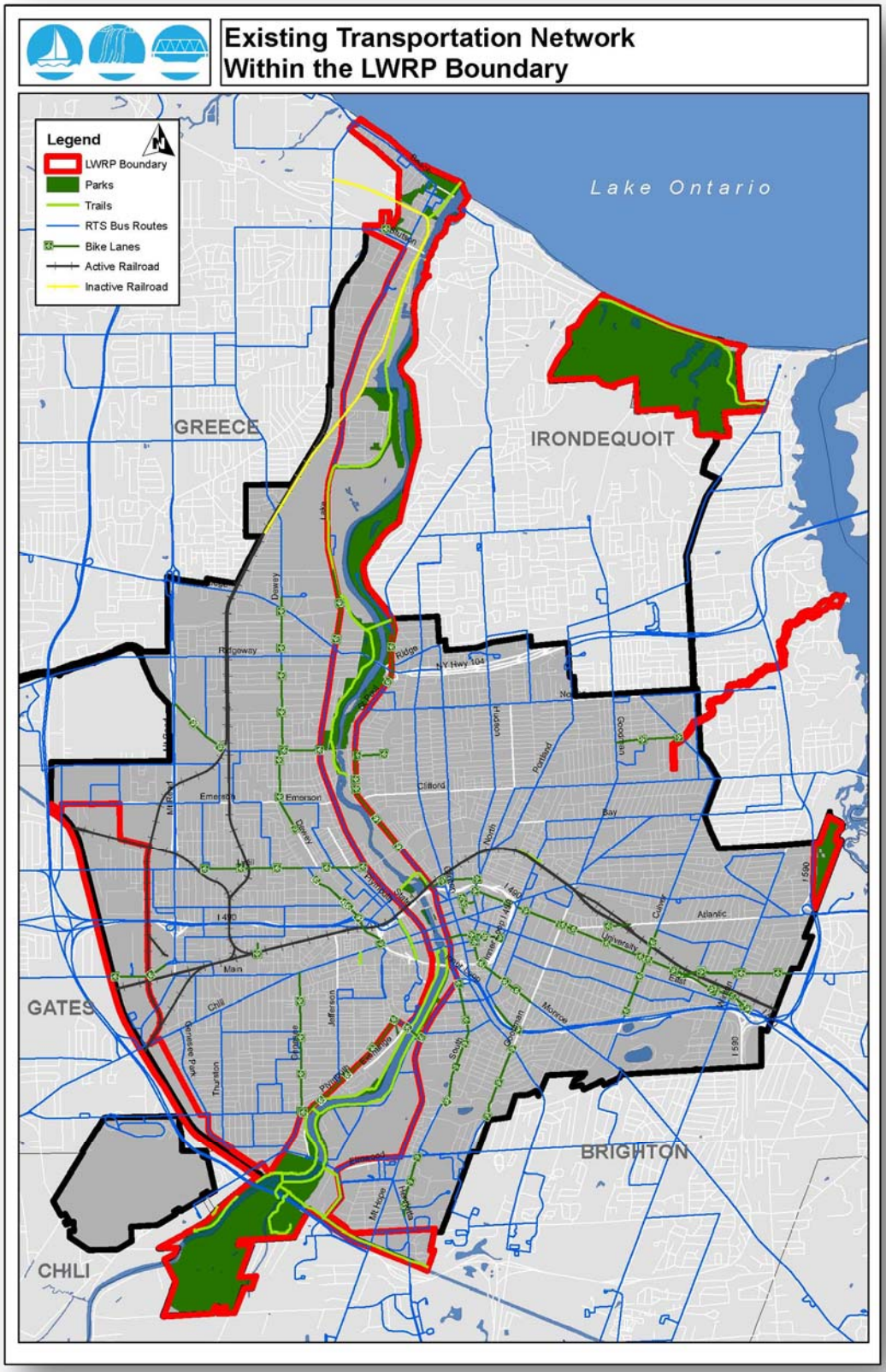
The following ***inactive*** rail lines within or adjacent to the LWRP boundaries include:

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).

FIGURE 11: LWRP EXISTING TRANSPORTATION NETWORK



E. EXISTING DESTINATIONS AND ASSETS

PARKS

Recreation opportunities within the LWRP boundary are provided at a number of public parks (See Figure 12). The following list identifies some of the major waterfront parks and their special features within the LWRP.

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; l8-hole golf course, golf clubhouse with food concession and pro shop; parking permitted on park roads. The park contains the Frank E. Van Lare Wastewater Treatment Plant which processes sanitary and storm sewage collected from a large portion of Monroe County.

Special features: Steep wooded slopes; valleys; scenic vistas; small lakes and ponds; 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.

Development Opportunities: Development of a bathhouse to support the swimming use.

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. It is estimated that over 800,000 people visit the park each 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.

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 and Special features: 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. The park can be entered from Lake Avenue via Boxart Street and is solely owned, operated and maintained by the City of Rochester.

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 and Special Features: Maplewood Park contains passive recreational areas that include 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.

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

Lower Falls Park (3 acres)

Location: West bank of the Genesee River south of the Driving Park Bridge, near the Maplewood YMCA and accessed from Driving Park Avenue via Hastings Street.

Facilities and Special Features: Spectacular views of Lower Falls and river gorge. Remains of various historic structures are evident in some areas. The park features a public art sculpture known as "The Seat of Remembering and Forgetting" that depicts the faces and hands of the community's youth.

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 and Special features: 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. It provides recreational opportunities that include three picnic shelters, the Wegman Lodge, playgrounds, hiking trails, open fields, a large pond and the Seneca Park Zoo. In addition, the park contains steep wooded slopes along the river bank, wetlands, and spectacular views of the Genesee River gorge. The park is owned by the city and, through an inter-municipal agreement, Monroe County is responsible for its maintenance and operation.

Development Opportunities: Enhancement of Olmsted Plan; improved access to river gorge for hiking and fishing; rehabilitation of zoo and public pool.

Seth Green Park (2.3 acres/part of Seneca Park)

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

Facilities and Special features: A "Switchback trail" on steep wooded slopes along river provide spectacular views of Veteran's Memorial Bridge and the river gorge and leads to fishing spots.

Development Opportunities: Improved fishing access.

High Falls (Triphammer Park, Granite Mills Park, Pont de Rennes Bridge)

Location: High Falls/Brown's Race Historic District.

Special Features: A panoramic view of the river gorge and High Falls. Within an Urban Cultural Park that celebrates Rochester's earliest industrial area. The Pont de Rennes pedestrian bridge was created in 1982 from what was the Platt Street Bridge (1891), an 858-foot-long, truss bridge. Looking out over the gorge, you can see rock formations of shale, limestone and sandstone, with bands of iron ore. Authentic ruins of the old Granite Flour Mill's foundation (circa 1850) and millstone from the Moseley and Motley Milling Company. A unique archaeological park, the Triphammer Forge site provides a good view of the layers of history found in Brown's Race.

High Falls Terrace Park (2 acres)

Location: 305-365 St. Paul Street

Facilities and Special Features: Passive open space with trails connecting to the Genesee Riverway Trail offer spectacular views of the river gorge, High Falls, and the Brown's Race Historic District across the river.

Charles Carroll Park/Genesee Crossroads Park (4 acres)

Location: Along the river in downtown Rochester just south of the Andrews Street bridge to the Main Street Bridge.

Facilities and Special Features: Benches and picnic areas. Amphitheater. Sisters Cities Pedestrian Bridge. Walkway along the river offering views of the river, downtown, and trees and landscaping in an otherwise built-up urban environment.

Genesee Gateway Park/Erie Harbor Park: (6 acres)

Location: On the east bank of the river between the Frederick Douglas/Susan B. Anthony Memorial Bridge and the Ford Street Bridge.

Facilities and Special Features: The Genesee Riverway Trail offers spectacular views of downtown and Corn Hill. The park comprises a small playground, basketball courts, excellent fishing locations, and car-top boat launch (equipped to handle canoes, kayaks, etc.).

Genesee Valley Park (800 acres)

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

Facilities and Special Features: This historic Olmsted-designed park offers a golf course, the Genesee Waterways Center, hiking trails, a swimming pool, an indoor ice skating rink, and picturesque views of the historic canal bridges.

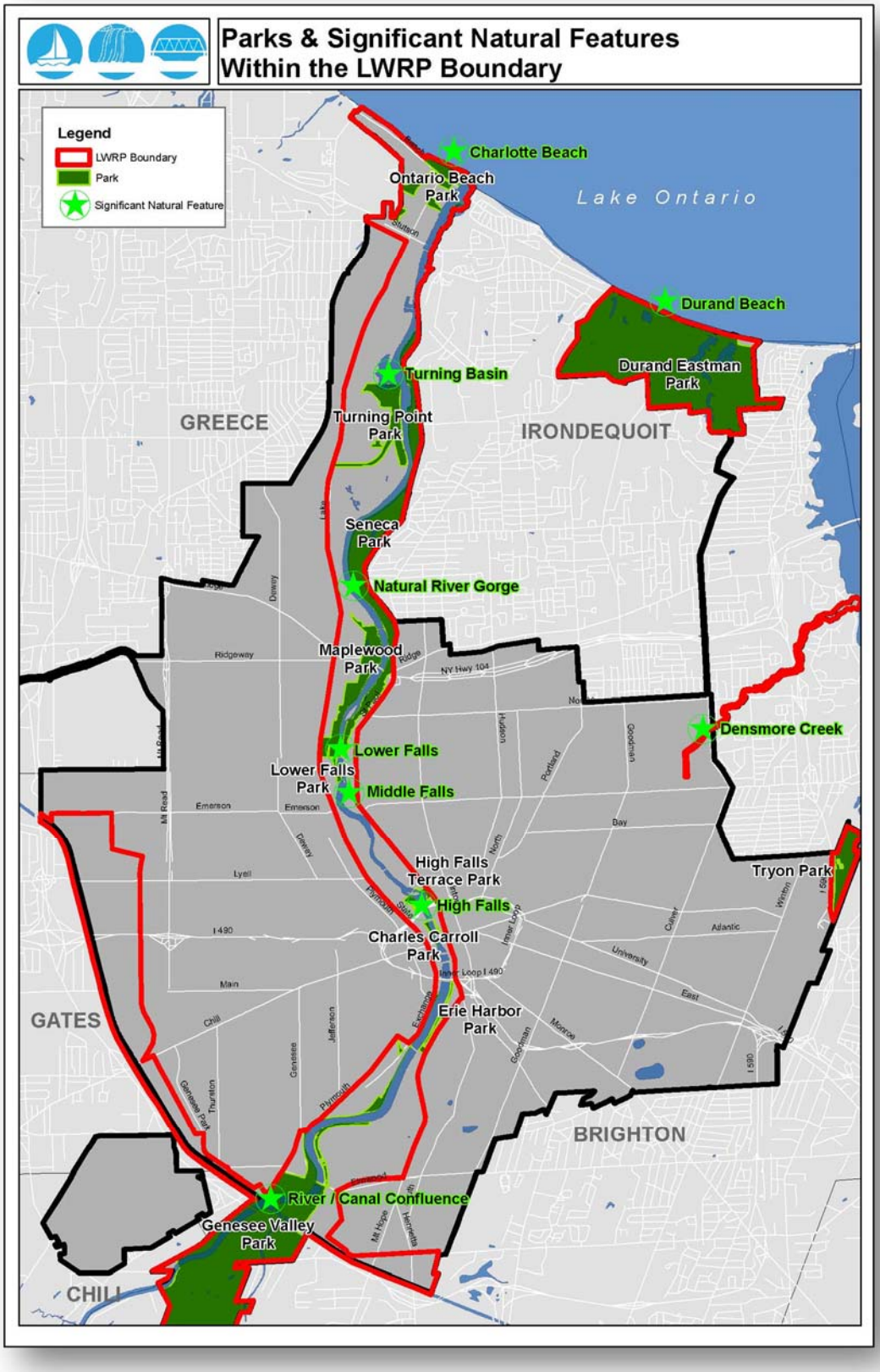
Tryon Park (82 acres)

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 and Special Features: The park offers hiking trails, steep wooded slopes, wetlands, and scenic overlooks.

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

FIGURE 12: LWRP PARKS AND NATURAL FEATURES



BOAT LAUNCHES

Motorized/trailerd boats: The port area has a number of public and private marinas and yacht clubs that offer a total of approximately 1,000 boat slips. Refer to the Port of Rochester Harbor Management Plan in Appendix I for more information on boating in the Rochester harbor. A City-owned public boat launch at the Port of Rochester offers a four-lane boat launch for trailered boats. The launch is operated through the Port of Rochester Marina.

Car-top boats: The City offers several locations for launching a car-top (e.g., kayaks, canoes) boat from within the LWRP. These locations include Durand-Eastman Park, Turning Point Park, Genesee Gateway Park, Corn Hill Landing, Brooks Landing, and the Genesee Waterways Center.

FISHING ACCESS SITES

The east and west piers at the mouth of the river are often used for fishing and provide direct public access to the river. The piers have been improved by the USACE and are generally in good condition. Fishing access is also provided at the scenic Genesee River Fishing Access Site, run by New York State DEC, located at the end of St. Paul Boulevard, across the river from the Port of Rochester. It features parking and benches, and is open year-round. A newly constructed fishing access site is located at the former CSX railroad swing bridge abutment just south of the public boat launch at the Port of Rochester.

The Lower Gorge of the Genesee River is one of Western New York State's most productive sport fisheries for trout and salmon. A fishing access point, located off of Seth Green Drive, south of the intersection with St. Paul Boulevard, is open from 6 a.m. to 7 p.m. There is no west side access in the Lower Falls Area.

Several fishing charters operate out of the Port of Rochester that offer excellent fishing opportunities, especially for Salmon.

TRAILS

See section entitled MULTI-PURPOSE TRAILS above.

CEMETERIES

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.

HISTORIC RESOURCES

Because Rochester began and grew along the Genesee River, there are many historic resources within the city's LWRP (See Figure 13). 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 one of the most historically significant sites 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.

Based on information from the New York State Historic Preservation Office (SHPO), properties, districts and landmarks listed on the National and State Registers of Historic Places that are located within or partially within the LWRP boundary include:

- Genesee Lighthouse - 70 Lighthouse Street
- "Shingle-side" (house) - 476 Beach Avenue
- Saint Bernard's Seminary – 2260 Lake Avenue
- Seneca Park East and West – 2222 St. Paul Boulevard
- Maplewood Historic District
- Teoronto Block Historic District
- Brown's Race Historic District
- St. Paul – North Water Streets Historic District
- Andrews Street Bridge (Andrews St. at Genesee River)
- Chamber of Commerce – 55 St. Paul Street
- Reynold's Arcade – 16 E. Main Street
- Main Street Bridge (Main St. at Genesee River)
- Wilder Building – 1 E. Main Street
- Arcade Mill – 26-32 Aqueduct Street

- Central Trent Bank Building – 44 Exchange Boulevard
- Former Erie Canal Aqueduct – (Broad Street at Genesee River)
- Rundel Memorial Library – 115 South Avenue
- Court Street Bridge – (Court Street at Genesee River)
- Lehigh Valley Railroad Station – 99 Court Street
- Court / Exchange Building – 144 Exchange Boulevard
- Old Stone Warehouse – 1 Mt. Hope Avenue
- Mt. Hope / Highland Historic District
- Arvine Heights Historic District
- Erie Canal (Barge Canal) (statewide designation)

Additional local landmarks and preservation districts designated by the City of Rochester include:

- Ontario Beach Carousel - Ontario Beach Park
- Genesee Lighthouse - 70 Lighthouse Street
- Beach Avenue Preservation District

Based on information from SHPO, the majority of the land within the LWRP boundary is also deemed archaeologically sensitive. This means that proposed future development must be carefully analyzed for potential impacts on known or potential archeological sites through the city's environmental and consistency review processes. The State Historic Preservation Office and the Rochester Museum and Science Center (RMSC) should be contacted directly regarding these analyses in order to provide more specific data, surveys or other information about potential archeological sites and impacts.

Examples of specific historic Euro-American archaeological sites within the LWRP boundary include:

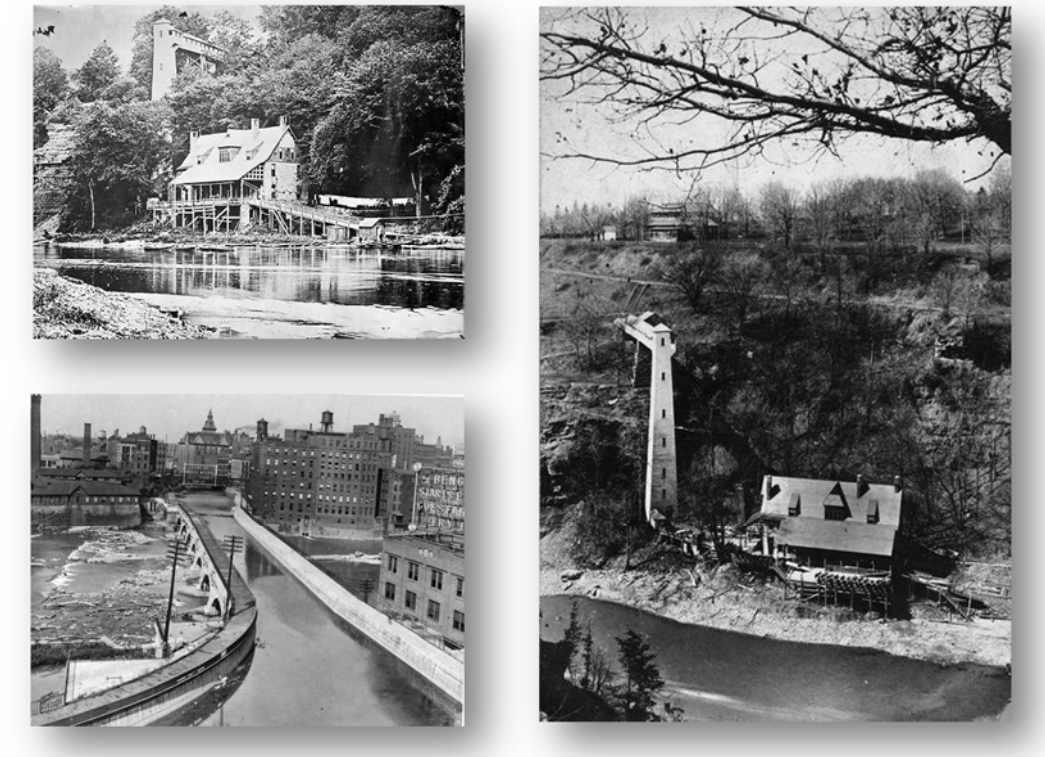
- Genesee Lighthouse Historic Site
- Lower Falls Mill and Industrial Site
- Carthage-Brewer's Dock Historic Site
- Carthage Flats Mill and Industrial Site
- Glen House Historic Site
- King's-Hanford's Landing Historic Site
- Kelsey's-Buell's Dock

Additional historic archaeological sites include:

- Twenty-one sites as identified by the Rochester Museum and Science Center. The RMSC should be contacted for more detailed information.

Additional historic districts and resources adjacent to the corridor include:

- Cascade Historic District
- Corn Hill Historic District
- Mt. Hope Historic District and Cemetery
- Warner Castle and Highland Park
- Campbell-Whitesley House
- Historic Erie Canal and Trolley Beds
- Genesee Valley Canal
- Ellwanger Gardens



Examples of LWRP Historic/Culturally Significant Sites
Top left / right: The former Glen House Historic Site – Genesee River near Driving Park Bridge
Bottom left: Erie Canal Aqueduct in downtown Rochester

FIGURE 13: Historic and Cultural Resources by Focus Area

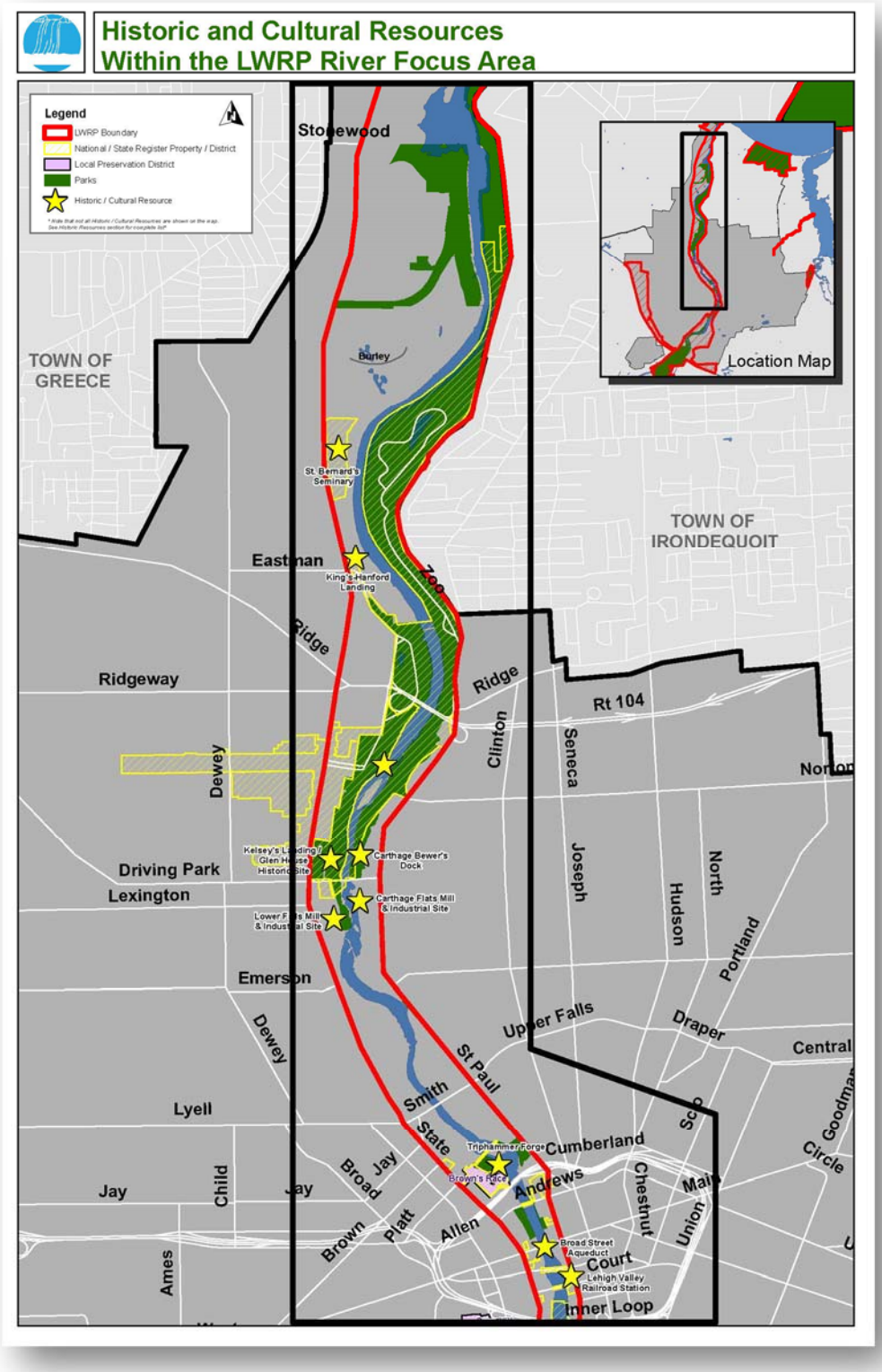
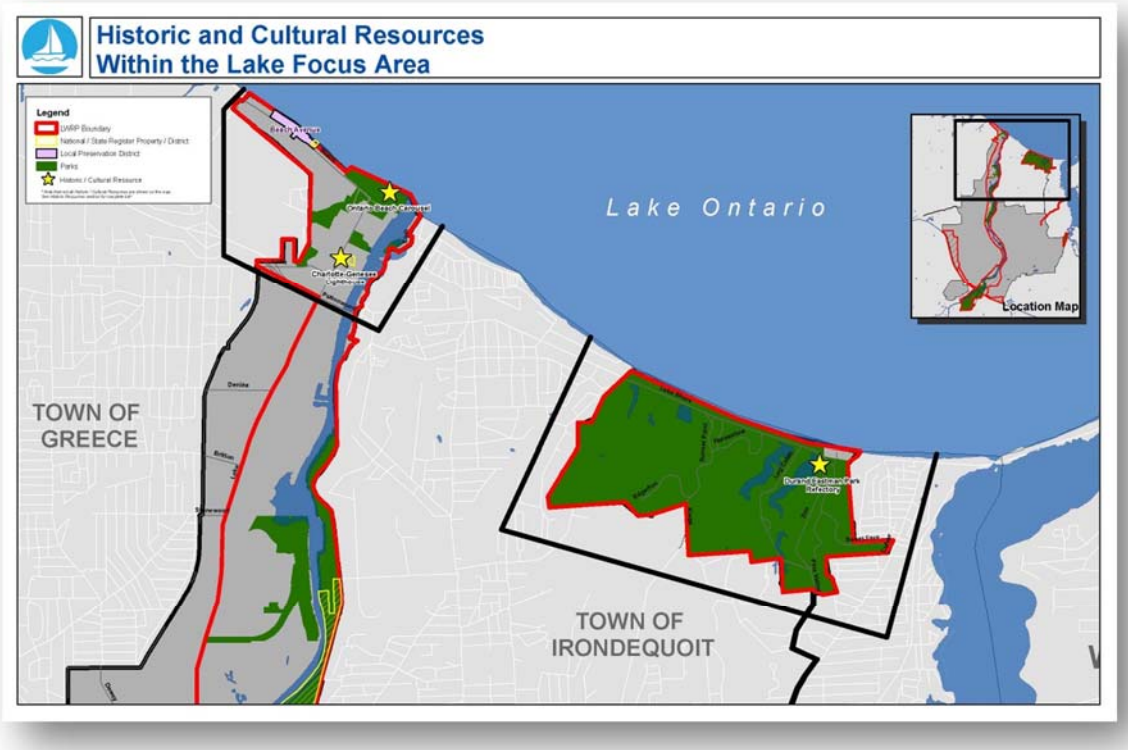
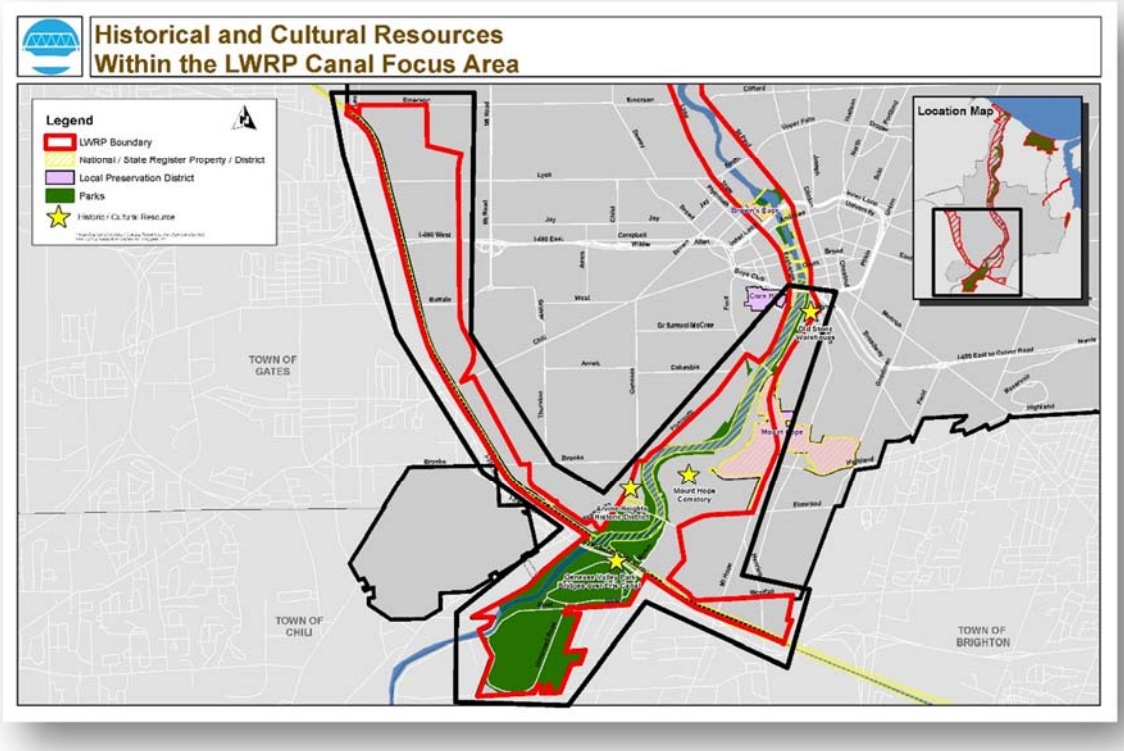


FIGURE 13: Historic and Cultural Resources by Focus Area





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-Whittlesey House

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
- Capelli Stadium
- 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

HISTORIC PARKS

The 2009 A Survey of Rochester's Historic Parklands surveyed 61 park sites greater than or equal to 50 years old or that otherwise have historic significance, and evaluated their National Register (NR) eligibility. The following parks fall within the LWRP boundary and were identified in the study:

Park / Site	Current Designation Status
Carthage Drive Mall	Contributing feature in historic district / NR designation
Charlotte Cemetery / Ira Jacobson Cemetery	None
Durand Eastman Park	None
Browns Race	Local Designation. National Register designation
Genesee Valley Park	None
Granite Mills Park (Browns Race)	Contributing feature in Historic District. Local Designation. National Register designation
Kings Landing Cemetery	Contributing feature in Historic District. National Register designation
Lower Falls Park	Contributing feature in Historic District. National Register designation
Maplewood Park	Contributing feature in Historic District. National Register designation
Mt. Hope Cemetery	Contributing feature in Historic District. Local Designation. National Register designation
Ontario Beach Park	Carousel is an individually designated local landmark
Pont de Rennes Bridge	Contributing feature in Historic District. Local Designation. National Register designation
Riverside Cemetery	None
Seneca Park	Contributing feature in Historic District. Local Designation. National Register designation
Seneca Parkway Mall	Contributing feature in Historic District. Local Designation. National Register designation
Seth Green Park	Contributing feature in Historic District. National Register designation
Triphammer Park	Contributing feature in Historic District. Local Designation. National Register designation

For detailed information on the individual parks, refer to Section on PARKS

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. Van Lare Treatment Plant in Durand-Eastman Park for secondary treatment. Five chlorination stations also serve the city.

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 (NYSDOS) 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

significant 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. A more detailed habitat narrative, the coastal fish and wildlife habitat rating form, and a location map is included in Appendix IV.

The Genesee River is a highly productive warmwater 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 NYSDEC to establish a major salmon fishery in the Great Lakes through stocking.

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 Park and Lower Falls.

WILDLIFE HABITAT

Wildlife along the river and shore zone is 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 include beaver, deer, squirrel, skunk, raccoon, muskrat, northern water snake and painted turtle. The steep slopes of the gorge and the wooded areas of Durand-Eastman Park provide refuge for many types of wildlife.

FRESHWATER WETLANDS

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.

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.

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 (See Figure 14), 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. State-designated wetlands within the city's LWRP, and the state classification category of each, are listed below.

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

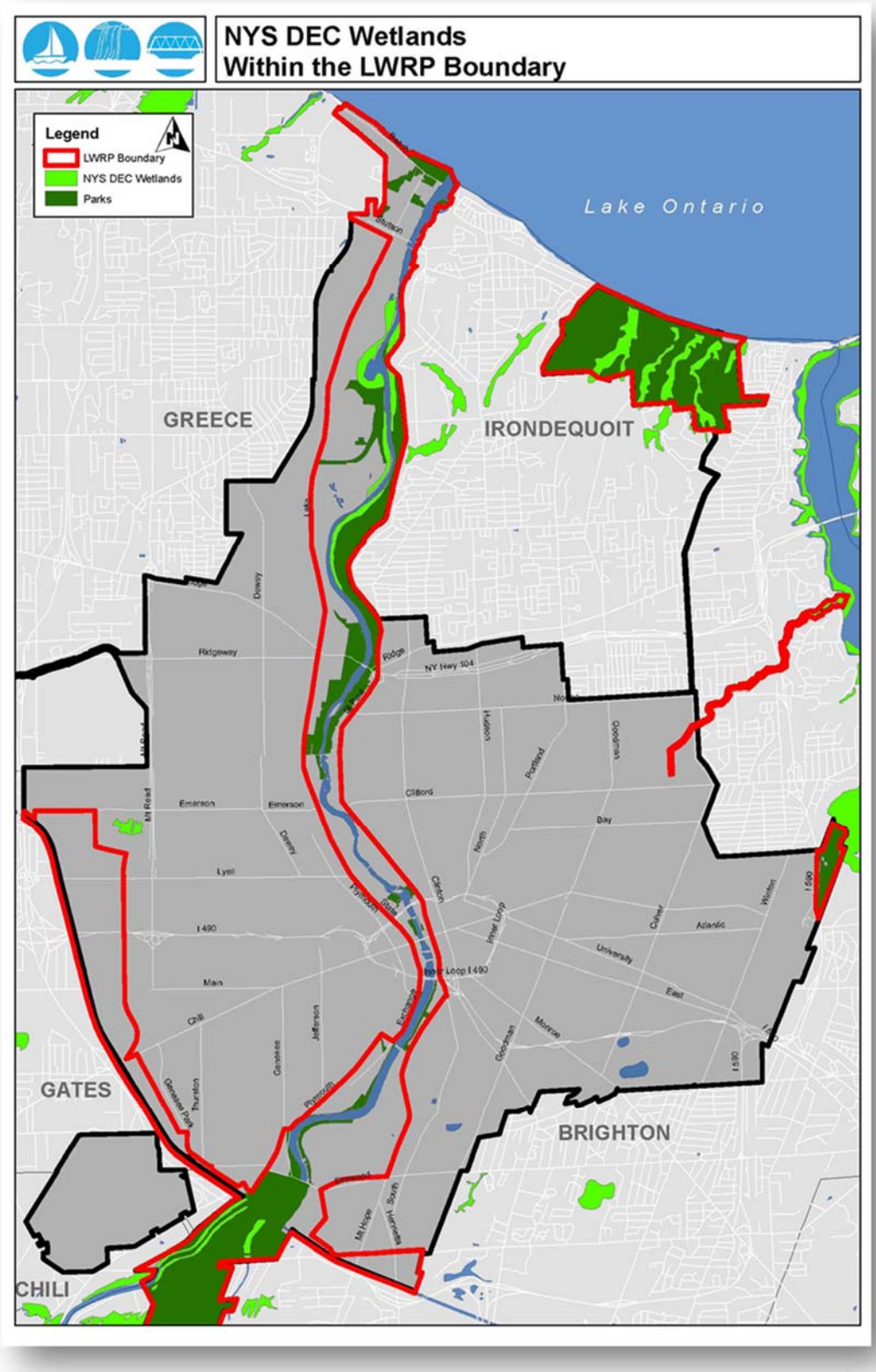
STATE DESIGNATED WETLANDS WITHIN THE LWRP (12.4 acres or greater)

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-21	II	River, NE, Seneca Park and northward
RH-2	II	River, SW, Genesee Valley Park
RH-3	I	River, SE, Genesee Valley Park
RH-4	I	River, SE Genesee Valley Park
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-1	I	TRYON Park (small portion of Ellison Park wetlands)

The U.S. Fish and Wildlife Service (USFWS), a branch of the U.S. Department of the Interior, regulates all wetlands listed on the National Wetland Inventory. This inventory classifies 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.

Projects that impact a federally-designated wetland impose requirements upon federal agencies and federally-assisted projects, as well as requiring permits through the USACE.

FIGURE 14: LWRP NYS DEC WETLANDS



VISUAL QUALITY

Overview

Rochester's coastal area has a variety of unique natural features including waterfalls, a river gorge, small river islands, forests, wetlands, and intersecting waterways. Several breathtaking views and vistas are found throughout the city's LWRP area and enhance the city's urban environment.

Description

The beach and port area dominate the land use pattern in the northern portion of the city's waterfront revitalization area and contribute to the overall visual quality of that area. Views of the lake and river from within the park, the piers, along the trail, and along the boardwalk on the east side of the port terminal building are stunning and publicly accessible. Improvements to the overall character of the area could be made along Lake Avenue where underutilized/dilapidated land uses detract from the aesthetics of the area.

Moving south from the port along the river, several spectacular views exist along the Genesee Riverway Trail and from within public parks. 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. 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 the CSOAP pedestrian bridge which crosses the river and provides spectacular views of the river gorge. 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 trail connects the parking lot on Boxart Street in Turning Point Park to the Genesee Riverway Trail which continues north over a bridge that spans the turning basin of the Genesee River and continues on through the Port of Rochester to the Lake.

Additional scenic views and vistas of Lake Ontario and various ponds and valleys exist in Durand-Eastman Park. Hiking trails through natural wooded areas provide a variety of scenic opportunities.

Views of the river, University of Rochester campus, the downtown skyline, and the natural resources of Genesee Valley Park can be seen from the riverbank in the canalized portion of the river.

Scenic views and vistas of Irondequoit Creek, Irondequoit Bay and the adjacent wetlands exist in Tryon Park.

While there are many scenic resources within the LWRP, the following is a list of what has been identified as the most significant viewsheds within the LWRP boundary (see Figure 15).

(1) Ontario Beach Park Terminus from Lake Avenue
(2) Charlotte Lighthouse from the grounds of the lighthouse
(3) Turning Point Park/Turning Basin from the Genesee Riverway Trail boardwalk
(4) Durand-Eastman Beach from the shoreline
(5) Genesee River Gorge and Seneca Park from the CSOAP Pedestrian Bridge
(6) Lower Falls from Seth Green Park
(7) Lower Falls from Lower Falls Park
(8) High Falls from the Pont De Rennes Pedestrian Bridge
(9) Ford Street Bridge/City Skyline from the Genesee Riverway Trail southwest bank
(10) University of Rochester River Campus/City Skyline from Erie-Lackawanna Pedestrian Bridge
(11) River/Canal Confluence and Olmstead Bridges from Genesee Valley Park

FIGURE 15: LWRP SIGNIFICANT VIEWSHEDS

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.

G. FOCUS AREA SUMMARIES

See Section 1 for a discussion of the origin of the Focus Areas. Refer to Figure 16 below for Focus Area maps.

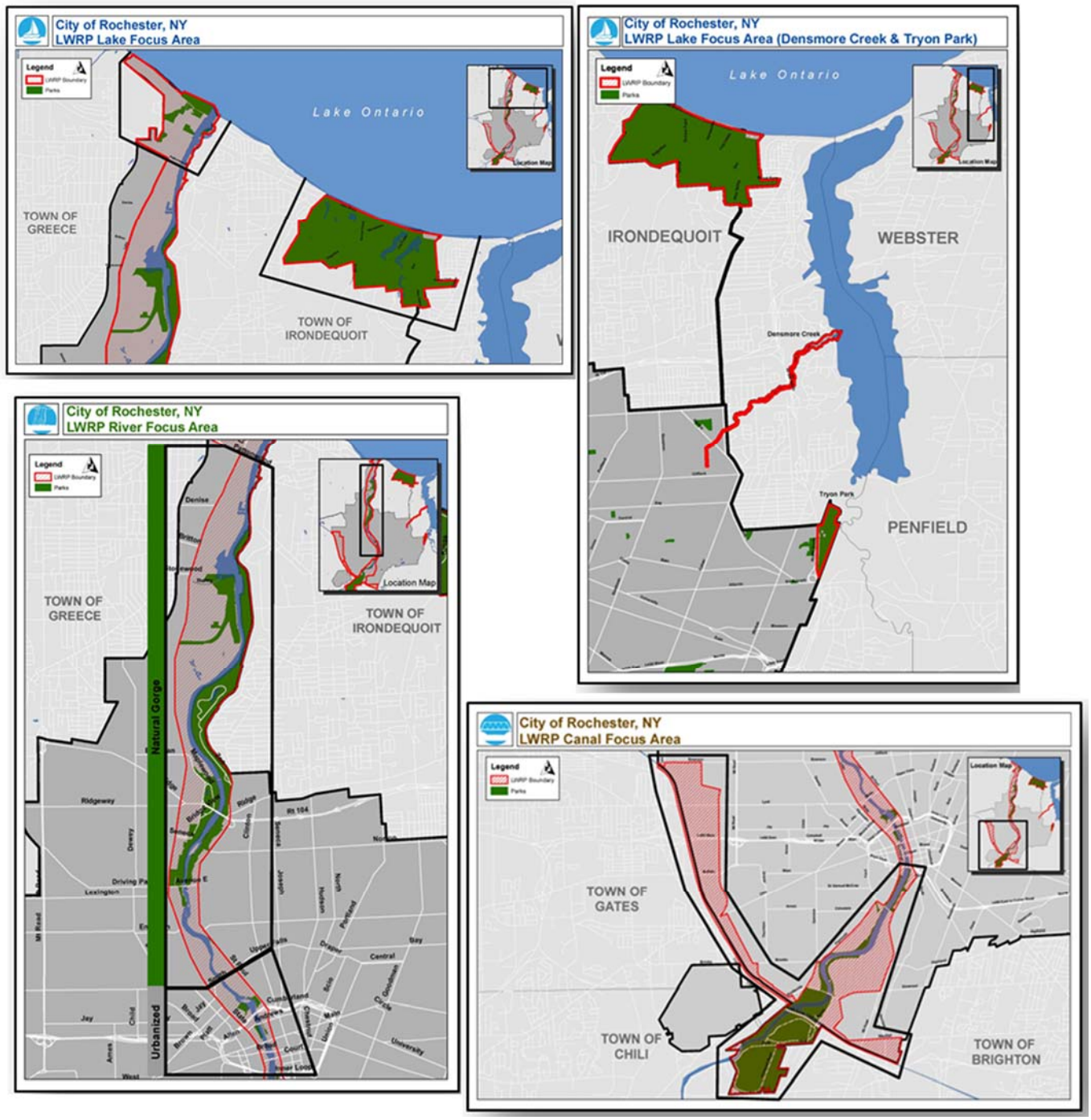
LAKE FOCUS AREA

Included in the boundary of the Lake Focus Area are the City's two main lake front areas; the Port of Rochester, Ontario Beach Park, the mouth of the Genesee River south to the O'Rorke Bridge, and Durand Eastman Park.

Also included in the lake focus area are Densmore Creek and Tryon Park because of their connection to Irondequoit Bay. These areas are broken out into sub-zones which are described in more detail below. Densmore Creek originates in the northeast section of the City at which point it is primarily underground. It begins to flow above ground east of Culver Road near the City of Rochester/Town of Irondequoit municipal boundary. The creek flows through the Town of Irondequoit, albeit the creek bed itself, comprised of over 80 parcels most of which are city owned, is within the city limits. The creek is approximately 4 miles long, 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.

FIGURE 16: LWRP FOCUS AREAS

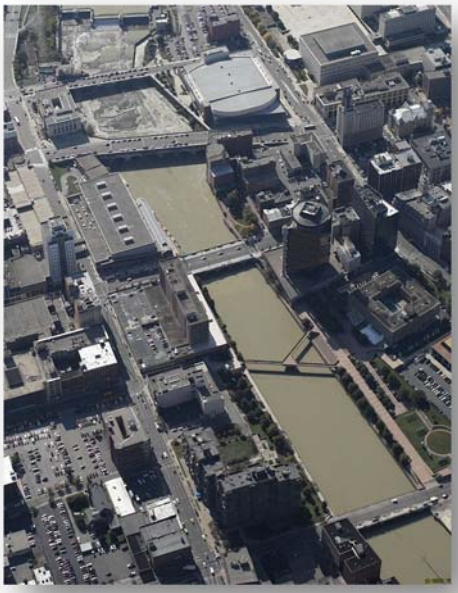


RIVER FOCUS AREA

The 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'Rorke Bridge to the north, south to the Frederick Douglas/Susan B. Anthony Memorial Bridge that carries Interstate 490 over the river.

Due to the distinctly different characteristics of this stretch of river, the focus area was further divided into two sub-zones. 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-zone. 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-zone of the focus area begins south of the Smith Street Bridge and includes the High Falls area and downtown Rochester.

View from Lower Falls Park within the "natural gorge" sub-



Aerial view of the "urbanized" sub-zone 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 which is considered to be a part of the original canal system. The boundary of this portion of the Canal

Focus Area from the Frederick Douglas/Susan B. Anthony Memorial Bridge south to the City municipal border with the towns of Chili and Brighton. Mount Hope Avenue serves as the eastern boundary of this portion while Exchange Boulevard and Plymouth Avenue serve as the western boundary.

Along the east-west section of the canal, east of its intersection with the Genesee River, the Canal Focus Area 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 intersection with the Genesee River is bounded by the City/Town of Gates/Chili municipal boundaries to the south and west, Emerson Street to the north, and a series of railroads and streets forming its eastern boundary. The Canal Focus Area encompasses all of Genesee Valley Park. The portions are described below in detail as sub-zones.

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

H. FOCUS AREA SUB-ZONE SUMMARY

DESCRIPTIONS OF LWRP SUB-ZONES

The three focus areas were further subdivided into 21 sub-zones by the Waterfront Advisory Committee. The sub-zone numbering system was developed going north to south from the Lake Ontario shoreline along the Genesee River corridor through the city and south to the Erie Canal. The numbering system was based on several criteria including known and accepted city neighborhood boundaries, unique geographic areas, related land uses and/or other major physical characteristics or features of the city's waterfront. As examples, the numbering system accounted for the variety of different land use areas within the Port area and the Charlotte neighborhood, the variety of natural features within the boundary including parks, open spaces, steep slopes, upland areas, beaches, creeks and watersheds, the variety of geologic features along the river and canal corridors and the variety of dominant land uses within the boundary such as downtown (Center City). Figure 17 below provides a map that displays the sub-zones.

(1a) Durand Beach

LWRP sub-zone 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 reopened 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-zone 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.

(1c) Beach Avenue

LWRP sub-zone 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.

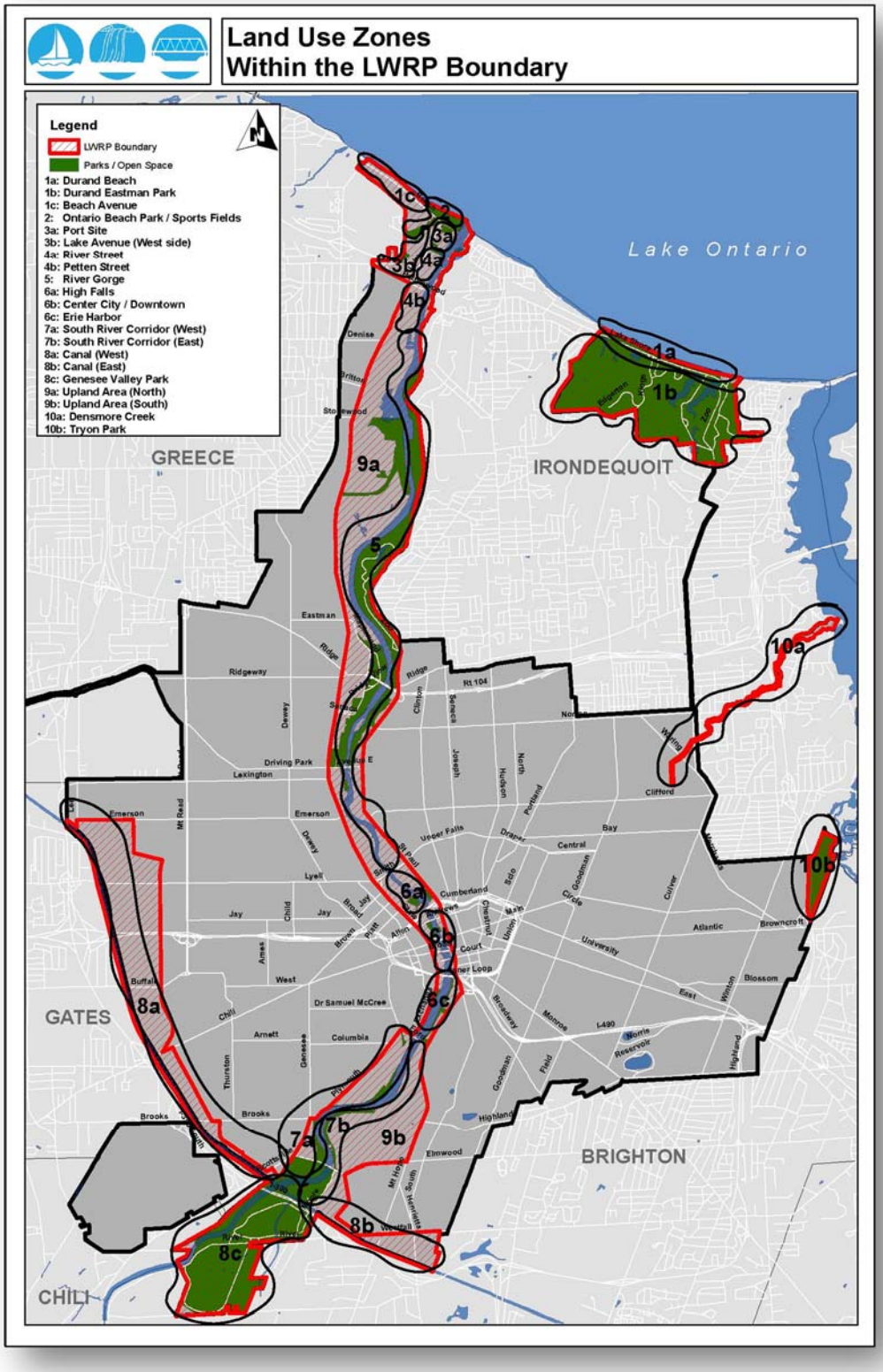
(2) Ontario Beach Park

LWRP sub-zone 2 is located on the shore of Lake Ontario at the mouth of the Genesee River in the Charlotte neighborhood and includes Ontario Beach Park. This city-owned park is 39 acres and features one of the best natural sand beaches on Lake Ontario. The park is accessed by Lake and Beach Avenues. Recreational facilities 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. west pier that originates in the park and is a popular area for walking, biking and fishing. The park is zoned Open Space (OS) District and, through an inter-municipal agreement, Monroe County is responsible for its maintenance and operation.

(3a) Port of Rochester

LWRP sub-zone 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 restaurants, offices, and special event space. Public parking to support the terminal building uses is located just north of the building. The Port of Rochester Marina includes a marina basin with 84 boat slip; a public promenade; broadside docking along the dock wall adjacent to the Port Terminal Building; a 4-lane boat launch; and, boater amenities, including a boater facility building (rest rooms, showers, laundry, etc.), a pump-out station, and appropriate utility connections including Wi-Fi, electricity and water. A city-owned vacant development parcel lies west of the Port of Rochester Marina and is bound by North River Street Corrigan Street, Portside Drive, and Lake Avenue.

FIGURE 17: LWRP LAND USE ZONES (SUB-ZONES)



(3b) Lake Avenue West

LWRP sub-zone 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 of Rochester, and other area attractions that are in close proximity. Single and multi-family housing is also located within this sub-zone, particularly on the side streets off Lake Avenue.

(4a) River Street

Sub-zone 4a, located immediately adjacent to the river, south of the Port of Rochester, has a unique neighborhood character that results from its topography, architecture and the small commercial establishments found throughout this area. It also includes an abandoned historic railroad station that has development potential. 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-owned facilities and amenities in this area include: the River Street Marina, a public marina with approximately 50 boat slips (50 additional slips at this marina are located in sub-zone 4b); a pedestrian promenade; scenic overlook; and, connection to the Genesee Riverway Trail. There are vacant industrial facilities, such as the former Tapecon site which presents a unique opportunity for redevelopment in this area.

(4b) Petten Street

LWRP sub-zone 4b is located south of the O'Rorke Bridge between the east side of Lake Avenue and the Genesee River, to approximately Denise Road. This area is primarily characterized by single-family residential dwellings closer to Lake Avenue and a large private marina, Genesee Marina, along the west bank of the river. There is also a large, city-owned parking lot adjacent to the river just south of the O'Rorke Bridge that serves the River Street Marina and provides parking for the Genesee Riverway Trail system.

(5) Natural Gorge

Sub-zone 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-zone comprises the entire Genesee River Gorge from the southern point of the Genesee Marina to the Smith Street Bridge on the south and includes Turning Point Park, Riverside Cemetery, Seneca Park, Maplewood Park, and Lower Falls Park as well as three large water-dependent uses of an industrial nature.

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. This use is water-dependent although the site is not located immediately adjacent to the river.

The second industrial site located within this sub-zone 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 a wastewater treatment facility that services operations in Eastman Business Park, across Lake Avenue to the west. The site is zoned M-1 Manufacturing District and is accessed via the Hanford's Landing and Maplewood Drive. 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.

The third and final major industrial site within this sub-zone 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 ft. 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.

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.

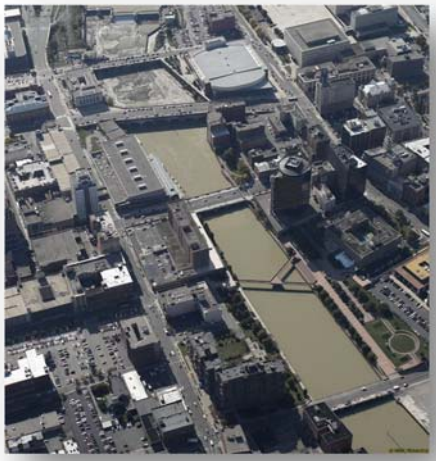
(6a) High Falls

Sub-zone 6 is High Falls, including the Brown's Race Historic 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 gorge and High Falls, a 96 foot waterfall, one of the only

urban waterfalls in the country. 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. This area is the home of the former power generating plant, Beebee Station, which was demolished in 2016 and the site remains closed to the public. A large grassy open space, also owned by RG&E, is located within the gorge near the base of the waterfalls.

(6b) Center City

Sub-zone 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-zone is characterized by high- density development consisting of office and residential buildings, hotels, retail, restaurants, the Rochester Riverside Convention Center, Rundel Memorial Library, and several public open spaces adjacent to the river.



(6c) Corn Hill / South Wedge

Sub-zone 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. On the east bank of the river, the Erie Harbor apartment and townhouse complex, as well as the neighboring Hamilton high-rise apartment building, occupies a substantial segment of the sub-zone. The Genesee Gateway Park surrounds this housing complex and connects the river to the adjacent residential areas of the South Wedge Neighborhood. North of this area, the headquarters of Time Warner Cable/Spectrum is located on the east side of the river, just south of Interstate 490. Cornhill Landing, a mixed-use complex is located across the river on the west side and is adjacent to access to the Genesee Riverway Trail and connects to the adjacent Corn Hill Neighborhood. This is also the site of the Corn Hill harbor where canal tour boats have historically docked.

(7a) South River Corridor –West

Sub-zone 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 and high-density residential dwellings, including student housing for the University of Rochester. This area also contains a large former industrial brownfield area formerly occupied by Vacuum Oil Works, a petroleum refinery. This is the site of the Vacuum Oil Brownfield Opportunity Area (BOA) that was officially designated by the NYS Secretary of State in April 2015. See below for a more complete discussion of BOA and the Vacuum Oil BOA, specifically.

The Erie-Lackawanna Rail to Trail Bridge over the Genesee River links the PLEX neighborhood 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.

(7b) South River Corridor – East

Sub-zone 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-zone and contain several picnic pavilions and open space areas providing outdoor recreation opportunities.

(8a) Canal – West

Sub-zone 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 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

Sub-zone 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, and Monroe Community Hospital. Development at "City Gate" which is located on the canal near the intersection of Interstate 390 and E. Henrietta Road, is ongoing featuring Costco and several small restaurants, 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 a lock is located just west of Kendrick Road allowing boats to continue along the canal.

(8c) Genesee Valley Park

Sub-zone 8c is located at the southernmost point of the City and is almost entirely composed of Genesee Valley Park. Designed by renowned landscape architect Frederick Law Olmsted, 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 Waterways Center and a multi-purpose recreational facility with an indoor ice rink and an outdoor swimming pool.

(9a) Upland Area – North

Sub-zone 9a includes all upland areas adjacent to sub-zone 5 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

Sub-zone 9b includes upland areas adjacent to the south river corridor-east subzone 7b. A significant portion of this area is 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

Sub-zone 10a is Densmore Creek which is a tributary that originates underground at a drainage ditch in a residential area in the northeast part of the city. It carries 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. The creek bed is within “city limits,” but is 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 and a 25-foot waterfall.

(10b) Tryon Park

Sub-zone 10b, the portion of Tryon Park within the city l, 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 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.

I. EXISTING WATERFRONT PLANS, PROJECTS AND INITIATIVES

As the region's waterfronts continue to gain popularity for recreation and development, planning becomes increasing important. 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 of the plans and their relationship to the city's Local Waterfront Revitalization Program.

LOCAL PLANS AND INITIATIVES

City of Rochester: Local Waterfront Revitalization Program (LWRP)

Background: The city's first LWRP was adopted in 1990 and amended in 2011 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.

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 boat launch

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.

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 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

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 (see Appendix II).

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. Appendix II contains a summary of the study's findings and recommendations for each of these elements.

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 – South Genesee River Corridor BOA Step 3 Implementation Strategy

The City of Rochester is preparing an Implementation Strategy for the Vacuum Oil Brownfield Opportunity Area (BOA). The plan is being spearheaded 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 Vacuum Oil BOA was officially designated by the NYS

Secretary of State in April 2015. Designation is contingent on a nomination process that appropriately reflects community priorities, presents an attainable and realistic plan to promote redevelopment, and is consistent with the applicable provisions of the General Municipal Law, Article 18 - C, Section 970-r. Developers, property owners and others with projects and properties located within a designated BOA will be eligible to access additional Brownfield Cleanup Program tax incentives and receive priority and preference for State grants to develop projects aimed at transforming dormant and blighted areas in their communities and putting them back into productive use. The master plan for the Vacuum Oil BOA prioritizes public parks, open space and trails that will create connections to and from the Genesee River with the PLEX neighborhood, aiming to create a unique waterfront destination. 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. 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) Prepare a 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. 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.

LYLAKS BOA Nomination Study (2014)

The Lyell-Lake-State Street (LYLAKS) Revitalization Strategy was 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. This strategy was developed for the LYLAKS BOA, which was officially designated by the NYS Secretary of State in April 2015, along with the Vacuum Oil BOA discussed above. Again, designation is contingent on a nomination process that appropriately reflects community priorities, presents an attainable and realistic plan to promote redevelopment, and is consistent with the applicable provisions of the General Municipal Law, Article 18 - C, Section 970-r. Developers, property owners and others with projects and properties located within a designated BOA will be eligible to access additional Brownfield Cleanup Program tax incentives and receive priority and preference for State grants to develop projects aimed at transforming dormant and blighted areas in their communities and putting them back into productive use. The LYLAKS BOA encompasses approximately 602 acres of land located west of the Genesee River immediately north of Downtown Rochester. This BOA expands around two primary corridors – Lyell Avenue which runs east to west and Lake Avenue/State Street which runs north to south. The BOA comprises 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 BOA was proposed that succinctly describes where the community sees itself in the future. The vision statement of the LYLAKS BOA is shaped and supported by a set of six guiding principles that set the framework for revitalization strategies within the 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*

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 was completed in 2014. Phase 2 and 3 are scheduled for 2017-2018 and 2018-2019, respectively.

"GardenAerial" Project

The "GardenAerial" project is intended to 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. The project is a multi-phased construction project in the heart of downtown Rochester.

Pedestrian access and structural feasibility studies were completed in 2015 to prepare assets and circulation pathways. Construction of the Flour Garden (in Browns Race) was completed in 2016. Trail improvements on the East side (near Genesee Brewery) will begin in 2017.

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 (2015)

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 (GWC), 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, obtained 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 included 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.

Existing park conditions were analyzed and the following guiding principles have been incorporated into the master plan:

- 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.

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.

J. 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 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; and, creating tourist attractions and educational tours. The greatest obstacles to some of these suggestions are funding, 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 nghbhds 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	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	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	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	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)	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	Limited access to natural gorge Habitat encroachment / destruction Runoff / pollution Degradation of water quality
Focus Area 2 – Riverfront (urban)	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	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	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	Encroachment of commercial uses Encroachment of industrial uses Lack of water-oriented uses Poor design of adjacent land uses Convoluted access patterns on canal Lack of open space near canal Underutilized land Environmental remediation costs Siltation / erosion

K. ADDITIONAL LWRP PLANNING AND DEVELOPMENT ISSUES

The following additional LWRP planning and development issues were 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 a 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 looking 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."

Lake Ontario / Genesee River

Genesee River

Genesee River / Erie Canal

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 Local Waterfront Revitalization Program (LWRP) policies and sub-policies (collectively referred to as “policies”) presented in this chapter consider the economic, environmental, and cultural characteristics of a community's waterfront. The policies represent a balance between economic development and preservation that will permit beneficial use of and prevent adverse effects on coastal resources. They also represent the enforceable policies of the New York State Coastal Management Program for the waterfront area subject to this LWRP. The policies are comprehensive and reflect the community’s concerns; and they will be enforced through use of State laws and authorities, and local laws and regulations. The policies are the basis for Federal and State consistency determinations for activities affecting the waterfront area. While the policies are enforceable as a matter of state and local law however, for reviews conducted under the federal Coastal Zone Management Act, the explanatory text for each policy is for explanatory purposes only.

The policies are organized under eleven categories: 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 (Figure 18). Policies highlighted in yellow are not applicable to the City of Rochester.

FIGURE 18: 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

**Highlighted policies are not applicable*

FIGURE 18: 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	Development of offshore uses and resources, including renewable energy resources.
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

**Highlighted policies are not applicable*

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, 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. *the area in the vicinity of 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 Landing 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 public amenities and beach areas at Durand-Eastman Park to support appropriate water-oriented recreational uses.*

POLICY 1F *Promote and encourage the continued redevelopment and improvement of various recreational facilities at city parks, including Durand-Eastman Park, Ontario Beach Park, Turning Point Park, Seneca Park, Maplewood Park, Lower Falls Park, Charles Carroll Park, Genesee Crossroads Park, Gateway Park, and Genesee Valley Park.*

POLICY 1G *Pursue the purchase of abandoned railroad rights-of-way as appropriate and as they become available within the LWRP boundary in order to develop and promote future water-enhanced transportation, recreation and development opportunities.*

POLICY 1H *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 1I *Continue to encourage 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 1J *Continue to encourage 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 1K *Promote waterfront access improvements and the redevelopment of underutilized and vacant waterfront industrial land and brownfield areas within the Vacuum Oil Brownfield Opportunity Area (BOA) and Lyell/Lake/State or "LYLAKS" Brownfield Opportunity Area (BOA).*

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

POLICY 1M *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. To restore, revitalize and redevelop deteriorated and underutilized waterfront areas, uses or activities appropriate for the waterfront revitalization area based on their water and recreation-oriented characteristics should be encouraged. These areas could include railroad rights-of-way adjacent to the water that are or will become abandoned and that should be coordinated directly with the appropriate railroads (i.e., CSX) and the preferential rights process.

Several significant development opportunity areas have been identified within the 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 Water dependent uses on critical waterfront lands that support Rochester's entertainment, recreation, transportation and economic development goals will be prioritized, especially on the first floor of buildings. These lands could include:

1. *City owned land on River Street*
2. *City owned land on the east side of the Genesee River, south of the O'Rorke Bridge*
3. *City owned land on the west side of the Genesee River in the Corn Hill area*
4. *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. This policy recognizes 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, 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 should be avoided.

A water dependent use is an activity which can only be conducted on, in, over or adjacent to a water body because such activity requires direct access to that water body, and which involves, as an integral part of such activity, the use of the water. Water-dependent uses should be located on the ground floor of buildings in order to facilitate ease of access to the water and to take advantage of their direct relationship with actual water activities. The following uses and facilities are considered water dependent:

1. Uses which involve the transfer of goods (i.e., shipping activities at the ESSROC Cement Facility 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 Further develop the State's 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, the 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 Policy

This policy recognizes that the traditional activities occurring in and around numerous smaller harbors throughout the State's coastal area contribute much to the economic strength and attractiveness of these harbor communities. Thus, efforts of State agencies shall center on promoting such desirable activities as recreational and commercial fishing, ferry services, marinas, historic preservation, cultural pursuits, and other compatible activities which have made smaller harbor areas appealing as tourist destinations and as commercial and residential areas. Particular consideration will be given to the visual appeal and social benefits of smaller harbors which, in turn, can make significant contributions to the State's tourism industry.

The following guidelines shall be used in determining consistency:

1. The action shall give priority to those traditional and/or desired uses which are dependent on or enhanced by a location adjacent to the water.
2. The action will enhance or not detract from or adversely affect existing traditional and/or desired anticipated uses.
3. The action shall not be out of character with, nor lead to development which would be out of character with, existing development in terms of the area's scale, intensity of use, and architectural style.
4. The action must not cause a site to deteriorate, e.g., a structure shall not be abandoned without protecting it against vandalism and/or structural decline.
5. The action will not adversely affect the existing economic base of the community, e.g., waterfront development designed to promote residential development might be inappropriate in a harbor area where the economy is dependent upon tourism and commercial fishing.
6. The action will not detract from views of the water and smaller harbor area, particularly where the visual quality of the area is an important component of the area's appeal and identity.
7. In applying the above guidelines the information in harbor management plans being developed by local governments pursuant to Article 42 of the Executive Law and local laws that would implement them shall be considered.

POLICY 5 **Encourage the location of development in areas where public services and facilities essential to such development are adequate.**

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

1. *Charlotte Harbor area*
2. *High Falls area and Genesee River Gorge*
3. *Center City area (Central Business District)*
4. *Canal Harbor area*
5. *proposed Airport Landing area*
6. *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. *the Genesee River gorge south of Charlotte and north of High Falls including the Maplewood and 14621 neighborhoods*
2. *along the Genesee River south of Ford Street Bridge and north of Genesee Valley Park*
3. *along the Erie Canal east of Genesee Valley Park*
4. *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 should 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 stormwater 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 Encourage environmentally sensitive waterfront development and design.

Explanation of Policy

This policy recognizes 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 Buildings 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. Where necessary and appropriate, special considerations for development activities proposed within the LWRP boundary should 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 will 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.*

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 is used 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, and the action would affect a significant coastal fish and wildlife habitat, 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 should be met is as follows:
In order to protect and preserve 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 stormwater 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. Redevelopment activities within these parks which will preserve and protect their significance as wildlife habitats should be encouraged.

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 [s27-0901.3] 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 stormwater, 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 stormwater 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 waste treatment facility on the western bank of the river, opposite Seneca Park. This treatment plant handles sewage and waste from Eastman Business Park 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 is intended to 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.**

POLICY 9A *Encourage 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 *Provide appropriate access for recreational boating activities (including hand carry boat launching facilities) along the lake, river and canal and at key riverfront parks and other neighborhood locations along the waterfront corridor.*

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.

Development and expansion of recreational fishing opportunities and public access to other wildlife resources at several public parks located within the LWRP boundary should be encouraged. 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.

The development of a public boat launch facility along the eastern bank of the Genesee River, just south of the O'Rorke Bridge, should be promoted to improve and expand recreational fishing opportunities for boaters on the Genesee River and Lake Ontario.

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

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 *Maintain flood control facilities along the canalized section of the Genesee River necessary to achieve flood protection and avoid losses to physical and visual access to the river.*

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

Explanation of Policies

This policy recognizes 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.

Flood control walls currently exist along the Genesee River from downtown south to the University of Rochester River Campus and beyond. These walls are in various states of deterioration, restrict physical access, and in some cases, visual access to the river. The West River Wall Master Plan (2015) provides flood protection recommendations that supports the city's objectives to improve physical and visual access to the Genesee River from Corn Hill Landing to Ford Street Bridge. This document is provided in Appendix V.

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 should be used to evaluate development in flood hazard areas are included in Chapter 56 of the City Code. These standards and guidelines deal with such issues 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 should 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 should 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 should 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 stormwater. 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.

Explanation of Policy

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.

Primary dunes will be protected from all encroachments that could impair their natural

protective capacity. Other 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) will also be protected from all encroachments that could impair their natural protective capacity. 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, will be utilized to help ensure protection of these features.

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 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 continue to monitor and evaluate the efficiency of the existing erosion protection structure within the river.*

Explanation of Policies

This policy should 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. Constructing and maintaining erosion protection structures within the LWRP boundary may be appropriate to reduce documented erosion problems if these structures are properly designed and constructed to prevent damage or destruction to public or private property, natural protective features, and other natural resources. 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 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.

The review of the development of erosion control structures should 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).

If erosion problems develop at the Durand-Eastman Park beach, then the construction of groins in this area to control that erosion should be considered. As noted in the LWRP, waterfront recreational facilities located within Durand-Eastman Park are proposed for significant redevelopment and/or rehabilitation. The development of such erosion protection features should 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 should 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 should 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 additional erosion protection structures designed to further reduce or eliminate river surge problems within the Genesee River will continue to be investigated.

POLICY 17 **Nonstructural measures to minimize damage to natural resources and property from flooding and erosion shall be used whenever possible.**

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

This policy recognizes 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. 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, should 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.**

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

POLICY 19E *Promote the extension of the Genesee Riverway Trail to connect 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

This policy recognizes 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. Waterfront resources and facilities should 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 parks.

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 should be investigated. Establishment of a special bus route to and through the park, particularly during periods of peak park use, should be encouraged.

The development of a public boat launch facility along the eastern bank of the river, south of the O'Rorke Bridge, should be evaluated. The boat launch would 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 shall be provided in a manner compatible with adjoining uses.**

POLICY 20A *Public access to the waterfront should be encouraged as part of the development of water-oriented or water-enhanced mixed-use facilities as appropriate within 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 river overlooks, hiking and biking trails, switchback 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.*

POLICY20F *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

Public access to publicly owned areas of the shore zone should be provided 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 and 2 under Policy 19

will be used in determining the consistency of a proposed action with this policy.

As part of the mixed-use, water-oriented development at the Port Authority, River Street, Corn Hill Landing and other sites, public access to the waterfront should be maintained and enhanced. Agencies should 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. Therefore, establishment of public access to recreational facilities through private development where feasible should be encouraged. 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.

POLICY 21 Water-dependent and water-enhanced recreation will be encouraged and facilitated and will be given priority over non-water-related uses along the coast.

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.*

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, priority should be given 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. In facilitating such activities, priority should 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.

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. Such development should only occur 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.

Unique opportunities 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.

Additionally, a public outreach and media campaign to increase local and regional awareness of the Genesee River Trail, particularly among waterfront and low-income communities, should be encouraged and developed.

POLICY 22 **Development when located adjacent to the shore will provide for water-related recreation whenever such use is compatible with reasonably anticipated demand for such activities, and is compatible with 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 *Encourage 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. The following types of development 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

Development proposals located adjacent to the shore, should be evaluated to determine whether or not they should be considered for or required to incorporate recreational uses. 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, such development should be encouraged 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.*

POLICY 23B *Redevelop 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 continued development of 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

This policy recognizes the need for and places 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. Historic 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. The city works closely with NYS Office of Parks, Recreation and Historic Preservation in the continued preservation of historic resources.

Redevelopment plans within the LWRP boundary should consider architecturally and historically significant structures and facilities in the area and should be designed to protect and enhance these resources.

Developers doing work in areas which have been identified within the river gorge as being significant archeological sites should contact the NYS Office of Parks, Recreation and Historic Preservation to determine appropriate construction and mitigation

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.

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 or enhance natural and man-made resources which are not identified as being of statewide 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

This policy recognizes 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 Conserve and protect agricultural lands in the state's coastal area.

Explanation of Why Policy Is Not Applicable

This policy is not applicable to the city's LWRP because there are no agricultural 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

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 7 and 10 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 Law. The Law 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 SEQR 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, 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. 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 interfere with the production of hydroelectric power, damage significant fish and wildlife and their habitats, or increase shoreline erosion or flooding.

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 must 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 **The development of offshore uses and resources, including renewable energy resources, shall accommodate New York's long-standing ocean and Great Lakes industries, such as commercial and recreational fishing and maritime commerce, and the ecological functions of habitats important to New York.**

Explanation of Policy

The science of ecosystem connections between the coastal zone and offshore areas is increasingly better understood. The offshore environment is an ongoing focus of policy development at national, regional, and state levels. Within this context, New York seeks to accommodate longstanding offshore industries, such as commercial and recreational fishing and maritime commerce, while at the same time ensuring the ecological functioning of habitats important to New York, as the State considers the need for new offshore resource development and uses to occur.

New York will continue to review and analyze federal licensing and permitting activities for federal consistency. Proponents of offshore activities should use available offshore data to identify and reduce the potential effects on New York's coastal resources, activities and uses. Project proponents should consider the compatibility with, and seek to accommodate, the existing presence of resources, activities and uses that are important to the coastal area of New York State.

In addition to the development of energy resources and the siting of energy facilities, offshore uses of particular concern to New York State because of their potential effects on State coastal uses and resources include, but are not limited to: fisheries management; aquaculture; sand and gravel mining; military readiness training and related exercises; changes or upgrades to established navigation patterns and infrastructure, including the re-routing of existing navigation lanes and the location, placement or removal of navigation devices which are not part of the routine operations under the Aids to Navigation (ATON) program; the identification of interim or permanent open-water dredged material disposal sites; the intentional submergence of vessels and other structures, including for the purpose of creating artificial reefs; the creation of human-made islands, tidal barriers, or the installation of other fixed structures; scientific research activities; and exploration and identification of potential resources for extraction, such as biopharmaceutical products.

In its review of proposed activities, licenses, permits, lease sales and plans in New York State coastal waters, the Department of State works with state and federal agencies to considers a number of factors, including but not limited to: the potential effects upon maritime traffic, including navigational safety leading into and from New York's ports; the potential for increased port development and economic activity; aspects of national security; the effects on important finfish, crustaceans, shellfish, seabirds, marine mammals, and other wildlife populations and their spawning, wintering, and foraging habitats and migrating corridors; impacts on biological communities and biodiversity; ecological functioning of ecosystems; economic and other effects upon commercial and recreational fishing activities; impacts upon tourism and public recreational resources and opportunities along the coasts and offshore; the potential for geo-hazards; water quality; and overall effects on the resilience of New York's coastal uses and resources.

Of special significance, New York State recognizes the need to develop energy resources, particularly those that contribute to achieving the State's energy goals, including greenhouse gas reduction. It also recognizes that any energy development may have reasonably foreseeable effects on existing coastal uses and resources. Among the various energy resources under consideration for development are those which may be found in offshore waters within the state's territorial limit.

The State encourages the responsible development of renewable energy resources. Wind, wave, and water current resources located offshore New York are an increasing focus of development interest, which may continue to grow as projects become more technologically feasible. Offshore renewable wind energy development is a use which depends on the utilization of resources found in coastal waters. The State recognizes offshore projects directly interconnected to the New York electrical grid as qualifying for eligibility as a dependent use at the same level as though the facility were located within the State.

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 stormwater runoff and/or effluent discharge from development sites is evaluated and mitigating measures required if environmental impacts such as degradation of water quality should occur.

POLICY 31 State coastal area policies and management objectives of approved local Waterfront Revitalization Programs will be considered while reviewing coastal water classifications and while modifying water quality standards; however, those waters already over-burdened 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 stormwater 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. 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, is considered a priority. The intent of the city's LWRP is to maintain the water quality of the lake and river by controlling stormwater 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 the city already maintains conventional sanitary facilities and new development may only be approved were connections to the sanitary system are feasible.

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 stormwater runoff into and through the Densmore Creek watershed.*

Explanation of Policy

The city and Monroe County constructed 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 stormwater, 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 stormwater 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. City storm and sanitary sewer systems should be inspected to identify and promote improvements to maintain and enhance the existing water quality in the river and lake. The improvements will be based on accepted best management practices for stormwater 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 stormwater 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. 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, is considered a priority. Green infrastructure techniques and best stormwater management practices should be used throughout the boundary as appropriate to ensure that water quality standards are maintained or exceeded.

POLICY 34 Discharge of waste materials into coastal waters from vessels subject to state jurisdiction will be limited so as to protect significant fish and wildlife habitats, recreational areas and water supply areas.

Explanation of Policy

This policy promotes and encourages 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. Lake Ontario was designated as a No-Discharge Zone in 2011. A No Discharge Zone designation means that it is illegal for boaters to discharge on-board sewage into the designated waterbody. This includes treated sewage, as well as untreated sewage. Boaters must instead dispose of their sewage at pump out stations. 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 filling in coastal waters and disposal of dredged material will be undertaken in a manner that meets existing State 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 should 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 should 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 at this time.

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

This policy recognizes 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 stormwater 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 Stormwater 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 stormwater control features should be promoted in new and retrofitted development.

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 is considered a priority.

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. Hemlock Lake is about seven miles long, a little more than a half-mile wide, and up to 90 feet deep. Canadice Lake, lying parallel and to the east of Hemlock Lake, is about three miles long, one-third mile wide and up to 95 feet deep. In 2010, the City sold 7000 acres of watershed property surrounding these lakes to New York State. Protection of the watershed property is in accord with the New York State Open Space Conservation Plan. Access to the property is strictly regulated by New York State Department of Environmental Conservation. 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.

Six management objective 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.

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 sludge 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: 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

This policy recognizes 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. 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.

Section 4: LWRP Proposed Land/Water Uses and Projects

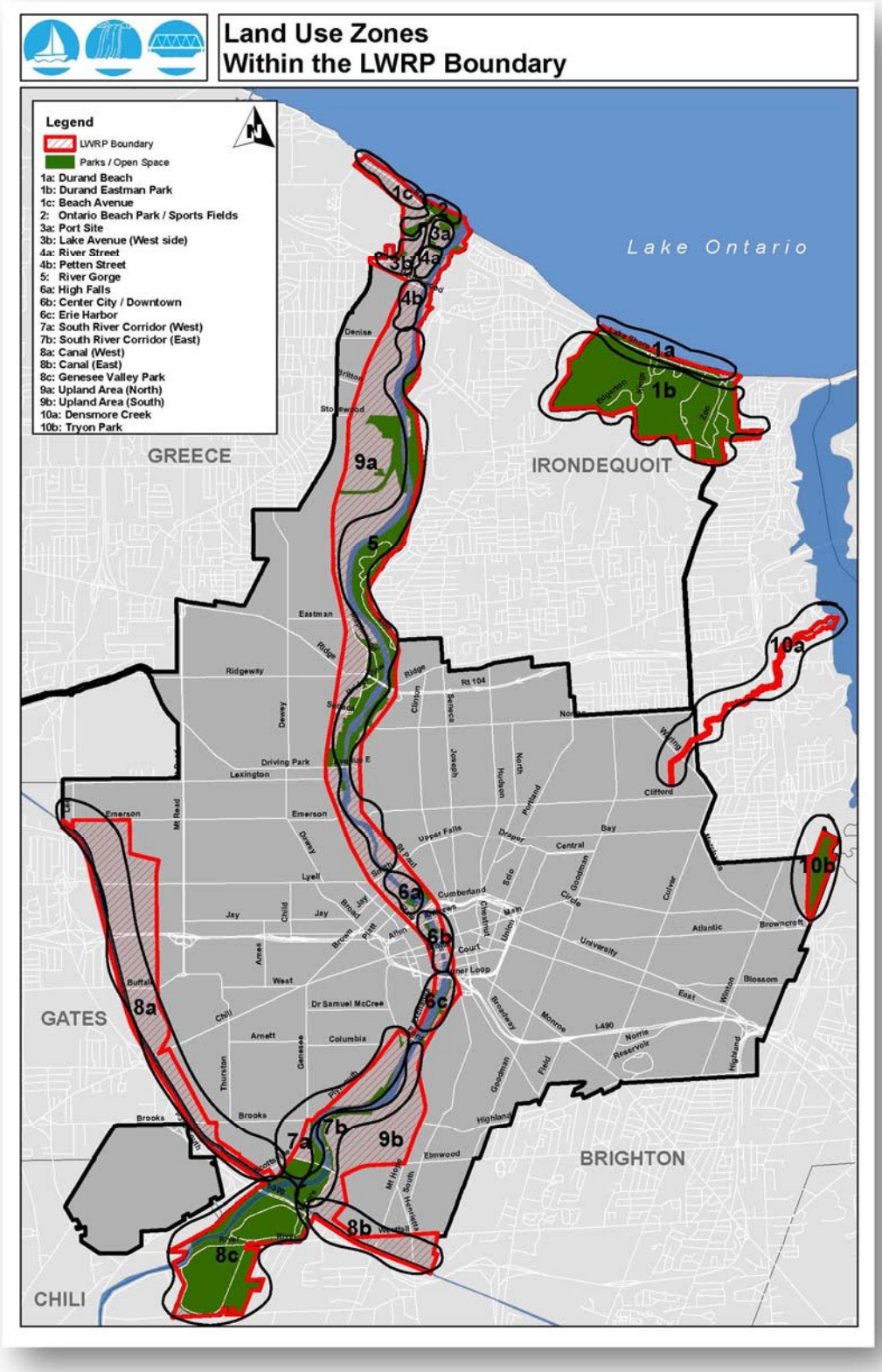
A. RECOMMENDED FUTURE LAND USES

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 19:

Focus Area	Subzone Number and Name	
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

FIGURE 19: LWRP FUTURE LAND USE SUBZONES
(see matrix for land use categories and recommendations)



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 matrices collected at the various meetings, and further discussions of the criteria listed above, City staff and the WAC 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 Figure 20). 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 (Figure 20) 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.

FIGURE 20:
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 20, Continued:
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 20, Continued:
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)						

RECOMMENDED FUTURE LAND USES BY FOCUS AREA

The following section describes the major development themes and appropriate future land uses for each of the 3 focus areas. LWRP areas of potential future land use change are shown in Figure 21 and in more detail on the section 1-6 maps below.

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 and studies that have been prepared for areas within the Lake Focus Area.

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.

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 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, complementing 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 there 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).

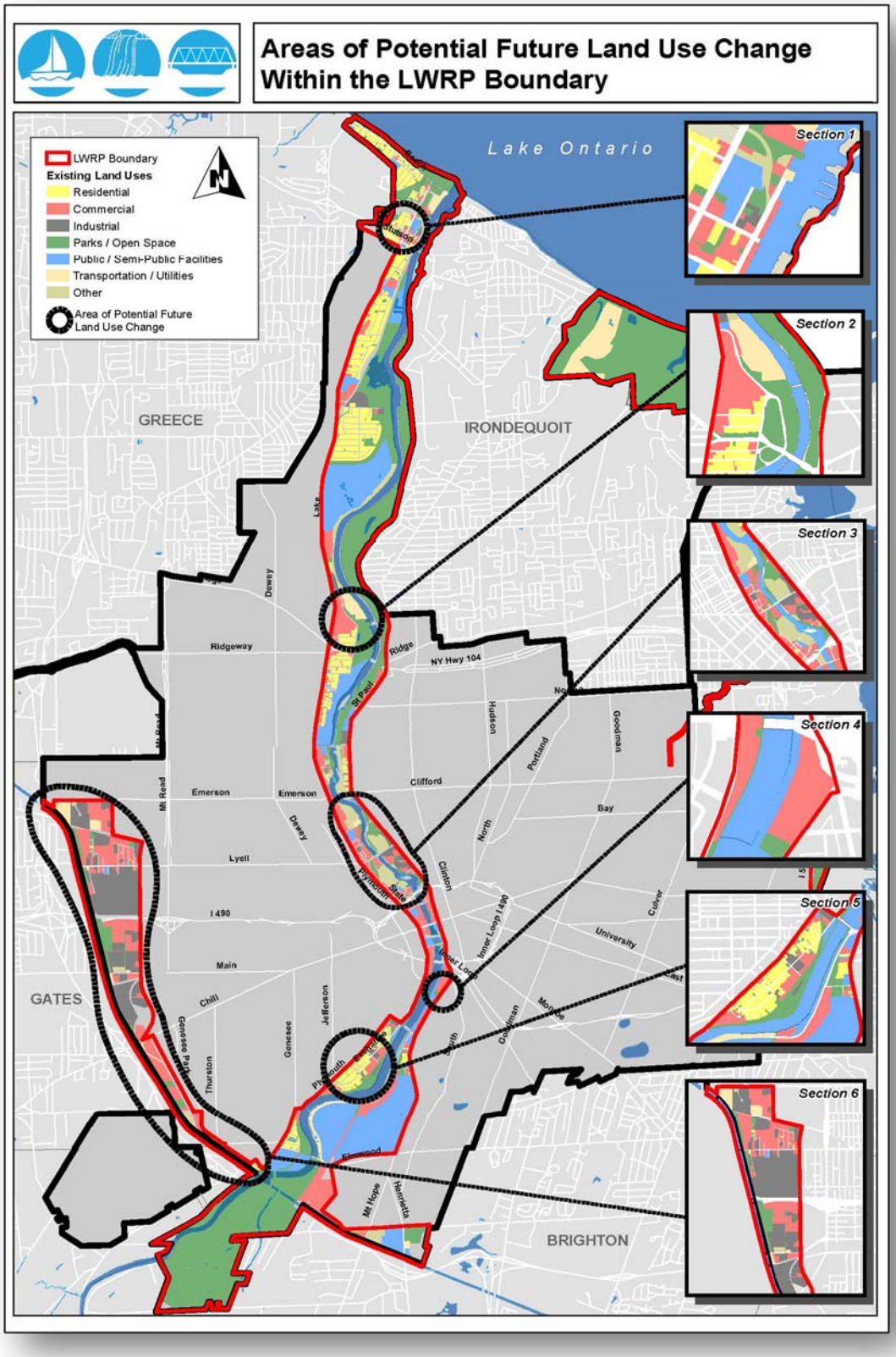
High priority land uses for the upland area (sub-zone 9b) includes single family housing to complement existing residential where appropriate, public walkways and trails and open space to provide opportunities for passive recreation.

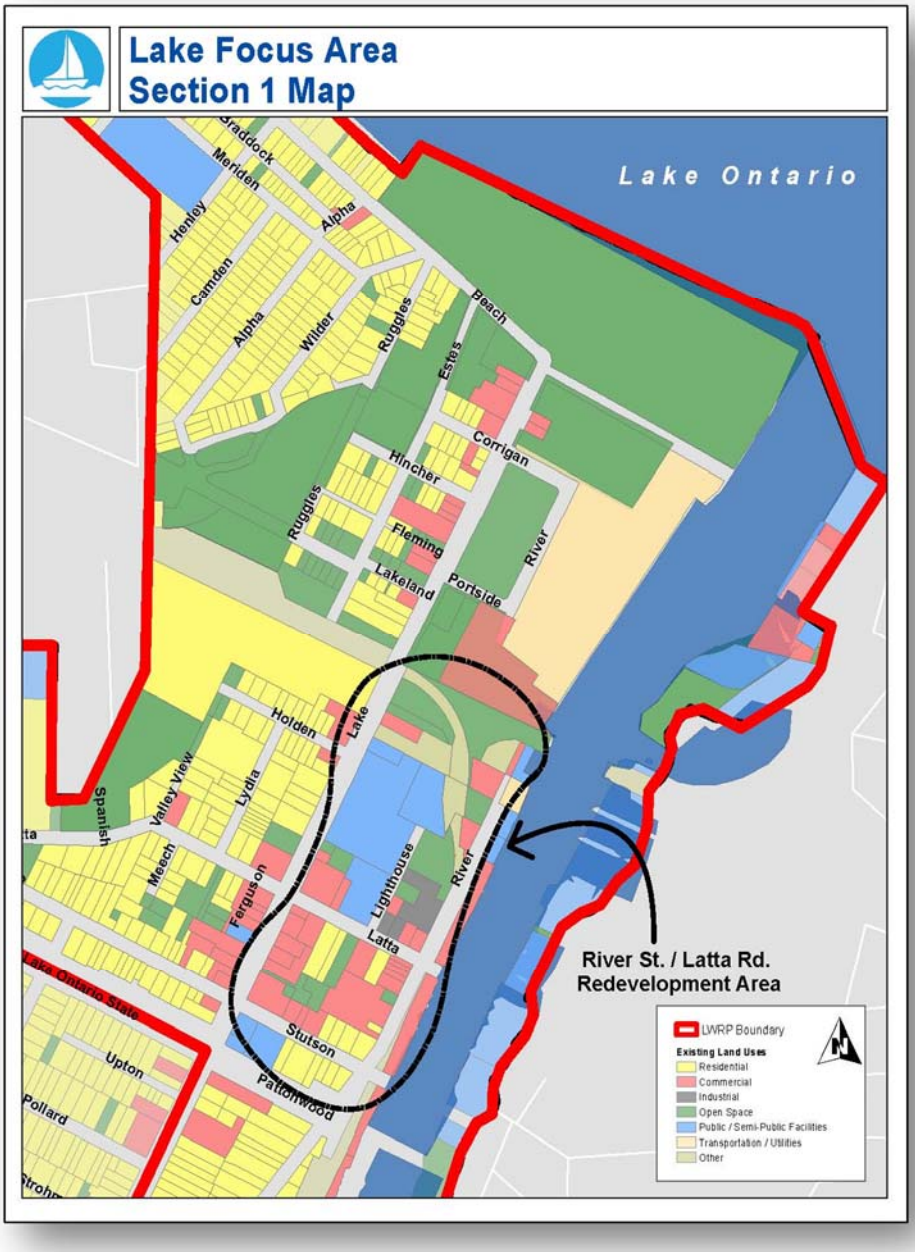
All of the recommended uses that have been identified as being a high priority promote waterfront recreation, encourage public access to the waterfront, preserve and enhance sensitive environmental areas and other natural features, do not conflict with existing land use patterns and are consistent with various plans and studies that have been undertaken for this area in the past several years such as the Genesee Valley Park West Master Plan, the Vacuum Oil BOA[1] 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.

[1] In April 2015, the NYS Secretary of State officially designated the Vacuum Oil - South Genesee River Corridor Brownfield Opportunity Area (BOA). Designation is contingent on development of a nomination process that appropriately reflects community priorities, presents an attainable and realistic plan to promote redevelopment, and is consistent with the applicable provisions of the General Municipal Law, Article 18 - C, Section 970-r. Developers, property owners and others with projects and properties located within a designated BOA will be eligible to access additional Brownfield Cleanup Program tax incentives and receive priority and preference for State grants to develop projects aimed at transforming dormant and blighted areas in their communities and putting them back into productive use.

FIGURE 21: LWRP AREAS OF POTENTIAL FUTURE LAND USE CHANGE





SECTION 1 MAP

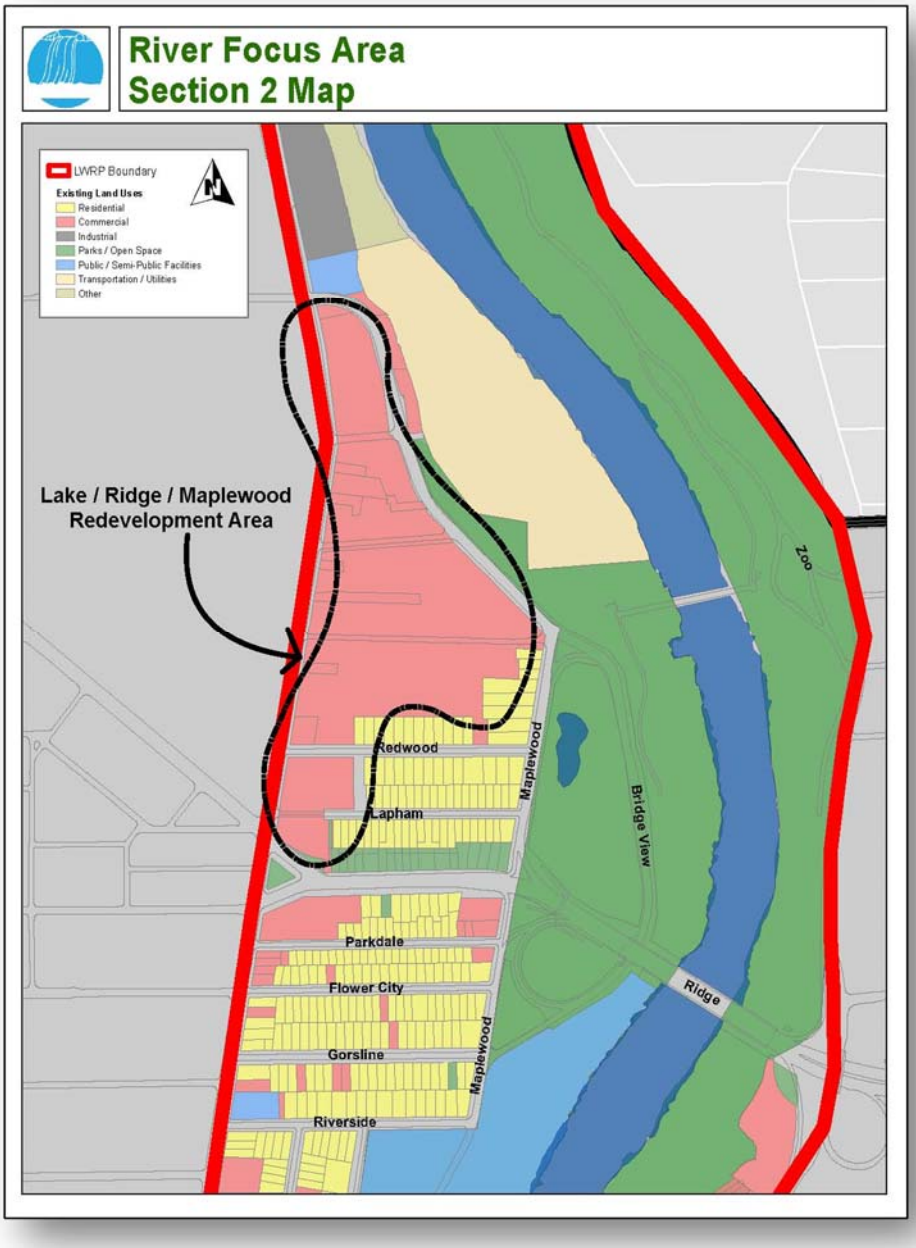
RIVER ST. / LATTA RD. REDEVELOPMENT AREA

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 (#8)
- Water Enhanced Development on River Street (#9)
- Parking/Land Use Improvements at River/Latta (#10)



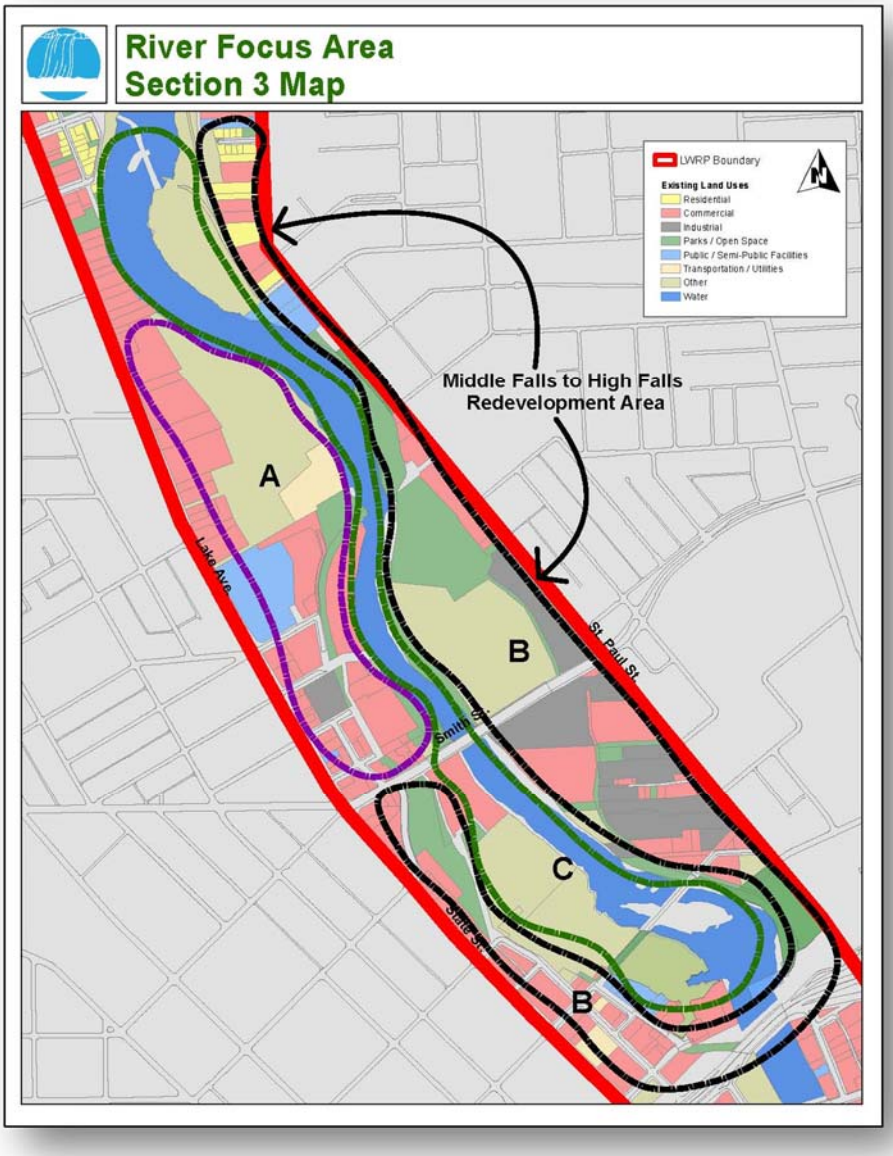
SECTION 2 MAP
LAKE AVE. / RIDGE RD. / MAPLEWOOD DR.
REDEVELOPMENT AREA

PROPOSED FUTURE LAND USES:

- Housing
- Public Walkways and Trails
- Active/Passive Recreation
- Mixed-Use
- Open Space

RELATED LWRP PROJECTS:

- Eastman Business Park Redevelopment and Eastman Trail (#14)
- King's Landing Cemetery Master Plan (#15)



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":

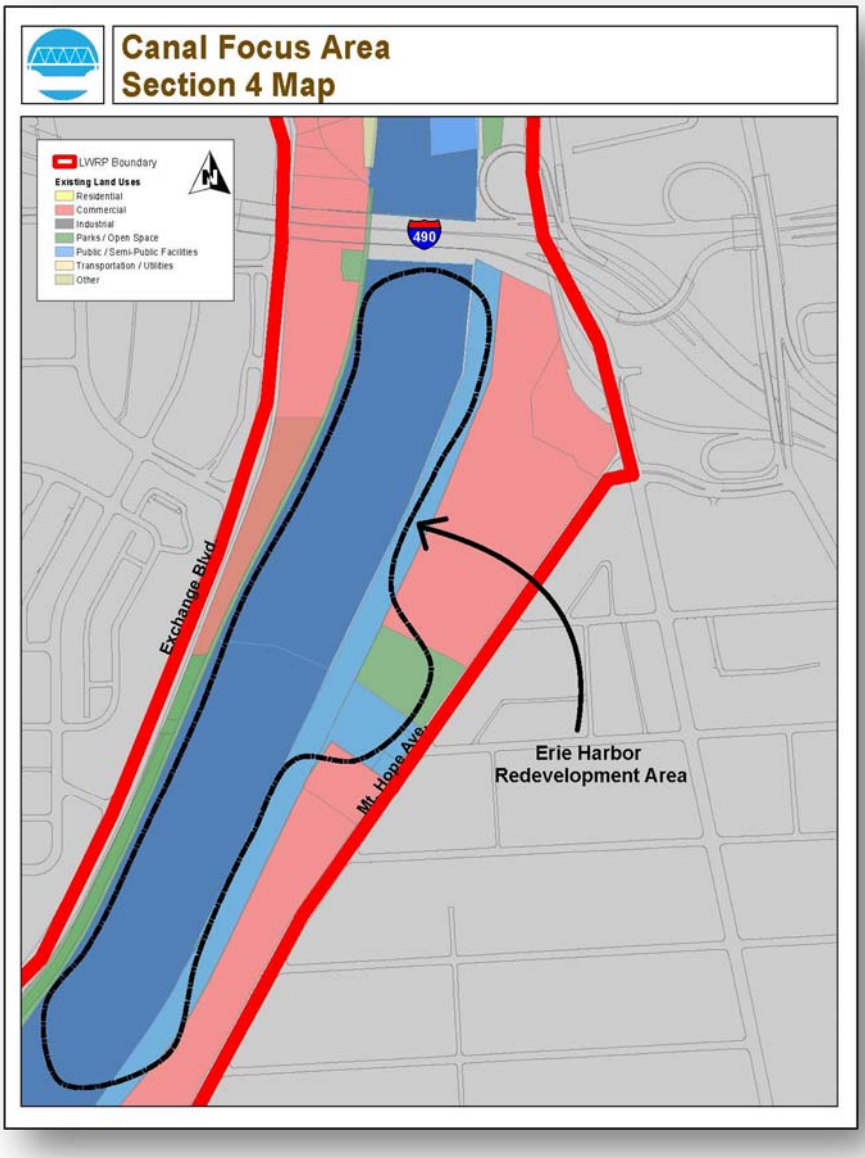
- Rehab Running Track Bridge for Trail Use (#19)
- Master Plan - Lower Falls to High Falls (#20)
- Brewery Trail North (#22)
- Garden Aerial Trail / Eco-District at High Falls (#24)

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 (#21)
- Pont de Rennes (#23)
- Garden Aerial Trail and access improvements (#24)



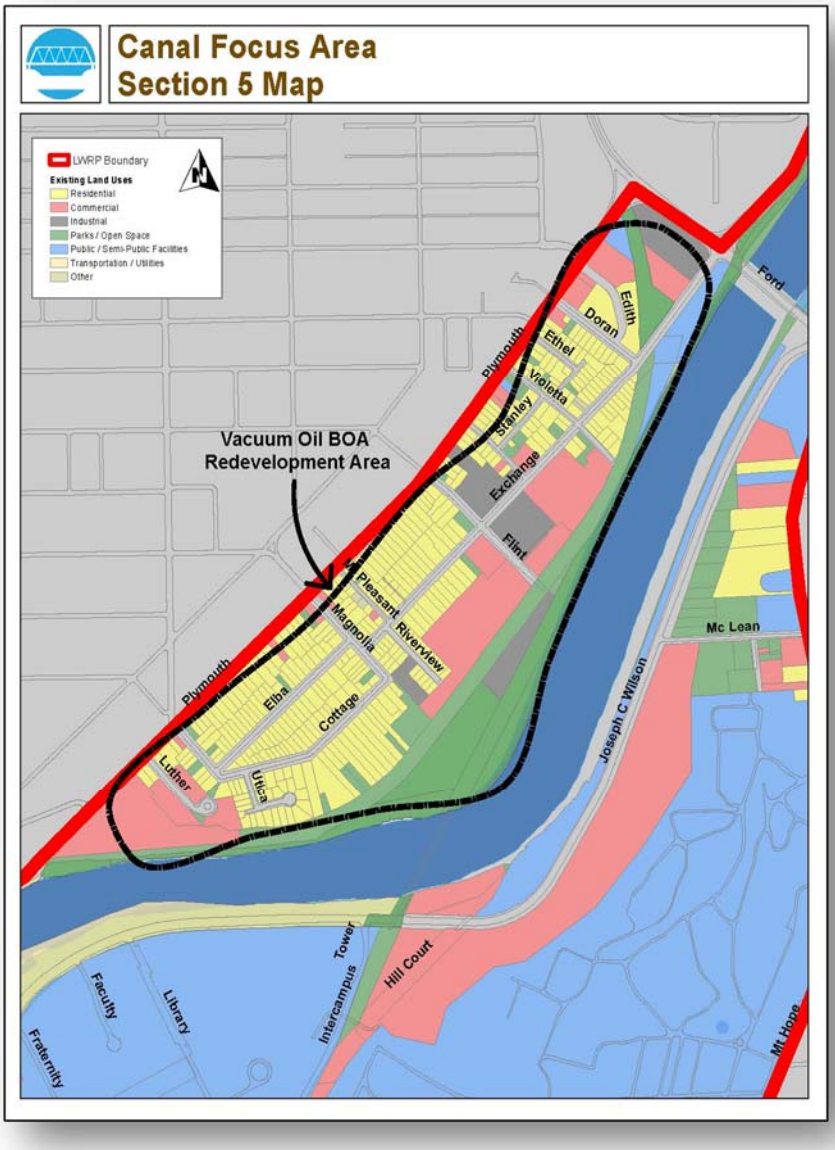
SECTION 4 MAP
ERIE HARBOR REDEVELOPMENT AREA

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 (#40)
- South River Corridor Master Plan (#41)
- South Wedge Access Improvements (#42)
- 151 Mt. Hope Avenue: Mixed-Use Development / Spectrum Site Redevelopment (#43 and #44)
- Genesee Gateway Park Improvements (#45)
- West River Wall / Exchange Street Improvements (#46 and #47)



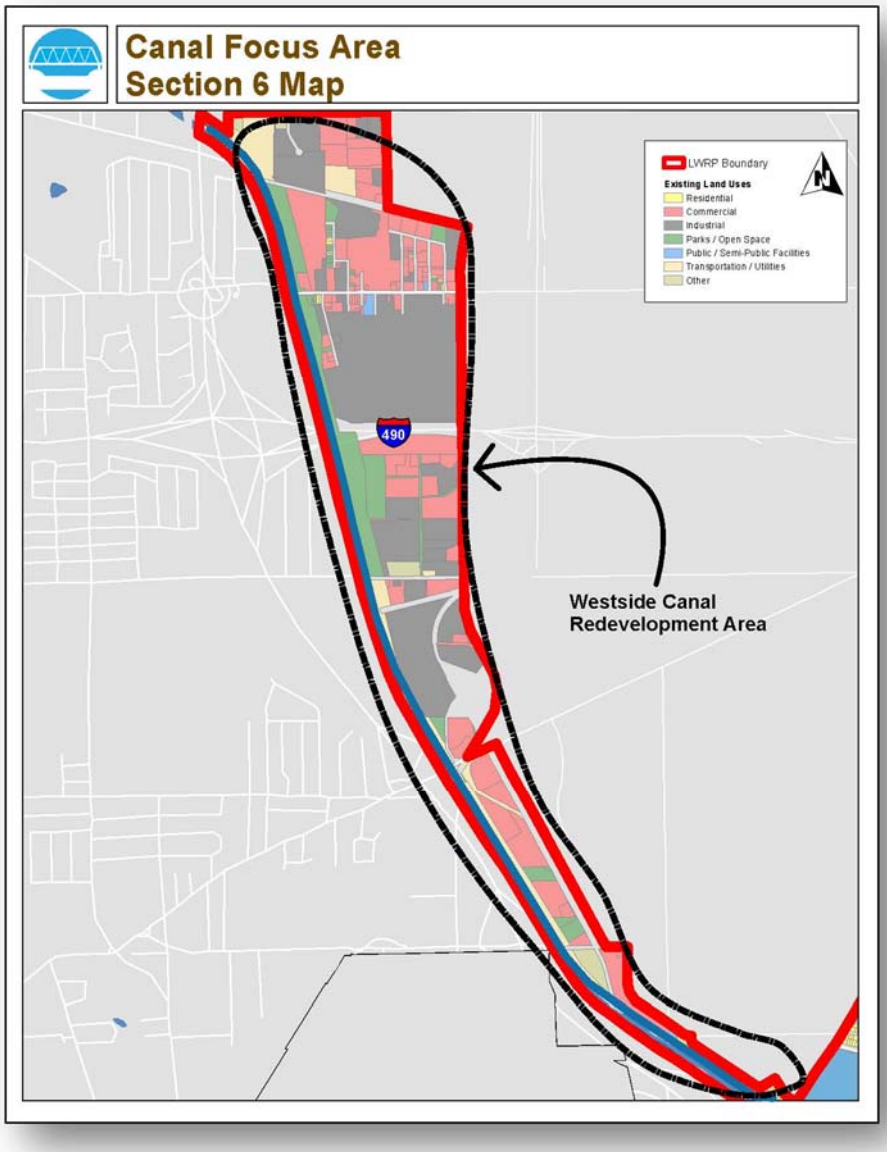
SECTION 5 MAP
VACUUM OIL BOA
REDEVELOPMENT AREA

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 (#48)



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 (#50)
- Westside Canal Parkway and Trail (#54)

B. PROJECT RECOMMENDATIONS BY FOCUS AREA AND SUBZONE

The following section describes more than sixty major project recommendations proposed within the LWRP boundary as illustrated in the matrix (Figure 22) and the maps in Figures 23-25 for each of the focus areas and subzones. Several important or significant projects from the "Proposed Projects List" are further detailed and described in the maps and graphics below. High priority projects are denoted with a red symbol (✷).

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".

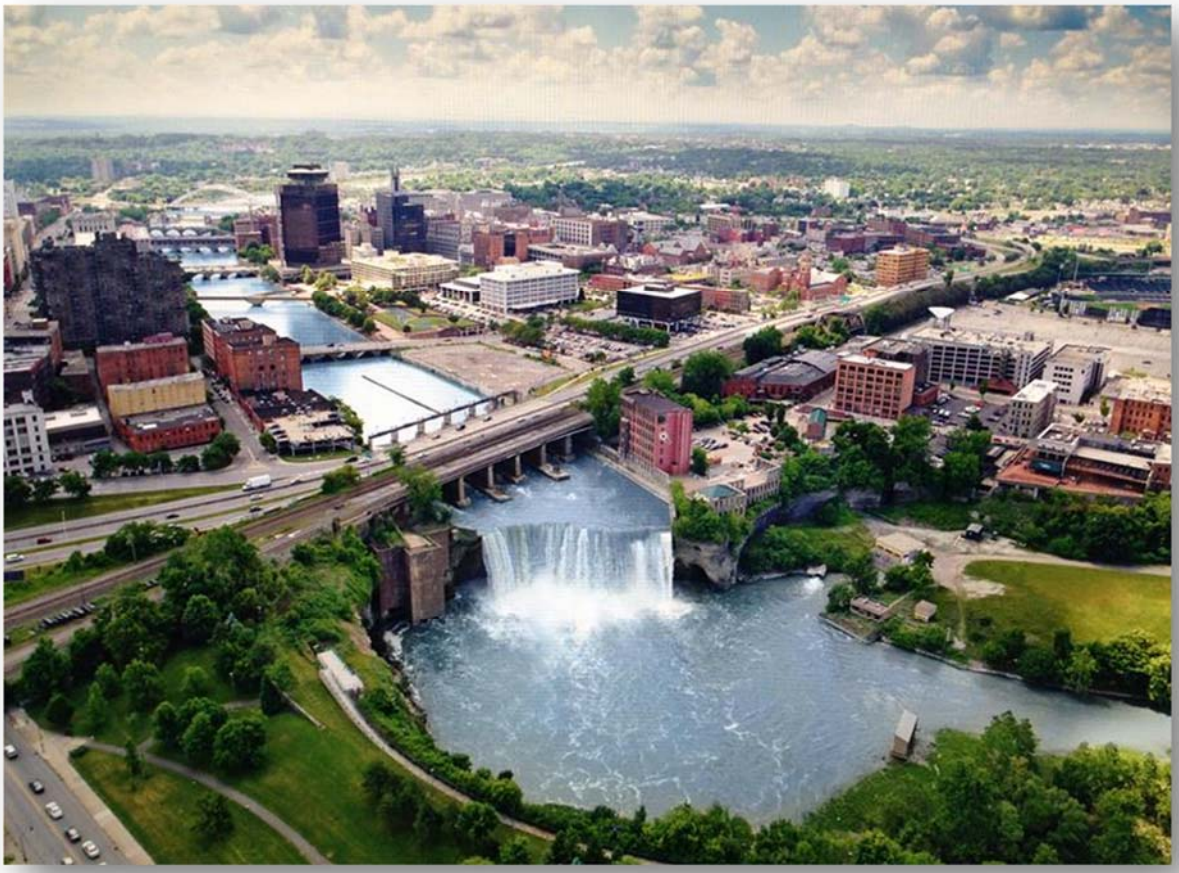
Projects categorized as being "current" include physical projects that have secured funding and will commence and/or are currently under construction as well as plans/studies that are or will be underway in the near future. The list of current LWRP projects is contained in Section 2: Inventory and Analysis.

"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 23 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 22: LWRP PROPOSED PROJECTS LIST

LAKE FOCUS AREA						
PROJECT NUMBER AND NAME (✸ = high priority)	SUB-ZONE	PROJECT DESCRIPTION	Type of Project	PROJECT TIMEFRAME		Applicable LWRP Policy Numbers
				Proposed	Future	
1. Continue to Improve Beach Water Quality at Durand Beach and Ontario Beach (Charlotte)	1a, 1b	• Continue the development of stormwater treatment technologies to improve the quality of runoff from the watershed areas surrounding Durand-Eastman Park • Coordinate with Monroe County and US Army Corp of Engineers on additional strategies	IE			25, 30, 33, 38
✸ 2. Durand Beach Bathhouse	1a	• Design and construct a bathhouse to include restrooms, changing facilities, lifeguard offices, equipment storage and concessions • Parking, vehicular and pedestrian circulation, signage, picnic facilities, car top boat launch and related recreational amenities may also be incorporated	IR			19, 25
✸ 3. Implement the Action Plan for the Port of Rochester Harbor Management Plan	2, 3a, 4a	• See Appendices for more detailed list of projects and actions	IE / IT / IR			11, 13, 16
✸ 4. Port Marina Development (Phase 2)	3a	• Develop land-side parcels • Expand Marina	IT / IR / PD			1, 2, 5, 19, 20, 21, 22
5. Mixed-Use Redevelopment along Lake Avenue	3b	• Create new mixed-use redevelopment and infill along the west side of Lake Avenue north of railroad tracks	PD			1, 5
6. Reuse CSX ROW for Trail connections and/or Transit Use	3b	• Develop additional beach trail connections along CSX ROW • Identify opportunities for public parking on adjacent sites • Preserve for future transit corridor to connect Port area with downtown, U of R	IT			1, 19
7. Develop Remote Parking and Shuttle/Circulator	3b	• 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
8. Continue Enhancements to Genesee Lighthouse	3a	• Historic restoration of the Lighthouse Site • Establish connection to Genesee Riverway Trail	O			23, 24, 25
9. Water-Enhanced Redevelopment on River Street	4a	• Facilitate new development along River Street • Support the Museum/Visitor Center for the Lighthouse • Improve pedestrian connections to the former railroad station to enable its reuse	PD			1, 2, 5, 19, 20

FIGURE 22, Continued: LWRP PROPOSED PROJECTS LIST

LAKE FOCUS AREA						
PROJECT NUMBER AND NAME (✸ = high priority)	SUB-ZONE	PROJECT DESCRIPTION	Type of Project	PROJECT TIMEFRAME		Applicable LWRP Policy Numbers
				Proposed	Future	
10. Parking/Land Use Improvements at River/Latta	**4a**	• Develop new parking and land use improvements in the River Street / Latta Road area	**IT**			**1, 5, 19, 20**

FIGURE 22, Continued: LWRP PROPOSED PROJECTS LIST

RIVER FOCUS AREA						
PROJECT NUMBER AND NAME (✸ = high priority)	SUB-ZONE	PROJECT DESCRIPTION	Type of Project	PROJECT TIMEFRAME		Applicable LWRP Policy Numbers
				Proposed	Future	
11. Turning Point Park Improvements	5	• Maintain green infrastructure improvements and visitor enhancements at Turning Point Park • Establish river access • Fortify boardwalk with materials that are more sustainable and suitable to long-term maintenance	IR / IE			1, 19, 20, 21, 44
12. Genesee Riverway Trail from O'Rorke Bridge to Seneca Park	5	• Acquire land and establish an extension of the riverway trail on the east side of the river • Coordinate with Town of Irondequoit • Support creation of a NY State Park at Rattlesnake Point	IR / IT			19, 21, 25
13. Genesee Riverway Trail Improvements from Turning Point Park to Maplewood Drive	9a	• Extend, realign, and enhance the trail network per the recommendations of the Urban Trail Linkages Study	IT / IR			19, 21, 25
✸ 14. Eastman Business Park Redevelopment and Eastman Trail	5	• Support the redevelopment proposed at the Eastman Business Park • Incorporate Eastman Trail concept	PD			1, 2, 5, 19
15. King's Landing Cemetery Master Plan	9a	• Identify strategies for preserving and enhancing this historic pioneer cemetery	O			23
16. Seth Green / Carthage Landing Improvements	5	• Develop fishing and access improvements to the Genesee River Gorge near lower Seth Green Drive	IR			9, 21, 22
17. Maplewood Park Improvements	5	• Enhance and improve the Maplewood Rose Garden • Develop permanent access from the park into the river gorge, including universally accessible connections between Maplewood and Lower Falls Parks	IR			1, 19, 21
18. Reclaim City Park on Carthage Drive (to Driving Park)	5	• Carthage Drive Park Improvements	IR			1, 19, 21
✸ 19. Rochester Running Track Bridge	5	• Rehab the former rail bridge for trail use including connections to the Genesee Riverway and El Camino Trails, High Falls and St. Paul Quarter, including improvements to Cliff Street	IT / IR			1, 19, 21

FIGURE 22, Continued: LWRP PROPOSED PROJECTS LIST

RIVER FOCUS AREA						
PROJECT NUMBER AND NAME (✶ = high priority)	SUB-ZONE	PROJECT DESCRIPTION	Type of Project	PROJECT TIMEFRAME		Applicable LWRP Policy Numbers
				Proposed	Future	
✶ 20. Genesee Falls Park Master Plan – Lower Falls to High Falls	5, 6a	• Develop and implement a plan for the gorge area, including parkland, improved water access, and supportive private development on adjacent sites	PS			1, 19, 20, 21, 22, 25
21. Site Remediation along River Gorge	5, 6a	• 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) in preparation for redevelopment	IE			1, 2, 8, 36, 39
✶ 22. Brewery Trail North	6a	• Develop new eastside river trail spur and overlook from Pont de Rennes north along the former railroad trestle through the Genesee Brewery Site	IT			1, 19, 21
✶ 23. Pont de Rennes	6a	• Repair and maintenance of pedestrian bridge • Enhance public space and amenities on the bridge	IT / IR			19, 25
✶ 24. GardenAerial Trail and EcoDistrict at High Falls	6a	• Support implementation of Greentopia's EcoDistrict Plan to address green infrastructure • Develop GardenAerial Trail Loop and other access improvements	PS / IT / IE			1, 2, 7, 8, 33
✶ 25. RG&E Front Street Site Private Development and River Promenade	6b	• Encourage private development for water-oriented uses and a new waterfront promenade • Opportunity for Public-Private Partnership	PD / IT / IR			1, 19, 20
✶ 26. Andrews Street to Main Street Waterfront Revitalization	6b	• Charles Carroll Park Plaza (west side) renovation • Sister Cities Bridge accessibility • Genesee Crossroads Park (east side) renovation • Replace leaking parking garage roof • Enhanced connectivity to State Street and St. Paul Street, engage adjacent properties	IR			1, 2, 5, 19, 25

FIGURE 22, Continued: LWRP PROPOSED PROJECTS LIST

RIVER FOCUS AREA						
PROJECT NUMBER AND NAME (✸ = high priority)	SUB-ZONE	PROJECT DESCRIPTION	Type of Project	PROJECT TIMEFRAME		Applicable LWRP Policy Numbers
				Proposed	Future	
✸ **27. Downtown Riverfront Programming**	6a, b	• Continue to incorporate accent lighting on bridges, buildings, and river features (rapids, falls, surface, etc.) • Establish strategically placed fountains in public spaces • Explore opportunities for creative installations/features in the river to enhance the river's visual interest and its draw for events • Develop programming for water-oriented events	O			1, 19, 21, 25
✸ **28. Main Street Streetscape Redesign**	6b	• Continue the phased implementation of Main Street's "Road diet" with enhanced bicycle/pedestrian amenities, wayfinding signage, and playful/art installations	IT			19, 23, 25
✸ **29. Main Street Bridge Park**	6b	• Create expanded public space along Main Street Bridge linking Aqueduct Park, Convention Center Terrace, and Charles Carroll Plaza • Potential opportunities include public art, gardens, and event spaces	IR / IT			19, 23, 25
✸ **30. Establish a Downtown/ Riverfront Management Entity**	6a, b, c	• Focused on downtown and the river corridor immediately north and south of downtown • Explore options for various organizational structures • Possible functions could include those of a Local Development Corporation, Development Authority, and/or Business Improvement District, such as development, harbor management, river-oriented infrastructure, marketing, business recruitment, and programming	O			1, 2, 5, 19, 21, 23, 25
✸ **31. Aqueduct Street / Basin Street Revitalization**	6b	• Reconstruct and enhance Aqueduct Street and adjacent streets at historic Childs Basin	IT			1, 19, 21, 25
32. Reuse of Erie Canal Aqueduct and Adjacent Former Subway Tunnel	6b	• Determine future reuse of this unique, abandoned infrastructure	O			1, 23, 25

FIGURE 22, Continued: LWRP PROPOSED PROJECTS LIST

RIVER FOCUS AREA						
PROJECT NUMBER AND NAME (✸ = high priority)	SUB-ZONE	PROJECT DESCRIPTION	Type of Project	PROJECT TIMEFRAME		Applicable LWRP Policy Numbers
				Proposed	Future	
✸ **33. Genesee Riverway Trail Completion through Center City**	**6b**	• Complete engineering and design phases to provide continuous connectivity from Court St to Pont de Rennes, both sides of the river, to include and link riverfront projects • Identify design solution for providing pedestrian access between downtown and High Falls	**IT / IR**			**1, 19, 20, 21, 25**
✸ **34. Rochester Heritage Trail Phase II**	**6b**	• Complete improvements to the Heritage Trail • Design of media, events, and programming	**IT**			**1, 19, 23, 25**
✸ **35. Riverside Convention Center Expansion and Terrace Improvements**	**6b**	• Expand and enhance the convention center, including a public riverfront walkway connecting Main Street and Broad Street	**IT**			**1, 19**
✸ **36. Rundel Library Terrace Improvements**	**6b**	• Replace deteriorated riverfront terrace and subsurface supporting infrastructure • Incorporate public space amenities such as public art, fountains, playful installations, and river engagement on north, east, and south terraces • Incorporate future opportunity for subway tunnel / aqueduct access	**IT / IR**			**1, 19, 23, 25**
✸ **37. Blue Cross Arena Modernization**	**6b**	• Various enhancements to building amenities, including stronger engagement with river and riverfront terrace	**O**			**5, 19, 25**
✸ **38. Court Street / Exchange Blvd. Private Development Site**	**6b**	• Redevelop this site in a manner that enhances the riverfront, trail, and adjacent street vibrancy	**PD**			**1, 19**
✸ **39. Riverfront Skate Park**	**6c**	• Design and construct a riverfront skate park • Potential location on NYSDOT land adjacent to 103 Court St	**IR**			**1, 19, 21**

FIGURE 22, Continued: LWRP PROPOSED PROJECTS LIST

CANAL FOCUS AREA						
PROJECT NUMBER AND NAME (✸ = high priority)	SUB-ZONE	PROJECT DESCRIPTION	Type of Project	PROJECT TIMEFRAME		Applicable LWRP Policy Numbers
				Proposed	Future	
✸ 40. Corn Hill to South Wedge Pedestrian Bridge	6c	• Develop a new pedestrian connection from Corn Hill to South Wedge either via a new structure or attached to I-490 bridge	IT			1, 19, 20, 21
41. South River Corridor Master Plan	6c, 7a, 7b, 8c	• Identify more detailed opportunities to connect water-oriented uses, increase recreational uses, and promote water-enhanced development. • Particular focus on Erie Harbor (Ford Street to Court Street Dam)	IR / IT			1, 2, 5, 7, 9, 11, 12, 14, 19, 21, 22, 23, 25
✸ 42. South Wedge Access Improvements	6c	• Improve connections between South Wedge neighborhood, Genesee Riverway Trail, and downtown, including access at Spectrum site and improvements to South Ave underpass	IT / IR			5, 19
43. Redevelopment of Spectrum Site	6c	• Work with private landowners to identify water-oriented redevelopment opportunities, if and when Spectrum begins to divest in portions of the site	PD			2, 5, 19
✸ 44. 151 Mt. Hope Avenue Private Development Site	6c	• Redevelop this site in a manner that enhances the Mt. Hope Ave corridor, Genesee Riverway Trail, and Genesee Gateway Park • Consider opportunities to provide river-oriented recreational activities connected to other riverfront sites	PD / IR			1, 19, 21
✸ 45. Genesee Gateway Park Improvements	6c	• Develop various water-enhanced and public access improvements on the east side of Genesee River • Should complement future development at 151 Mt. Hope Ave	IR / IT			1, 19, 21
46. West River Wall Improvements	6c	• Continued alterations to the West River Wall and riverway trail between Corn Hill and Vacuum Oil site	IE / IT			1, 11, 13, 14, 19
✸ 47. Exchange Blvd at West River Wall	6c	• Streetscape enhancements north of Ford Street, complementing riverfront development and access points	IT			5, 19
48. Implement Vacuum Oil BOA Projects (Refer to the VOBOA Revitalization Strategy and Implementation Plan)	7a	• Complete various public infrastructure, parkland and river access improvements	IT / IE / PD			1, 2, 5, 19, 20, 21, 22, 33

FIGURE 22, Continued: LWRP PROPOSED PROJECTS LIST

CANAL FOCUS AREA						
PROJECT NUMBER AND NAME (✸ = high priority)	SUB-ZONE	PROJECT DESCRIPTION	Type of Project	PROJECT TIMEFRAME		Applicable LWRP Policy Numbers
				Proposed	Future	
49. Implementation of Mt. Hope Cemetery Master Plan	9b	• Framework for long-term maintenance, preservation, and improvements to the historic cemetery	O			23, 25
50. Erie Canal Landings and Gateway	8a, b	• Develop new landings at key locations (the river/canal junction) • Trailhead access and canal landings	IR			1, 19, 21
51. Lehigh Valley Trail Extension	7b	• Work with U of R to complete connection between Lehigh Valley Trail and Genesee Riverway Trail along former rail line paralleling Intercampus Drive	IR / IT			19
52. Implementation of Genesee Valley Park West Master Plan	7a, 8c	• Framework for long-term maintenance, preservation, and improvements to the historic park	IR / IT			2, 5, 19, 21, 23, 25
✸ 53. Genesee Valley Park Bridge Improvements	8a, c	• Restore three Olmsted canal bridges and improve trail connections and access	IT			1, 19, 20, 21
54. Westside Canal Parkway and Trail	8a	• 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 22, Continued: LWRP PROPOSED PROJECTS LIST

CORRIDOR WIDE						
PROJECT NUMBER AND NAME (✸ = high priority)	SUB-ZONE	PROJECT DESCRIPTION	Type of Project	PROJECT TIMEFRAME		Applicable LWRP Policy Numbers
				Proposed	Future	
55. Harbor Management Plan Organizational Structure	N/A	• Port Area (See Appendix for HMP) • Remaining Harbor Areas	O			1, 2, 6, 18, 35
56. Waterfront Programming, Promotion and Marketing	N/A	• Port Area (See Appendix for HMP) • Remaining Harbor Areas • Amenities, installations, etc. that encourage more waterfront and trail usage	O			1, 2
✸ 57. Dredging	N/A	• Port Area (see Appendix for HMP) • Remaining Harbor Areas	IE			35
58. Storm Water Remediation	N/A	• Develop storm water remediation projects to reduce run-off to river • Continued development of green infrastructure	IE			33
✸ 59. Genesee Riverway Trail and Erie Canalway Trail System	N/A	• Improve and expand the existing city-wide trail system • Enhance and expand trail spurs and other neighborhood access • Develop a system-wide Master Plan to identify opportunities for filling in additional gaps and enhancing existing segments	PS / IT / IR			1, 19, 20, 21
60. 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
61. Develop Waterfront Legislation	N/A	• Review and update Coastal Erosion Hazard Area and Map • Develop Eco-District Regulations	PS			12, 13, 14, 15
			PS			1, 2, 33

Several important or significant projects from the "Proposed Projects List" are further detailed and described in the maps and graphics below. 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 Number

#4

Project Recommendation Highlights:

(Project #4) Port of Rochester Marina Development Phase II

Lake Focus Area / Sub-Zone 3a Project Recommendation Highlights:

(Project #4) Port of Rochester Marina Development Phase II

Focus Area: Lake	Project Status: Proposed	Funding Source: CIP, GF, PD

Location: Subzone 3a - Lake Avenue at Beach Avenue (Port of Rochester Site)

Description/Components: Phase I of the Port of Rochester Public Marina and Mixed Use Development Project (Port Redevelopment Project) is essentially complete and involved creation of a marina basin and public promenade constructed in two phases; installation of broadside docking along the Terminal Dock Wall adjacent to the Port Terminal Building; construction of new or realignment of existing streets and infrastructure; enhancement of pedestrian and bicycle access with new trails and sidewalks including extension of the Genesee Riverway Trail from its terminus at Latta Road north to Ontario Beach Park; creation of two new public overlooks to the waterfront; creation of new zoning regulations for the Port of Rochester Site; and prepartions for sale/lease of city-owned land for private development.

Future public and private development of the site (Phase II and beyond) should be based on a series of development and design objectives that were proposed by city staff and then reviewed and affirmed by the residents of Charlotte and other community stakeholders at a variety of community meetings and workshops. These objectives address major LWRP goal and policy statements described in Section 3 and create a development framework within which all projects, actions and activities proposed on the site will be reviewed and evaluated through the city's LWRP consistency review legislation and procedures. The objectives address recommended uses and projects for the stie and are listed below.

(1) Maintain and enhance local use and enjoyment of the site, and connect it to Ontario Beach Park, the Genesee River and Lake Ontario:

a) relate and connect new development to existing neighborhood land uses, features and amenities
b) connect streets, neighborhoods, districts and amenities to each other and to the river and lake

c) establish and/or maintain public access to and along the waterfront
d) preserve local open space, recreational facilities and other public amenities
e) maintain significant views and vistas to and from the lake and the river and to and from the Genesee Lighthouse along streets, sidewalks and trails

(2) Develop the site in a way that maximizes city tax revenues and other important revenue streams:

a) create development parcels and a phased development approach that satisfies reasonable market demand and maximizes investment return potential while preserving a village character and scale
b) encourage the development of a small-scale, private ferry service using existing infrastructure when feasible
c) utilize existing public infrastructure where feasible
d) utilize existing public infrastructure and facilities to create revenue streams where appropriate and feasible

(3) Encourage the use and development of the site as a waterfront tourist destination through appropriate water-dependent and/or water-enhanced uses and public amenities:

a) enhance the public marina with transient slips and amenities
b) develop specialty retail or unique retail experiences in appropriate locations
c) establish a village atmosphere or design character on the site
d) create a visitors / information center and link it to the Seaway Trail
e) establish a critical mass of uses, attractions and amenities to attract visitors
f) develop and design the site as an entrance or gateway into the city / region
g) create public spaces to accommodate festivals and events that compliment the beach, park, marina and other development
h) encourage the development of a small-scale, private ferry service using existing infrastructure when feasible
I) create at least one destination attraction (recreational or entertainment oriented)
j) establish a directional signage system to guide visitors and tourists

k) develop a hotel, boatel and/or bed and breakfast facility on or near the site

(4) Improve pedestrian circulation, safety and enjoyment on the site:

a) complete a river front promenade with connections to the existing Genesee River trail
b) establish a comprehensive pedestrian / visitor signage system
c) connect streets, neighborhoods, districts, trails and amenities to each other and to the river and lake
d) create a significant pedestrian experience at the north end of Lake Avenue at the park
e) develop Lake Avenue and River Street as the major pedestrian spines of the area
f) connect the site to River Street, the Turning Basin and the parks and river gorge to the south with appropriate trail development.

(5) Create a 4-season character and functionality on the site:

a) develop a significant public space or venue that can be programmed for 4-season uses
b) create public spaces to accommodate festivals and events that compliment the beach, park and marina and other development
c) establish a year-round residential population base
d) develop an appropriate mix of recreational, entertainment and retail uses
e) create at least one destination attraction (recreational or entertainment oriented)
f) create a visitors / information center and link it to the Seaway Trail

(6) Encourage an appropriate mix of land uses, public amenities and development that facilitate the creation of a village scale and character on the site:

a) develop an appropriate mix of land and building uses (in horizontal and vertical relationships) that takes advantage of proximity to the lake, river, park and other amenities and encourages ground floor activities and relationships to the street
b) establish an appropriate village scale, massing, density and aesthetic for buildings (heights, facades, dormers, roof lines and construction materials)

c) create buildings with street level window storefronts, awnings and pedestrian- scale signs and lighting
d) establish a consistent public streetscape design theme with pedestrian-scale details
e) develop a comprehensive signage system (directional and historic/interpretive)
f) create a unique pedestrian experience along Lake Avenue and River Street
g) establish a year-round, residential population base on the site

(7) Develop alternative means of transportation to, from and through the site and the broader Charlotte neighborhood:

a) encourage the establishment of a multi-modal terminal (ferry, bus, car rental, taxi, bike, shuttle) on or near the site
b) develop a system of off-site, remote parking lots for major events
c) develop a shuttle system to move visitors from remote lots to the site
d) establish a village people mover (i.e., jitney, carriage rides, water taxi) to move people to/from attractions and parking
e) investigate acquisition of the CSX right-of-way (if feasible) for use as access to remote lots, additional parking and/or other means of internal circulation and vehicular/pedestrian movement
f) develop walking trails and bike paths to and through the site

(8) Protect/enhance waterfront recreational, historic and cultural resources on or near the site:

a) preserve and enhance the Genesee Charlotte Lighthouse and connect it, physically and visually, with surrounding development and amenities
b) preserve and enhance the Robach Community Center, Dentzel Carousel, and Genesee River Pier and riverwalk
c) establish additional attractions / amenities within Ontario Beach Park and the beach itself to encourage and promote public use and enjoyment in accordance with appropriate plans and studies

(9) Preserve and enhance business activity on the site and in the broader Charlotte neighborhood:

a) preserve and enhance the existing commercial corridor along Lake Avenue as the Charlotte Harbortown Village Main Street

b) create new infill mixed-use development along the east side of Lake Avenue, on the site
c) develop new commercial/retail opportunities on the site that complement existing commercial development along Lake Avenue
d) develop new mixed use development along River Street that creates an exciting new waterfront ambience
e) develop street intersections within the site that include ground floor retail/commercial uses and facilitate pedestrian activity
f) develop specialty retail or unique retail experiences in appropriate locations

(10) Utilize the waterfront portion of the site for water-dependent and/or water-enhanced uses:

a) develop a river front trail system connecting the site with River Street, the Turning Basin and the parks and river gorge to the south
b) complete a river front promenade and connect it to other waterfront trail systems
c) encourage the development of a waterfront resource center or similar facility along the river
d) develop other public boat launches at appropriate locations along the river and near the site that allow access for trailered and car-top boats

(11) Develop the site as a water gateway into Rochester, Monroe County and the Genesee/Finger Lakes Region:

a) establish a multi-modal terminal (ferry, bus, car rental, taxi, bike, shuttle)
b) establish a directional signage system to guide visitors and tourists
c) establish a village people mover (i.e., jitney, carriage rides, water taxi) to move people to/from attractions and parking
d) develop a public marina with transient slips and amenities
e) encourage the development of a small-scale, private ferry service using existing infrastructure when feasible
f) develop public boat launches at appropriate locations along the river and near the site that allow access for trailered and car-top boats
g) develop a hotel, boatel and/or bed and breakfast facility on or near the site

(12) Develop the site in a way that minimizes negative environmental and neighborhood impacts, adequately addresses housing, commercial and boating market demand issues and does not create additional significant parking, access or circulation problems:

a) locate site development in areas that can accommodate that development to minimize environmental impacts, preserve open space, public access and amenities and maintain significant views to and from the lake and river
b) develop an appropriate mix of transportation options to, within and through the site
c) maintain public access to and along the waterfront and connect new development and the surrounding neighborhood to the water as much as possible
d) create development parcels and a phased development approach that satisfies market demand and maximizes investment return potential
e) balance parking demand needs with protection of environmentally sensitive areas and concerns for site walkability and safe pedestrian movement
f) preserve local open space, recreational facilities and other public amenities

(13) Improve water quality at Ontario Beach Park in order to enhance the development capacity and viability of the site:

a) continue to monitor, research and document the specific causes of and factors influencing the water quality problems at Ontario Beach
b) maintain an appropriate mitigation system to improve beach water quality and enhance public access to the water for swimming based on Army Corps of Engineers recommendations

(14) Preserve and enhance significant views and vistas within and through the site:

a) locate buildings and structures on the site in a manner that preserves, protects and enhances existing significant views, vistas or panoramas of the Genesee River, Ontario Beach Park and the Genesee Lighthouse
b) create view sheds from Lake Avenue to the river along streets, trails or public open spaces

(15) Maintain and enhance public safety throughout the site by providing adequate security amenities or features and by designing trails, open spaces, public and private development, parking areas and marina dock spaces to include adequate lighting and identifiable defensible space elements.

(16) Enhance the public marina on the site in a way that creates appropriate development parcels surrounding the basin and leverages private development interest in the site:

a) enhance the public walkway and public access around the basin as well as open spaces or public space features and amenities
b) develop a marina focal point or icon to draw attention to the site and serve as a public marker for the marina, and as a gateway for the Charlotte community and the City of Rochester itself.
c) develop a river front docking area that encourages and promotes cruise ship and charter fishing activity
d) provide appropriate marina amenities and services adjacent to the basin
e) encourage the development of a small scale private ferry service (without vehicular ferry service) if market demand exists and utilize the existing terminal and dock space along the pier or within the new basin to accommodate this activity

(17) Encourage the development of a small-scale, private ferry service on the site (without vehicular service), utilizing a portion of the existing terminal building, parking and queuing areas and other public infrastructure. If a ferry service is not developed, encourage appropriate alternatives for the re-use of the ferry terminal building such as an inter-modal terminal or visitor's center.

(18) Encourage a higher and better use of land side development parcels and opportunities on the site by pursuing the relocation of the Monroe County Parks Maintenance Facility off the site, to a building and parcel of land appropriate for such use, that minimizes adverse impacts and is located in an area conducive to the efficient conduct of the activities and functions associated with that facility.

(19) Encourage a higher and better use of land side development parcels and opportunities on the site by pursuing the reconfiguration of all or a portion of the City Boat Launch Facility (4 ramps) in its approximate existing location or by relocating the facility off the site in a manner and

location consistent with launch ramp demand, appropriate design and engineering considerations and minimal adverse environmental and traffic impacts.

(20) Pursue development of a Natural Resource Center and/or permanent Great Lakes Research Facility on the site, either within a portion of the existing terminal building or in a stand-alone facility, adjacent to the Genesee River and/or public marina.

(21) Investigate the acquisition and development of the CSX right-of-way for potential parking, circulation and access if that land becomes available and that option is determined to be feasible.

(22) Develop remote parking areas and shuttle systems to satisfy long-term peak demand during major events, festivals or other activities on the site.

(23) Preserve and protect Ontario Beach Park and all existing remaining designated parkland areas (including associated parking) and replace parkland lost to development through required New York State parkland alienation procedures.

(24) Develop the site as a mixed-use, waterfront village community that includes appropriate public amenities and attractions and a strong residential component built around the public marina facility.

(25) Preserve and enhance existing viable businesses and development in the area immediately to the west of the site, fronting along Lake Avenue, in a way that leverages further private development of the site and enhances the overall Main Street character of Lake Avenue.

(26) Create an urban design environment or character within the site that:

a) relates building first floors to streets with high levels of transparency, prominent and clearly identifiable entrances and appropriate design details
b) establishes a regular rhythm of windows and bays over building facades
c) terminates the tops of buildings with a combination of recessed wall planes, cornices, roof forms and other architectural details
d) locates parking to the rear of buildings and at the center of blocks
e) maintains waterfront views and vistas down side streets to the river and north on Lake Avenue to the lake

f) incorporates building architectural styles or details that reflect the area's waterfront history and that complement the lighthouse, bath house, carousel and other historic design details from Ontario Beach Park

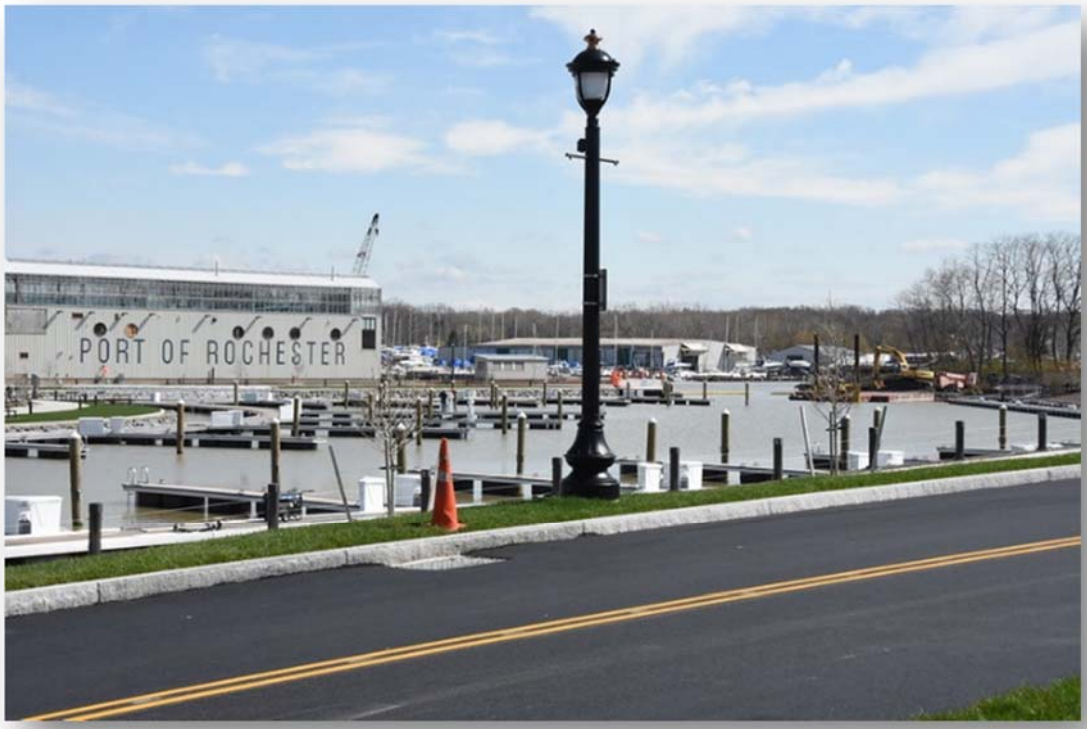
g) incorporates appropriate design elements that reflect an historic amusement park / Ontario Beach Park / maritime theme and identifies a specific waterfront design icon that can be used and repeated in public spaces and featured in building architectural details and styles

h) enhances pedestrian movement to and from the lake and the river through wide sidewalks, pedestrian scale street furniture, lighting and signage, prominent landscaping and street trees and other design elements

I) develops public pocket parks, open spaces and landscaped areas throughout the site to maintain a park like ambience and provide for public functions/activities within development

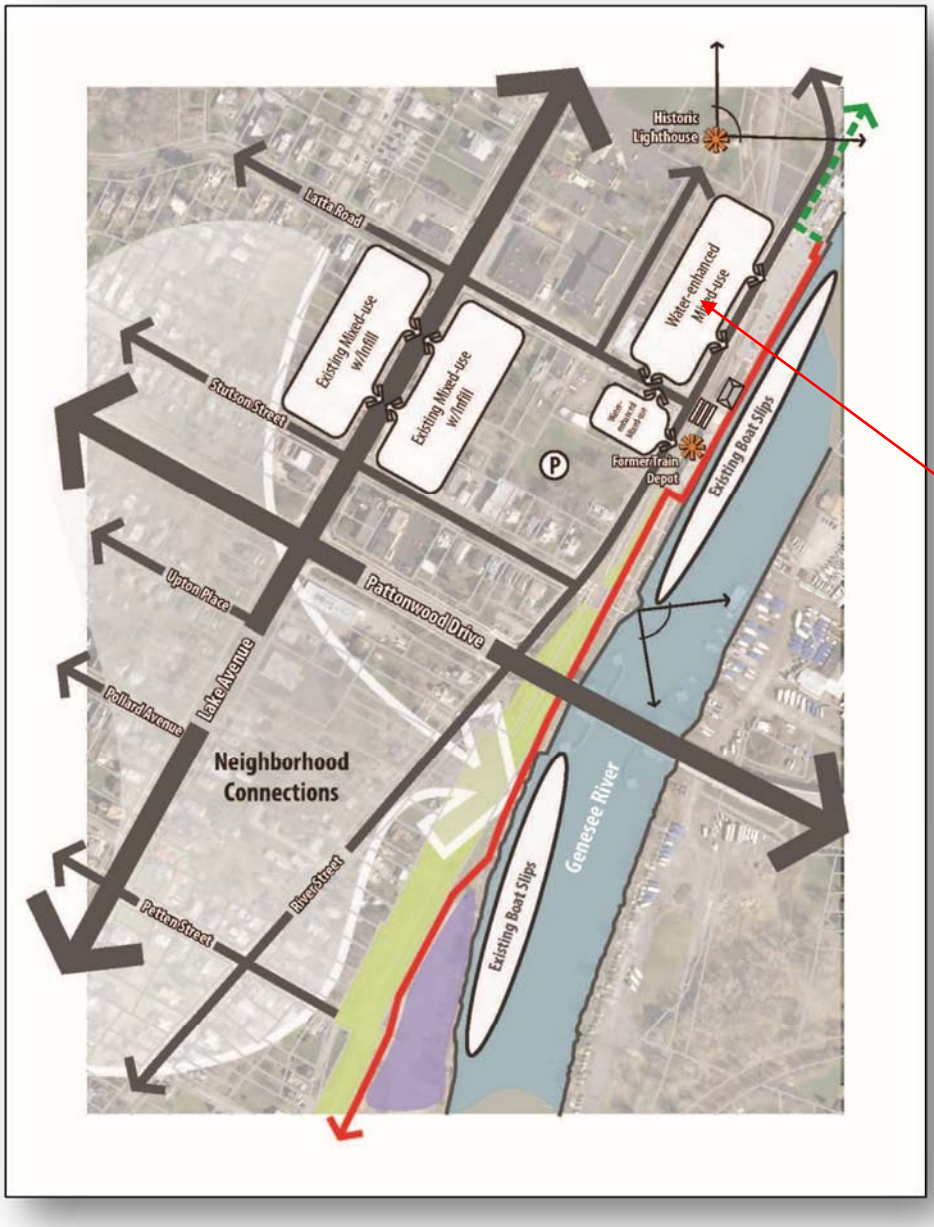
j) utilizes specific design elements such as landscaping, paving materials, signage and lighting to create gateway experiences for pedestrians, motorists and boaters at major water and land-side entryways into the site

Phase II of the planned public improvements includes expansion of the marina, and potential relocation of the public boat launch and the Ontario Beach Park labor operations center. The City's investment in Phase II will be predicated upon the pace of overall private investment, future market demand for the parcels made available for development and demonstrated interest within the development community. Although the marina expansion will require the relocation of the boat launch facility, the timing of these three components is uncertain, and it is unknown whether they would be undertaken together as a single project or as multiple projects over time.



Port of Rochester / Marina Redevelopment Project

Lake Focus Area / Sub-Zone 4a



Project Number

#9

Project Recommendation Highlights:

(Project #9) Water Enhanced Development on River Street at Latta Road

Lake Focus Area / Sub-Zone 4a Project Recommendation Highlights:

(Project #9) Water-Enhanced Redevelopment on River Street at Latta Road

Focus Area: Lake	Project Status: Future	Funding Source: CIP, GF, PD

Location: Sub-zone 4a – River Street at Latta Road (former TapeCon site)

Description/Components:

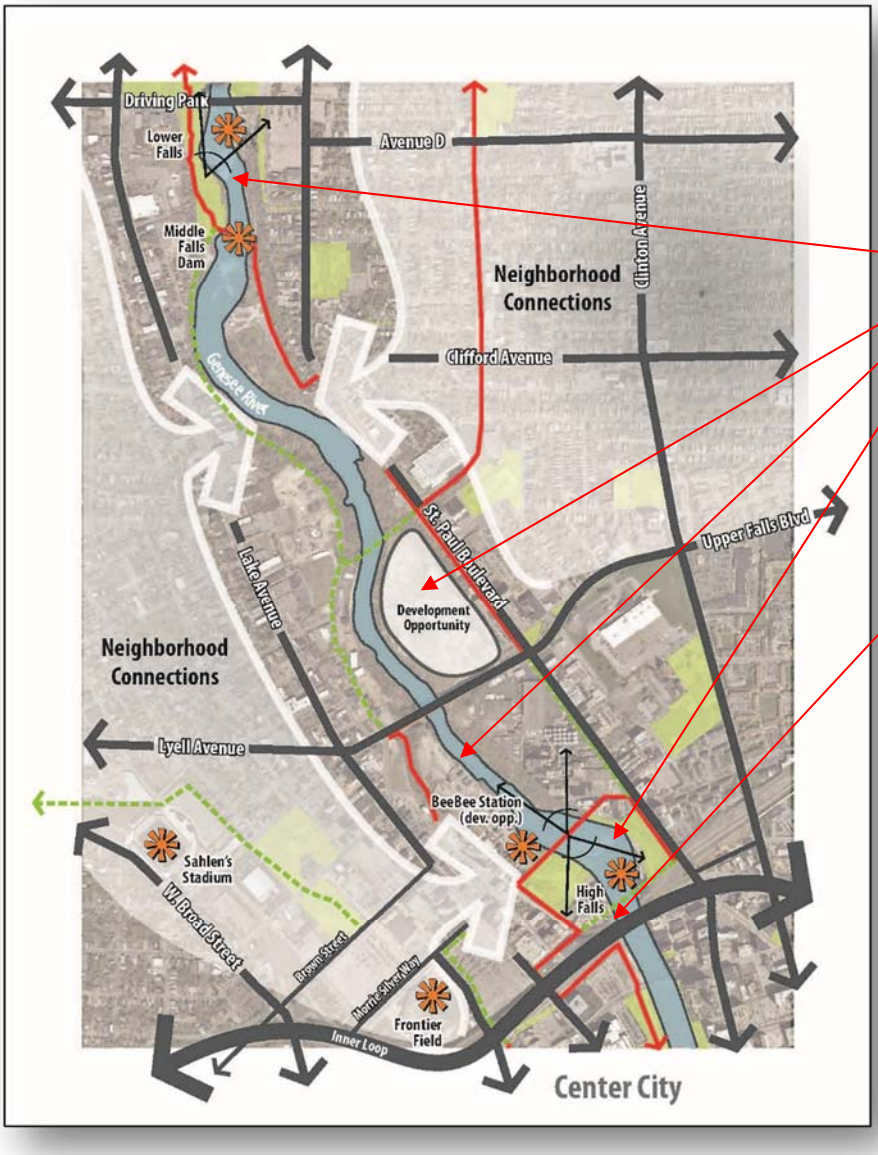
The River Street / Latta Road area, adjacent to the river in the Charlotte Neighborhood, is characterized by a mix of commercial, residential and water oriented uses and offers scenic views of the harbor area. Recent infrastructure investments by the City include construction of a waterfront promenade 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 parcels, several potential future redevelopment 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 site represents a prime opportunity for 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

River Focus Area / Sub-Zone 6a



Project Number

#20

#24

Project Recommendation Highlights:

(Project #20) Master Plan – "Genesee Falls Park" (Lower Falls to High Falls)
(Project #24) "GardenAerial", Access Improvements and Eco-District

River Focus Area / Sub-Zones 5, 6a Project Recommendation Highlights:

(Project #20) Master Plan – "Genesee Falls Park" (Lower Falls to High Falls)

Focus Area: River	Project Status: Proposed	Funding Source: OB, GF

Location: Sub-zones 5, 6a – Lower Falls to High Falls, between Lake Avenue and St. Paul Street

Description/Components:

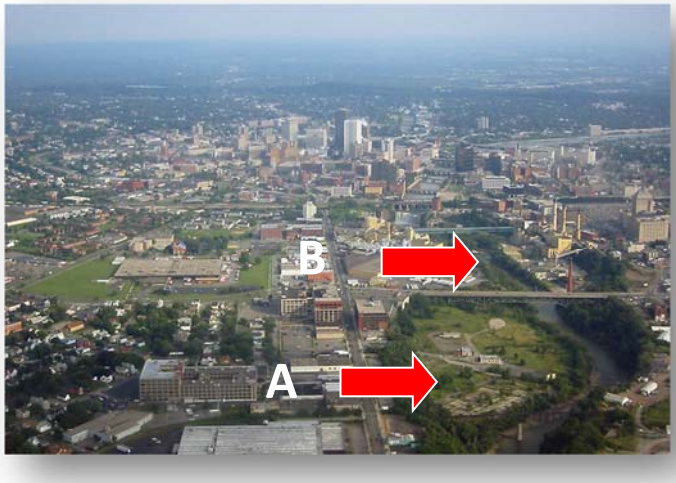
This project involves the completion of a master plan (planning, land use and environmental design study) for a potential "Genesee Falls Park" and includes the area bounded by Lake Avenue on the west, St. Paul Street on the east, Lower Falls on the north and High Falls on the south. The area includes the Genesee River Gorge (non-urbanized section), extensive open space areas, vacant land (current and 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. The potential park would be complemented by existing and future water-oriented uses.

Specifically, 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 and at the former Beebee Station) 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 #20 - "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 #24) "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 will transform 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 part of 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) were completed in 2015. Pedestrian access and structural feasibility studies were also completed 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:

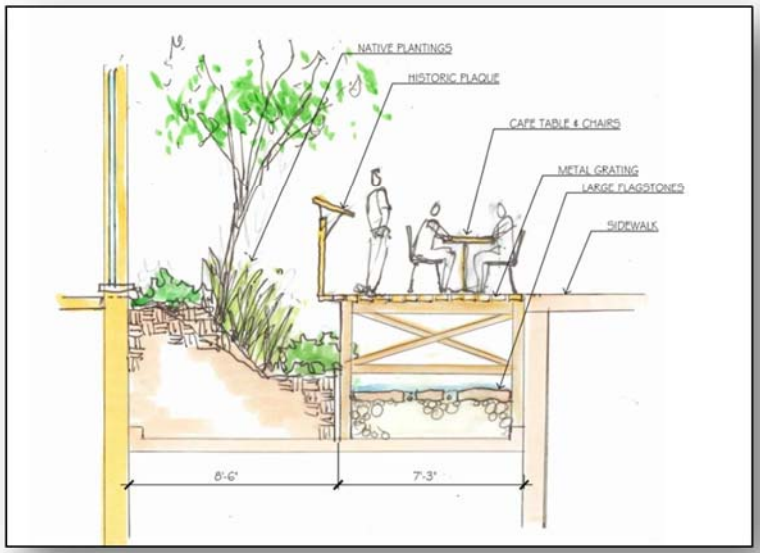
- GardenAerial trail node and loop around High Falls river gorge
- Development of a new pedestrian bridge across the Genesee River at High Falls
- Triphammer Mill site redevelopment and access improvements into gorge
- "Sunken Garden" project in former Brown's Race raceway

- 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” to include the High Falls area
- Redevelopment and rehabilitation 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
- Potential re-creation of the High Falls sound and light show

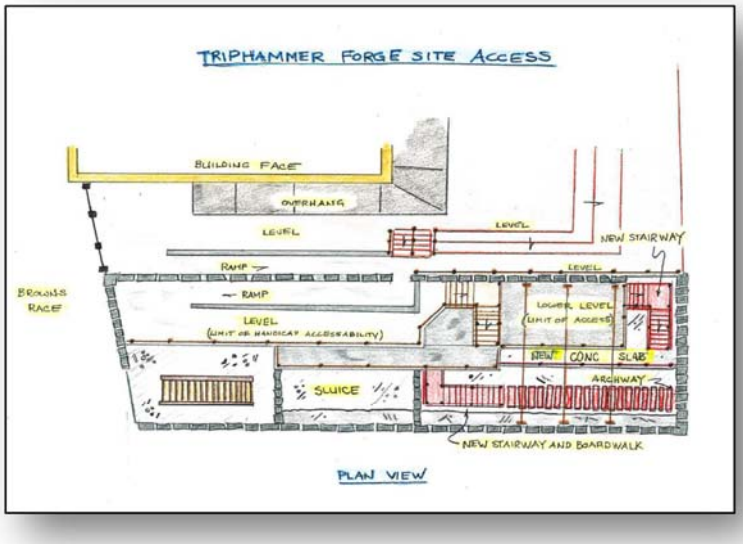
PROJECT #24 - “GARDEN AERIAL” TRAIL NODE/LOOP

"GardenAerial" Trail Node
Concept and Phasing

"GardenAerial"
Trail Node Urban Park Concept



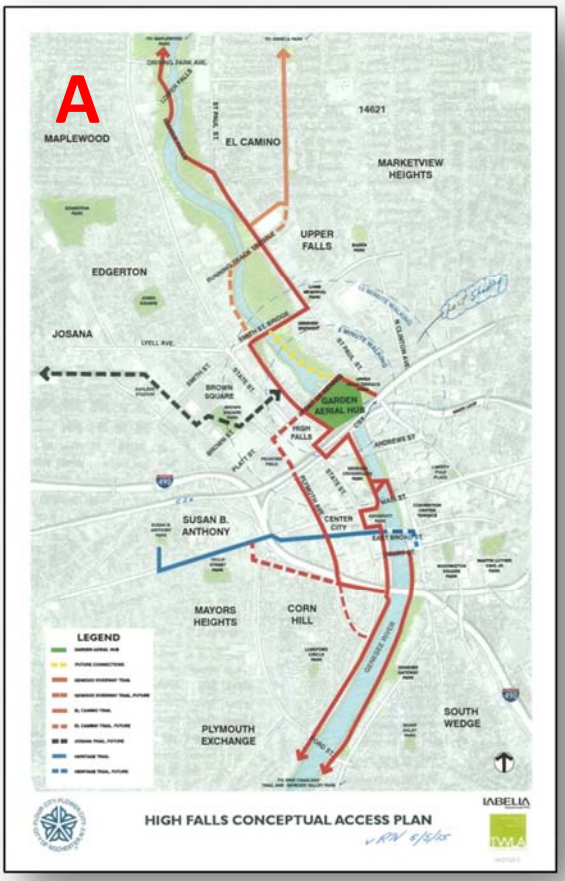
"GardenAerial"
"Sunken Garden" / Raceway
Concept

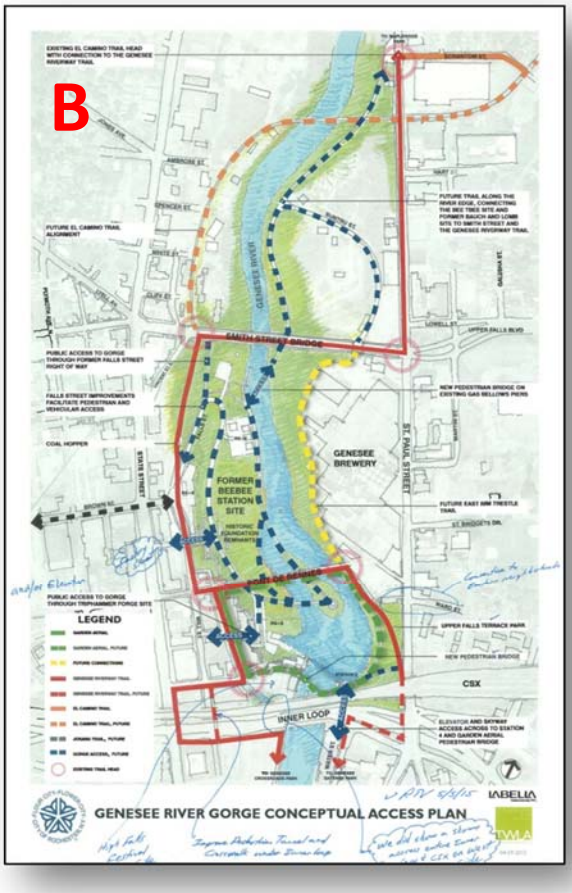


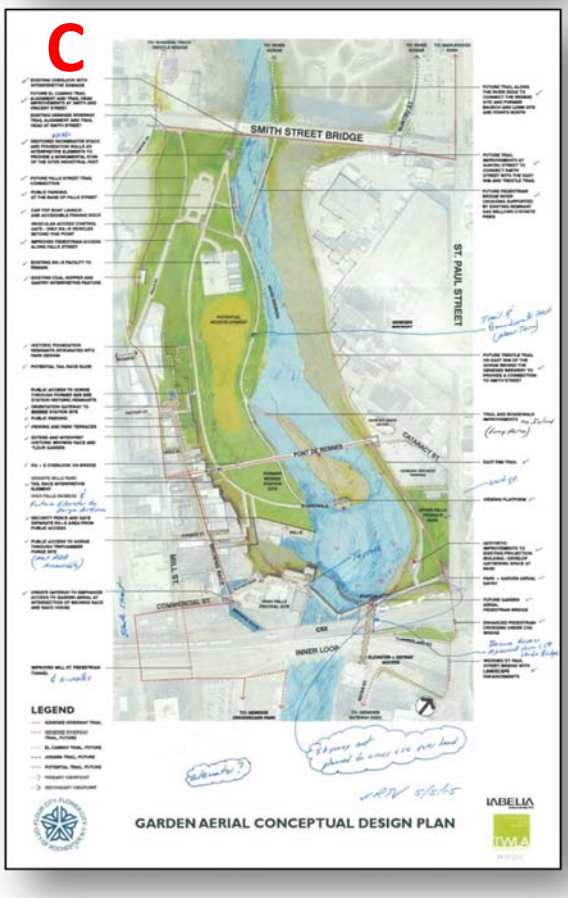
Triphammer Mill Site
Access Improvements
Schematic Site Plan

Triphammer Mill Site
Access Improvements
Into river gorge

Potential High Falls Eco-District
Planning Study Area







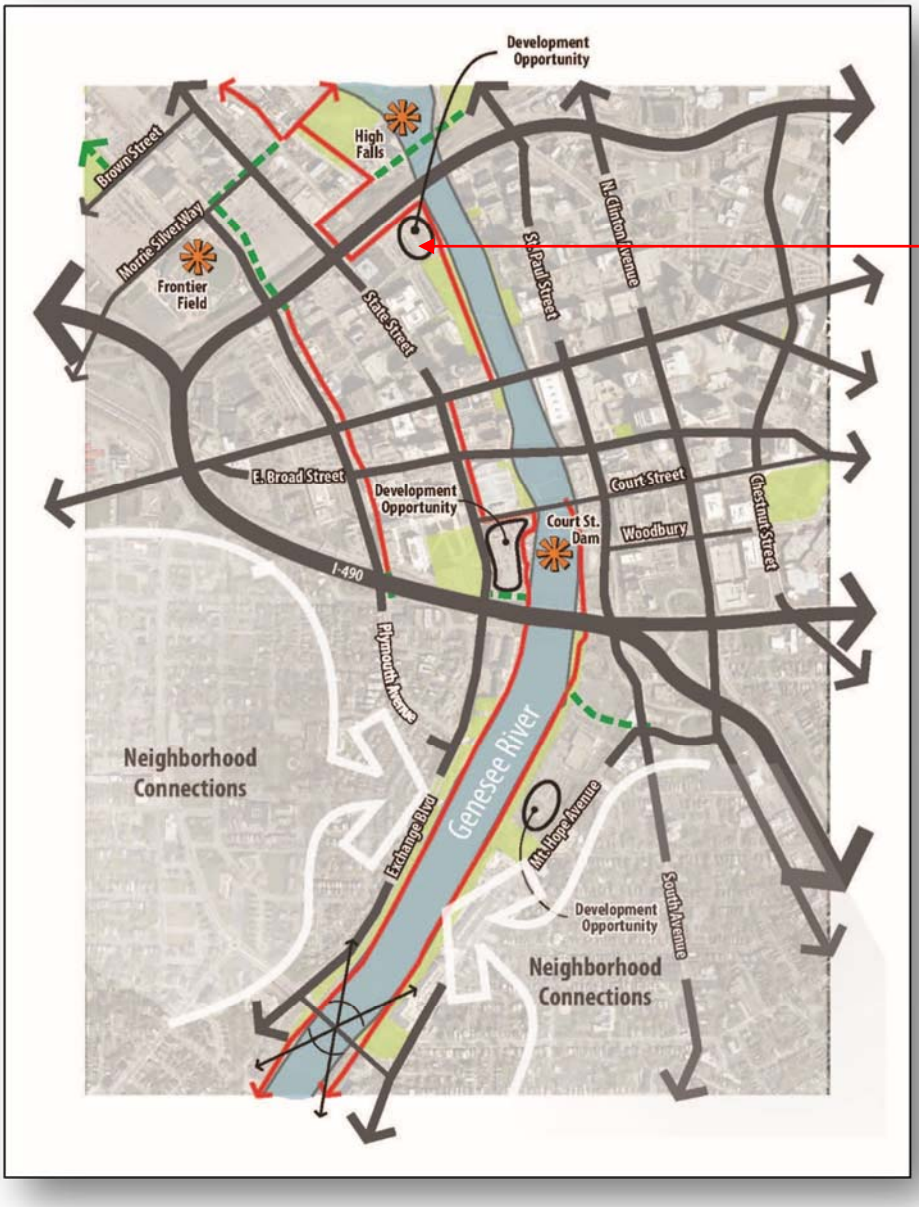
High Falls Access Improvements and Development Concepts:

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 GardenAerial 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

#25

Project Recommendation Highlights:

(Project #25) Front Street Development and River Promenade

River Focus Area / Sub-Zone 6b Project Recommendation Highlights:

(Project #25) RG&E 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 2017, 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.

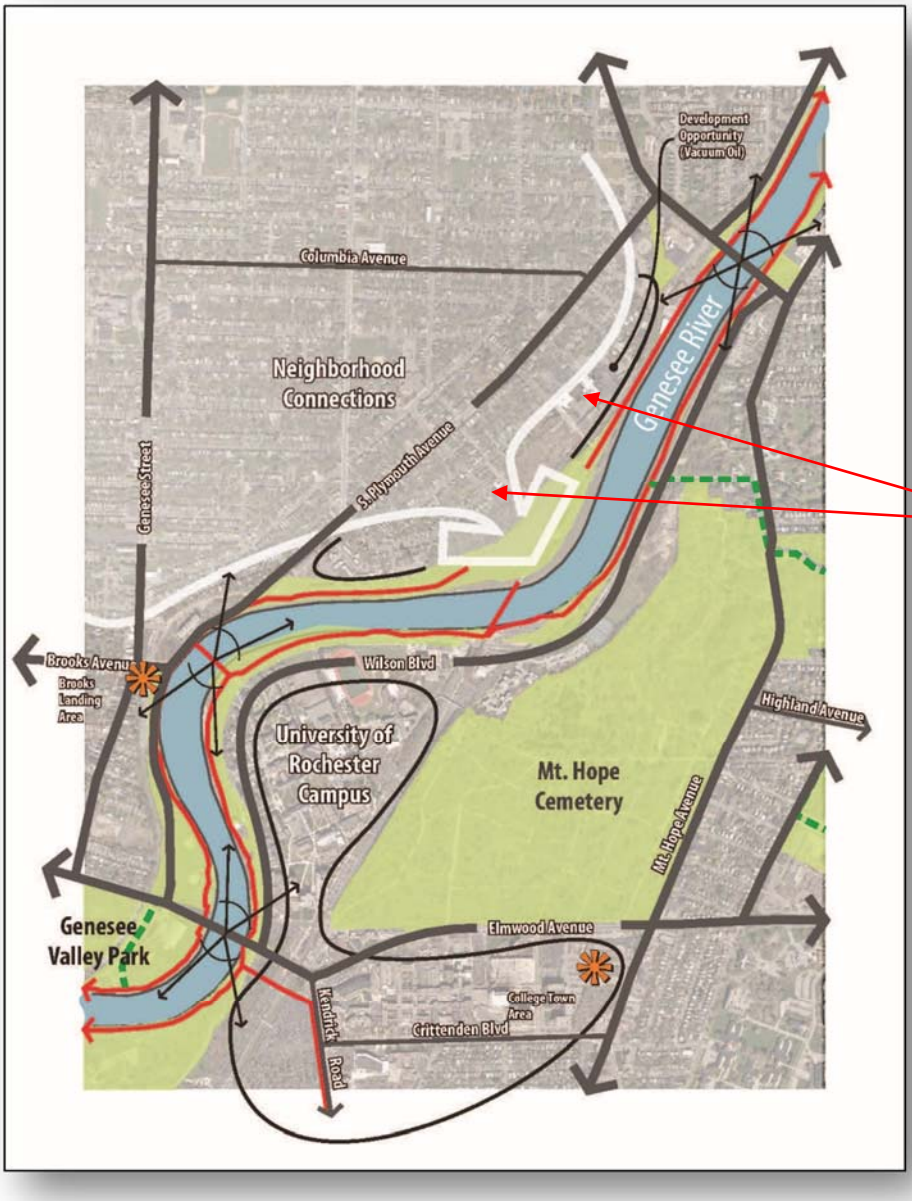
Genesee Crossroads - Charles Carroll Park, located in the heart of Center City, offers beautiful scenic views of the Genesee River and surrounding downtown skyline and is directly related to the proposed redevelopment of the Andrews Street RG&E site. The park itself is located directly above a partially 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 2018. 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 various enhancements 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 and St. Paul Street to the east will also be developed to further enhance public awareness of and access to the park.

Canal Focus Area / Sub-Zone 7a



Project Number

#48

Project Recommendation Highlights:

(Project #48) Vacuum Oil BOA Project Implementation

Canal Focus Area / Sub-Zone 7a Project Recommendation Highlights:

(Project #48) Vacuum Oil BOA Project Implementation

Focus Area: Canal	Project Status: Proposed	Funding Source: CIP, GF, PD

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[2] is located in the southwest quadrant of the City. It is approximately 148 acres characterized by brownfield sites within the former Vacuum Oil petroleum refinery site. The primary community revitalization objectives to be achieved by this planning project include:

a) a market-based strategies to revitalize the former Vacuum Oil Works site and the residential areas within the PLEX neighborhood;
b) recommendations for regulatory updates and design standards to support community revitalization;
c) a waterfront master plan that reconnects the PLEX neighborhood with the Genesee River waterfront;
d) environmental investigations to inform future remedial activities for strategic sites;
e) preliminary design of critical vehicular and pedestrian infrastructure to aid future revitalization and investment.

The successful realization of these objectives will accomplish the following:

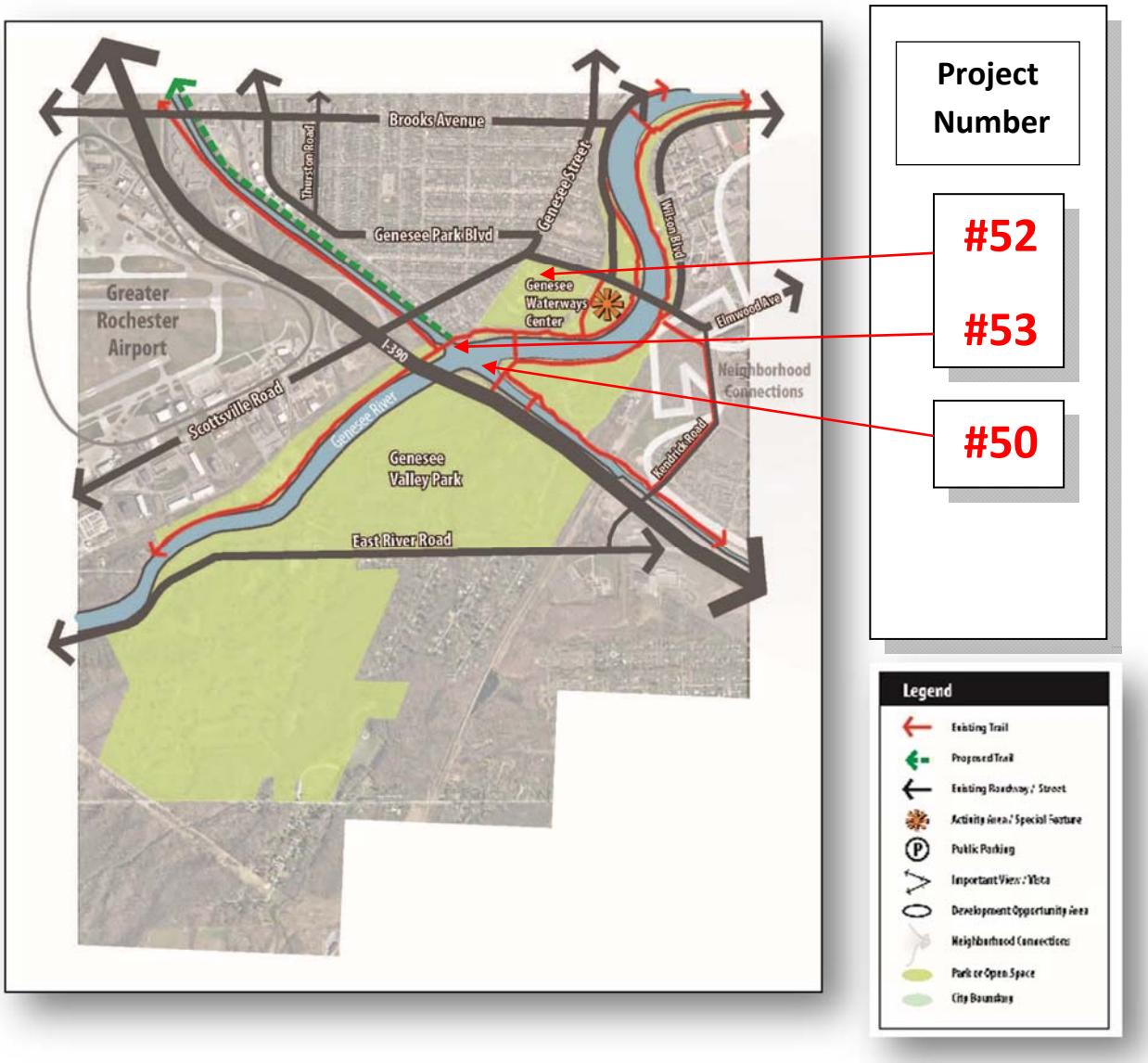
- increase housing diversity and supply within the BOA;
- improve the quality of design and community identity within the BOA;

[2] In April 2015, the NYS Secretary of State officially designated the Vacuum Oil - South Genesee River Corridor Brownfield Opportunity Area (BOA). Designation is contingent on a development of a nomination process that appropriately reflects community priorities, presents an attainable and realistic plan to promote redevelopment, and is consistent with the applicable provisions of the General Municipal Law, Article 18 - C, Section 970-r. Developers, property owners and others with projects and properties located within a designated BOA will be eligible to access additional Brownfield Cleanup Program tax incentives and receive priority and preference for State grants to develop projects aimed at transforming dormant and blighted areas in their communities and putting them back into productive use.

- 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, including 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 #50) Erie Canal Landings and Gateway

(Project #52 / #53) Genesee Valley Park West Master Plan and Bridge / Infrastructure Improvements

Canal Focus Area / Sub-Zones 8a, 8b, 8c Project Recommendation Highlights:

(Project #50) Erie Canal Landings and Gateway

Focus Area:	Project Status:	Funding Source:
Canal	Future	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 #52 / #53) Genesee Valley Park Master Plan and Bridge / Infrastructure Improvements

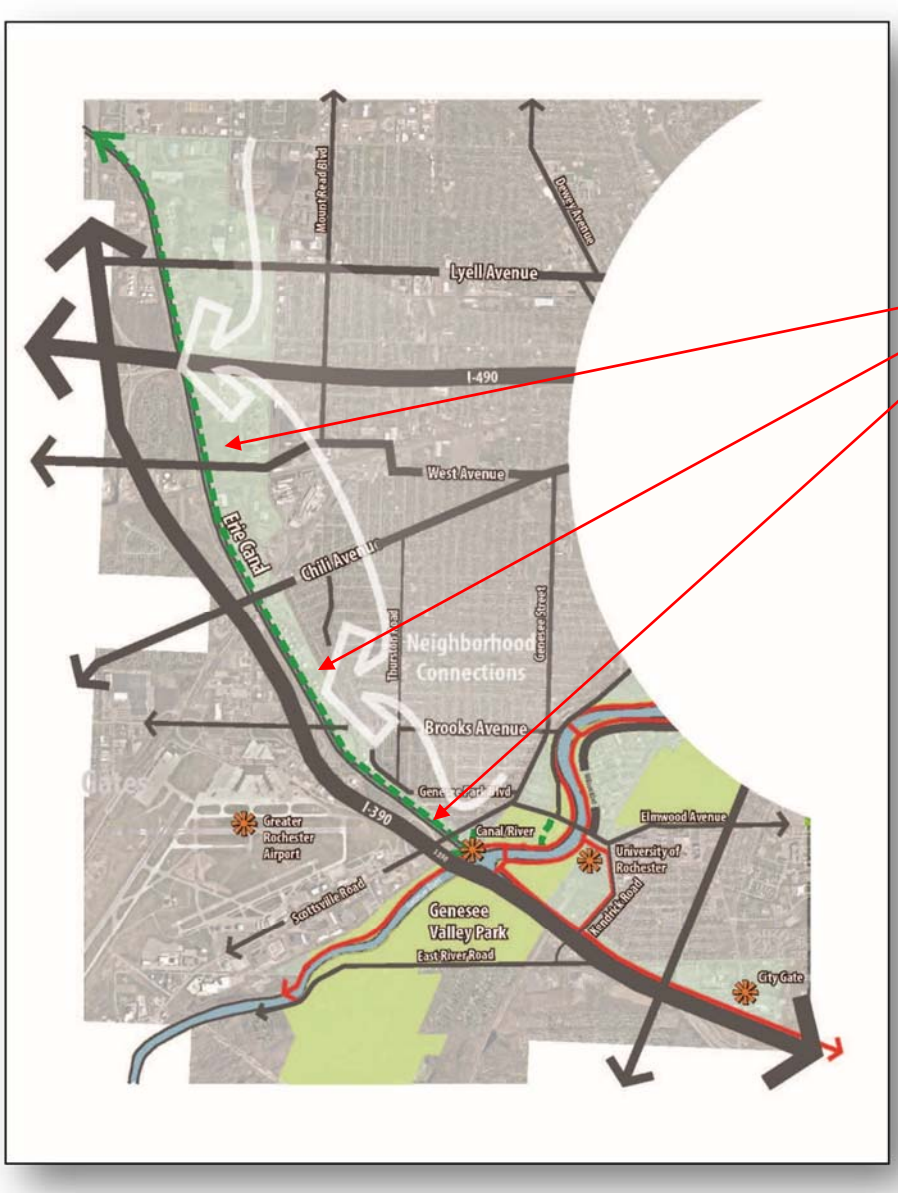
Focus Area:	Project Status:	Funding Source:
Canal	Proposed	CIP, SG, FG

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 Number

#54

Project Recommendation Highlights:

(Project #54) Westside Canal Parkway and Trail

Canal Focus Area / Sub-Zone 8a Project Recommendation Highlights:

(Project #54) Westside Canal Parkway and Trail

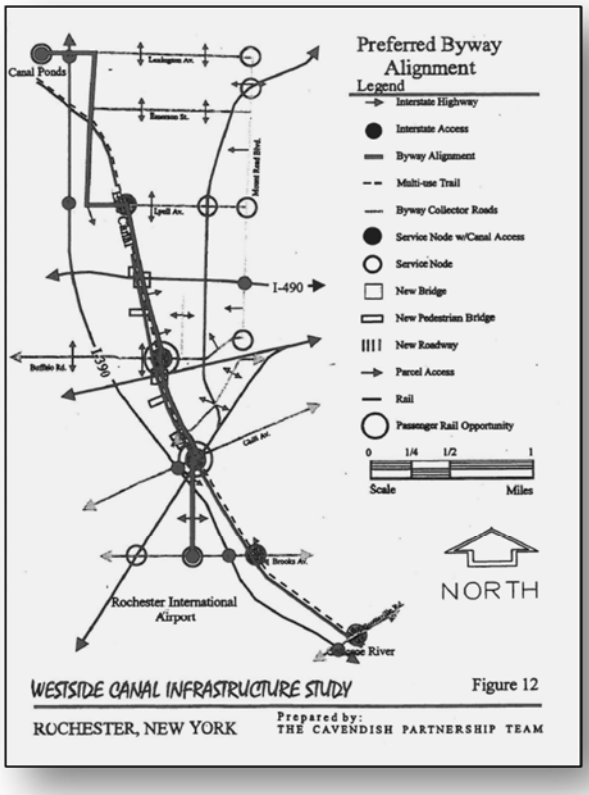
Focus Area: Canal	Project Status: Future	Funding Source: CIP, GF, PD

Location: Sub-zone 8a – Westside Erie Canal adjacent to the Town of Gates/Greece

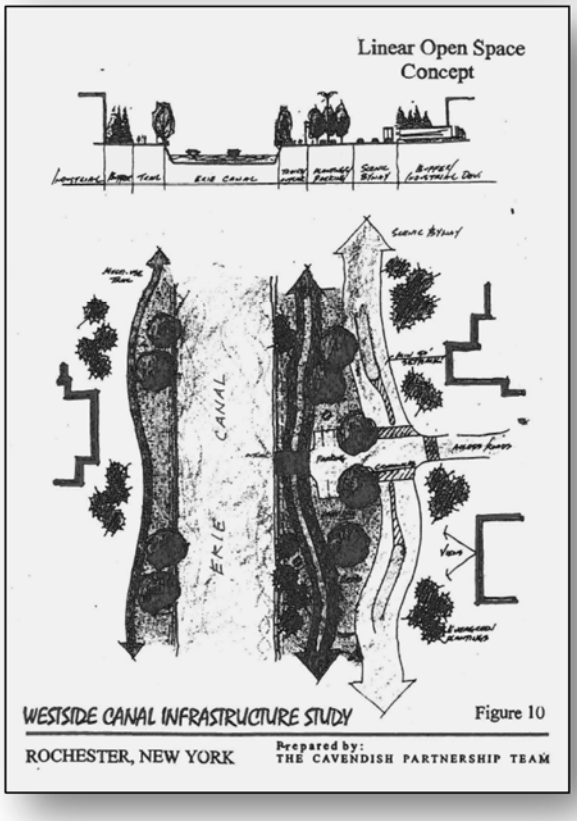
Description/Components:

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 redevelopment 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.

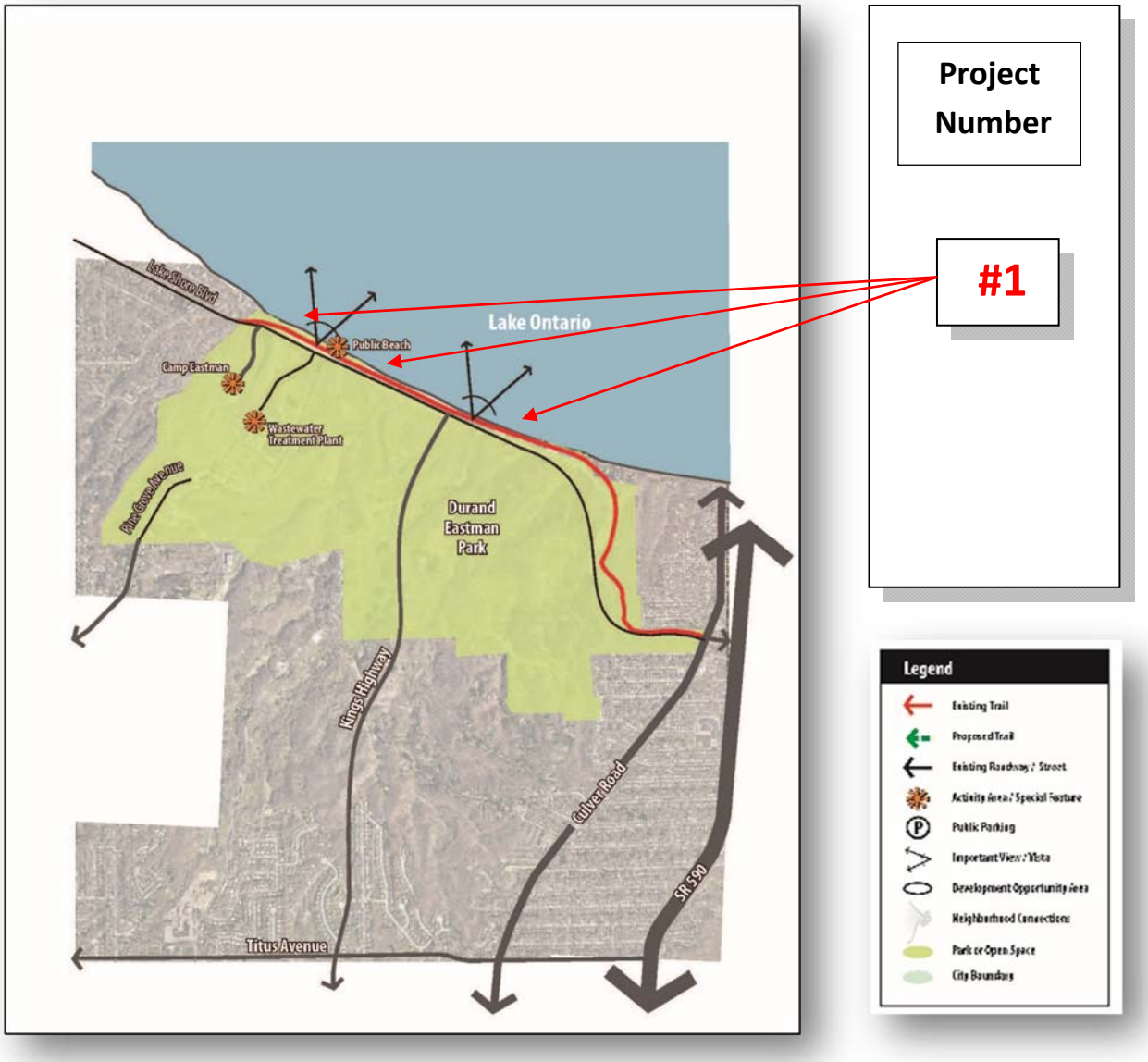


Westside Canal Parkway and Trail
Potential Byway Alignment



Westside Canal Parkway and Trail
Conceptual Linear Open Space Development

Lake Focus Area / Sub-Zones 1a, 1b



Project Recommendation Highlights:

(Project #1) Improve Durand-Eastman Beach Water Quality (and Ontario Beach)

Lake Focus Area / Sub-Zones 1a, 1b Project Recommendation Highlights:

(Project #1) Improve Durand-Eastman Beach Water Quality

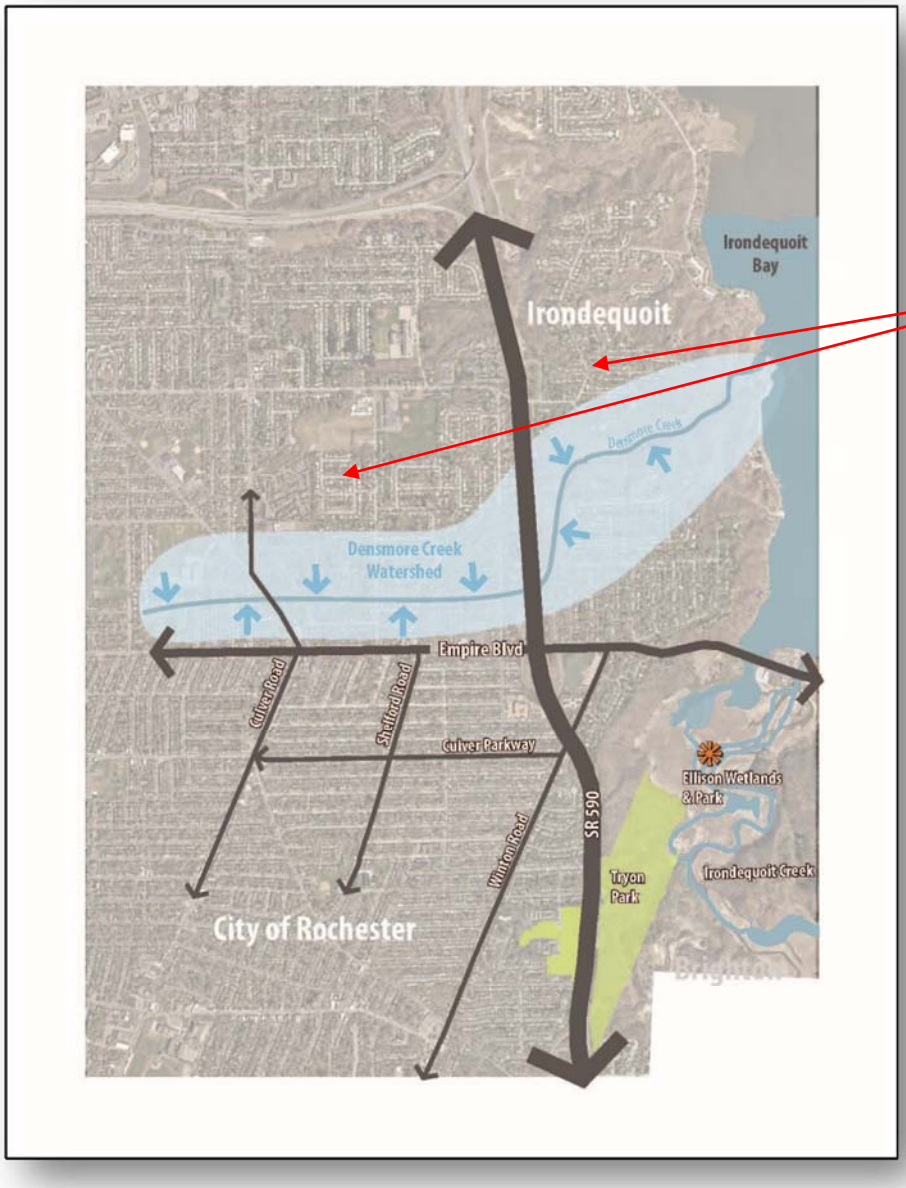
Focus Area: Lake	Project Status: Proposed	Funding Source: CIP, GF

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 Number

#60

Project Recommendation Highlights:

(Project #60) 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 #60) Genesee River Natural Resource Protection Planning Study - Storm Water Remediation (Focused and Corridor-Wide)

Focus Area:	Project Status:	Funding Source:
Lake	Future	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 #59) Genesee Riverway Trail and Erie Canalway Trail System

Focus Area: Corridor-Wide	Project Status: Proposed	Funding Source: CIP, GF, OB

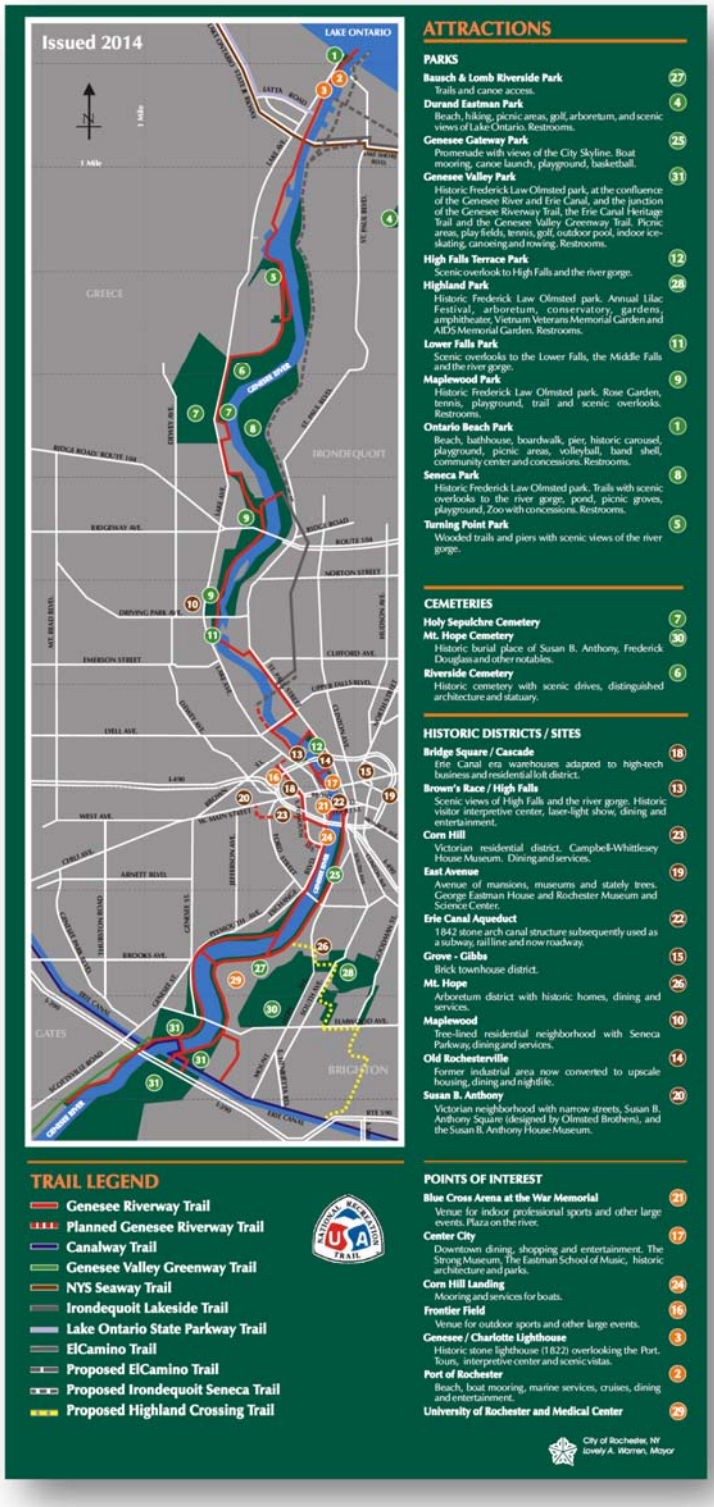
Location: Corridor-wide (projects throughout the LWRP boundary)

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 Canalway, 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 all the way north to Lake Ontario. A key portion of this new trail development will be a connection 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 23: LWRP LAKE FOCUS AREA PROJECT RECOMMENDATIONS

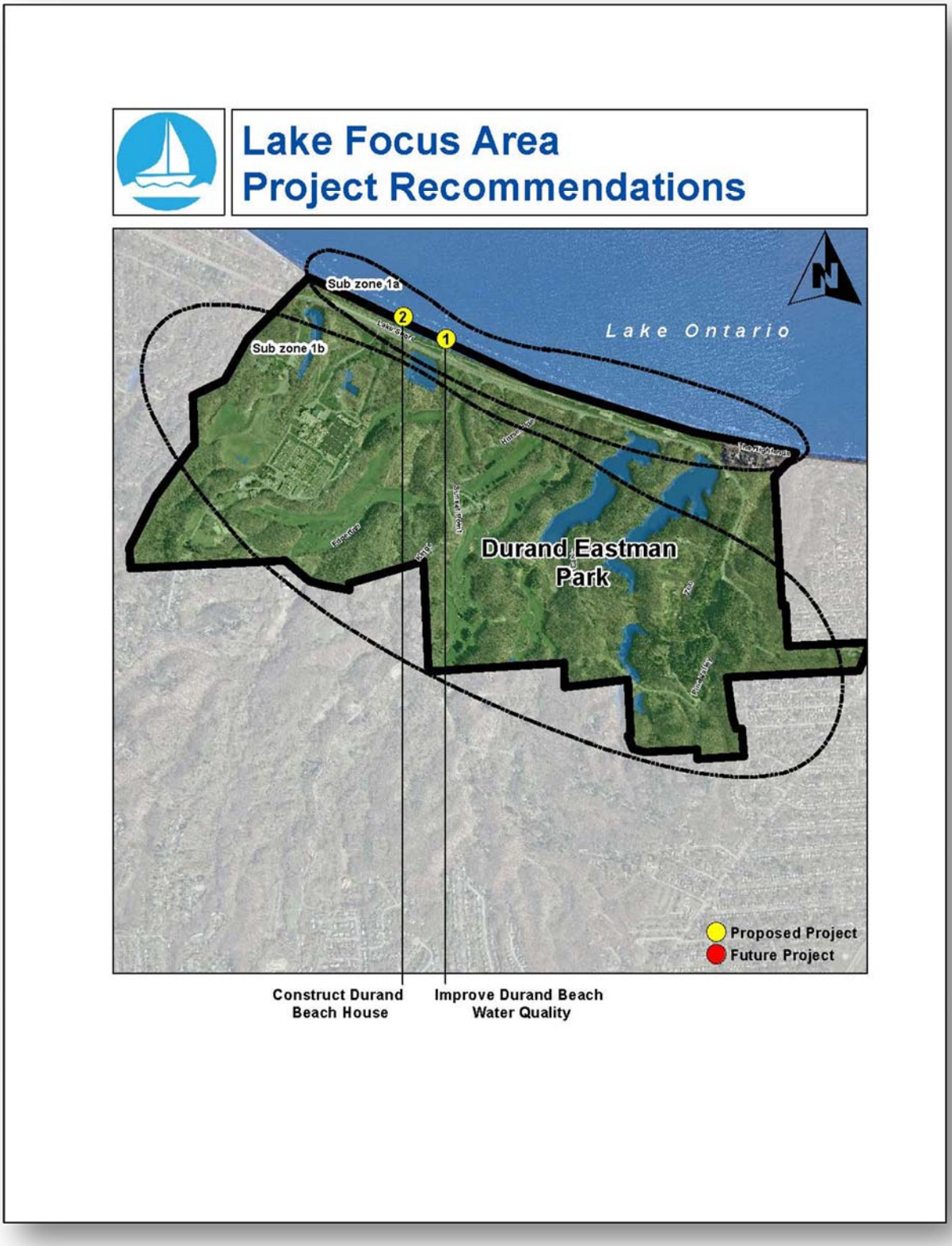


FIGURE 23, Continued: LWRP LAKE FOCUS AREA PROJECT RECOMMENDATIONS

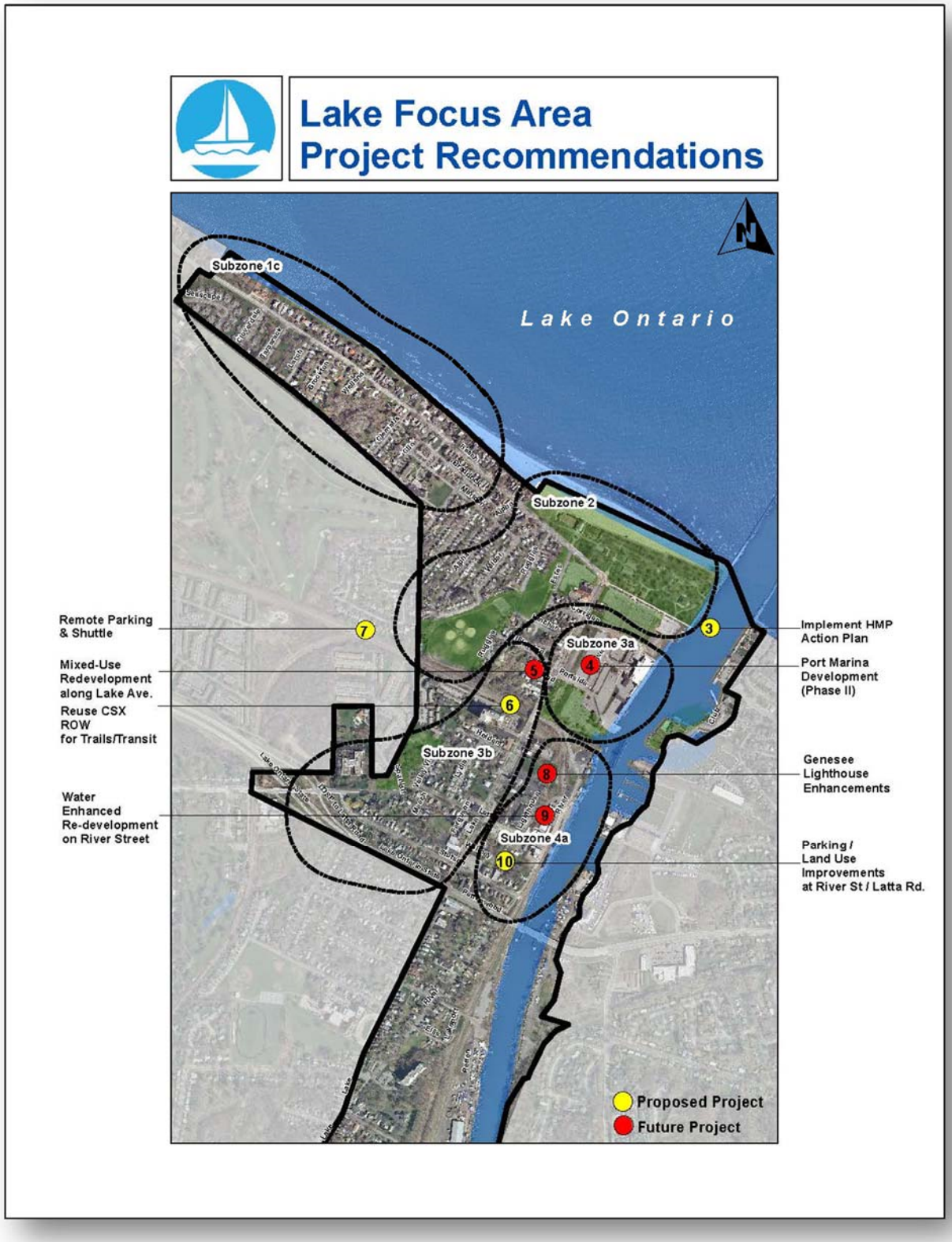


FIGURE 24: LWRP RIVER FOCUS AREA PROJECT RECOMMENDATIONS

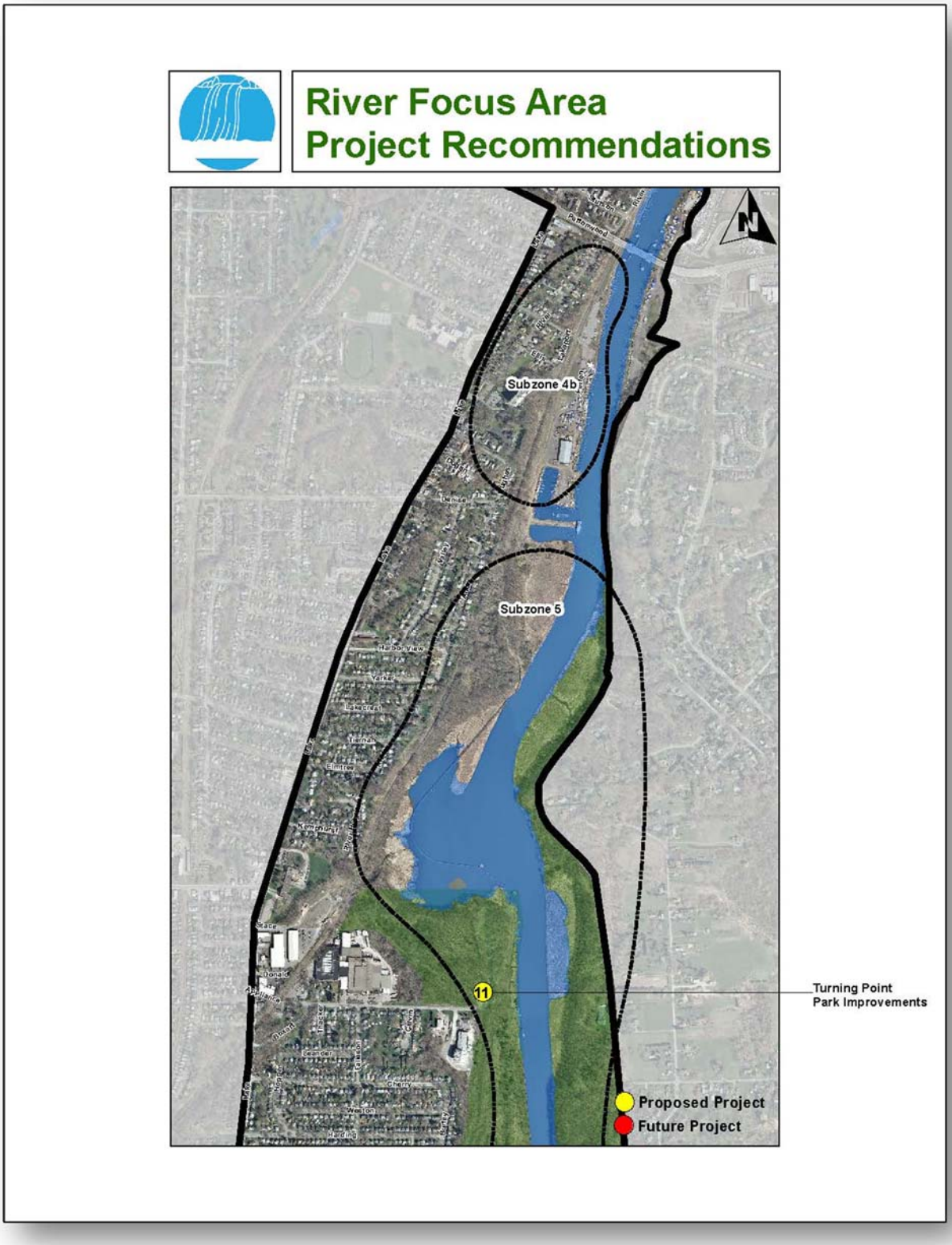


FIGURE 24, Continued: LWRP RIVER FOCUS AREA PROJECT RECOMMENDATIONS

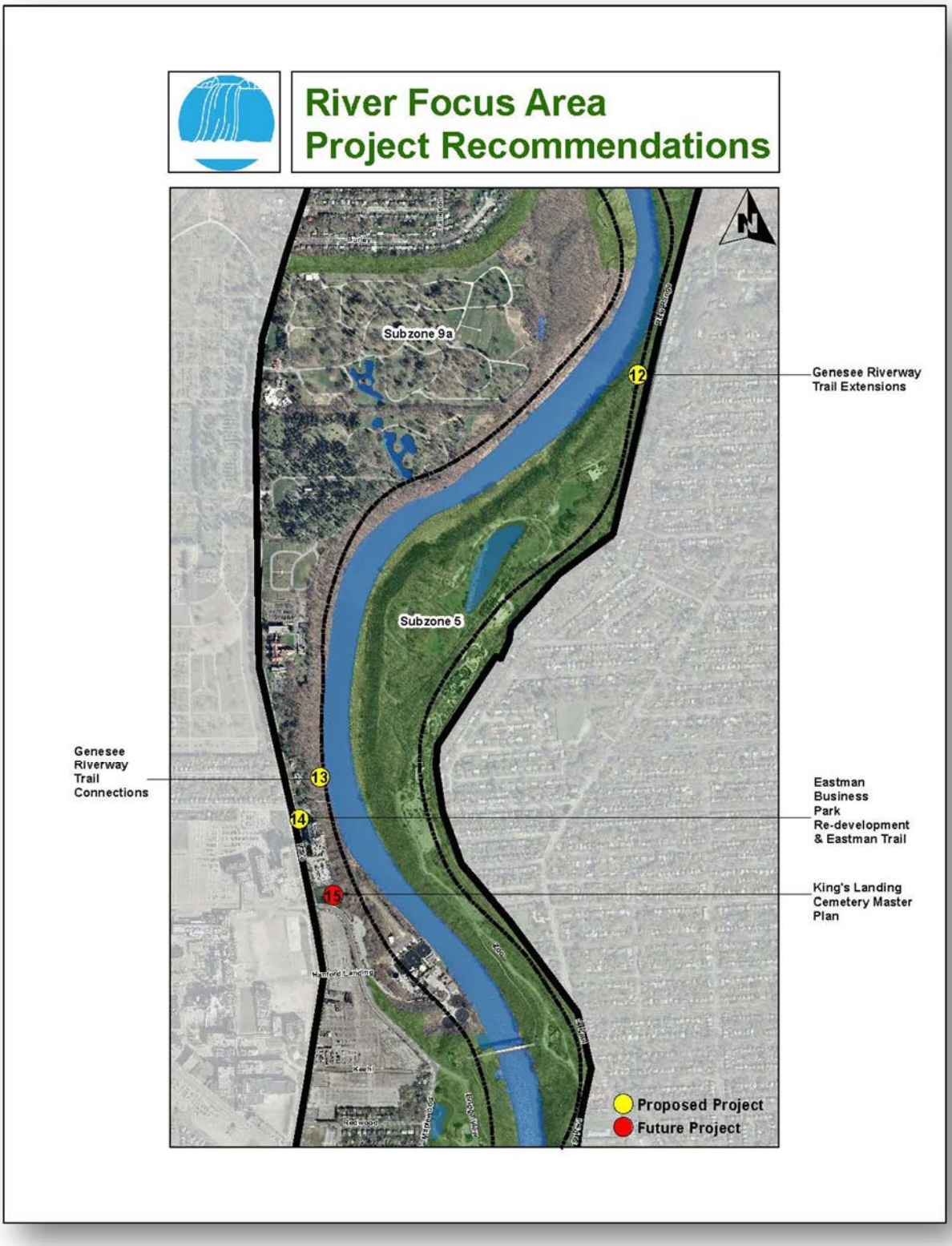


FIGURE 24, Continued: LWRP RIVER FOCUS AREA PROJECT RECOMMENDATIONS

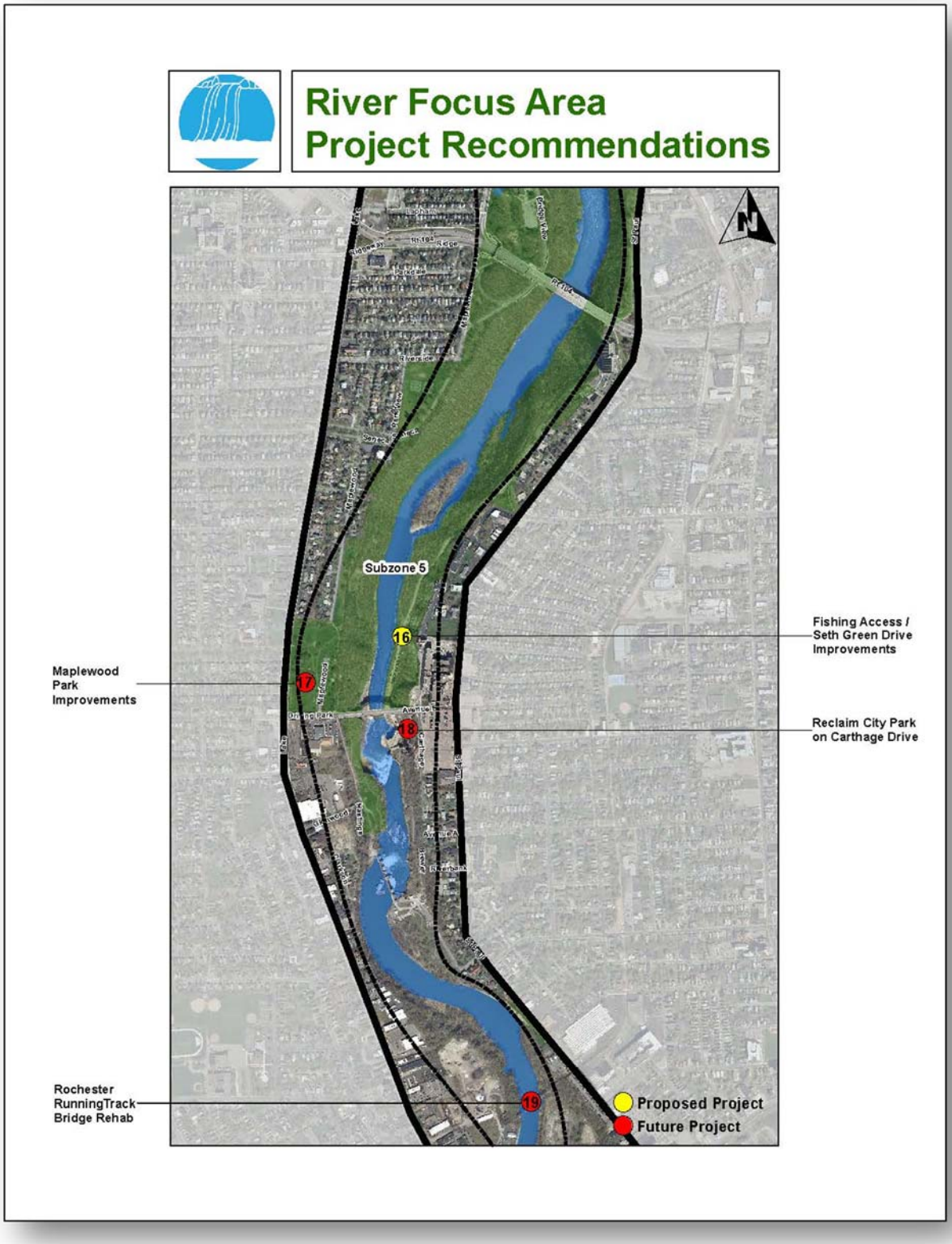


FIGURE 24, Continued: LWRP RIVER FOCUS AREA PROJECT RECOMMENDATIONS

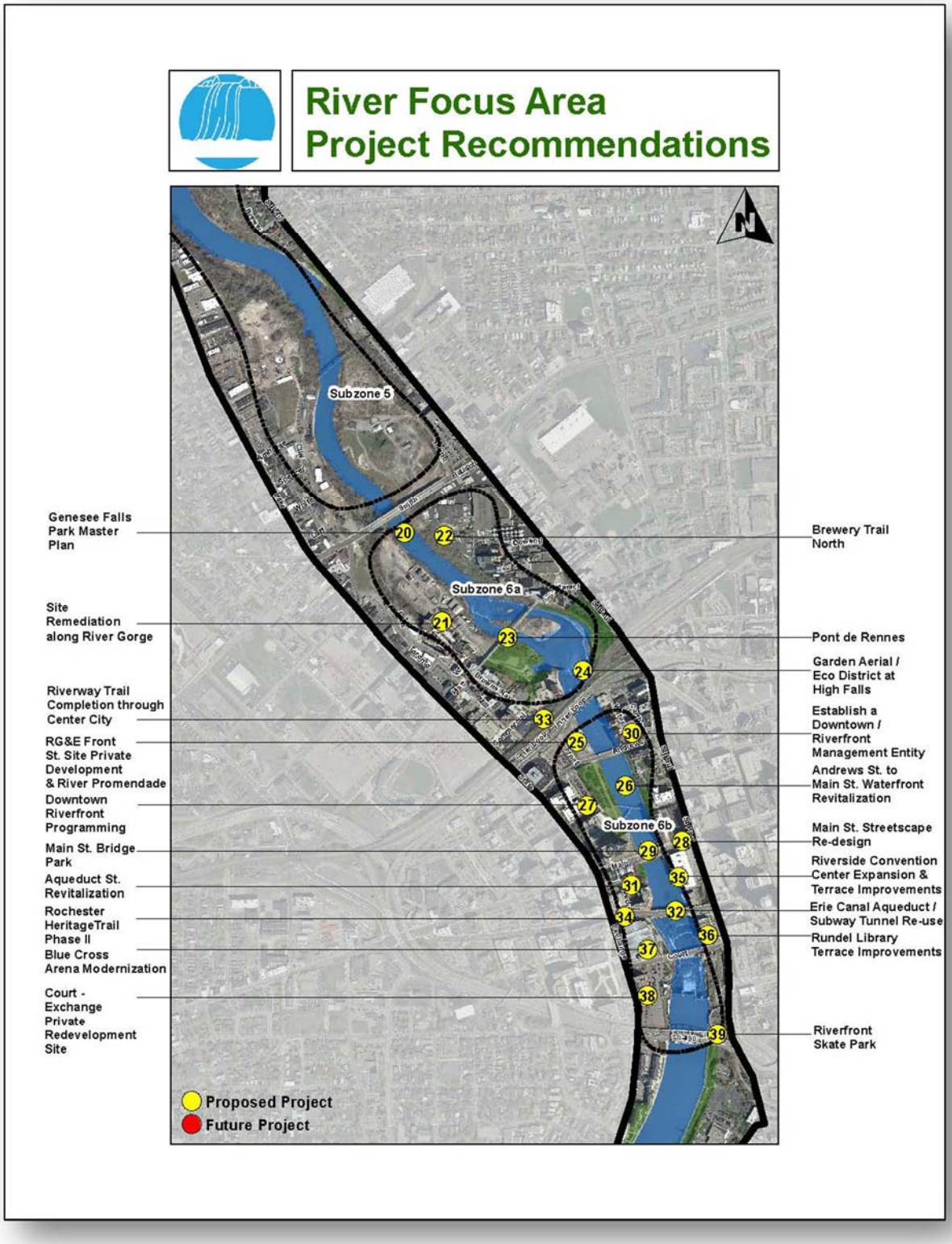


FIGURE 25: LWRP CANAL FOCUS AREA PROJECT RECOMMENDATIONS

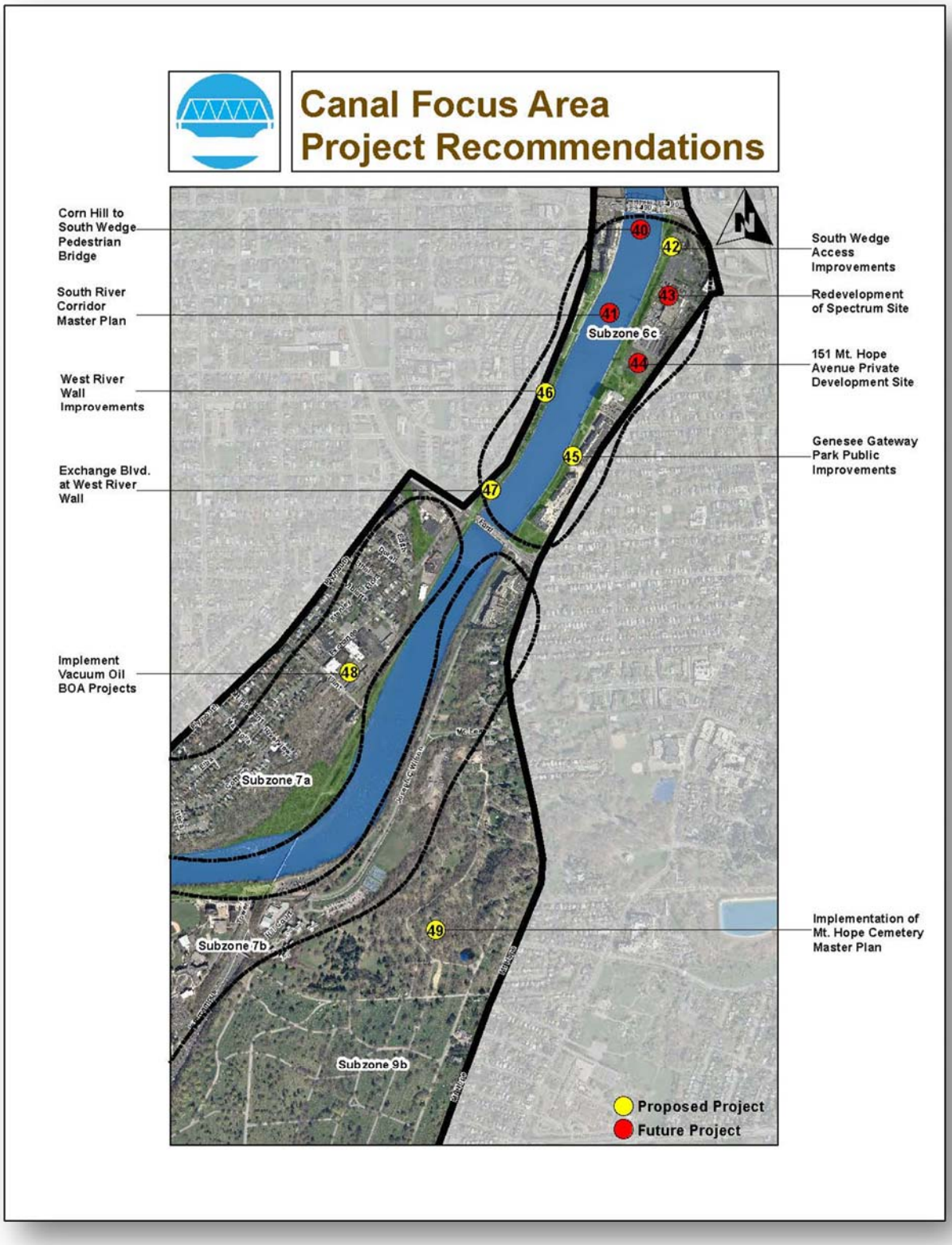


FIGURE 25, Continued: LWRP RIVER FOCUS AREA PROJECT RECOMMENDATIONS

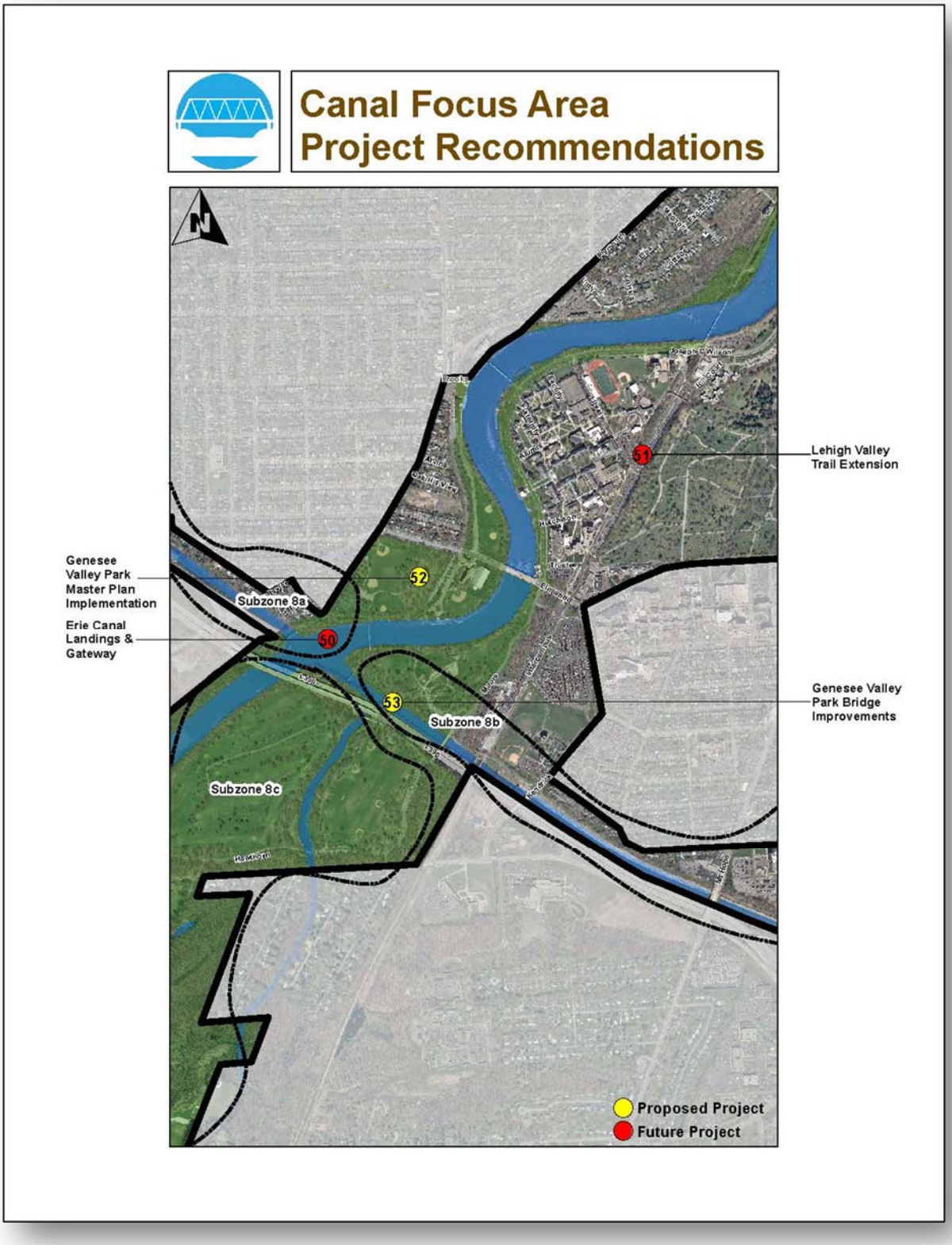
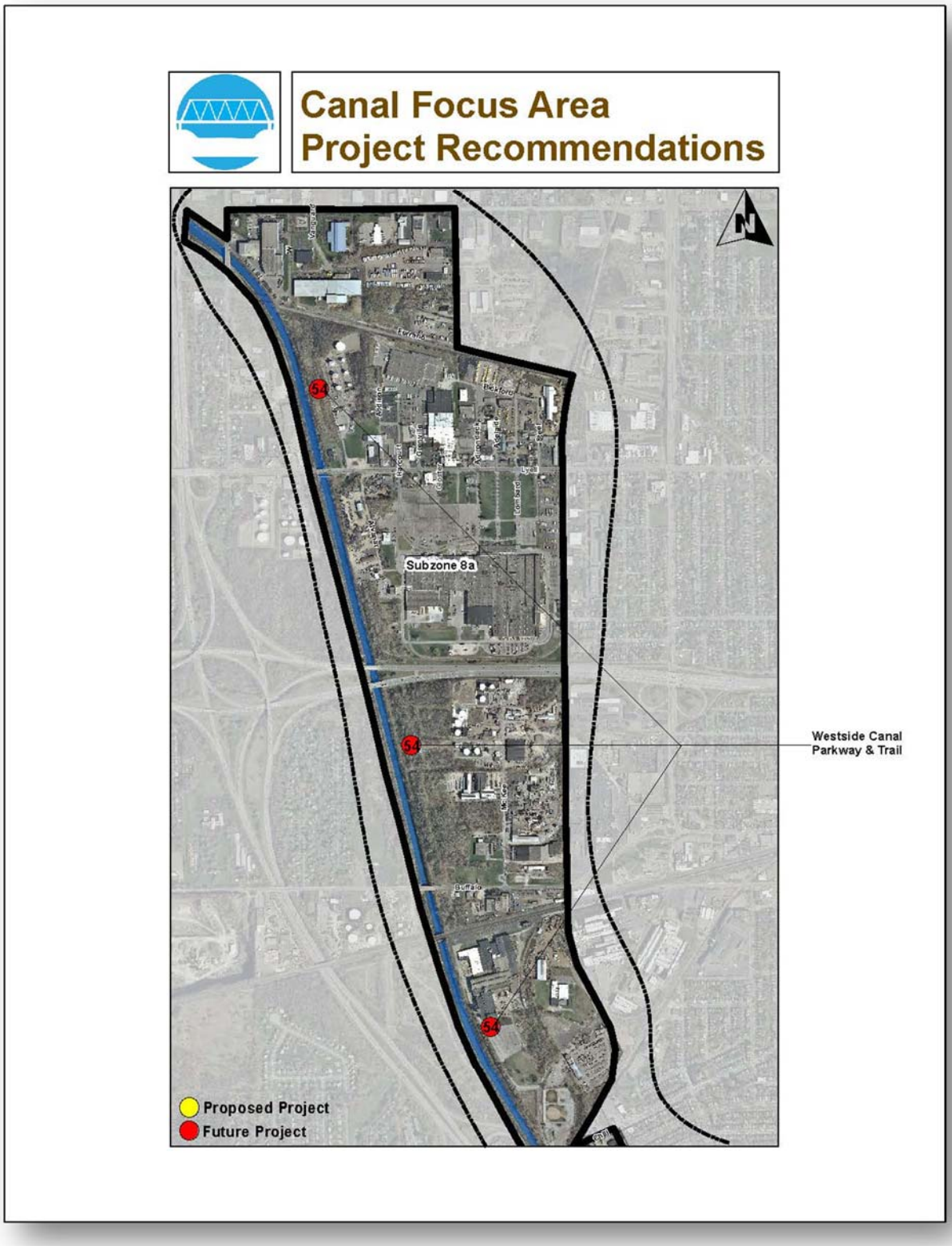


FIGURE 25, Continued: LWRP RIVER FOCUS AREA PROJECT RECOMMENDATIONS



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):

- *1990 Local Waterfront Revitalization Program (LWRP)*
- *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*
- *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 Implementation Strategy*
- *LYLAKS BOA Draft Nomination Study (2014)*
- *Aqueduct Master Plan (May, 2009)*
- *Erie Harbor Park Master Plan (2010)*
- *GardenAerial Project*
- *Genesee Valley Park West Master Plan (2015)*

EXISTING LOCAL LAWS AND REGULATIONS NECESSARY TO IMPLEMENT THE LWRP

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. Chapter 48 requires all Type 1 Actions, in accordance with SEQR or Chapter 48, be referred to the Rochester Environmental Commission. The Commission serves primarily in an advisory role in city government. They review and comment upon a Type 1 projects and draft environmental impact statements. The Commission also acts as the Coastal Erosion Hazard Board of Review (see Coastal Erosion Hazard Law, Chapter 43A below).

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.

In addition to the individual district regulations cited above, the Zoning Code regulates activities along the waterfront as follows:

120-157, City-wide design guidelines, the following provision implements the policies of the LWRP

G. Encourage and promote the design of buildings, sites, signs and public spaces along the waterfront that protects, enhances and strengthens these areas as well

as significant recreational, environmental, historic, scenic and cultural resources.

120-158, City-wide design standards, the following provisions implement policies of the LWRP.

F. Waterfront views or vistas.
(1) Site development, including the construction of buildings, structures or signs, shall not unnecessarily interfere with or obstruct significant, identified views or vistas of (or from) the Genesee River, Lake Ontario or the Erie Canal from the street or significant designated landscape features beyond existing conditions and as listed in the City of Rochester's Local Waterfront Revitalization Program (LWRP).
(2) The proposed design and arrangement of the building, structure or use shall provide for public pedestrian and visual access to and along the waterfront.

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 and the project review can be elevated Major Site Plan Review if the project is classified as a Type 1 Action, in accordance with SEQR/Chapter 48. A Major Site Plan Review is a higher level review and requires the project to be reviewed by the City's Project Review Committee (PRC) which includes broad city agency representation

WATERFRONT CONSISTENCY REVIEW ORDINANCE (CHAPTER 112)

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, CAFs 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 the appointed Local Administrator to implement this chapter by granting or denying floodplain development permits in accordance with its provisions. In areas of special flood hazard, it is unlawful to occupy or to permit the use or occupancy of any building or premises 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.

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.

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 legal representative is the authority having jurisdiction for the purpose of administering these regulations. The City Engineer is the legal representative of the Commissioner for the purposes of site work within the right-of-way.

REVISED LOCAL LAWS AND REGULATIONS NECESSARY TO IMPLEMENT THE LWRP

WATERFRONT CONSISTENCY REVIEW ORDINANCE

The City of Rochester Waterfront Consistency Review Ordinance, originally adopted in 1990, was updated to establish a clear procedure for the review of actions to be directly undertaken, funded, or permitted within the City's local waterfront area for consistency with the LWRP policies and purposes (see Appendix III).

MANAGEMENT STRUCTURE FOR IMPLEMENTING THE LWRP

All State and Federal actions proposed within the City of Rochester Waterfront Revitalization Area shall be reviewed in accordance with guidelines established by the New York State Department of State. The Guidelines for Notification and Review of State Agency Actions Where Local Waterfront Revitalization Programs are in Effect and Procedural Guidelines for Coordinating NYSDOS and LWRP Consistency Review of Federal Agency Actions are included in the appendix VI.

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:

a. The City Council is the City's legislative and policymaking body. As such, Council shall be the primary agency responsible for overall management of the LWRP. Rochester City Council has the authority to approve and fund, or secure funding for, specific improvements necessary to implement the LWRP.
b. The Manager of Planning shall be the chief contact person to receive notification on behalf of the city from the State and Federal agencies planning actions in the Local Waterfront Revitalization Program area.
c. Coordination of the review of proposed actions for consistency with the LWRP will be undertaken by the City agency that receives an application for funding or approval or intends to directly undertake action. The receiver of the application will prepare or cause to be prepared a Coastal Assessment Form which will be referred to the Commissioner of the City's Department of Neighborhood and Business Development or his or her designee. The Commissioner or the designee will prepare consistency recommendations to the referring City agencies.
d. The City of Rochester Division of Planning will maintain, and make available to the public, a copy of the LWRP for use during normal business hours. This Division will also provide training to city staff and the public about the consistency review process.

e. An internal city coordinating committee or team will convene to develop waterfront plans, infrastructure projects and other waterfront issues and concerns. Community stakeholders, who will be identified based on the type of proposed plan/project and the location, will be brought into the team planning and discussions. Furthermore, the Project Advisory Committee and the Rochester Environmental Commission will be engaged in all Type 1 projects and plans along or impacting the waterfront.

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 Facilities Corporation
- Parks, Recreation and Historic Preservation
- 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.

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 LWRP. At the Port of Rochester, for example, the development parcel at 4752 Lake Avenue will be privately developed.

B. SUMMARY OF LWRP POLICY IMPLEMENTATION TECHNIQUES

The following chart connects the above implementation techniques with the LWRP policies they implement.

SUMMARY OF KEY LOCAL IMPLEMENTAION TECHNIQUES WHICH IMPLEMENT LWRP POLICIES

IMPLEMENTATION TECHNIQUES	RELEVANT LWRP POLICIES
City Zoning Code Open Space District	1, 2, 7, 9, 11, 12, 17, 21, 25
City Zoning Code Marina District	1, 2, 9, 20, 21, 22
City Zoning Code Overlay-Harbor Town Design District	1, 23
City Zoning Code, including 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, 23 25, 27, 30, 31, 33, 35, 37, 44
City Flood Damage Prevention Code	11, 17
City Consistency Review Ordinance	7, 8, 11, 12, 13, 14, 17, 18, 19, 25, 27, 30, 31, 33, 35, 37, 44

Genesee River at the Erie Canal Harbor from the Ford Street Bridge

Section 6: LWRP State and Federal Actions and Programs Likely to Affect Implementation

State and federal actions will affect and be affected by implementation of the LWRP. Under State Law and the U.S. Coastal Zone Management Act, certain State and federal actions within or affecting the local waterfront revitalization area must be consistent, or consistent to the maximum extent practicable, with the enforceable policies and purposes of the LWRP. This consistency requirement makes the LWRP a unique, intergovernmental mechanism for setting policy and making decisions, and helps to prevent detrimental actions from occurring and future options from being needlessly foreclosed. At the same time, the active participation of State and federal agencies is also likely to be necessary to implement specific provisions of the LWRP.

6.1. STATE ACTIONS AND PROGRAMS WHICH SHOULD BE UNDERTAKEN IN A MANNER CONSISTENT WITH THE LWRP

Pursuant to the State Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Executive Law, Article 42), the Secretary of State notifies affected State agencies of those agency actions and programs that are to be undertaken in a manner consistent with approved LWRPs. The following list of State actions and programs is that list. The State Waterfront Revitalization of Coastal Areas and Inland Waterways Act requires that an LWRP identifies those elements of the program that can be implemented by the local government, unaided, and those that can only be implemented with the aid of other levels of government or other agencies. Such statement shall include those permit, license, certification or approval programs; grant, loan subsidy or other funding assistance programs; facilities construction, and planning programs that may affect the achievement of the LWRP.

OFFICE FOR THE AGING

1.0 Funding and/or approval programs for the establishment of new or expanded facilities providing various services for the elderly.

DEPARTMENT OF AGRICULTURE AND MARKETS

1.00 Agricultural Districts Program

2.00 Rural Development Program

3.00 Farm Worker Services Program

4.00 Permit and approval programs:

- 4.01 Custom Slaughters/Processor Permit
- 4.02 Processing Plant License
- 4.03 Refrigerated Warehouse and/or Locker Plant License

5.00 Farmland Protection Implementation Grant

6.00 Agricultural Nonpoint Source Abatement and Control Program

DIVISION OF ALCOHOLIC BEVERAGE CONTROL/ STATE LIQUOR AUTHORITY

1.00 Permit and Approval Programs:

- 1.01 Ball Park - Stadium License
- 1.02 Bottle Club License
- 1.03 Bottling Permits
- 1.04 Brewer's Licenses and Permits
- 1.05 Brewer's Retail Beer License
- 1.06 Catering Establishment Liquor License
- 1.07 Cider Producer's and Wholesaler's Licenses
- 1.08 Club Beer, Liquor, and Wine Licenses
- 1.09 Distiller's Licenses
- 1.10 Drug Store, Eating Place, and Grocery Store Beer Licenses
- 1.11 Farm Winery and Winery Licenses
- 1.12 Hotel Beer, Wine, and Liquor Licenses
- 1.13 Industrial Alcohol Manufacturer's Permits
- 1.14 Liquor Store License
- 1.15 On-Premises Liquor Licenses
- 1.16 Plenary Permit (Miscellaneous-Annual)
- 1.17 Summer Beer and Liquor Licenses
- 1.18 Tavern/Restaurant and Restaurant Wine Licenses
- 1.19 Vessel Beer and Liquor Licenses
- 1.20 Warehouse Permit
- 1.21 Wine Store License
- 1.22 Winter Beer and Liquor Licenses
- 1.23 Wholesale Beer, Wine, and Liquor Licenses

OFFICE OF ALCOHOLISM AND SUBSTANCE ABUSE SERVICES

1.00 Facilities, construction, rehabilitation, expansion, or demolition or the funding of such activities.

2.00 Permit and approval programs:

- 2.01 Certificate of approval (Substance Abuse Services Program)

3.00 Permit and approval:

- 3.01 Letter Approval for Certificate of Need
- 3.02 Operating Certificate (Alcoholism Facility)
- 3.03 Operating Certificate (Community Residence)

3.04 Operating Certificate (Outpatient Facility)

3.05 Operating Certificate (Sobering-Up Station)

COUNCIL ON THE ARTS

1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

2.00 Architecture and environmental arts program.

OFFICE OF CHILDREN AND FAMILY SERVICES

1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

2.00 Homeless Housing and Assistance Program.

3.00 Permit and approval programs:

3.01 Certificate of Incorporation (Adult Residential Care Facilities)

3.02 Operating Certificate (Children's Services)

3.03 Operating Certificate (Enriched Housing Program)

3.04 Operating Certificate (Home for Adults)

3.05 Operating Certificate (Proprietary Home)

3.06 Operating Certificate (Public Home)

3.07 Operating Certificate (Special Care Home)

3.08 Permit to Operate a Day Care Center

DEPARTMENT OF CORRECTIONS AND COMMUNITY SUPERVISION

1.0 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

DORMITORY AUTHORITY OF THE STATE OF NEW YORK

1.00 Financing of higher education and health care facilities.

2.00 Planning and design services assistance program.

EDUCATION DEPARTMENT

1.00 Facilities construction, rehabilitation, expansion, demolition or the funding of such activities.

2.00 Permit and approval programs:

2.01 Certification of Incorporation (Regents Charter)

2.02 Private Business School Registration

2.03 Private School License

2.04 Registered Manufacturer of Drugs and/or Devices

2.05 Registered Pharmacy Certificate

2.06 Registered Wholesale of Drugs and/or Devices

2.07 Registered Wholesaler-Repacker of Drugs and/or Devices

2.08 Storekeeper's Certificate

3.00 Administration of Article 5, Section 233 of the Educational Law regarding the removal of archaeological and paleontological objects under the waters of the State.

OFFICE OF EMERGENCY MANAGEMENT

- hazard identification,
- loss prevention, planning, training, operational response to emergencies,
- technical support, and disaster recovery assistance.

EMPIRE STATE DEVELOPMENT/ EMPIRE STATE DEVELOPMENT CORPORATION

1.00 Preparation or revision of statewide or specific plans to address State economic development needs.

2.00 Allocation of the state tax-free bonding reserve.

ENERGY RESEARCH AND DEVELOPMENT AUTHORITY

1.00 Issuance of revenue bonds to finance pollution abatement modifications in power-generation facilities and various energy projects.

2.00 New Construction Program – provide assistance to incorporate energy-efficiency measures into the design, construction and operation of new and substantially renovated buildings.

3.00 Existing Facilities Program – offers incentives for a variety of energy projects

DEPARTMENT OF ENVIRONMENTAL CONSERVATION

1.00 Acquisition, disposition, lease, grant of easement, and other activities related to the management of lands under the jurisdiction of the Department.

2.00 Classification of Waters Program; classification of land areas under the Clean Air Act.

3.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

4.00 Financial assistance/grant programs:

4.01 Capital projects for limiting air pollution

4.02 Cleanup of toxic waste dumps

4.03 Flood control, beach erosion, and other water resource projects

4.04 Operating aid to municipal wastewater treatment facilities

4.05 Resource recovery and solid waste management capital projects

4.06 Wastewater treatment facilities

6.00 Implementation of the Environmental Quality Bond Act of 1972, including:

(a) Water Quality Improvement Projects

(b) Land Preservation and Improvement Projects including Wetland Preservation and Restoration Projects, Unique Area Preservation Projects, Metropolitan Parks Projects, Open Space Preservation Projects, and Waterways Projects.

7.00 Marine Finfish and Shellfish Programs

9.00 Permit and approval programs

Air Resources

9.01 Certificate of Approval for Air Pollution Episode Action Plan

9.02 Certificate of Compliance for Tax Relief – Air Pollution Control Facility

9.03 Certificate to Operate: Stationary Combustion Installation; Incinerator; process, exhaust or Ventilation System

9.04 Permit for Burial of Radioactive Material

9.05 Permit for Discharge of Radioactive Material to Sanitary Sewer

9.06 Permit for Restricted Burning

9.07 Permit to Construct; a Stationary Combustion Installation; Incinerator; Indirect Source of Air Contamination; Process, Exhaust or Ventilation System

Construction Management

9.08 Approval of Plans and Specifications for Wastewater Treatment Facilities

Fish and Wildlife

9.09 Certificate to Possess and Sell Hatchery Trout in New York State

9.10 Commercial Inland Fisheries Licenses

9.11 Fishing Preserve License

9.12 Fur Breeder's License

9.13 Game Dealer's License

9.14 Licenses to breed Domestic Game Animals

9.15 License to Possess and Sell Live Game

9.16 Permit to Import, Transport and/or Export under Section 184.1 (11-0511)

9.17 Permit to Raise and Sell trout

9.18 Private Bass Hatchery Permit

9.19 Shooting Preserve Licenses

9.20 Taxidermy License

9.21 Permit – Article 15, (Protection of Water) – Dredge and Deposit Material in a Waterway

9.22 Permit – Article 15, (Protection of Water) – Stream Bed or Bank Disturbances

9.23 Permit – Article 24, (Freshwater Wetlands)

Hazardous Substances

9.24 Permit to Use Chemicals for the Control or Elimination of Aquatic Insects

9.25 Permit to Use Chemicals for the Control or Elimination of Aquatic Vegetation

9.26 Permit to Use Chemicals for the Control or Elimination of Undesirable Fish

Lands and Forest

9.27 Certificate of Environmental Safety (Liquid Natural Gas/Liquid Petroleum Gas)

9.28 Floating Object Permit

9.29 Marine Regatta Permit

9.30 Navigation Aid Permit

Marine Resources

9.31 Digger's Permit (Shellfish)

9.32 License of Menhaden Fishing Vessel

9.33 License for Non Resident Food Fishing Vessel

9.34 Non Resident Lobster Permit

9.35 Marine Hatchery and/or Off Bottom Culture Shellfish Permits

9.36 Permits to Take Blue Claw Crabs

9.37 Permit to Use Pond or Trap Net

9.38 Resident Commercial Lobster Permit

9.39 Shellfish Bed Permit

9.40 Shellfish Shipper's Permits

9.41 Special Permit to Take Surf Clams from Waters other than the Atlantic Ocean

9.42 Permit – Article 25, (Tidal Wetlands)

Mineral Resources

9.43 Mining Permit

9.44 Permit to Plug and Abandon (a non-commercial, oil, gas or solution mining well)

9.45 Underground Storage Permit (Gas)

9.46 Well Drilling Permit (Oil, Gas and Solution Salt Mining)

Solid Wastes

9.47 Permit to Construct and/or operate a Solid Waste Management Facility

9.48 Septic Tank Cleaner and Industrial Waste Collector Permit

Water Resources

9.49 Approval of Plans for Wastewater Disposal Systems

9.50 Certificate of Approval of Realty Subdivision Plans

9.51 Certificate of Compliance (Industrial Wastewater Treatment Facility)

9.52 Letters of Certification for Major Onshore Petroleum Facility Oil Spill Prevention and Control Plan

9.53 Permit Article 36, (Construction in Flood Hazard Areas)

9.54 Permit for State Agency Activities for Development in Coastal Erosion Hazards Areas

9.55 Permit for State Agency Activities for Development in Coastal Erosion Hazards Areas

9.56 State Pollutant Discharge Elimination System (SPDES) Permit

9.57 Approval – Drainage Improvement District

9.58 Approval – Water (Diversions for Power)

9.59 Approval of Well System and Permit to Operate

9.60 Permit – Article 15, (Protection of Water) – Dam

9.61 Permit – Article 15, Title 15 (Water Supply)

9.62 River Improvement District Permits

9.63 River Regulatory District approvals

9.64 Well Drilling Certificate of Registration

9.65 401 Water Quality Certification

10.00 Preparation and revision of Air Pollution State Implementation Plan.

11.00 Preparation and revision of Continuous Executive Program Plan.

12.00 Preparation and revision of Statewide Environmental Plan.

13.00 Protection of Natural and Man-made Beauty Program.

14.00 Urban Fisheries Program.

15.00 Urban Forestry Program.

16.00 Urban Wildlife Program.

ENVIRONMENTAL FACILITIES CORPORATION

1.0 Financing program for pollution control facilities for industrial firms and small businesses.

DEPARTMENT OF FINANCIAL SERVICES (DEPARTMENT OF BANKING)

1.00 Permit and approval programs:

1.01 Authorization Certificate (Bank Branch)

1.02 Authorization Certificate (Bank Change of Location)

1.03 Authorization Certificate (Bank Charter)

1.04 Authorization Certificate (Credit Union Change of Location)

1.05 Authorization Certificate (Credit Union Charter)

1.06 Authorization Certificate (Credit Union Station)

1.07 Authorization Certificate (Foreign Banking Corporation Change of Location)

1.08 Authorization Certificate (Foreign Banking Corp. Public Accommodations Office)

1.09 Authorization Certificate (Investment Company Branch)

1.10 Authorization Certificate (Investment Company Change of Location)

1.11 Authorization Certificate (Investment Company Charter)

1.12 Authorization Certificate (Licensed Lender Change of Location)

1.13 Authorization Certificate (Mutual Trust Company Charter)

1.14 Authorization Certificate (Private Banker Charter)

1.15 Authorization Certificate (Public Accommodation Office – Banks)

1.16 Authorization Certificate (Safe Deposit Company Branch)

1.17 Authorization Certificate (Safe Deposit Company Change of Location)

1.18 Authorization Certificate (Safe Deposit Company Charter)

1.19 Authorization Certificate (Savings Bank Charter)

1.20 Authorization Certificate (Savings Bank DeNovo Branch Office)

1.21 Authorization Certificate (Savings Bank Public Accommodations Office)

1.22 Authorization Certificate (Savings and Loan Association Branch)

1.23 Authorization Certificate (Savings and Loan Association Change of Location)

1.24 Authorization Certificate (Savings and Loan Association Charter)

1.25 Authorization Certificate (Subsidiary Trust Company Charter)

1.26 Authorization Certificate (Trust Company Branch)

1.27 Authorization Certificate (Trust Company – Change of Location)

1.28 Authorization Certificate (Trust Company Charter)

1.29 Authorization Certificate (Trust Company Public Accommodations Office)

1.30 Authorization to Establish a Life Insurance Agency

1.31 License as a Licensed Lender

1.32 License for a Foreign Banking Corporation Branch

OFFICE OF GENERAL SERVICES

1.00 Administration of the Public Lands Law for acquisition and disposition of lands, grants of land and grants of easement of land under water, issuance of licenses for removal of materials from lands under water, and oil and gas leases for exploration and development.

2.00 Administration of Article 4 B, Public Buildings Law, in regard to the protection and management of State historic and cultural properties and State uses of buildings of historic, architectural or cultural significance.

3.00 Facilities construction, rehabilitation, expansion, or demolition.

4.00 Administration of Article 5, Section 233, Subsection 5 of the Education Law on removal of archaeological and paleontological objects under the waters of the State.

5.00 Administration of Article 3, Section 32 of the Navigation Law regarding location of structures in or on navigable waters.

6.00 Section 334 of the State Real Estate Law regarding subdivision of waterfront properties on navigable waters to include the location of riparian lines.

DEPARTMENT OF HEALTH

1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

2.00 Permit and approval programs:

- 2.01 Approval of Completed Works for Public Water Supply Improvements
- 2.02 Approval of Plans for Public Water Supply Improvements.
- 2.03 Certificate of Need (Health Related Facility except Hospitals)
- 2.04 Certificate of Need (Hospitals)
- 2.05 Operating Certificate (Diagnostic and Treatment Center)
- 2.06 Operating Certificate (Health Related Facility)
- 2.07 Operating Certificate (Hospice)
- 2.08 Operating Certificate (Hospital)
- 2.09 Operating Certificate (Nursing Home)
- 2.10 Shared Health Facility Registration Certificate

DIVISION OF HOMES AND COMMUNITY RENEWAL and its subsidiaries and affiliates

1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

2.00 Financial assistance/grant programs:

- 2.01 Federal Housing Assistance Payments Programs (Section 8 Programs)

2.02 Housing Development Fund Programs

2.03 Neighborhood Preservation Companies Program

2.04 Public Housing Programs

2.05 Rural Initiatives Grant Program

2.06 Rural Preservation Companies Program

2.07 Rural Rental Assistance Program

2.08 Special Needs Demonstration Projects

2.09 Urban Initiatives Grant Program

2.10 Urban Renewal Programs

3. 00 Preparation and implementation of plans to address housing and community renewal needs.

OFFICE OF MENTAL HEALTH

1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

2.00 Permit and approval programs:

2.01 Operating Certificate (Community Residence)

2.02 Operating Certificate (Family Care Homes)

2.03 Operating Certificate (Inpatient Facility)

2.04 Operating Certificate (Outpatient Facility)

DIVISION OF MILITARY AND NAVAL AFFAIRS

1.0 Preparation and implementation of the State Disaster Preparedness Plan.

NATURAL HERITAGE TRUST

1.0 Funding program for natural heritage institutions.

OFFICE OF PARKS, RECREATION, AND HISTORIC PRESERVATION (including Regional State Park Commission)

1.00 Acquisition, disposition, lease, grant of easement, or other activities related to the management of land under the jurisdiction of the Office.

2.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

3.00 Funding program for recreational boating, safety, and enforcement.

4.00 Funding program for State and local historic preservation projects.

5.00 Land and Water Conservation Fund programs.

6.00 Nomination of properties to the Federal and/or State Register of Historic Places.

7.00 Permit and approval programs:

- 7.01 Floating Objects Permit
- 7.02 Marine Regatta Permit
- 7.03 Navigation Aide Permit
- 7.04 Posting of Signs Outside State Parks

8.00 Preparation and revision of the Statewide Comprehensive Outdoor Recreation Plan and the Statewide Comprehensive Historic Preservation Plan and other plans for public access, recreation, historic preservation or related purposes.

9.00 Recreation services program.

10.00 Urban Cultural Parks Program.

11.00 Planning, construction, rehabilitation, expansion, demolition or the funding of such activities and/or projects funded through the Environmental Protection Fund (Environmental Protection Act of 1993) or Clean Water/Clean Air Bond Act of 1996.

OFFICE FOR PEOPLE WITH DEVELOPMENTAL DISABILITIES

1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

2.00 Permit and approval programs:

- 2.01 Establishment and Construction Prior Approval
- 2.02 Operating Certificate Community Residence
- 2.03 Outpatient Facility Operating Certificate

POWER AUTHORITY OF THE STATE OF NEW YORK

1.00 Acquisition, disposition, lease, grant of easement, and other activities related to the management of land under the jurisdiction of the Authority.

2.00 Facilities construction, rehabilitation, expansion, or demolition.

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY (regional agency)

1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Authority.

2.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

3.00 Increases in special fares for transportation services to public water-related recreation resources.

NEW YORK STATE SCIENCE AND TECHNOLOGY FOUNDATION

1.00 Corporation for Innovation Development Program.

2.00 Center for Advanced Technology Program.

DEPARTMENT OF STATE

1.00 Appalachian Regional Development Program.

2.00 Coastal Management Program.

2.10 Planning, construction, rehabilitation, expansion, demolition or the funding of such activities and/or projects funded through the Environmental Protection Fund (Environmental Protection Act of 1993) or Clean Water/Clean Air Bond Act of 1996.

3.00 Community Services Block Grant Program.

4.00 Permit and approval programs:

4.01 Billiard Room License

4.02 Cemetery Operator

4.03 Uniform Fire Prevention and Building Code

STATE UNIVERSITY CONSTRUCTION FUND

1.0 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

STATE UNIVERSITY OF NEW YORK

1.00 Acquisition, disposition, lease, grant of easement, and other activities related to the management of land under the jurisdiction of the University.

2.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

DEPARTMENT OF TRANSPORTATION

1.00 Acquisition, disposition, lease, grant of easement, and other activities related to the management of land under the jurisdiction of the Department.

2.00 Construction, rehabilitation, expansion, or demolition of facilities, including but not limited to:

(a) Highways and parkways

(b) Bridges on the State highways system

(c) Highway and parkway maintenance facilities

(d) Rail facilities

3.00 Financial assistance/grant programs:

3.01 Funding programs for construction/reconstruction and reconditioning/preservation of municipal streets and highways (excluding routine maintenance and minor rehabilitation)

3.02 Funding programs for development of the ports of Albany, Buffalo, Oswego, Ogdensburg and New York

3.03 Funding programs for rehabilitation and replacement of municipal bridges

3.04 Subsidies program for marginal branch lines abandoned by Conrail

3.05 Subsidies program for passenger rail service

4.00 Permits and approval programs:

4.01 Approval of applications for airport improvements (construction projects)

4.02 Approval of municipal applications for Section 18 Rural and Small Urban Transit Assistance Grants (construction projects)

4.03 Approval of municipal or regional transportation authority applications for funds for design, construction and rehabilitation of omnibus maintenance and storage facilities

4.04 Approval of municipal or regional transportation authority applications for funds for design and construction of rapid transit facilities

4.05 Certificate of Convenience and Necessity to Operate a Railroad

4.06 Highway Work Permits

4.07 License to Operate Major Petroleum Facilities

4.08 Outdoor Advertising Permit (for off premises advertising signs adjacent to interstate and primary highway)

4.09 Real Property Division Permit for Use of State Owned Property

5.00 Preparation or revision of the Statewide Master Plan for Transportation and sub-area or special plans and studies related to the transportation needs of the State.

6.00 Water Operation and Maintenance Program Activities related to the containment of petroleum spills and development of an emergency oil spill control network.

DIVISION OF YOUTH

1.0 Facilities construction, rehabilitation, expansion, or demolition or the funding for approval of such activities.

6.2 FEDERAL ACTIVITIES AFFECTING LAND AND WATER USES AND NATURAL RESOURCES IN THE COASTAL ZONE OF NEW YORK STATE

Note: This LWRP's list of the federal agency activities is identical to the most recent version of the Table 3 list in the New York State Coastal Management Program as approved by the federal Office of Ocean and Coastal Resources Management on May 7, 2017. Please contact the New York State Department of State, Office of Planning and Development, at (518) 474-6000, for any updates to New York State Coastal Management Program Table 3 federal agency activities list that may have occurred post-approval of this LWRP.

This list has been prepared in accordance with the consistency provisions of the federal Coastal Zone Management Act and implementing regulations in 15 CFR Part 930. It is not exhaustive of all activities subject to the consistency provisions of the federal Coastal Zone Management Act, implementing regulations in 15 CFR Part 930, and the New York Coastal Management Program. It includes activities requiring:

1. the submission of consistency determinations by federal agencies;
2. the submission of consistency certifications by entities other than federal agencies; and
3. the submission of necessary data and information to the New York State Department of State, in accordance with 15 CFR Part 930, Subparts C, D, E, F and I, and the New York Coastal Management Program.

I. Activities Undertaken Directly by or on Behalf of Federal Agencies

The following activities, undertaken directly by or on behalf of the identified federal agencies, are subject to the consistency provisions of the Coastal Zone Management Act, its implementing regulations in 15 CFR Part 930, Subpart C, and the New York Coastal Management Program.

Department of Commerce, National Marine Fisheries Service:

- Fisheries Management Plans

Department of Defense, Army Corps of Engineers:

- Proposed authorizations for dredging, channel improvement, breakwaters, other navigational works, erosion control structures, beach replenishment, dams or flood control works, ice management practices and activities, and other projects with the potential to impact coastal lands and waters.
- Land acquisition for spoil disposal or other purposes.
- Selection of open water disposal sites.

Department of Defense, Air Force, Army and Navy:

- Location, design, and acquisition of new or expanded defense installations (active or reserve status, including associated housing, transportation or other facilities).
- Plans, procedures and facilities for handling or storage use zones.
- Establishment of impact, compatibility or restricted use zones.

Department of Energy:

- Prohibition orders.

General Services Administration:

- Acquisition, location and design of proposed federal government property or buildings, whether leased or owned by the federal government.

Department of Interior, Fish and Wildlife Service:

- Management of National Wildlife refuges and proposed acquisitions.

Department of Interior, National Park Service:

- National Park and Seashore management and proposed acquisitions.

Department of Interior, Bureau of Ocean Energy Management

- OCS lease sale activities including tract selection, lease sale stipulations, etc.

Department of Homeland Security, Coast Guard:

- Location and design, construction or enlargement of Coast Guard stations, bases, and lighthouses.
- Location, placement or removal of navigation devices which are not part of the routine operations under-the Aids to Navigation Program (ATON).
- Expansion, abandonment, designation or anchorages, lightering areas or shipping lanes and ice management practices and activities.

Department of Transportation, Federal Aviation Administration:

- Location and design, construction, maintenance, and demolition of Federal aids to air navigation.

Department of Transportation, St. Lawrence Seaway Development Corporation:

- Acquisition, location, design, improvement and construction of new and existing facilities for the operation of the Seaway, including traffic safety, traffic control and length of navigation season.

Department of Transportation, Federal Highway Administration:

- Highway construction

II. Federal Licenses and Permits and Other Forms of Approval or Authorization

The following activities, requiring permits, licenses, or other forms of authorization or approval from federal agencies, are subject to the consistency provisions of the Coastal Zone Management Act, its implementing regulations in 15 CFR Part 930, Subpart D, and the New York Coastal Management Program.

Department of Defense, Army Corps of Engineers:

- Construction of dams, dikes or ditches across navigable waters, or obstruction or alteration of navigable waters required under Sections 9 and 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 401, 403).
- Establishment of harbor lines pursuant to Section 11 of the Rivers and Harbors Act of 1899 (33 U.S.C. 404, 405).

- Occupation of seawall, bulkhead, jetty, dike, levee, wharf, pier, or other work built by the U.S. pursuant to Section 14 of the Rivers and Harbors Act of 1899 (33 U.S.C. 408).
- Approval of plans for improvements made at private expense under USACE supervision pursuant to the Rivers and Harbors Act of 1902 (33 U.S.C. 565).
- Disposal of dredged spoils into the waters of the U.S., pursuant to the Clean Water Act, Section 404 (33 U.S.C. 1344).
- All actions for which permits are required pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).
- Construction of artificial islands and fixed structures in Long Island Sound pursuant to Section 4 (f) of the River and Harbors Act of 1912 (33 U.S.C.).

Department of Energy, Federal Energy Regulatory Commission:

- Licenses for non-federal hydroelectric projects and primary transmission lines under Sections 3 (11), 4 (e) and 15 of the Federal Power Act (16 U.S.C. 796 (11), 797 (11) and 808).
- Orders for interconnection of electric transmission facilities under Section 202 (b) of the Federal Power Act (15 U.S.C. 824 a (b)).
- Certificates for the construction and operation of interstate natural gas pipeline facilities, including both pipelines and terminal facilities under Section 7 (c) of the Natural Gas Act (15 U.S.0 717 f (c)).
- Permission and approval for the abandonment of natural gas pipeline facilities under Section 7(b) of the Natural Gas Act (15 U.S.C. 717 f (b)).

Department of Energy, Economic Regulatory Commission:

- Regulation of gas pipelines, and licensing of import or export of natural gas pursuant to the Natural Gas Act (15 U.S.C. 717) and the Energy Reorganization Act of 1974.
- Exemptions from prohibition orders.

Environmental Protection Agency:

- NPDES permits and other permits for Federal installations, discharges in contiguous zones and ocean waters, sludge runoff and aquaculture permits pursuant to Sections 401, 402, 403, 405, and 318 of the Federal Grater Pollution Control Act of 1972 (33 U.S.C. 1341, 1342, 1343, and 1328).
- Permits pursuant to the Resources Recovery and Conservation Act of 1976.
- Permits pursuant to the underground injection Control program under Section 1424 of the Safe Water Drinking Water Act (42 U.S.C. 300 h-c).
- Permits pursuant to the Clean Air Act of 1976 (42 U.S.C. 1857).

Department of Interior, Fish and Wildlife Services:

- Endangered species permits pursuant to the Endangered Species Act (16 U.S.C. 153 (a)).

Department of Interior, Bureau of Ocean Energy Management:

- Permits to drill, rights of use and easements for construction and maintenance of pipelines, gathering and flow lines and associated structures pursuant to 43 U.S.C. 1334, exploration and development plans, and any other permits or authorizations granted for activities described in detail in OCS exploration, development, and production plans.
- Permits required for pipelines crossing federal lands, including OCS lands, and associated activities pursuant to the OCS Lands Act (43 U.S.C. 1334) and 43 U.S.C. 931 (c) and 20 U.S.C. 185.

Surface Transportation Board:

- Authority to abandon railway lines (to the extent that the abandonment involves removal of trackage and disposition of right-of-way); authority to construct railroads; authority to construct slurry pipelines.

Nuclear Regulatory Commission:

- Licensing and certification of the siting, construction, and operation of nuclear power plants, pursuant to Atomic Energy Act of 1954, Title II of the Energy Reorganization Act of 1974 and the National Environmental Policy Act of 1969.

Department of Transportation:

- Construction or modification of bridges, causeways or pipelines over navigable waters pursuant to 49 U.S.C. 1455.
- Permits for Deepwater Ports pursuant to the Deepwater Ports Act of 1974 (33 U.S.C. 1501).

Department of Transportation, Federal Aviation Administration:

- Permits and licenses for construction, operation or alteration of airports.

III. Federal Financial Assistance to State and Local Governments

The following activities, involving financial assistance from federal agencies to state and local governments, are subject to the consistency provisions of the Coastal Zone Management Act, its implementing regulations in 15CFR Part 930, Subpart F, and the New York Coastal Management Program. When these activities involve financial assistance for entities other than State and local governments, the activities are subject to the consistency provisions of 15 CFR Part 930, Subpart C.

Department of Agriculture

10.068 Rural Clean Water Program

10.409 Irrigation, Drainage, and Other Soil and Water Conservation Loans

10.410 Low to Moderate Income Housing Loans

10.411 Rural Housing Site Loans

10.413 Recreation Facility Loans

10.414 Resource Conservation and Development Loans

10.415 Rural Rental Housing Loans

10.416 Soil and Water Loans

10.418 Water and Waste Disposal Systems for Rural Communities

10.419 Watershed Protection and Flood Prevention Loans

10.422 Business and Industrial Loans

10.423 Community Facilities Loans

10.424 Industrial Development Grants

10.426 Area Development Assistance Planning Grants

10.429 Above Moderate Income Housing Loans

10.430 Energy Impacted Area Development Assistance Program

10.901 Resource Conservation and Development

10.902 Soil and Water Conservation

10.904 Watershed Protection and Flood Prevention

10.906 River Basin Surveys and Investigations

Department of Commerce

11.300 Economic Development - Grants and Loans for Public Works and Development Facilities

11.301 Economic Development - Business Development Assistance

11.302 Economic Development - Support for Planning Organizations

11.304 Economic Development - State and Local Economic Development Planning

11.305 Economic Development - State and Local Economic Development Planning

11.307 Special Economic Development and Adjustment Assistance Program - Long Term Economic Deterioration

11.308 Grants to States for Supplemental and Basic Funding of Titles I, II, III, IV, and V Activities

11.405 Anadromous and Great Lakes Fisheries Conservation

11.407 Commercial Fisheries Research and Development

11.417 Sea Grant Support

11.427 Fisheries Development and Utilization Research and Demonstration Grants and Cooperative Agreements Program

11.501 Development and Promotion of Ports and Intermodal Transportation

11.509 Development and Promotion of Domestic Water-borne Transport Systems

Department of Housing and Urban Development

14. 112 Mortgage Insurance - Construction or Substantial Rehabilitation of Condominium Projects

14. 115 Mortgage Insurance - Development of Sales Type Cooperative Projects

14. 117 Mortgage Insurance - Homes

14. 124 Mortgage Insurance - Investor Sponsored Cooperative Housing

14. 125 Mortgage Insurance - Land Development and New Communities

14. 126 Mortgage Insurance - Manages ant Type Cooperative Projects

14. 127 Mortgage Insurance - Mobile Home Parks

14. 218 Community Development Block Grants/Entitlement Grants

14. 219 Community Development Block Grants/Small Cities Program

14. 221 Urban Development Action Grants

14. 223 Indian Community Development Block Grant Program

Department of the Interior

15.400 Outdoor Recreation - Acquisition, Development and Planning

15.402 Outdoor Recreation - Technical Assistance

15.403 Disposal of Federal Surplus Real Property for Parks, Recreation, and Historic Monuments

15.411 Historic Preservation Grants-In-Aid

15.417 Urban Park and Recreation Recovery Program

15.600 Anadromous Fish Conservation

15.605 Fish Restoration

15.611 Wildlife Restoration

15.613 Marine Mammal Grant Program

15.802 Minerals Discovery Loan Program

15.950 National Water Research and Development Program

15.951 Water Resources Research and Technology - Assistance to State Institutes

15.952 Water Research and Technology-Matching Funds to State Institutes

Department of Transportation

20.102 Airport Development Aid Program

20.103 Airport Planning Grant Program

20.205 Highway Research, Planning, and Construction Railroad Rehabilitation and Improvement - Guarantee of Obligations

20.309 Railroad Rehabilitation and Improvement – Guarantee of Obligations

20.310 Railroad Rehabilitation and Improvement - Redeemable Preference Shares

20.506 Urban Mass Transportation Demonstration Grants

20.509 Public Transportation for Rural and Small Urban Areas

General Services Administration

39.002 Disposal of Federal Surplus Real Property

Community Services Administration

49.002 Community Action

49.011 Community Economic Development

49.013 State Economic Opportunity Offices

49.017 Rural Development Loan Fund

49.018 Housing and Community Development (Rural Housing)

Small Business Administration

59.012 Small Business Loans

59.013 State and Local Development Company Loans

59.024 Water Pollution Control Loans

59.025 Air Pollution Control Loans

59.031 Small Business Pollution Control Financing Guarantee

Environmental Protection Agency

66.001 Air Pollution Control Program Grants

66.418 Construction Grants for Wastewater Treatment Works

66.426 Water Pollution Control - State and Area-wide Water Quality Management Planning Agency

66.451 Solid and Hazardous Waste Management Program Support Grants

66.452 Solid Waste Management Demonstration Grants

66.600 Environmental Protection Consolidated Grants Program Support

66.800 Comprehensive Environmental Response, Compensation and Liability (Superfund)

Note: Numbers refer to the Catalog of Federal Domestic Assistance Programs, 1980 and its subsequent updates.

6.3. STATE AND FEDERAL ACTIONS AND PROGRAMS LIKELY TO AFFECT IMPLEMENTATION

Part 6.3 provides a more focused and descriptive list of the immediately preceding Parts 6.1 and 6.2 listing under this LWRP Section, entitled "State and Federal Actions and Programs Likely to Affect Implementation". It is recognized that a State and federal agency's ability to undertake these listed actions is subject to a variety of factors and considerations; that the consistency provisions of the approved LWRP may not apply; and, that the consistency requirements cannot be used to require a State or federal agency to undertake an action it could not undertake pursuant to other provisions of law. Reference should be made to Section III, Section IV, and Section V, which discuss the City of Rochester's local goals and policies, proposed projects, and local implementation techniques, including State and federal assistance needed to implement the approved LWRP.

The majority of future land uses and projects proposed in the city's LWRP can be implemented as described in Section V, Implementing Techniques. However, several projects proposed in the plan will require additional federal and State assistance and coordination. These projects include such things as dredging of the river, environmental remediation of various sites within the LWRP boundary, development of transportation infrastructure improvements within the boundary (roads, bridges and trails) and improvements or modifications to the Genesee River flood wall. The various federal and State agencies which will be involved in this assistance and coordination are listed below, along with a description of the type of assistance required.

I. State Actions and Programs

DEPARTMENT OF ENVIRONMENTAL CONSERVATION

- Funding assistance with planning studies and/or design and construction of projects targeted to control the erosion of steep slopes within the Genesee River Gorge and waterfront area.
- Review and approval for septic system installation and replacement in areas without public septic systems of the waterfront, within the city's LWRP boundary.
- Implement and administer Article 24 of the State's Environmental Conservation Law for designated wetlands areas as described in Section II, Inventory and Analysis.
- Map, adopt, and administer the State's Section 505 Coastal Erosion Control legislation.
- Technical assistance, review, and approval of waterfront development plans for docks, wharves, piers, breakwalls, etc.
- Technical assistance, review, and approval of public access improvements within the City of Rochester's waterfront areas, including but not limited to the Genesee River Gorge.

DIVISION OF HOMES AND COMMUNITY RENEWAL

- Funding and technical assistance with revitalization efforts in the subzones within the City's LWRP boundary that have been identified for future residential and/or mixed-use development (see Section IV, Uses and Projects).

ENVIRONMENTAL FACILITIES CORPORATION

- Funding assistance for the planning, design and construction of sewer extensions or other improvement projects within the city's LWRP boundary.

DEPARTMENT OF STATE

- Funding and technical assistance for LWRP implementation of various planning, design and construction projects, as outlined in Section IV of this Program.
- Funding assistance through the Environmental Protection Fund for waterfront development projects and public infrastructure improvements within the city's LWRP boundary including the new Genesee Falls Park, Phase II of the Port marina development and the redevelopment of the Erie Canal Aqueduct.
- Funding and technical assistance through the Brownfield Opportunity Area (BOA) Program for properties within the city's LWRP boundary that have also been included within the Vacuum Oil BOA, LYLAKS BOA or the 14621 BOA.

NEW YORK STATE ENERGY RESEARCH AND DEVELOPMENT AUTHORITY

- Funding and technical assistance with energy efficiency studies and projects.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

- Provide physical improvements to city streets and arterials which will improve circulation and access for pedestrians and bicyclists and implement the city's "Complete Streets" policy.
- Provide traffic calming improvements to city streets and arterials within the LWRP boundary as identified and approved by the city's Traffic Control Board.
- Funding and technical assistance for the design and construction of the Westside Canal Parkway and Trail.

EMPIRE STATE DEVELOPMENT CORPORATION

- Assistance, as needed, for the preparation of economic feasibility studies for the reuse of various deteriorated and underutilized structures connected with the siting or improvement of public facilities and with other revitalization efforts within the city's LWRP boundary.

OFFICE OF GENERAL SERVICES

- Prior to any development occurring in the water or on the immediate waterfront, OGS will be contacted for a determination of the State's interest in underwater or formerly underwater lands and for authorization to use and occupy such lands.

OFFICE OF PARKS, RECREATION, AND HISTORIC PRESERVATION

- Funding assistance for the planning, design and construction of expansion or improvement projects at various city parks including Ontario Beach Park, Seneca Park, Maplewood Park and Genesee Valley Park.
- Funding approval under programs such as the Land and Water Conservation Fund and the Clean Water / Environmental Protection Fund for development of or improvements to waterfront parkland and trails.
- Funding, as needed, for the development of the new Genesee Falls Park concept and new physical access and pedestrian circulation improvements into and through the High Falls District and Genesee River Gorge.
- Provide funding assistance to the City of Rochester for the planning, development, construction, major renovation, or expansion of existing and planned recreational facilities located in or

adjacent to waterfront areas including city parks, open space areas and other waterfront attractions or facilities.

II. Federal Actions and Programs

FEDERAL HIGHWAY ADMINISTRATION

- Funding and technical assistance for the design and construction of improvements to various city streets and arterials within the LWRP boundary for traffic calming and improved circulation / access for pedestrians and bicyclists.
- Funding and technical assistance for the design and construction of the Westside Canal Parkway and Trail.

DEPARTMENT OF COMMERCE

- Funding and technical assistance for economic development projects within the High Falls District, the Port of Rochester site and Rochester's Center City (Erie Canal Aqueduct).

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

- Funding assistance for community projects through the Community Development Block Grant (CDBG) program.

SMALL BUSINESS ADMINISTRATION

- Funding and technical assistance for local businesses along the waterfront to stimulate economic development, with particular attention to waterfront businesses and attractions adjacent to or near the Port of Rochester site and new marina.

US ARMY CORPS OF ENGINEERS (USACE)

- Funding and technical assistance for the design and construction of potential dredging, wave surge and navigation improvements within the Genesee River, particularly at the mouth of the river and adjacent to the Port of Rochester.

Section 7: LWRP Local Commitment and Public Participation

A. LWRP ADVISORY COMMITTEES

The LWRP is the statement of land use and development policy for the city's waterfront areas. It was last prepared by the City Planning Office and adopted by City Council in 1990. As this LWRP Update expands 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:

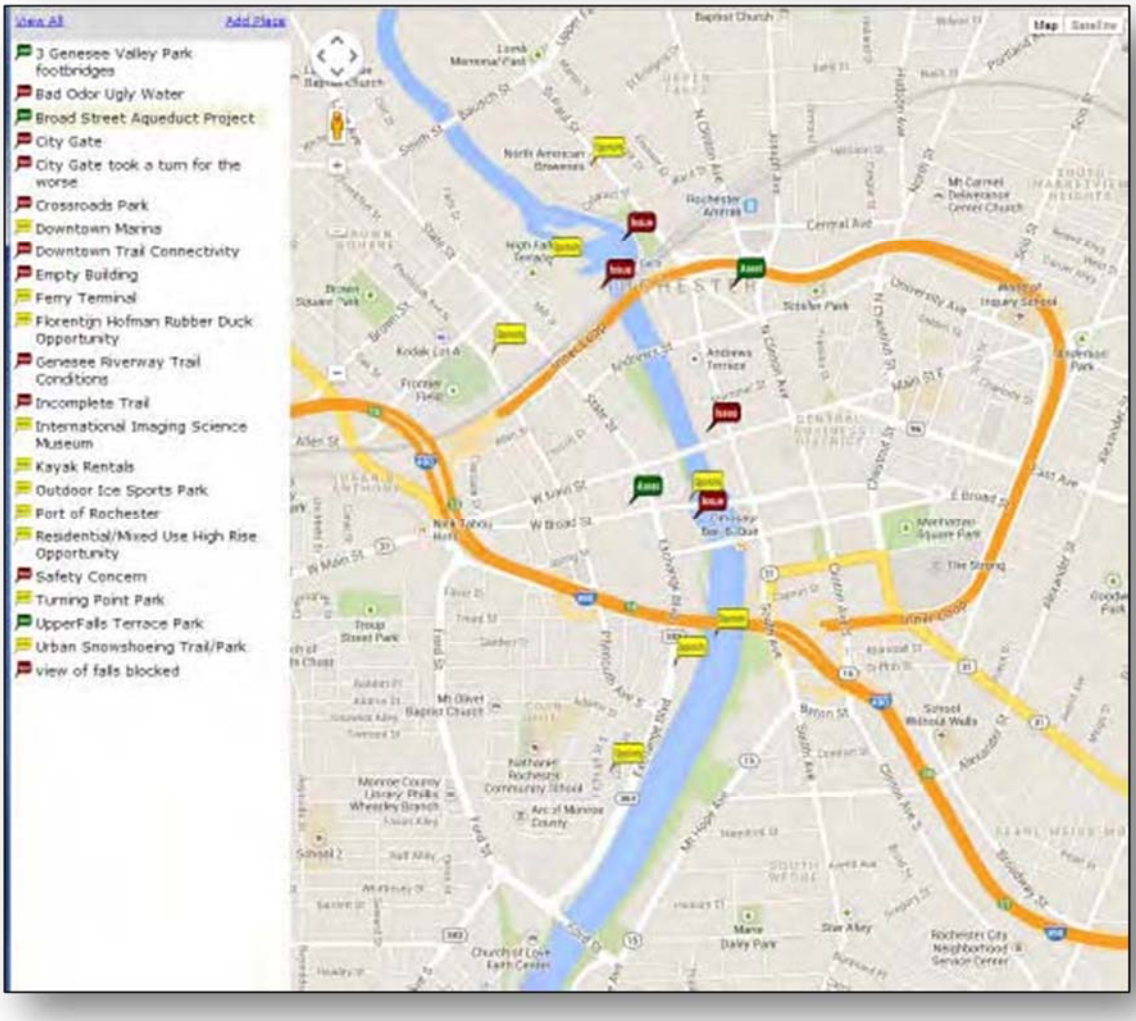
- High Falls area respondents agree that a great waterfront is about access to a natural setting.
- Charlotte participants were very concerned with the effects of traffic, parking and other car-related issues on the neighborhood.

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 2014. The online collaborative map gleaned 23 comments from participants.

Below is a screenshot of the collaborative map that was online depicting the downtown area:

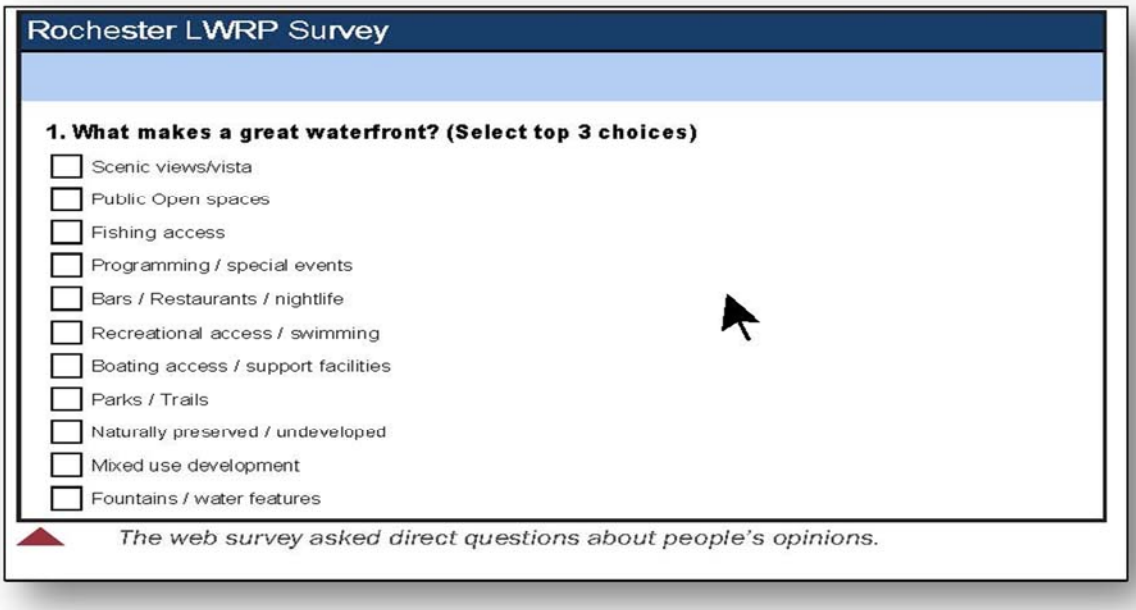


Key findings from these comments include:

- 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 web survey asked direct questions about people's opinions.

Although the LWRP 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.

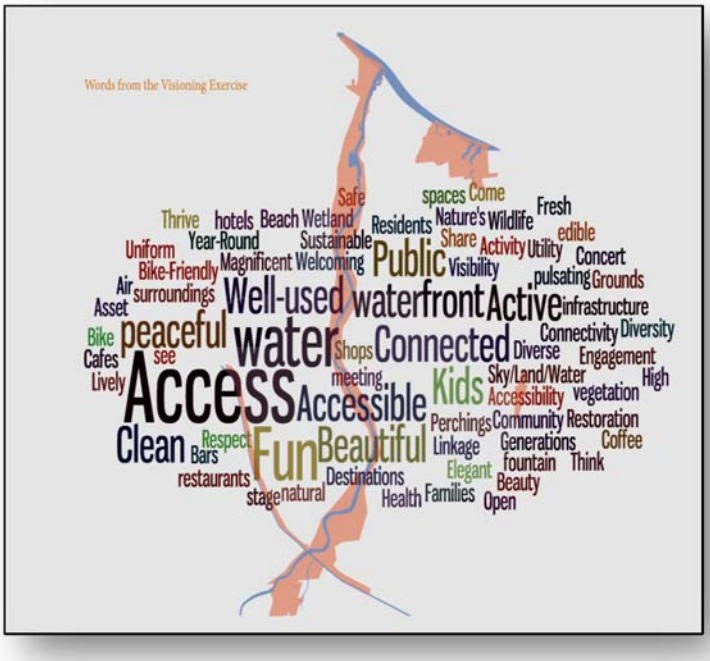
C. LWRP PUBLIC INPUT: OPEN HOUSE EVENTS

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 participant's answers were used to create the "word cloud" to the right, which summarizes the community's vision for the waterfront. The size of each word in the cloud is determined by the frequency with which the respondents used the word to describe their ideal waterfront.

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.

A final public hearing will be held when the LWRP document is submitted to Rochester City Council for final approval and adoption.

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 but coordinated initiative, the City of Rochester prepared the *Port of Rochester & Genesee River Harbor Management Plan* ("Port HMP") for the Rochester's Harbor at the mouth of the Genesee River on Lake Ontario. That plan assessed jurisdiction, water surface use issues, public safety, events and programming, boating, sedimentation and dredging, water level and drainage issues, water quality, and operations and maintenance. The Port HMP is included as Appendix I of this LWRP.

This section of the LWRP incorporates, by reference, recommendations from the Port HMP, and provides additional structure, clarification, and recommendations that address harbor management issues within the remaining harbors within the city's waterways. The remaining harbors of the city that are addressed within the following 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. HARBOR MANAGEMENT AREA BOUNDARIES

The boundary of the Port HMP, as described in the plan, is as follows:

> *The Harbor Management Area (HMA) begins approximately 1,500 feet north of the Ontario Beach shoreline and extends upstream to the terminus of the federal navigation channel approximately 200 yards south of the Essroc Cement Corporation facility, near Turning Point Park. The 1,500-foot northern boundary was established in accordance with New York State Executive Law Article 42 §922,*

whereby authority is granted to cities with an HMP to regulate uses in, on or above surface waters to a maximum distance of 1,500 ft. from the shoreline.

Generally, the HMA is bounded by the Charlotte Running Track (a railroad right-of-way owned by CSX Transportation) and Lake Avenue on the west, while the eastern boundary generally follows the municipal boundary between the Town of Irondequoit and the City of Rochester From Seneca Park north to Pattonwood Drive, where it turns northeast and winds its way around the marinas and yacht club properties before reaching Lake Ontario. The HMA includes approximately 340 acres of lands abutting the shoreline or directly associated with those shoreline parcels.

The Genesee River within the HMA lies entirely within the City of Rochester. Along the western border of Irondequoit, the city claims a thin strip of land that extends northward along the banks of the river from Seneca Park to Lake Ontario, at some points less than 50 yards (46 m) from the shore so that the entire east bank is located within the boundary of the City and the border of the Town of Irondequoit never reaches the river.

In total, the HMA encompasses 557 acres, of which the majority (approximately 340 acres) is located land-side; the remaining 217 acres encompass the Genesee River and Lake Ontario. As it relates to municipal boundaries, the HMA includes 431 acres within the City of Rochester and 42 acres within the Town of Irondequoit; the remaining 84 acres are associated with Lake Ontario and do not fall within municipal boundaries.

For the remainder of the City's harbors and potential harbors, as shown in Figure 26, the Harbor Management Plan boundary is generally defined as follows:

Lake Ontario at Durand Beach: Along the Durand Eastman Park shoreline, the Harbor Management Area section would run from the 100 year flood plain boundary 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 boundary 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 are shown on Figure 26 and are further described in the Inventory and Analysis section below. 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 27 below.

FIGURE 26: LWRP HARBOR MANAGEMENT PLAN ZONES

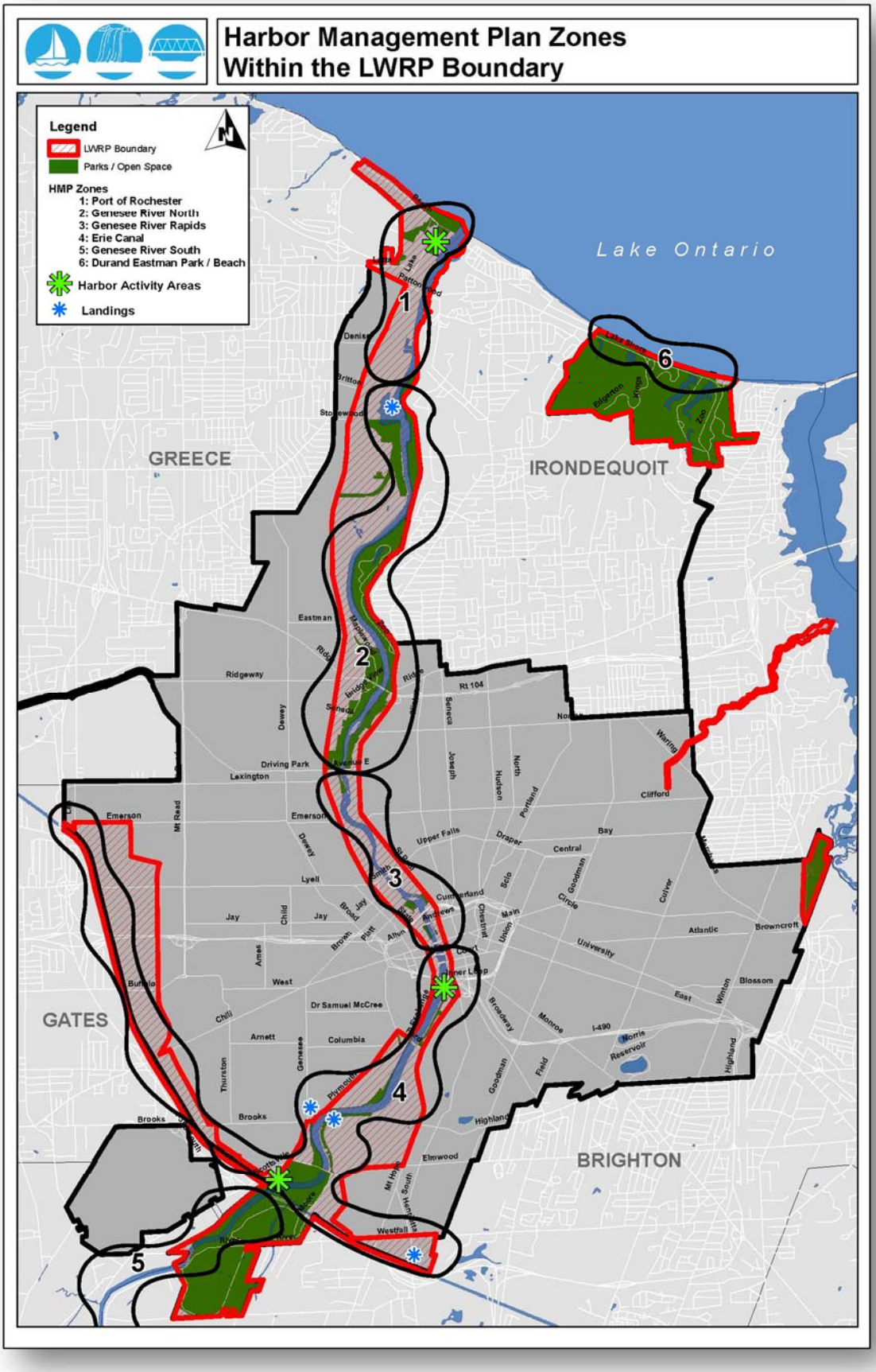
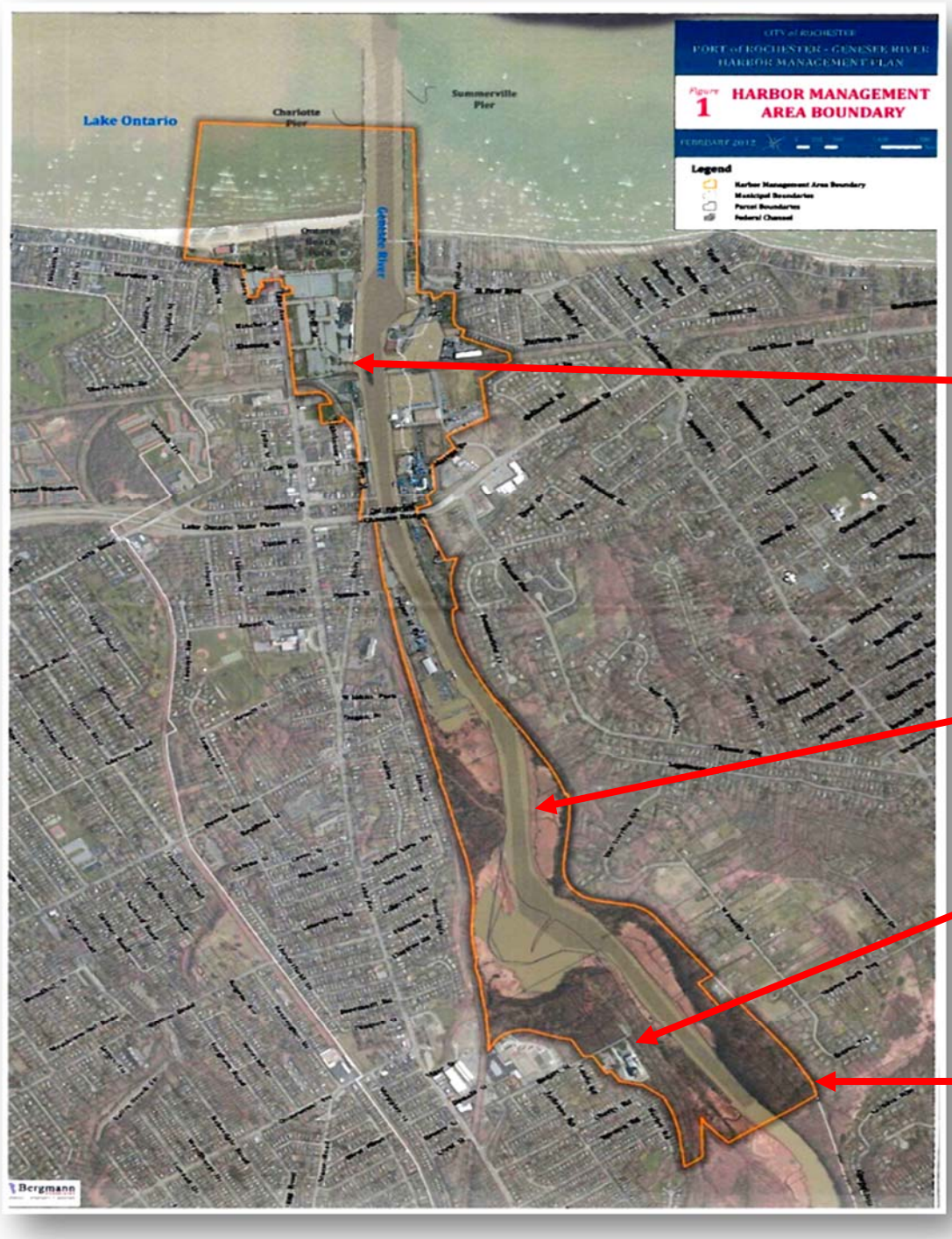


FIGURE 27: LWRP HARBOR MANAGEMENT ZONE 1
PORT OF ROCHESTER TO TURNING BASIN



Port of Rochester Harbor Area

Genesee River & Navigation Channel

Turning Basin & Turning Point Park

HMP Boundary Extent – Zone 1

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.

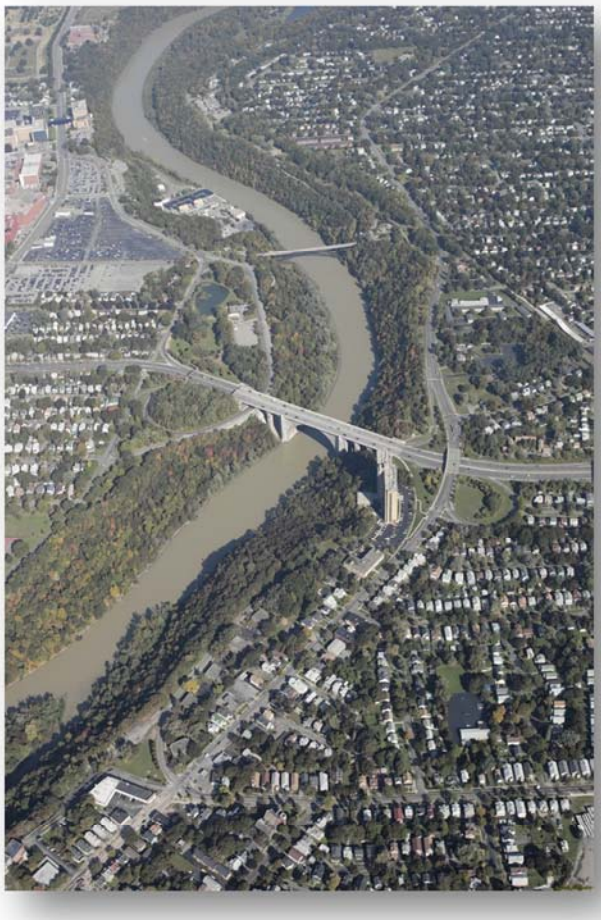
PORT HMP (ZONE 1)

A detailed inventory and analysis for the Port HMP (Zone 1) is included in Appendix I.

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 10 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 western end of the park 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 re-opened for supervised swimming in 2006 and is supported by temporary facilities at this time, however the construction of a more permanent bathhouse structure and additional amenities are planned.

D. MANAGEMENT, OPERATION AND ENFORCEMENT

Management and operations recommendations for the Port HMP are included in Appendix I. 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 select areas, issues of jurisdictional authority, operations, enforcement and public safety need to be well coordinated between multiple agencies and municipalities, particularly within and adjacent to the Port of Rochester.

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 (SEQR). NYS DEC also administers stormwater 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). The rules and regulations that govern the Canal can be found at: http://www.canals.ny.gov/about/rulesregs/canalregs.pdf and http://www.canals.ny.gov/business/realproperty/tap-923b.pdf.

LAKE ONTARIO

The waters of Lake Ontario, off of Durand Beach Park, are substantially regulated by New York State Navigation law (https://parks.ny.gov/recreation/boating/navigation-law.aspx) with enforcement support from Monroe County Sheriff's Office and the U.S. 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 a Harbor Management Entity, similar to what is proposed in the Port HMP, 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.

EXISTING REGULATORY JURISDICTIONS AND AUTHORITIES

Existing regulatory jurisdictions and authorities within the city's Port HMP are summarized in the chart below. 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 Entity.

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 & Techical 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	

E. INFRASTRUCTURE

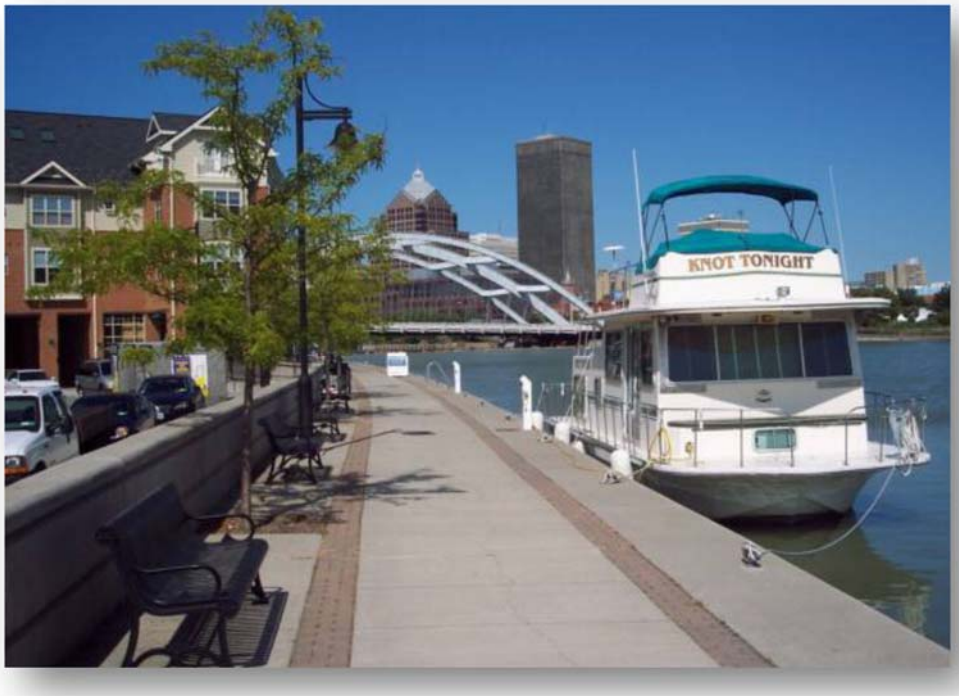
Existing harbor infrastructure includes flood, environmental, hydro-electric, recreational and navigational components. These components are described below:

FLOOD AND ENVIRONMENAL 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.

HYDROELECTRIC 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 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

PUBLIC ACCESS AND VISITOR AMENITY

A substantial investment has been made in public access to the shore, including trails, trailheads, parks, and boardwalks. There is a trailer boat launch at 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 installation of additional infrastructure. Additional car-top boat 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 other possibilities.

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 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, in the South Wedge area, 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 29 and the suggested regulation of these uses is as follows.

Docking, Anchoring and Mooring: No docks, moorings or anchoring should be allowed in the Rapids section of the Genesee River, with the exception of public fishing piers. No docks or moorings should 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 10 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, rental and storage facilities as well as 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 swimming areas during posted hours of operation.

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 28: LWRP WATER RELATED RESOURCES / WATER SURFACE USE

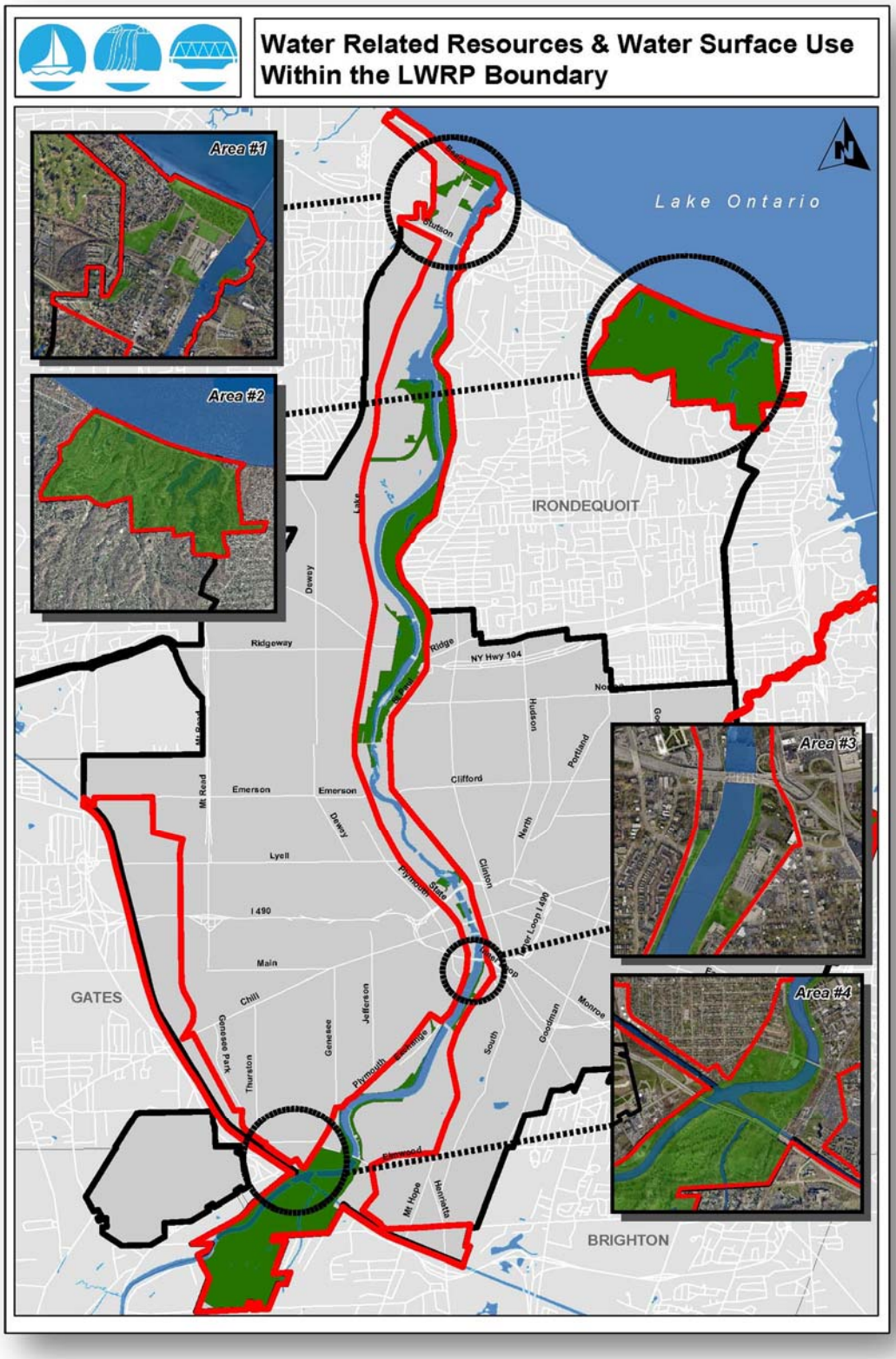


FIGURE 28, Continued: LWRP WATER RELATED RESOURCES / WATER SURFACE USE

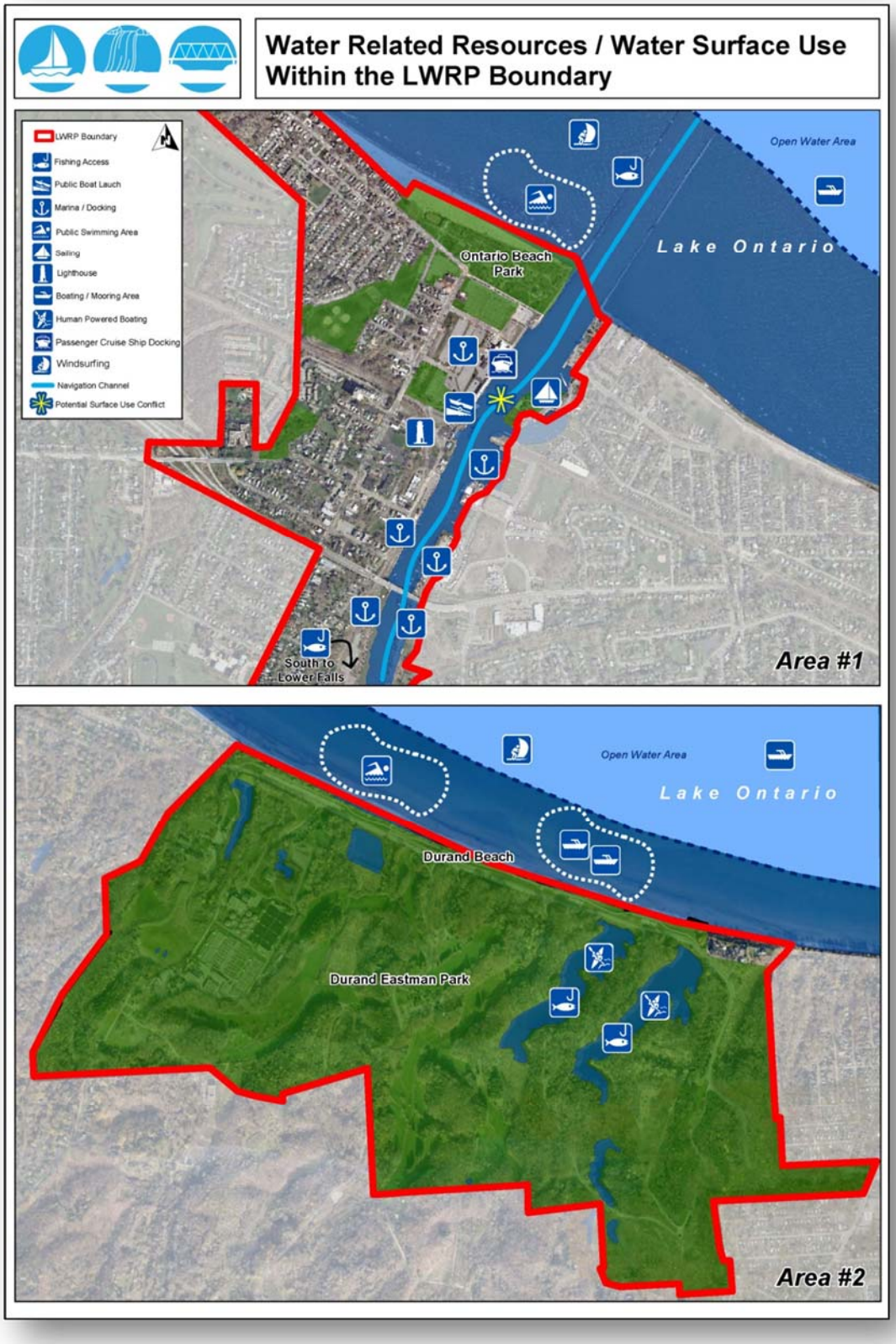
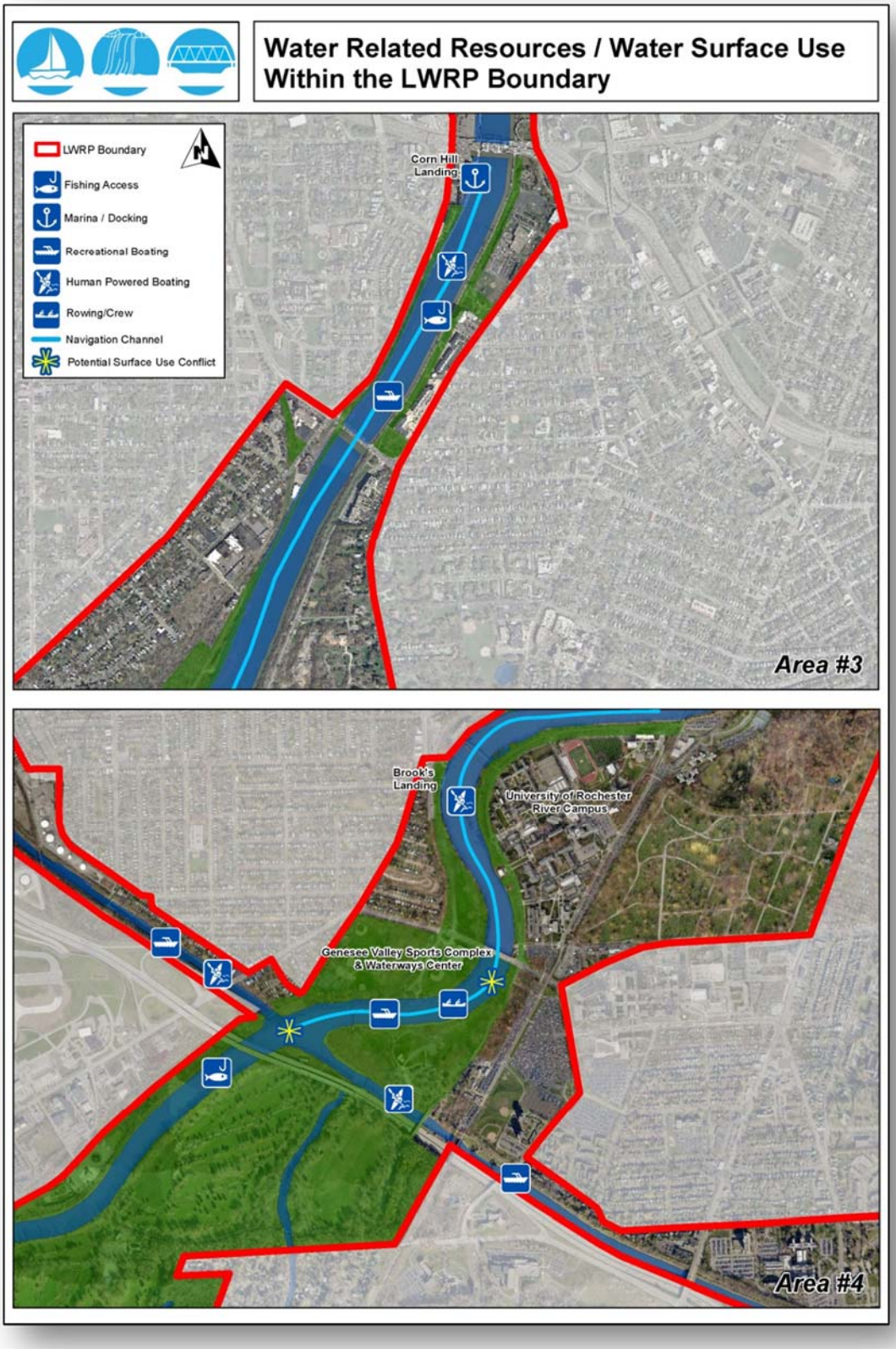


FIGURE 28, Continued: LWRP WATER RELATED RESOURCES / WATER SURFACE USE



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 has developed a new approach for managing water levels and flows in the Lake Ontario / St. Lawrence River (LOSLR) system. The former water level management plan (known as 1958 D) allowed 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 that the 1958-D plan severely impacted coastal environmental processes, in particular emergent wetland communities over the past four decades of it being in place.

The new regulation plan, referred to as Plan 2014 was adopted and put into effect in December 2016 and specifies the operational rules for managing Lake Ontario outflows to more closely follow natural patterns of water levels and flows than did the 1958-D plan, while moderating extreme water levels and establishing an "adaptive management strategy." The new plan allows more seasonal variability in water levels (higher highs and lower lows) 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 Figure 27):

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

The Port of Rochester Harbor Management Plan has recommended a Harbor Management Entity for the Port area. The role of that group should be replicated for management of the Genesee River North Zone, the Erie Canal Zone and the Genesee River South Zone.

New Regulations: New 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 Riverway 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 new car-top 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): Enhance 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 29.

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. Consider continuing 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.
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.

<u>City of Rochester</u>
Harbor Management Entity 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

City of Rochester Local Waterfront Revitalization Program