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## ***SECTION I: LOCAL WATERFRONT REVITALIZATION AREA BOUNDARY***

### ***1.0 Boundary Selection Criteria***

The boundary of the Waterfront Revitalization Area (WRA) includes all land and water within the town of DeWitt, exclusive of that which is also located within the village of East Syracuse. Please refer to Map 1, WRA boundary. The narrative and criteria for boundary selection provided below here supports a broad application of the program within the town of DeWitt. The waterfront advisory committee used the following criteria to delineate the WRA:

- **The WRA should include land uses that affect or are affected by waterfront issues, problems, and opportunities**
- **The WRA should include natural and cultural resources with a physical, social, visual or economic relationship to the waterfront or the inland waters**
- **The WRA should include any areas necessary for the achievement of policies in the LWRP.**
- **To the extent possible, the boundary should follow recognizable natural or cultural (streets, railroads, etc.) features.**

The specific application of these criteria is best described with a northern portion and southern portion with Erie Boulevard, bisecting the town nearly at the midsection. This is the most logical area for separation of northern and southern town areas. The description of the southern portion includes the description of Erie Boulevard and the underlying historic canal. Note that these northern and southern WRA portions do not represent formal subsections of the WRA, The two portions are only presented here as a means for organizing and describing the boundary selection process, which is as follows:

#### **Waterfront north of Erie Boulevard:**

Ley Creek, having recently been designated an inland waterway by the New York State legislature pursuant to Article 42 of New York State Executive Law in 2018, is the most prominent water feature draining the waterfront revitalization area north of Erie Boulevard. As shown in Map 1, the northern and southern branches of Ley Creek form a semicircle within the western and northern reaches in this area. The Ley Creek sub-watershed is strongly influenced by industrial land uses, major transit routes, and other such historical development patterns that have significantly altered the hydrology of this area since the Erie Canal brought development to the region. The Ley Creek sub-watershed extends throughout and beyond the town's jurisdiction into the adjacent municipalities. It is currently the focus of a coordinated watershed planning effort to be further elaborated in Section 4 of this LWRP. As the scope of this LWRP is limited to the DeWitt jurisdiction, the municipal boundary is therefore the most logical delineable boundary in this portion of the WRA, which includes a significant portion of the Ley Creek sub-watershed. Along the western reach of this WRA, the town boundary also forms the only direct and delineable connection between the north branch of Ley Creek, the minor tributaries that intersect the New York State Thruway, and the meandering Butternut Creek as it passes under the CSX rail line flowing north to underpass Kirkville road before leaving the town and emptying into Oneida Lake. The water quality of both Butternut Creek and Ley Creek exert significant influence on the subsequent water quality of nearby Oneida and Onondaga Lakes. Please see Section 2 of this LWRP for



more information.

In the southern area of this WRA portion, although Ley Creek is equally influential, the WRA boundary has been drawn to exclude the jurisdiction of the village of East Syracuse. In conjunction with the major waterbodies draining this portion of the WRA, there are several recreational, abandoned, underutilized, or deteriorated parcels, that are the focus of the LWRP redevelopment efforts, as shown in Map 6. These include the former Brooklawn Golf Course and Maxwell Park, which are both bisected by the northern branch of Ley Creek, and the Butternut Swamp that forms a large and ecologically important feature along the meandering portion of Butternut Creek between the CSX rail line and Kirkville Road.

### **Waterfront south of the CSX rail line:**

In the southern portion of the WRA, prominent water features, combined with influences on land use and development, have led to the delineation of the WRA boundary to follow the town of DeWitt's jurisdictional boundary. Major water features in this portion of the WRA include the historical Erie Canal remnants such as Widewaters Pond and Cedar Bay, Butternut Creek that was designated as an Inland Waterway pursuant to Article 42 of New York State Executive Law in 2018, Orville Feeder Canal, Meadow Brook, Green Lake and the surrounding State Park, and White Lake with the surrounding natural areas. The bed of the historical Erie Canal primarily lies filled beneath Erie Boulevard in this portion of the WRA. The former Erie Canal runs westward from the Erie Canal State Park entrance near Cedar Bay, culverted across I-481 and along Kinne Road, and then underneath Erie Boulevard as it runs east-west bisecting the entire township of DeWitt. This historical portion of the Erie Canal is the focus of a current multi-million-dollar effort to close the largest gap in the Erie Canalway Trail. That will soon complete New York State Empire State Trail, -to-become the largest multi-use recreational trail in the State slated for completion by the year 2020.

Butternut Creek and the Orville Feeder Canal form a spine that runs north-south through this portion of the WRA, connecting with the Jamesville and East Syracuse Reservoir just beyond the town boundary to the South. The hamlet of Jamesville is strongly influenced by these connecting waterbodies, Jamesville is the central focus of key recreational trail linkages that aim to take advantage of the public right of way along Butternut Creek and the rail line in the southeastern portion of DeWitt. This southern end of this WRA portion also contains expansive natural areas in Clark Reservation State Park, Fiddlers Green Park, Grist Mill Park, and Woodchuck Hill Field & Forest Preserve. Fiddlers Green and Grist Mill Parks are located along Butternut Creek, and together all of these aforementioned natural areas form a natural and recreational corridor that is benefitted and influenced by the water features contained therein. Although this larger natural corridor, known as the Moorehouse Flats, extends well beyond the DeWitt east, west, and southern boundaries in this section of the WRA into adjacent municipalities, the WRA boundary is limited to the town jurisdiction and has been delineated as such. There are both barriers and opportunities to connect these natural areas and the larger recreational corridor to the south with the historical Erie Canal, and future Empire State Trail, to the north. Opportunities that take advantage of the combination of water features, public rights of way, complete streets alternatives, rail trail alternatives, and pedestrian connections, all aim to better connect residential neighborhoods in central DeWitt with major multi-use trails, water-dependent and water-enhanced recreational

opportunities, and are a core focus of this LWRP.

### 1.1 Meets and Bounds of the Waterfront Revitalization Area

Beginning at the southwest corner of parcel 083.-03-03.1, at 4393 Barker Hill Road, the boundary of the WRA extends northwest along the municipal boundary of the town of DeWitt to a point along the centerline of Nottingham Road where Nottingham Road is adjacent to parcel 055.-01-01.0 (at 307 Nottingham Road). Following the northern parcel boundary of 055.-01-01.0, the WRA turns east to approximately the southwestern corner of parcel 055.-02-11.0 at 16 Bradford Drive. Turning north, the WRA extends to the northwest corner of parcel 055.-02-01.1 at 205 Janet Drive. Turning east, the WRA extends to Kimber Drive, approximately 0.1 miles north of its intersection with Carnegie Drive. Continuing north along the centerline of Kimber Drive, the WRA continues to a point parallel with the northern boundary of parcel 056.-01-03.1 at 4102 Genesee Street. The WRA then follows the northern boundary of parcel 056.-01-03.1 until the intersection with parcel 056.-01-02.1, approximately 240 feet east of Meadow Brook. Turning northeast along the western parcel line of parcel 056.-01-03.1, the WRA continues until the centerline of East Genesee Street. Turning southeast from this point, along the centerline of East Genesee Street, the WRA continues until turning north at a point approximately parallel with the western boundary of parcel 061.-02-06.1 at 4195 Genesee Street. Continuing north until the northwest corner of parcel 047.-08-16.0, the WRA then turns west for approximately 295 feet along the rear lot lines of properties fronting Sycamore Terrace. Turning southwest at the northeast corner of parcel 047.-09-05.1 at 4101 Genesee Street, the WRA follows that parcel's perimeter and extends to the centerline of Stoneridge Drive, at which point it turns north along the centerline of Stoneridge Drive for approximately 70 feet. At a point along the centerline of Stoneridge Drive that is parallel with the south side lot line of parcel 047.-10-14.0, the WRA extends along that lot line until the furthest western point of that parcel, then turns slightly north to the southwest corner of parcel 047.-10-01.0, at 705 Sycamore Terrace. Extending north from that point, the WRA then continues to the intersecting centerlines of Radcliffe Road and Roycroft Road, following the rear lot lines of parcels fronting Hathaway Road. From this intersection, the WRA continues north approximately 180 feet along the centerline of Roycroft Road, at which point it turns west to follow the southern side lot line of parcel 046.-10-07.0. At the southwest corner of this parcel, the WRA turns northwest to follow the rear lot lines of properties fronting Salt Springs Road (city of Syracuse). At the farthest western corner of parcel 044.-09-01.1, the WRA then turns northeast to follow the western perimeter of that parcel, turning north at a point approximately 160 feet due south of the intersection of Springfield Road and the N Entrance Drive of LeMoyne College. From that point, the WRA continues northward until the northwestern corner of parcel 044.-01-01.1. Turning east, the WRA follows the rear lot lines of properties abutting Erie Boulevard East, then Headson Road, until meeting with the centerline of Thompson Road approximately 160 feet south of its intersection with Headson Road. Following the centerline of Thompson Road, the WRA extend to the southwestern corner of the village of East Syracuse, north of the Erie Boulevard right of way.

The WRA extends around the entire perimeter of the land that now constitutes the village of East Syracuse. From the southwestern corner of the village, the WRA extends to the southeastern corner at a point approximately 440 feet south of the southwest corner of parcel 014.-02-21.0, at 6085 Galster Road. Turning north, the WRA extends along the rear lot lines of properties abutting Galster Road, until

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reaching the centerline of Manlius Center Road. At Manlius Center Road, the WRA turns east to a point approximately 365 feet west of Drott Drive. Turning north at this point, the WRA extends to the northeastern corner of parcel 006.-01-04.1. Turning west at this point, the WRA extends along the centerlines of Hartwell Avenue and James Street until meeting a point approximately parallel with the northeastern corner of parcel 013.-07-02.0. Turning south and following the eastern lot line of that parcel, the WRA continues south to the southeastern corner of the railroad right of way within parcel 31268901300000060080000000. Turning southwest at the eastern corner of parcel 013.-05-04.0, the WRA extends to the centerline of Thompson Road to the northwestern most corner of the village of East Syracuse.

Turning north along the rear lot line of parcel 013.-02-07.0 at 126 Burns Ave, the WRA follows the rear lot line of that parcel until turning west again at the northwest corner of that parcel. At the centerline of Clover Ridge Drive, parallel to the northern lot line of 013.-02-08.0 at 113 Clover Ridge Road, the WRA turns south along Clover Ridge Drive for approximately 35 feet to a point parallel to the southeastern corner of parcel 013.-01-07.0 at 143 Ridgewood Drive. The WRA then follows the southern lot line of that parcel until the centerline of Ridgewood Drive. At Ridgewood Drive, the WRA turns north until its intersection with the centerline of James Street. At James Street, the WRA turns west to a point approximately 30 feet south of the southwest corner of parcel 033.-08-10.0 at 3547 James Street. At that point, the WRA turns north to the inside corner of parcel 033.-08-08.3 at 107 Leo Avenue. From that corner, the WRA turns west to the southwest corner of parcel 033.-08-01.0 at 135 Walter Drive. Turning to the north, the WRA extends along the side/rear lot line of that parcel until meeting the centerline of Lepage Place. Turning approximately 195 feet to the west, the WRA follows Lepage Place until its intersection with the centerline of Lamson Street. Turning north, the WRA follows the centerline of Lamson Street until the northernmost corner of parcel 033.-07-01.0. At that corner, the WRA turns northwest along the westernmost lot line of parcel 31268903300000020080000000, a rail right of way owned by CSX Transportation. The WRA then turns west at the eastern corner of parcel 031.-11-14.1 at 386 Midler Avenue, remaining parallel with the southern lot line of that parcel until a point at the intersection of Fobes Avenue and Dunlap Avenue. The WRA continues west along the centerline of Dunlap Avenue until the centerline of Taft Avenue, at which point the WRA turns northwest to the southeastern corner of parcel 030.-05-05.1 at 601 Taft Avenue.

From the southwest corner of that parcel, the WRA turns north toward, remaining parallel with the rear lot lines of properties abutting Taft Avenue, crossing County Route 298 and the CSX rail yard and along the westernmost lot line of parcel 023.-08-03.0 until the intersection of Factory Ave. and Townline Road. The WRA follows the centerline of Townline Road north until a point parallel with the northwest corner of parcel 015.-01-09.2 at 6800 Townline Road. From that point, the WRA continues northward along the westernmost lot line of parcel 015.-01-01.0 (the Syracuse International Airport) until the northwestern corner of that parcel. Following the northern lot line of that parcel, and adjacent properties to the east, the WRA crosses Northern Boulevard at a point parallel to the northeastern corner of 016.-01-03.2 at 7182 Northern Boulevard. Continuing to the east along the same parallel line, the WRA meets the northeastern corner of parcel 016.-03-08.0 at 7231 Fly Road. From that point, the WRA continues east along the centerline of East Taft Road until a point parallel to the northeastern corner of parcel 019.-02-04.1 at 6870 Taft Road. Turning south at that point and

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continuing along the eastern lot line of parcel 019.-02-04.1, remaining parallel until the intersection of Girde Road and Kirkville Road. Continuing south along the centerline of Girde Road, the WRA crosses the CSX rail yard and continues along a parallel line south of the yard, along Manlius Townline Road, until its intersection with Manlius Center Road. At that intersection, the WRA follows the easternmost lot line of parcel 014.-04-10.1 and continues southward along the rear lot lines of properties abutting Fisher Road until the easternmost lot line of parcel 063.-03-01.0 (Cedar Bay Park). Continuing south along the easternmost lot line of parcel 063.-03-04.0 and extending in a parallel line across East Genesee Street, the WRA meets the centerline of Highbridge Road at a point approximately 2,800 feet due southeast of the intersection of Highbridge and East Genesee.

The WRA continues to follow the centerline of Highbridge until the northeast corner of parcel 077.- 10-07.2 at 7154 Highbridge Road, then turns south to cross Woodchuck Hill Road and follows the easternmost lot line of parcel 081.-03-16.1. The WRA remains parallel to that lot line, heading south toward the southeastern corner of parcel 089.-02-09.0 at 7176 Seneca Turnpike. Following the southern boundary of the town of DeWitt and the northern boundary of the town of Pompey, the WRA turns east toward Gates Road, continuing to the point of intersection with the eastern boundary of the town of Lafayette, at the centerline of Taylor Road at a point approximately 440 feet south of its intersection with Serah Lane. Continuing west, the WRA follows the southernmost lot line of parcel 089.-01-01.1, crosses County Rout 91, and maintains a parallel line due west until aligning with Smokey Hollow Road approximately 190 feet west of the northeast corner of parcel 001.-0322.1 (in the town of Lafayette). From the intersection of Smokey Hollow Road and Barker Hill Road, the WRA continues to close at the point of beginning at the southwest corner of parcel 083.-03-03.1.

## ***SECTION II: INVENTORY AND ANALYSIS***

The waterfront resources of the town of DeWitt are characterized by the Old Erie Canal and associated infrastructure along the central and southern portions of the Waterfront Revitalization Area (WRA). Two creek systems, Butternut Creek, to the south of the Old Erie Canal, and Ley Creek, to the north, are the prominent water features in these areas of the WRA. Many of the natural, residential, commercial, and industrial land uses have grown around these waterways, yet the water features are often inaccessible or hidden from view. With few access points to and between these waterways, and to other public spaces, the town desires to provide new opportunities for public access. The idea is to get people to, and provide transportation along, the waterfront to the greatest extent possible. The town is currently working with New York State Department of Transportation Region 3 to establish a multi-use trail that would become a part of the Erie Canalway Trail system, the east-west portion of the proposed 750-mile Empire State Trail. In doing so, DeWitt has a leading role to close one of the most significant gaps within the 350+ mile-long Erie Canalway Trail system.

Beyond improved public access, this Local Waterfront Revitalization Program is aimed at improving the quality of life in the waterfront areas and taking advantage of the rich assets along the underutilized waterways. The following text describes and interprets existing conditions relevant to the waterfront revitalization area. It provides the context for policies and projects described in subsequent sections of the DeWitt Local Waterfront Revitalization Program.

### ***2.0 Regional and Local Setting***

The town of DeWitt is in eastern Onondaga County, bordering the eastern edge of the city of Syracuse, approximately three miles east of Onondaga Lake and approximately five miles south of Oneida Lake. The town is approximately 34 square miles in size and is bordered by the town of Manlius to the east, the towns of Pompey and LaFayette to the south, the towns of Onondaga and Salina and the city of Syracuse to the west, and the towns of Cicero to the north. The town has three primary stream systems: the former and existing Erie Canal, Butternut Creek/Orville Feeder Canal and Ley Creek Basin (Ley Creek North and South Branches, with Sanders Creek). There are about 26 miles of streams and five (5) miles of waterbody shoreline comprised of ponds or small lakes. This includes approximately three (3) miles of shoreline of the Erie Canal, made up of both existing and historical canal routes, and ten (10) miles of shoreline for the main trunk of Butternut Creek. Refer to Figure 1 – Regional setting.

Historically, development patterns throughout the town of DeWitt have affected, and have been affected by, the town's waterways since the establishment of the hamlet of Jamesville, when small grain mills were developed along Butternut Creek. The construction of the Erie Canal and Orville Feeder Canal (also referred to as the Butternut Feeder Canal) set into motion many of the current land uses and development patterns – commerce and industry were located within close proximity to water resources for shipping, power, waste discharge, and water supply. The Erie Canal opened in 1825 and was followed closely by railroad construction through the central portion of DeWitt in 1839. Together these events gave rise to the population boom within the town of DeWitt as people and commerce used DeWitt as a key point of access to both regional, national, and international markets. The evolution of freight and passenger transport away from the canal – first to the railroad and eventually toward roadways – meant that land uses around the Erie Canal became less connected to the waterways that shaped DeWitt and many other places. With the rise of the automobile and the decline of other transit alternatives such as the streetcar, DeWitt became automobile dependent. Today, DeWitt is recognized as a suburb of Syracuse, with much of the town's population commuting into the city

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for work and entertainment by car or bus. Unfortunately, also during this time, the industrial development in the northern portion of the town utilized the Ley Creek watershed for chemical waste disposal and stormwater management. The entire Ley Creek watershed is currently the focus of many cleanup efforts and the site of state- and federally-recognized brownfields.

Culturally, the Erie Canal and its feeder canals and tributaries provide local and out-of-town tourists the opportunity to connect with and learn from the local history of the region. Whether visiting the Orville Feeder Canal, Cedar Bay, or the Butternut Creek Aqueduct, or participating in emerging programmed opportunities such as the Empire State Trail, Tour the Towpath bicycling event, or Old Erie Canal Boat Float, visitors are coming to DeWitt to gain perspective and understanding of the engineering and labor that went into the construction of the Canal system. Widewaters Pond and Towpath Road provide even more opportunities to inform others of this cultural history.

Natural resources located along or within the local streams and small inland lakes are a key component of DeWitt. The collection of natural areas in the southern portion of the town combine to form a set of highly-visited natural resource destinations. These include high-profile areas such as Clark Reservation State Park, and small waterfront parks such as waterfalls at Fiddlers Green. Butternut Creek provides fishing access for local anglers, along with open space for recreationalists seeking nature-based experiences. The natural resources within the WRA include multiple nature preserves, rare plant species, drumlin and kettle pond landforms, and connected wetland corridors. These are natural assets that the town desires to protect through this LWRP. But the WRA also contains environments that are negatively impacted by local development patterns and pollution – brownfields, severely damaged surface waters, and neighborhoods with frequent flooding problems.

Today, residents are once again connecting with the Erie Canal system and recreational areas surrounding Butternut Creek. This happens primarily through diffuse, multi-layered, and well-connected recreational amenities. But residents are also reconnecting with waterways through ecological initiatives such as the Onondaga County Save the Rain and the DeWitt floodplain management programs. Although originally designed around automobile transportation, DeWitt residents in neighborhoods surrounding the Erie Canal Trail are desiring linkages to the local water-based trail systems. Regionally, residents want to use facilities in DeWitt to promote active transportation, such as biking, walking, skiing, snow-shoeing, skating, rowing, and running.

### 2.1 Summary of Issues and Opportunities

#### 2.1.1 Assets and Opportunities

Access to commerce, a wide range of housing choices, and high-quality public amenities contribute directly to the quality of life enjoyed by residents, business owners, and visitors within the town of DeWitt. DeWitt is positioned at a prominent cultural crossroads in Central New York. It is a place where industry and commerce are attracted to convenient transportation alternatives, with access to components of the interstate highway system including the New York State Thruway, I-81, and I-481; an international airport; passenger rail; and Class I freight rail. The Waterfront Revitalization Area includes primary commercial corridors that support successful businesses, office parks, and light industry within the town, such as Erie Boulevard (NYS Route 5), Genesee Street (NYS Routes 5/92), Thompson Road (State Route 635), and State Route 298 (Carrier Parkway/Collamer Road). The WRA also includes the residential hamlets of Jamesville and Collamer, with some small-scaled commerce, along with suburban residential neighborhoods ranging from older single-family detached residence neighborhoods to upscale subdivisions and condominiums.

In addition to the diverse array of development, natural areas within the town include some of the finest

parcs and green spaces that provide year-round activities. Chief among these assets is the western entrance to the Old Erie Canal State Historic Park. While the property itself is state-owned, the town maintains the trailhead parking lot that provides access to the Old Erie Canal Towpath trail. The towpath trail is an uninterrupted section of multi-use trail stretching 36 miles east to New London (in the town of Verona). Set along the former towpath of the canal, this section is part of the larger Erie Canalway system of trails along the historical canal. The National Parks Service designated the Old Erie Canal Towpath trail as a National Recreation Trail and part of the Erie Canalway National Heritage Corridor. It is a widely-used resource for strolling, bird-watching, hiking, picnicking, horseback riding, bicycling, paddling, dog-walking, fishing, jogging, skiing, snowshoeing, skating, and snowmobiling. Currently, the Erie Canalway trail is comprised of a 360-mile network that stretches between Buffalo and Albany, and links Rochester, Syracuse, and Utica. Over 75% of this trail network is off-road, utilizing the historical towpaths that lined the Erie Canal on one or both sides. When fully complete, the Erie Canalway Trail will be one of the longest contiguous non-motorized trails in North America and will further continue to emphasize the historical Erie Canal corridor as a nationally recognized destination for active transportation and tourism.

Many other waterfront resources have been developed throughout the town, with intent to create an interconnected system of waterfront recreational assets. Ryder Park, located along Butternut Creek near the town office complex, provides diverse recreational activities for all ages. DeWitt features Clark Reservation State Park in the southern portion of town. Clark Reservation has endangered and rare species and habitats, unique geologic formations from the most recent ice age, and a pond, along with a collection of unpaved trails that meander through diverse floral communities. Other naturalized areas include the Orville Feeder Canal and Fiddlers Green, which both have small unpaved recreational trail systems. Lastly, the recently developed Willis Carrier Recreation Center and “Field of Dreams” sports complex has become a key recreational asset for the WRA, particularly for residents in the northern neighborhoods.

Opportunities within the town include the need to improve infrastructure for active transportation (e.g., more bike lanes, sidewalks, safe and accessible intersections and bridges, and waterfront access points), in order to accommodate the local demand for safe, accessible outdoor physical activity. Many of these active transportation opportunities relate to the historical Erie Canal along the former alignment in DeWitt. However, the historical alignment of the canal and feeder system has been displaced by federal and state highways and other surface transportation developments. There are publicly-owned infrastructure, rights-of-way, and vacant lands surrounding the extant and historical water bodies. These areas provide ideal opportunities to advance the development of safe, accessible transportation alternatives and public access to waterfront resources.

### 2.1.2 Issues and Concerns

Despite the presence of treasured assets, there are many issues facing the community. Arterial highways divide the town into distinct quadrants and severely limit bicycle and pedestrian mobility and wildlife connectivity between habitat areas. These highways corridors are used primarily by automobile commuters. As a result, throughout the town there are multiple issues with high traffic volumes of high-speed vehicles, safety issues due to a lack of supportive bike/pedestrian infrastructure, and quality of life concerns such as noise, an overabundance of signs, and diminished visual quality due to highway infrastructure.

The town of DeWitt features remnants of the historical Erie Canal, which currently terminates at Butternut Drive. After this, there is an interruption where the canal was filled in the early 1900s, paving the way for Erie Boulevard, a main arterial that transects DeWitt, Syracuse, and the village of Solvay. The Erie Canal continued westward near Reed Webster Park in the town of Camillus, approximately 14 miles to the west of the existing canal terminus in DeWitt. DeWitt’s portion of this gap includes part of Interstate 481, local roadways, and Erie Boulevard - a six-lane state highway with controlled intersections. In DeWitt, the historical

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significance of the Erie Boulevard corridor is virtually unrecognizable; it is largely without place markers, and what canal remnants do still exist are hidden behind commercial buildings and obscured by roadways. In addition to this lack of visibility, there are few connections to and between points of public waterfront access.

Besides the concerns regarding accessibility and continuity, many of the waterfront and adjacent areas throughout the town face ecological issues and water quality concerns such as shoreline erosion and fish consumption advisories. As referenced by the 2014 Town of DeWitt Sustainability Plan, local ecological challenges include a decrease in cold-water fish species (e.g., trout) and increases in warm-water fish species (e.g., bass). Additionally, as referenced by the 2014 Town Sustainability Plan, it is projected that there will be longer warm seasons for invasive species to survive, such as Emerald Ash Borer, Hemlock Woolly Adelgid, Gypsy Moth, Eastern Budworm, and Eastern Larch Beetle. These Invasive species, both facilitated by climate change and other more direct-human driven factors, strain local vegetation, threaten human health, and alternative habitats. The ever-increasing deer population is also putting an ecological strain on natural environments, posing a hazard to vehicle operations and providing a vector for Lyme Disease in areas that also support white-footed mouse and parasitic tick populations. According to a 2012 report on climate change impacts to northeastern US forests, beech/maple/birch and ash forests are anticipated to shift towards more oak/hickory forests, dulling down the fall leaf color to browns and impacting scenic beauty (USDA 2012). These ecological issues also intersect with human health challenges that currently exist, and are expected to continue in the future, including vector-borne diseases (e.g., Lyme, ehrlichiosis, anaplasmosis, West Nile virus), and air pollution from automobile traffic. The town is also expecting to endure increased flooding and extreme weather events (e.g., intense rainfalls, droughts, and blizzards), which add strain to infrastructure and threaten public health and safety.

### 2.2 Regional Setting, Historical Context and Community Characteristics

The town of DeWitt is an inner-ring suburb of Syracuse, created in 1835 by the division of the town of Manlius. It is situated in the eastern area of Onondaga County, surrounded by the towns of Clay and Cicero to the north, the town of Manlius to the east, and the towns of Pompey and LaFayette to the south. The town of Onondaga, the city of Syracuse and the town of Salina are located along the western town boundary (see Map 1). Prior to the settling and founding of the town, the area was formerly geopolitically united as territory of the Haudenosaunee, known to Europeans as the Onondaga Nation of the Iroquois Federation.

Throughout the 19th century, the Erie Canal supported the growth of the city of Syracuse, which was further bolstered by the development of the Syracuse and Utica Railroad in the late 1800s. During this same time period, the southern portion of the town became a prosperous farming and mining area. Permanent housing and commercial areas have since replaced many of the farms and industrial areas, including the former Erie Canal.

The town of DeWitt measures 33.8 square miles in size (see Map 2). The town has three primary stream systems with varying characteristics:

- The former and existing Erie Canal includes Cedar Bay and the Widewaters areas in DeWitt, along with the western segment of slack waters of the Old Erie Canal that stretch 36 miles eastward to the city of Rome, New York. All of these areas have impaired water quality due to sluggish movement and introduction of nutrient-rich stormwater runoff from lawns and automotive fluids from road surfaces. DeWitt has a small but interesting historical aqueduct structure, partially deteriorated, that still carries Old Erie Canal water over Butternut Creek (see Photo 1). Overall, there are approximately six (6) linear miles of shoreline of the Erie Canal, including both shores of the existing and historical routes.



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- The Butternut Creek/Orville Feeder Canal/Meadow Brook complex includes mostly natural streambank areas winding through narrow slivers of somewhat disturbed habitat. There are about ten miles of shoreline of the main trunk of Butternut Creek in DeWitt.
- The Ley Creek Basin, which includes the North/South branches of Ley Creek and Sanders Creek, is similarly hemmed-in by development but affords a corridor of natural wooded lands.

In total, throughout DeWitt there are approximately 26 miles of streams and 5 miles of waterbody shoreline, including ponds or small lakes, all with some habitat values. These waterways have had a defining influence on land development patterns over time.

Development patterns in the town are typical of mid-20<sup>th</sup> century suburban development throughout the region. The town offers a mix of medium- to low-density residential development, predominately in the south. There are concentrated areas of commercial, retail, and office development predominately in the central and northwest portions of town. Industrial development and office campuses are predominately in the north. Public parks and conservation space are well-distributed throughout the town. They provide good access for outdoor recreational opportunities. These areas are described in detail in Section 2.5.4. The Erie Canalway Trail is part of these offerings. It is an important defining characteristic of the town's regional context. Due to highway barriers from I-481 and the more localized Erie Boulevard (SR 5) and East Genesee Street (SR 92), the town of DeWitt is currently the location of one of most critical gaps in the Erie Canalway Trail, and the Empire State Trail.



*Photo 1: Aqueduct near the existing terminus of the Erie Canalway Trail, view looking east toward Cedar Bay*

### 2.3 Overview of Concurrent Planning Efforts

#### 2.3.1 Regional Planning

There are a dozen regional plans that are available to help guide land use and other activities in the town of DeWitt and Onondaga County, as a whole. Relevant plans at a regional level include the following:

##### ***Central New York Regional Economic Development Council Strategic Plan***

The Regional Economic Development Council initiative (REDC) is a key component of State investment and economic development. The REDC was created in 2011 to develop long-term strategic plans for economic growth for ten regions across New York State. The Central New York Region includes Onondaga, Madison, Cortland, Cayuga and Oswego counties. The Central New York REDC's 5-year strategic plan establishes a holistic economic strategy and promotes priority projects eligible for capital funding, tax credits, and other financial incentives. The three main goals of the strategic plan are: 1) to strengthen targeted industry concentrations that leverage unique economic assets; 2) improve competitiveness in, and connections to, the regional, national and global economies; and 3) revitalize the region's urban core, main streets and neighborhoods. Since 2012, the REDC has released an annual report highlighting the year's funded priority projects. In 2015, the town of DeWitt had three awarded projects: construction of an outdoor multi-sports complex at the Willis Carrier Recreation Center, energy efficiency and renewable energy improvements to an outdoor multi-sports complex for the Syracuse Challengers Little League Baseball Division, and development of an online comprehensive and interactive GIS storm sewer map for use by the CNY Storm Water Coalition. In 2016, the town of DeWitt was again awarded funding for three projects, including the design of a trail extension from the current Erie Canalway Trail terminus to Erie Boulevard, a public art and oral history interpretation of the Erie Canalway Trail gap, and an engineering study relative to the diversion of wastewater flows from the Meadowbrook Limestone wastewater treatment plant to another facility.

##### ***Vision CNY: Central New York Regional Sustainability Plan***

Created in June 2013, the Vision CNY Report was led by the Central New York Regional Planning and Development Board (CNYRPDB) under the NYS Cleaner, Greener Communities Regional Sustainability Planning Program. Funding for the CGC program comes from the Regional Greenhouse Gas Initiative (RGGI) and is administered by the New York State Energy Research and Development Authority (NYSERDA). NYSEDA, a public benefit corporation, offers objective information and analysis, innovative programs, technical expertise and funding to help New Yorkers increase energy efficiency, save money, use renewable energy, and reduce their reliance on fossil fuels. This plan represents an outcome of the first phase of a two-phase competitive grant process as defined through the NYS REDC Program: regional planning to develop a series of goals, strategies, and project recommendations to support a sustainable future. The second phase of the CGC program, initiated by NYSEDA in 2013, provided up to \$90 million of statewide funding for projects that supported the implementation of the regional sustainability plan. Target goals from the Sustainability Plan that are relevant to this LWRP include the following: 1) create 50 new miles of dedicated cycle tracks along major commuting corridors by 2030 and 2) reduce percentage of household income spent on housing and transportation costs in CNY by 10%. The CNY Regional Sustainability Plan has several references to the Erie Canal National Heritage Corridor (ECNHC) and other DeWitt trails, both as local assets and opportunities for improvements. The first strategy is to support an ECHNC waterfront revitalization program, particularly in areas experiencing sustained physical deterioration, decay, neglect, disinvestment, or where a substantial proportion of the residential population is of low income, underserved by recreation opportunities or otherwise disadvantaged.

##### ***Old Erie Canal Waterfront Revitalization Program (in process)***

In 2015, New York State awarded funding for Madison County to complete a joint LWRP for the waterfront

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communities located along the Old Erie Canal, within Onondaga, Madison, and Oneida Counties. This project involves preparation of an LWRP pursuant to the provisions of NYS Executive Law, Article 42. The LWRP will coordinate efforts into a single plan that emphasizes the Old Erie Canal as a means for downtown revitalization in the five towns, four villages, and two cities facing the canal. It will examine reuse of underutilized canalside properties and recommend implementation actions designed to better connect downtowns to the canal, promote alternative transportation modes and increased recreational opportunities, and measures to improve the water quality and flow of the canal. The LWRA of this complementary initiative generally follows the canal corridor throughout the Old Erie Canal State Historic Park, from the town boundary between DeWitt and Manlius to the city of Rome. The LWRA also includes additional nodes of commercial activity that are historically linked to the development of the canal.

### ***Onondaga Sustainable Development Plan***

The 2012 Sustainable Development Plan is the result of an extensive process led by the Syracuse-Onondaga County Planning Agency (SOCPA) to obtain public input, test ideas, and research new ways to work toward regional goals for environmental, social, and economic sustainability. Based on scenario analysis with citizen and stakeholder input, the plan made recommendations on nine (9) elements of sustainable development, ten (10) character areas throughout the county and an action plan to implement the county's vision for planned growth and other elements of sustainability. More than fifty (50) projects and practices were recommended. Some examples are reducing vehicle miles traveled, linking neighborhoods to workplaces and recreation, completion of the Erie Canalway Trail, preservation of open space (including wildlife conservation land, farmland, parks, recreational trails and other natural rural landscapes) and ensuring clean water and other actions to improve sustainability.

### ***Syracuse Metropolitan Transportation Council Erie Canalway Trail Syracuse Connector Route Project***

Initially launched as a part of the SMTC's 2011-2012 Unified Planning Work Program, the purpose of the overall Erie Canalway Trail Project was to re-establish a working group of interested agencies to continue discussions on how and where to locate the Erie Canalway Trail through the Syracuse area. This includes the city of Syracuse, with connections to existing trail sections in the towns of Camillus to the west, and DeWitt to the east. The concept is to ultimately develop a plan and construction documents for how to close the gap in the Erie Canalway Trail in Onondaga County. Part I of the project proposed a short-term, on-road, temporary signed route, while Part II proposed a plan for a permanent off-street Erie Canalway Trail route. The portion of the study area located within DeWitt was presented with two options. The first option increased user diversity and bike/pedestrian accommodations along Erie Boulevard, Towpath Road, Kinne Road and Butternut Drive to the existing Erie Canalway Trail. The second option created an off-road trail within the area between I-690 and Erie Boulevard east, eventually reaching Towpath Road, Kinne Road and the Erie Canalway Trail. The town of DeWitt's preferred option is the on-road route along Erie Boulevard, Towpath Road, Kinne Road and Butternut Drive.

### ***Syracuse Metropolitan Transportation Council Long-Range Transportation Plan (LRTP) 2011 Update***

The purpose of SMTC's Long Range Transportation Plan is to protect the value of investments within transportation systems while providing resources to pursue innovative solutions to mobility constraints. The goal is to enhance available travel choices. The LRTP projects that vision over a 25-year period. This plan specifies that, while the majority of funds will be dedicated for maintenance of existing infrastructure, there will be some smaller amounts of funding dedicated to improvements. These are improvements to: transit capacity and reliability, bike and pedestrian infrastructure, troublesome intersections, and transportation management technology.

### ***Syracuse Metropolitan Transportation Council Bicycle and Pedestrian Plan***

The SMTC bike/pedestrian plan is designed as a policy level plan. It seeks to preserve and enhance the area's

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bicycling and pedestrian network and to improve the safety, attractiveness, and overall viability of cycling and walking as legitimate transportation alternatives. The plan highlights the benefits of the Erie Canalway Trail as a combined bicycle and pedestrian facility and a connector of communities between Albany and Buffalo along the 524-mile Erie Canalway system. A major component of the bike/pedestrian plan was the development of an annotated route map. This map portrays the suitability of the existing transportation network for bicycle use in Onondaga County, including the town of DeWitt.

### ***Other Syracuse Metropolitan Transportation Council (SMTC) Initiatives***

The Unified Planning Work Program (UPWP) incorporates all transportation planning and directly supporting comprehensive planning activities in the Syracuse Metropolitan Area during state fiscal years 2016-2017 (April 1, 2016 - March 31, 2017). The UPWP is intended to provide a mechanism for the coordination of transportation planning efforts by local, state, and regional agencies through the SMTC. The most recent UPWP included a budget for the Erie Boulevard East Pedestrian Study to analyze and prioritize pedestrian needs along the Erie Boulevard corridor, specifically pedestrian crossings from Beech Street in the City of Syracuse to Routes 5 and 92 in the town of DeWitt. The UPWP also budgeted for a Central DeWitt Bike/Pedestrian Mobility Plan and the Carrier Park Mobility Plan to assist the town of DeWitt in identifying the potential for incorporating bicycle and pedestrian facilities to connect destinations throughout Central DeWitt and Carrier Park.

NYS Department of Transportation (NYS-DOT) Transportation Improvement Plan (TIP) for Central New York Region

This plan lists statewide transportation improvement projects and an implementation schedule to carry them out. The following project from the TIP for FFY 2015 is relevant to the purposes of the DeWitt LWRP: Upgrading, replacement, or placement of delineators, reference markers and highway signs within the existing right-of-way on Route 5 (Erie Blvd.) from Teall Avenue to the village of Fayetteville and I-690 from the Teall Avenue interchange to I-481.

### ***2014-2019 Statewide Comprehensive Outdoor Recreation Plan (SCORP)***

The SCORP is established by the NYS Office of Parks, Recreation and Historic Preservation and the NYS Department of Environmental Conservation. This five-year plan provides a statewide recreational planning framework to guide regional and local agencies in planning, policy and prioritization efforts. The SCORP also incorporates citizens' participation. It identified the Syracuse region as having a relatively high need for improved bicycle facilities compared to most other areas of the state. There was also a moderate need for improvement of winter activities across Onondaga County.

The Canalway Trail has also been the subject of several other regional studies and initiatives that predate those described above. These include, the following:

- The Canalway Trail Gap Segment Assessment Report (Parks & Trails NY (PTNY), 1998)
- The Canalway Trail Through Syracuse report (SMTC, 1999)
- Mapping efforts produced by the Friends of the Onondaga Canalway Trail (2003)
- Cycling the Erie Canalway guidebook (PTNY, 2007, 2010)
- Closing the Gaps: A Progress Report on the Erie Canalway Trail (Canalway Trail Association of NY and PTNY, 2010)
- The Campaign to Close the Gaps (Office of U.S. Senator Kirsten Gillibrand, 2010)

### ***Central New York Region Recreation and Heritage Plan (RRHP) Phases I and II***

The Central New York Regional Planning and Development Board (CNYRPDP) with Oswego, Cayuga, Onondaga, Madison, and Cortland Counties, prepared Phase I of the Central New York Region Recreation and Heritage Plan in 2017. The RRHP provides the foundation for the establishment of a regionally inter-linked

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recreational and heritage network. In Phase II of the RRHP, now underway, the CNYRPDP will work with communities identified as nodes of activities and landmarks in the five county Regional Recreation and Heritage Plan (RRHP) to establish a collaborative Implementation Task Force; initiate community outreach including planning and design activities; develop a unified "wayfinding" program in collaboration with jurisdictional entities; and identify and establish municipal and inter-municipal partnerships to implement target opportunities identified in the RRHP. The town of DeWitt was preliminarily identified for waterfront and trail linkage planning as part of the RRHP's Syracuse-Jamesville Rail with Trail Bikeway node and the Jamesville-Labrador Hollow Bike Corridor node.

### ***Syracuse-Onondaga County Planning Agency Hazard Mitigation Plan – Onondaga County, NY***

Through a grant from the Federal Emergency Management Agency (FEMA), the Syracuse-Onondaga County Planning Agency (SOCPA) led the creation of a comprehensive, multi-jurisdictional Hazard Mitigation Plan in 2011 for Onondaga County and its participating municipalities. This plan identifies natural hazards of the region, assesses specific vulnerabilities to these hazards and seeks to identify projects and measures that may reduce damages from future hazards. Flooding is the primary hazard affecting Onondaga County as a whole, including the town of DeWitt, however severe winter storms, landslides, and wildfires are also potential hazards. The plan sets forth a series of proposed initiatives which include coordination between municipal officials and floodplain administrators and outreach to property owners of flood-prone properties on potential mitigation measures. The plan also recommends the town of DeWitt to begin the process of application to the Community Rating System (CRS) to further manage flood risk and reduce flood insurance premiums for National Flood Insurance Program policyholders.

### ***Onondaga County Save the Rain Program***

The award-winning Save the Rain initiative aims to improve the water quality of Onondaga Lake and its tributaries, which includes the Ley Creek watershed. This national model for stormwater management combines innovative grey and green infrastructure solutions on public and private property. The program started after a 1989 Consent Judgement was reached between New York State, the Atlantic States Legal Foundation, and Onondaga County regarding alleged violations of state and federal water pollution control laws related to combined sewer overflows (CSOs) and wastewater treatment processes. Based on a series of engineering and scientific studies, and in consultation with the State Department of Environmental Conservation and the US Environmental Protection Agency, the County established a framework for upgrading the Metropolitan Sewage Treatment Plant and eliminating or decreasing the frequency of CSO events. The Save the Rain initiative has strategically advanced more than 200 distinct green and grey infrastructure projects, creating a myriad of benefits for the area. Over the past 10 years, the County has spent more than \$300 million dollars on projects to address CSO discharges into Onondaga Lake. As of 2016, the Save the Rain green infrastructure projects have reduced runoff by over 131 million gallons per year, resulting in CSO reductions of over 63 million gallons per year. This, matched with strategic grey infrastructure improvements and the planting of approximately 6,300 trees, has maintained compliance with schedules set forth in the ACJ and has successfully met the deadlines to date. These projects reduce the volume that must be stored, treated, and discharged through the Metro Wastewater Treatment Plant, thereby improving water quality and creating savings on local sewer use rates.

### **2.3.2 Local Planning**

Local plans relevant to the town of DeWitt LWRP include the following:

#### ***Town of DeWitt Comprehensive Plan (2016)***

This plan presents a vision for future growth and development of the town and recommends a series of actions to achieve that vision. Among other important issues, the 2017 update of the DeWitt Comprehensive Plan lists a series of goals relative to natural resources, recreation, and transportation

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infrastructure. It identifies key assets, such as the town's preserved lands and open space, and advocates for improved connectivity between these assets and the surrounding neighborhoods and commercial areas. Several goals listed in the comprehensive plan are directly relevant to the development and implementation of the LWRP:

- Create new or improved trails and bikeways that will become part of a town-wide system
- Foster a proactive relationship between DeWitt, SMTC, Onondaga County DOT, CENTRO, and NYS DOT to effect much-needed infrastructure improvements and traffic management strategies
- Develop a schedule for capital projects aimed at upgrading neighborhoods and public places
- Maintain safe neighborhoods that emphasize pedestrian safety
- Encourage more efficient use, reuse, and upgrading of obsolete or vacant sites that have development potential
- Undertake a comprehensive inventory of publicly- and privately-owned natural resources and environmental features
- Activate programs to protect and preserve exceptional natural features and environmentally sensitive areas whenever possible
- Create land use plans and regulations that clearly acknowledge the existence of a variety of natural features and resources
- Put in place procedures for purchasing development rights, obtaining conservation easements, or accepting donations of open space to the town
- Create reuse plans that capitalize on the natural amenities of the area to be reclaimed
- Identify areas where there are existing or potential drainage concerns/issues. Review and update town policies and ordinances to reduce stormwater runoff. Review design guidelines to encourage adoption of green infrastructure practices.

### ***Moving DeWitt***

Moving DeWitt is the initial step towards developing a town-wide Pedestrian and Bicycle Master Plan. It began in January of 2015 with a series of public forums to gather and share information about ways to make the town of DeWitt more pedestrian and bicycle friendly. The study found that many current or potential bicyclists and pedestrians consider DeWitt's street layout challenging to use without an automobile. The public expressed their preferences by listing top priorities at the forums. Priorities related to active transportation included a call for more: bike lanes, sidewalks, safe and accessible intersections and bridges, and waterfront access points.

### ***Town of DeWitt Parks and Recreation Master Plan***

DeWitt last updated the Parks and Recreation Master Plan in 2004. At the time, the plan recommended the development of additional community-scale parks totaling approximately 20 acres. The plan also called for new neighborhood-scale parks and new conservation areas. The Parks and Recreation Master Plan specifically advocated for the preservation and improvement of, and increased access to, the town's waterfront areas. The specific waterfront areas included Butternut Creek and the Butternut Creek Recreational and Nature Area Trail, Richard's Green Space along the Orville Feeder Canal and Meadow Brook, and the White Lake wilderness area. Trail systems were highlighted as an implementation priority. The highest priority trail issue identified by the Parks and Recreation Master Plan was an improved pedestrian connection across the Kinne Road Bridge. This priority was followed by proposals for a westerly trail extension via Towpath Road and Erie Boulevard, and a southerly trail extension via Jamesville Road.

### ***DeWitt Sustainability Plan***

Adopted in 2014, the purpose of DeWitt Sustainability Plan was to gather information on existing local pollution emission reduction projects and programs, identify opportunities and provide information for new

## Town of DeWitt Local Waterfront Revitalization Program

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emission reduction programs and initiatives, and foster local participation in greenhouse gas emission reduction strategies. The plan recommends better monitoring efforts of temperature, precipitation, storm event and public health information; protection of infrastructure to facilitate storm water runoff and flood control; establishment of mechanisms to reduce negative impacts of climate change on public health; improvement in local and regional collaboration on issues that promote local resiliency including public transportation and smart growth principles; modification of local laws to promote climate adaptation strategies; protection of natural resources through open space conservation and smart growth strategies; protection and expansion of forest ecosystems (including within urban environments); expansion of invasive species controls; and initiation of public outreach and stakeholder engagement to build awareness of climate change. This plan also contains a proposed sustainable land use plan that emphasizes mixed-use development and improved bicycle, pedestrian, and transit infrastructure along the industrial canal corridor.

### ***Town of DeWitt Emerald Ash Borer Management Plan 2014***

DeWitt approved the Emerald Ash Borer Management Plan in August 2014 to reduce local adverse effects of an invasive insect that is decimating deciduous forests in the region, the Emerald Ash Borer (EAB). The plan recommends a selective ash tree management strategy that preemptively removes 50% of inventoried ash trees from the Town's ROW, replaces 90% of removed trees with non-invasive and non-host trees, primarily in parks, and preserves 50% of carefully chosen high-value inventoried ash trees. Specifically, the town will develop a plan to preserve, remove, and replace the 200-500 ash trees located in Ryder Park along Butternut Creek. It also suggests that DeWitt implement a "do nothing" strategy for ash trees growing in unmanaged areas. The sudden loss of ash trees from EAP is likely to lead to environmental damages from holes created in the forest canopy and the increased spread of invasive species in these new habitats, such as Norway Maple which outcompetes slower-growing native species for the space. This is also expected to increase storm water runoff by exposing new areas to direct rainfall. Since the development of this plan, the town has collaborated with the Onondaga County Soil and Water Conservation District to strategically inject the trunks of ash trees with the pesticide emamectin benzoate along the canal near Butternut Creek and Towpath Road to keep these priority trees alive. The intent is to preserve the trees that currently provide a riparian buffer along the canal corridor and to preserve these trees as living specimens of the former ash population in the area.

### ***Jamesville Hamlet Master Plan 2017***

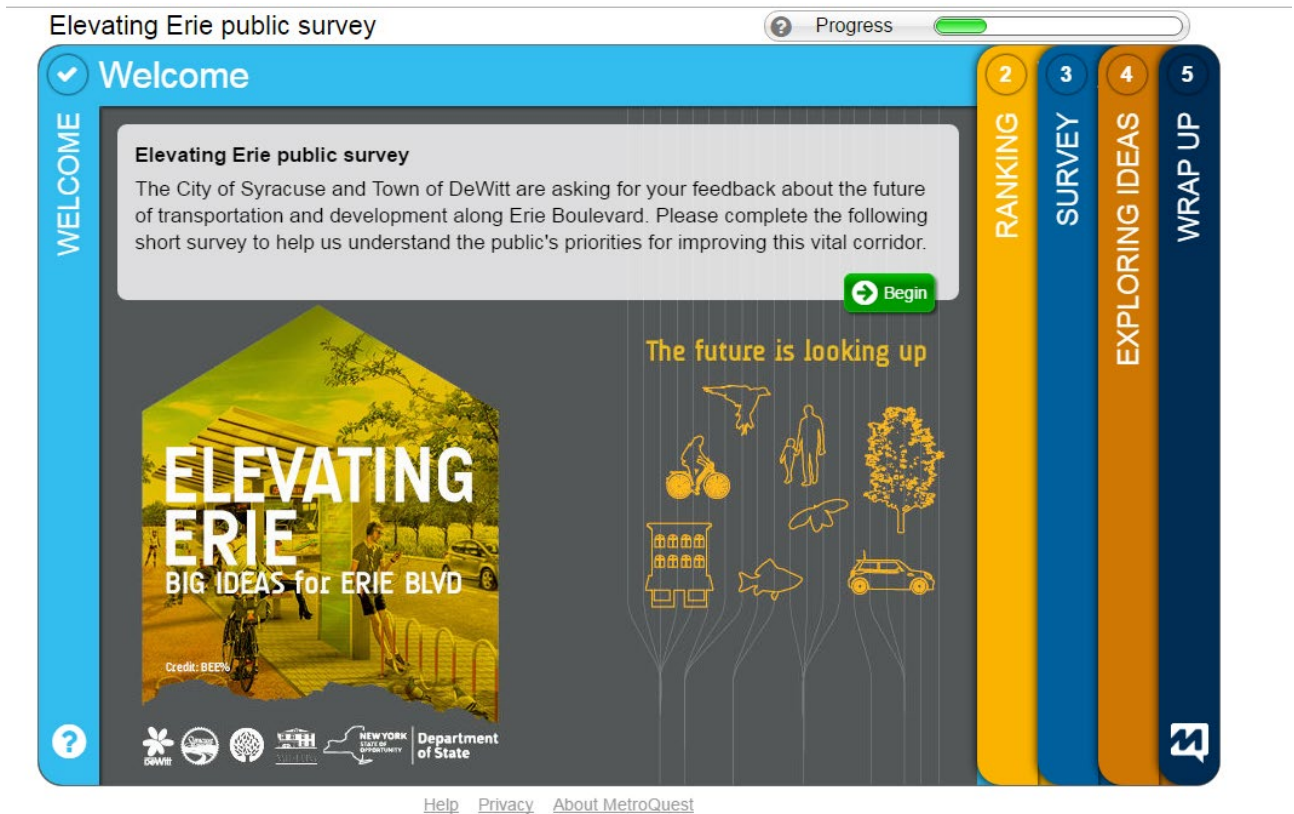
The community of Jamesville, a hamlet in southern DeWitt is one of the most eclectic historically surviving rural settlements in Central New York and is poised for continued growth. As a center for diverse activity, Jamesville has quaint homespun retail corridors, unique geological features, and outstanding natural resources. The area is characterized by its quiet neighborhoods, strong educational systems, and an abundance of recreational and tourism opportunities. In 2015, the Central New York Regional Planning and Development Board, along with the NYSERDA Cleaner, Greener Communities program revisited previous efforts toward establishing a master plan for the Hamlet of Jamesville. The plan provides a list of issues and opportunities facing the community and provides a collection of recommendations and conceptual designs for sites throughout Jamesville. These recommendations include creating gateway signage, trail development from Fiddlers Green Park and along Butternut Creek, implementing a "Syracuse-Jamesville Rail with Trail Bike Corridor", expanding and developing sidewalks, improving the pedestrian/cycling safety through traffic calming measures and signage, stabilizing and rehabilitating the Glen Lock Mill building, revitalizing core façades, considering a community garden or farm market and redeveloping the Alpha Cement Site into a mixed use residential-commercial area and reclaimed mine area. The plan also includes a conceptual trail link from the hamlet that would connect Grist Mill Park to the Jamesville Reservoir along the east side of Butternut Creek.

**Revitalize Butternut: Preliminary Design Report 2017**

Initiated by the town of DeWitt, this report was conducted by a group of advanced design and engineering students from SUNY College of Environmental Science and Forestry. The report includes assessments of trail options and recreational/ecological improvements for areas surrounding the Orville Feeder Canal (a.k.a. Butternut Feeder Canal). Key findings of the report include an assessment of necessary data and preliminary cost estimates for water quality improvements (which includes the repair of canal sluiceways), cost estimates and conceptual designs for a potential pedestrian crossing over East E. Genesee St. (State Route 92), and cost estimates for ecological enhancements including removal of invasive species, establishment of new plantings, and streambank stabilization.

**2.3.3 Elevating Erie Ideas Competition and the Erie Canalway Trail**

In October 2015, the town of DeWitt launched the Elevating Erie Ideas Competition in partnership with the city of Syracuse. The competition, which was funded through the Department of State’s Local Waterfront Revitalization Program and the Brownfield Opportunity Area program, solicited design ideas focused on a four-mile transportation corridor between Beech Street in Syracuse and the Old Erie Canal State Historic Park in DeWitt. The corridor included Erie Boulevard, Towpath Road, and crossing Interstate 481 at the Kinne Road Bridge. Nearly 70 entries were received from 16 countries. Entries were reviewed both by the general public through a web-based survey and an expert panel featuring local and national leaders in active transportation planning. Design ideas included a median trail along Erie Boulevard, large-scale waterfront development at the Widewaters Pond, restoration of canal ecology and environmental features, and amenities for public use and enjoyment of the area. The Ideas Competition was conceived as an element of this LWRP.





**Public Exhibition and Metroquest™ Survey**

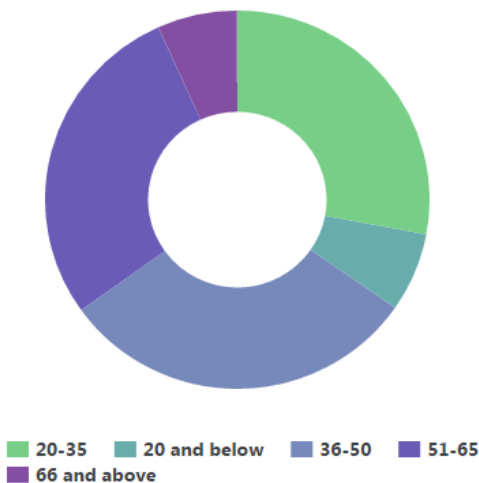
In 2016, in concert with final submissions and juried review of the 64 proposals and forward-thinking designs within the Elevating Erie Ideas Competition, the City of Syracuse and Town of DeWitt began a focused public engagement phase. To kick off the engagement process, the partners invited the public to view the top proposals from the Ideas Competition on display at the Erie Canal Museum.

The Town and City also partnered to solicit public input utilizing the online public engagement tool from Metroquest™. The interactive online survey platform solicited feedback from residents, employees and stakeholders about the future of transportation and development along Erie Boulevard. The survey was publicized in a variety of ways to solicit wide ranging and diverse feedback, including through social media, traditional media (i.e. print, television, and radio), meetings and presentations, pop-up events,, such as at the regional farmer’s market, and even billboards. Over the course of three months the survey was open, the Elevating Erie survey website amassed over 3,500 visitors from 38 US states and 50 countries across the globe.

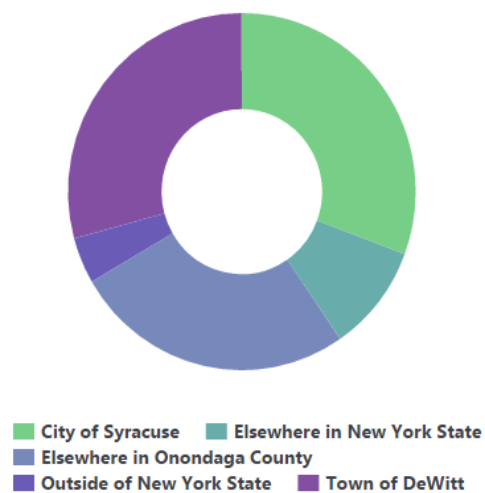
**2.3.4 Respondents**

Out of the 3,500 visitors to the website, a total of 1,264 online surveys were completed. The survey also sought to capture basic demographic information, to assess the relative diversity of respondents. Respondents were only asked their age and general place of residence, and responses were optional. Approximately 65% of respondents provided demographic data.

What is your age



Where do you live



Where do you live

Value	Respondents	Percent
City of Syracuse	249	30.70%
Elsewhere in New York State	79	9.74%
Elsewhere in Onondaga County	212	26.14%
Outside of New York State	34	4.19%
Town of DeWitt	237	29.22%
<b>Totals</b>	<b>811</b>	

Age

Value	Respondents	Percent
20-35	228	27.94%
20 and below	55	6.74%
36-50	248	30.39%
51-65	230	28.19%
66 and above	55	6.74%
<b>Totals</b>	<b>816</b>	

## Town of DeWitt Local Waterfront Revitalization Program

Of the respondents reporting their age, each of the three age ranges of 20-35, 36-50 and 51-65 represented between 28-30% of survey takers equally. Those answering 20 and below and 66 and above each represented the exact same 6.74% of respondents.

### 2.3.5 Survey Format and Goals

The objective of the survey was to assess the importance of the corridor in relation to various community values, and where best to focus discussions, initiatives and investments on the corridor. The survey results generally showed favorable opinions toward all possibilities and options, though certain priorities and design themes showed through in the collective results.

The online survey format consisted of three modules, with simple tasks and choices, paired with the opportunity for open ended comment, as well as some optional wrap-up demographic questions.

#### RANKING: WHAT ARE YOUR PRIORITIES?

Respondents were asked to select and rank 5 items from a list of 8 possible topic areas, in order of priorities for the built and natural environment within the corridor. Several opportunities for open ended comments and suggestions were also provided throughout.

#### SURVEY: AMENITIES & USES

Using the respondents custom list of priorities selected from the prior module, the survey module asked users to answer a multiple choice question which delves into preferences for more specific elements which could achieve success for each chosen priority issue area. The authors sought to understand why particular issues were most important to users, and how they should influence decision making in the future.

#### EXPLORING IDEAS: IMAGE RATING

In this module, the public was given the opportunity to cast its vote and provide comments on the various ideas submitted via the Envision Erie Design Competition. Submissions were divided into four concept areas representing different scaled or areas or improvements, or design challenges on the corridor. Five representative renderings were offered for each of the four concept categories, which were the Boulevard, the Block, the Branch and the Bridge. In all, users were able to offer a star rating to up to 20 design options.

#### RANKING

#### SURVEY

#### EXPLORING IDEAS

**What Are Your Priorities?**  
What to do

We would like to know about the issues that are most important to you within the Erie Boulevard corridor. What are your priorities for both the built and natural environment?

Please drag 5 of the items above the line in your preferred order.

Done More

**Amenities, Activities & Uses**  
What to do

Now that you have noted your priorities, let's dig a bit deeper. Why are these issues important to you? How should they influence future development within the corridor?

→ Please answer the survey questions.

Start

**Exploring Ideas**  
What to do

What do you think of the following ideas from the Elevating Erie Ideas Competition, which re-envisioned how we use the space?

Evaluate 5 items or more by rating each 1-5 stars.

Optional Comment

Done More

Respondents were asked to rank their top 5 priorities for the built and natural environment on the Erie Boulevard Corridor., to assess what issues the public sees as most important.



**Priority Ranking Options:**

**Parks & Recreation:** Improve connections between the Erie Boulevard corridor and adjacent neighborhoods, and ensure the safety of all who travel through and along the corridor

**History & Culture:** Share the history and heritage of the Erie Canal, its cultural impact on the development of our region, and its physical impacts on the development of the Erie Boulevard corridor

**Eco-Friendly Design:** Enhance the quality and quantity of natural and wildlife habitat areas, and incorporate green infrastructure

**Economic Development:** Promote and facilitate high-quality development along the corridor that contributes to the regions tax base and livability

**Ped & Bike Transportation:** Create and support walkable, bikeable places that promote healthy, active transportation options for both enjoyment and commuting

**Connectivity & Safety:** Improve connections between the Erie Boulevard corridor and adjacent neighborhoods, and ensure the safety of all who travel through and along the corridor

**Community Character:** Improve the visual quality of the corridor to foster a greater sense of place, and to attract more visitors and residents

**Transit Alternatives:** Provide programs and facilities that incentivize the use of alternative transportation options for a diverse range of users

**Other Suggestions:**

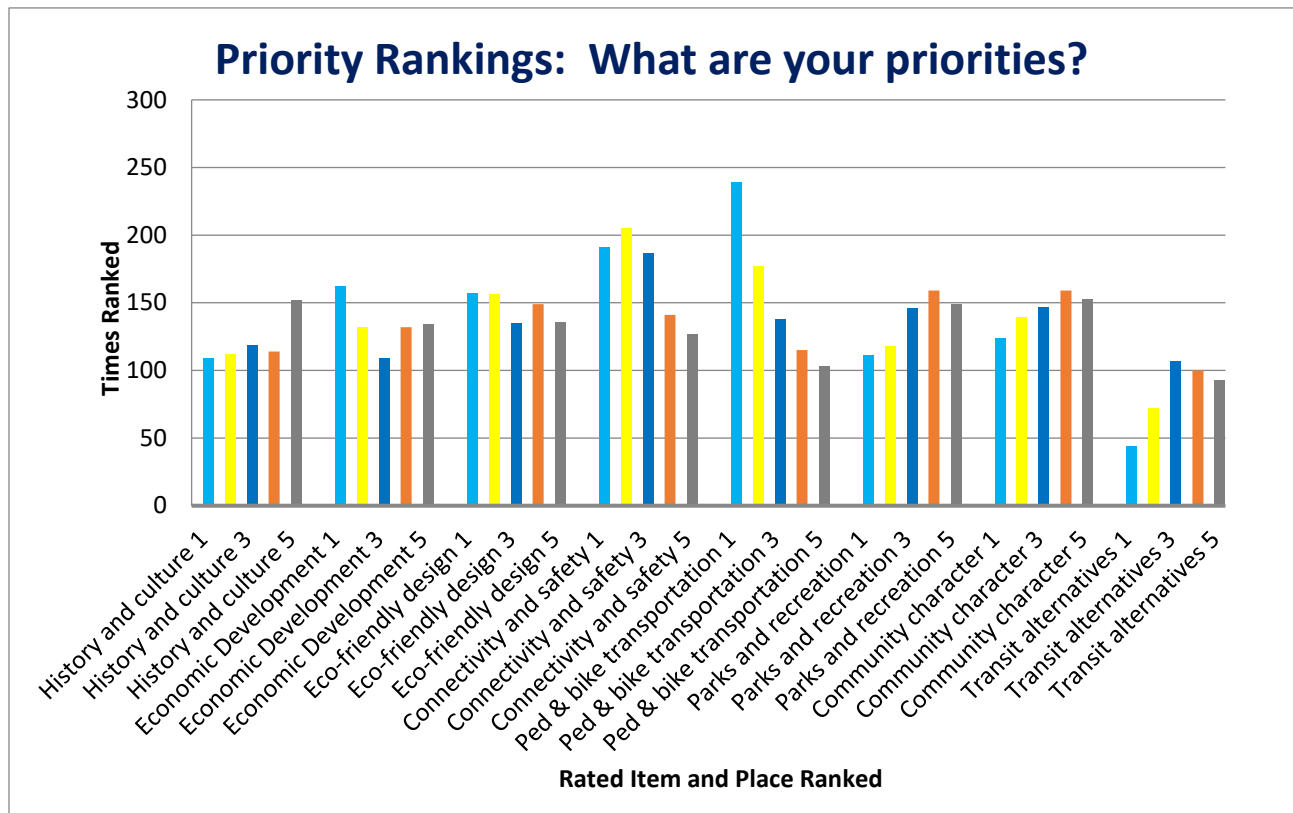
- |                     |                             |
|---------------------|-----------------------------|
| Increase density    | Tourism                     |
| Fix the roads       | Coordinate traffic lights   |
| Aesthetics          | Don't restrict traffic flow |
| WiFi                | Local stores / restaurants  |
| Safe travel for all | Pedestrian safety           |

**RANKING:**  
**WHAT ARE YOUR PRIORITIES?**

*Pedestrian & Bicycle Transportation* was the most frequently chosen as the overall highest ranked priority, with an average ranking position calculated at of 2.57. Ped & Bike Transportation was followed by *Connectivity and Safety* (2.77) and *Economic Development* (2.92) in average rankings. *Connectivity and Safety* ranked highest in total times ranked (851 times) as a priority by respondents, followed by Pedestrian & Bike Transportation (772), Eco Friendly Design (733) and Community Character (722). Scoring of priorities overall found general agreement with all possible priority categories. None of the presented options for issues/priorities ranked significantly less than the others, signifying the importance of all possible options presented.



Overall Rank	Item Name	Average Position	Times Ranked
1	Ped & bike transportation	2.57	772
2	Connectivity and safety	2.77	851
3	Economic Development	2.92	669
4	Eco-friendly design	2.93	733
5	Community character	3.11	722
6	History and culture	3.15	606
7	Parks and recreation	3.17	683
8	Transit alternatives	3.30	416
Total			5452



**AMENITIES, ACTIVITIES & USES:**

**WHAT TO DO**

The next phase of the survey asked respondents to answer more in-depth questions regarding each of the 5 priority issue areas the respondent chose in the prior ranking exercise. Survey developers sought to understand in greater detail why certain topical issue areas were important to respondents, and how they should influence future development within the corridor.

**What to Do**  
**Economic Development:**  
 What development type do you favor on Erie Blvd?

**Eco-Friendly Design:**  
 Which of these (approaches) will most benefit the corridor?

**Connectivity & Safety:**  
 Which improvements would make you feel safer?

**Parks & Recreation:**  
 Which amenities would you prefer along Erie Blvd?

**History & Culture:**  
 How can we better tell the Erie Canal Story?

**Ped & Bike Transportation:**  
 Which would you do on Erie Blvd, if more feasible?

**Community Character:** What needs the most improvement?

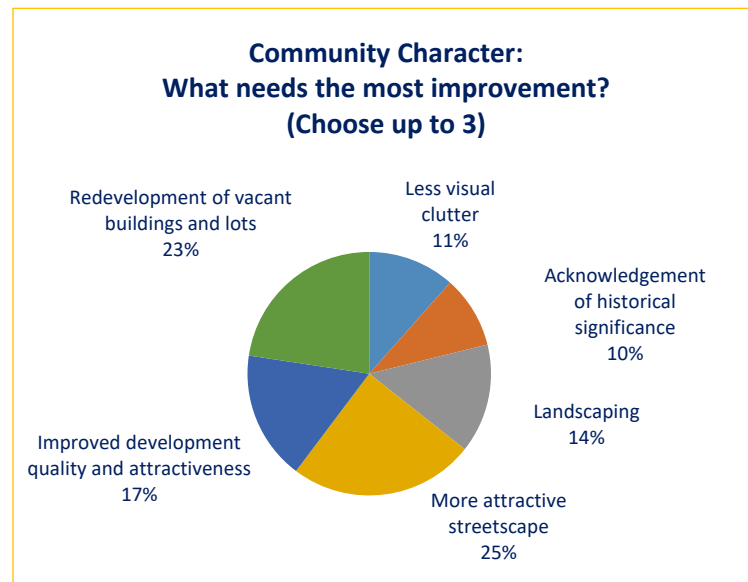
**Transit Alternatives:**  
 What transit improvements appeal to you?

The survey results for each Priority topic area are displayed on the following pages. For each topic, a question was posed, to which respondents could choose up to three preferred answers/solutions. The breakdown of chosen answers is displayed on the pie chart. Survey participants were also asked an open-ended question, such as “Did we leave anything out?” or “How else could we improve the environment?” in order to solicit additional ideas not reflected on the provided list of options.

**COMMUNITY CHARACTER:**

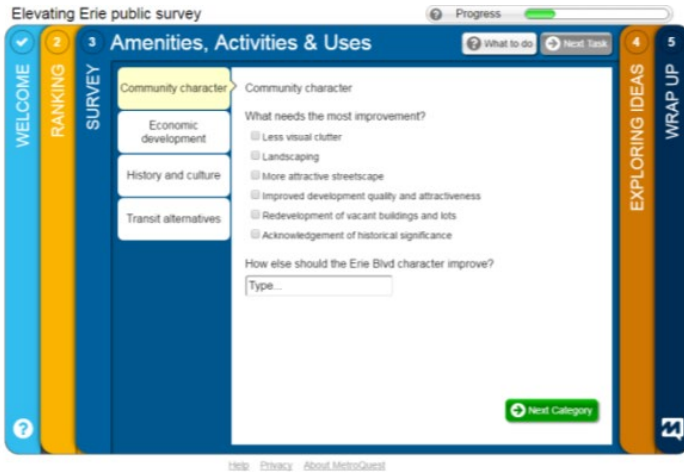
**WHAT NEEDS THE MOST IMPROVEMENT?**

When asked what component of community character needs the most improvement, 25% of respondents wanted more attractive streetscapes, 23% chose redevelopment of vacant buildings and lots, and 17% desired improved development quality and attractiveness. Other common suggestions included burying utility lines, pedestrian centered improvements, and elimination of undesired land uses and big box building types.



**HOW ELSE SHOULD THE ERIE BLVD CHARACTER IMPROVE?**

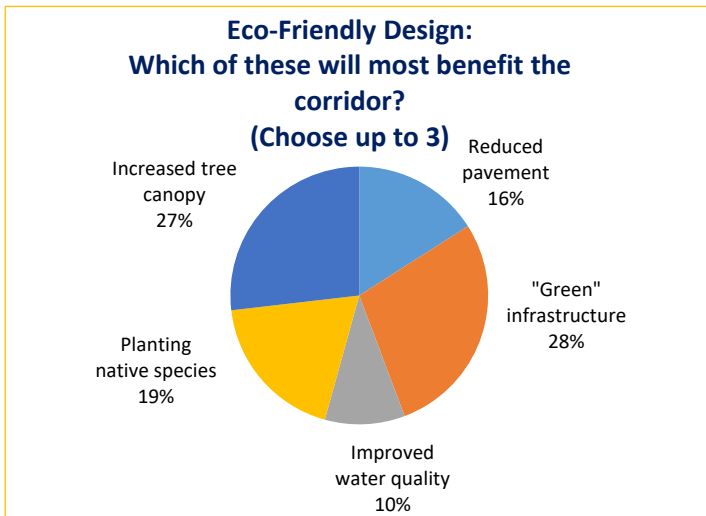
- + Bury the utilities / Remove poles and wires
- + Big box store style discouraged
- + Pedestrian scale / Improve sidewalks
- + Cohesive site/building design
- + More greenspaces/landscaping
- + Favor local flavor/uniqueness
- + Eliminate litter and debris
- + Get rid of strip clubs



**ECO-FRIENDLY DESIGN:  
WHICH OF THESE WILL MOST BENEFIT THE CORRIDOR?**

The design solution deemed to have the greatest benefit for the environment within the Erie Boulevard corridor was the incorporation of “green infrastructure”, with 28% of responses, followed closely by Increased tree canopy at 27% of respondents.

Other solutions suggested for consideration included planting grass or other vegetation within the median (with proper maintenance), use of native species plantings, incorporating wildlife habitat areas, and use of solar energy on the corridor.



**HOW ELSE COULD WE IMPROVE THE ENVIRONMENT HERE?**

- + Plantings within the median
- + Incorporate wildlife habitats
- + Slow down / reduce traffic
- + Use native species
- + Address vacant buildings and lots
- + Add trees / Add solar panels
- + Maintain plantings /grounds

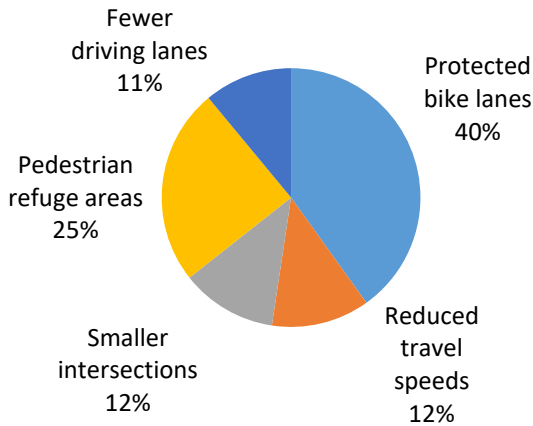


**CONNECTIVITY & SAFETY:  
WHICH IMPROVEMENTS WOULD MAKE YOU FEEL SAFER?**

40% of respondents chose protected bike lanes as a priority safety and connectivity improvement for the Erie Boulevard corridor, despite the likely limited number of cyclists in the community. Pedestrian refuge areas also scored well, with 25% of respondents choosing it as a priority. Solutions that lessened infrastructure and slowed traffic fared equally, averaging 11-12%.

Other common suggestions included burying utility lines, pedestrian centered improvements, and elimination of undesired land uses and big box building types.

**Connectivity & Safety:  
Which improvements would make you feel safer?  
(Choose up to 3)**



**WHAT OTHER SAFETY IMPROVEMENTS WOULD YOU SUPPORT?**

- + Better lighting
- + Snow removal / year round access
- + Continuous sidewalks
- + Pedestrian bridges
- + Safety from criminal activity
- + Synchronized traffic signals
- + Sidewalks buffered from traffic

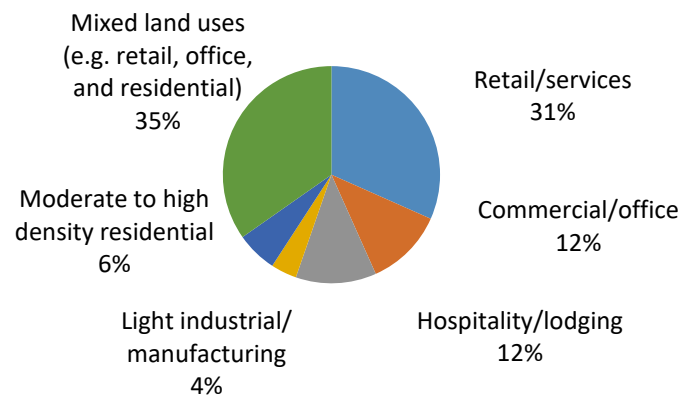


**ECONOMIC DEVELOPMENT:  
WHICH DEVELOPMENT TYPE DO YOU FAVOR ON  
ERIE BLVD?**

Respondents both within the multiple choice and open ended portions of this question tended to favor commercial uses (35%) and mixed use developments (31%) over residential, office, lodging and light industrial/manufacturing land uses. Single-use retail and service businesses currently are the predominant land use on the corridor today.

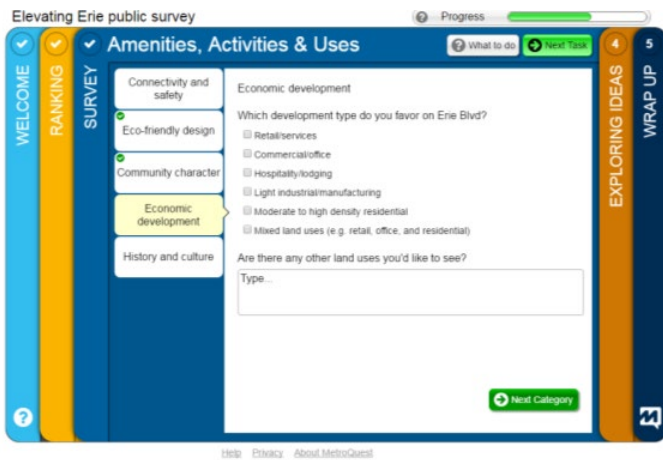
A variety of suggestions were offered for additional land use types, many favoring an integration of recreational space with other land uses. Active, engaging land uses were also encouraged, such as markets, entertainment venues, and food trucks were proposed, as a way to liven the corridor with activity.

**Economic Development:  
Which development type do you favor on Erie Blvd?  
(choose up to 3)**

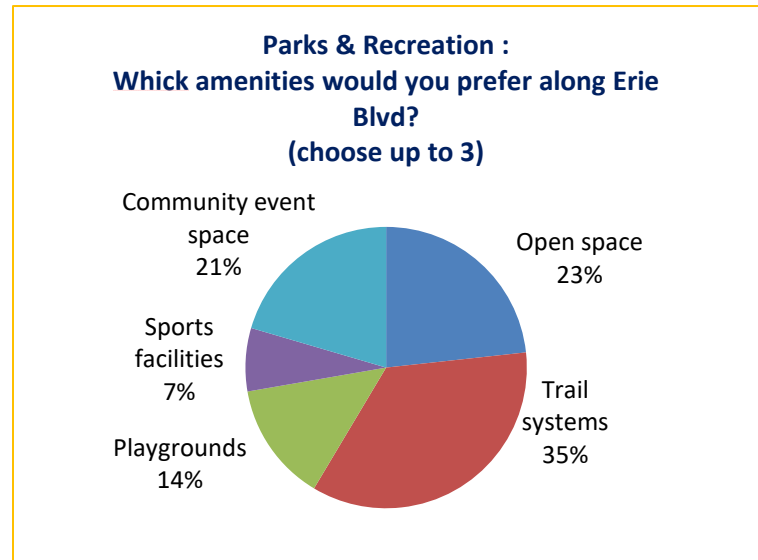


**ARE THERE ANY OTHER LAND USES YOU'D LIKE TO SEE?**

- + Parkland / pocket parks
- + Use paved medians for green infrastructure
- + Reveal / celebrate the canal
- + Any business with jobs
- + Housing depends on which segment
- + Fewer vacant buildings
- + Playgrounds
- + Farmers markets / food trucks



**PARKS & RECREATION: WHICH AMENITIES WOULD YOU PREFER ALONG ERIE BLVD?**

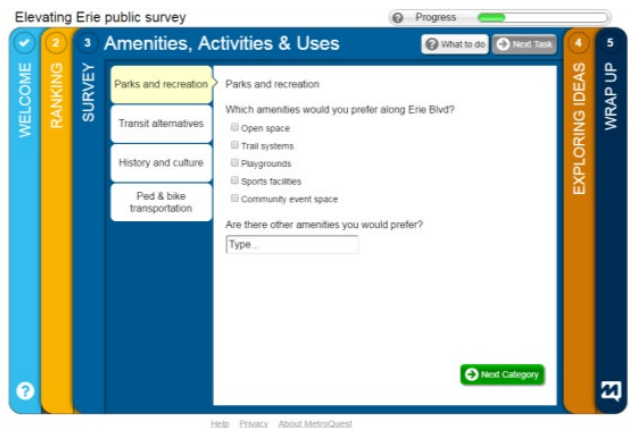


**ARE THERE OTHER AMENITIES YOU WOULD PREFER?**

- + Gardens / sitting areas
- + Dog friendly / dog park
- + Restrooms
- + Interesting / thoughtful design
- + Attractive landscapes
- + Inexpensive events/spaces for families
- + Walking space / connectivity
- + Safe environments

Trails dominated the preferences of survey respondents when asked what types of amenities they would prefer along the Boulevard, with Open Spaces and Event Spaces ranking second and third in preference. More formal Playgrounds and Sports Facilities were less preferred.

Other amenities preferred by users included gardens and parks, and other areas for sitting, picnicking or for family activities. Amenities such as restrooms and drinking fountains were requested. And several comments spoke to the importance of thoughtful design and landscaping.

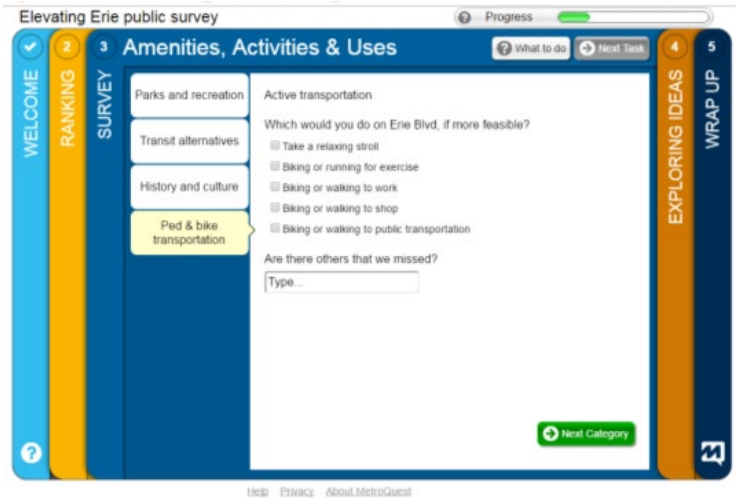




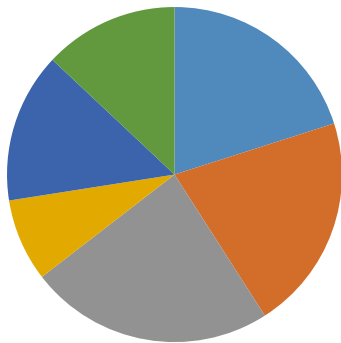
**PED & BIKE TRANSPORTATION:  
WHICH WOULD YOU DO ON ERIE BLVD, IF MORE  
FEASIBLE?**

(Insert intro text from pie chart results here)

Several other interesting suggestions of other activities included various types of skating. More than one respondent requested areas for dancing. And a number of respondents desire connections to other recreational venues, such as Green Lakes, other parks, and Downtown.



**Ped & Bike Transportation:  
Which would you do on Erie Blvd, if  
more feasible?  
(choose up to 3)**



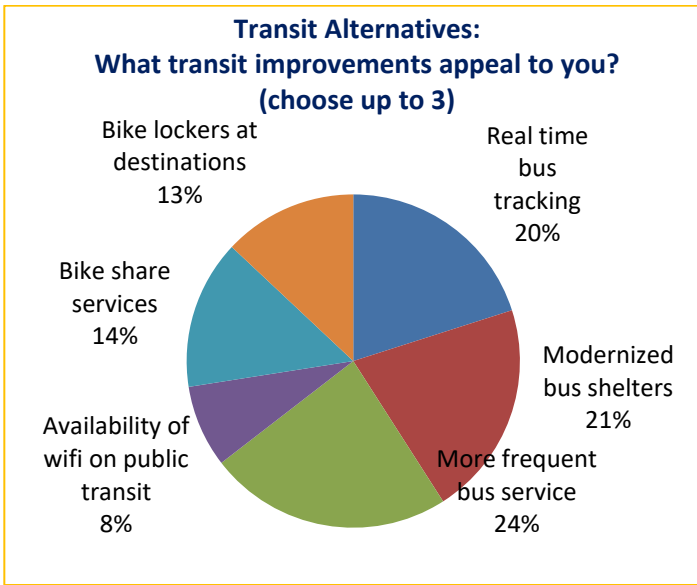
**ARE THERE OTHERS THAT WE MISSED?**

- + Biking/walking the larger Erie Canal Trail
- + Bike rental / bike sharing
- + Connecting to other recreation destinations
- + Connection to Downtown
- + Access to shopping / restaurants / cafes
- + Opportunities for dancing
- + Dog walking
- + Skating – ice, roller skates, rollerblades, skateboards

**TRANSIT ALTERNATIVES :  
WHAT TRANSIT IMPROVEMENTS APPEAL TO YOU?**

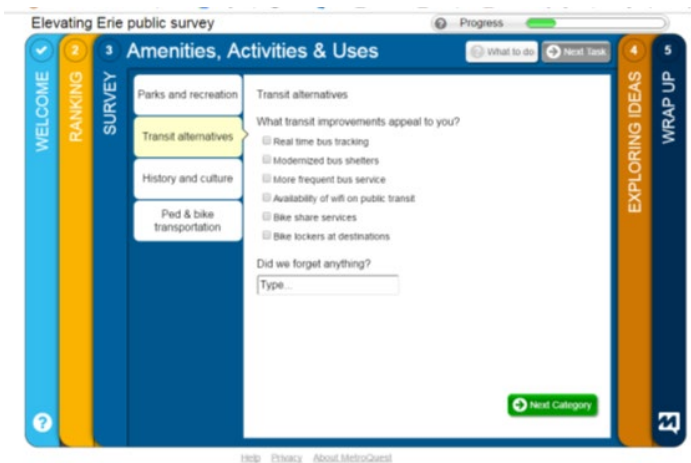
When given a choice of four bus transit service improvements and two bicycling based improvements, respondents opted most for more frequent bus service, modernized bus shelters and real time bus tracking. Bike lockers and bike sharing were chosen less, but bicycle needs featured heavily in the subsequent open-ended question.

Respondents provided several suggestions to improve existing bus service, including improved signage, shelters, hours and reliability. Many pointed out the need for support infrastructure for bicycling, such as bike racks at shops and destinations. Write-in support for trolleys and light rail, and bus rapid transit was also reflected in the answers.



**DID WE FORGET ANYTHING?**

- + Electric trolley
- + Light rail
- + Better bus timing /signage / shelters
- + Affordable transit
- + Bicycle infrastructure (bike racks, lockers, etc)
- + Park n ride
- + Safer bus stops
- + Electric bike chargers



## EXPLORING IDEAS: WHAT TO DO / IMAGE RATING

The next phase of the survey used ideas developed and submitted through the Envision Erie design competition. Renderings of possible design solutions in four categories were presented, including **Boulevard** design concepts, **Block** concepts, **Branch** concepts, and **Bridge** concepts.

Survey users were asked to evaluate the images and review accompanying summary statements and assign a star value for graphic and textual option, ranging from 1 star (least preferred) to 5 stars (most preferred). Opportunity for optional comments on each was also offered.

The renderings provided within the Elevating Erie survey are only a fragment of the submissions put forth during the design competition and may be part of a larger, more comprehensive submission package. Additional information and designs can be found at [elevatingerie.org](http://elevatingerie.org).

### Boulevard



### Branch



### Bridge



### Block



**BOULEVARD CONCEPTS: POTENTIAL TRANSPORTATION IDEAS FOR ERIE BLVD. EAST**

The Boulevard site covers roughly two miles in the Town of DeWitt and two miles in the City of Syracuse. Ideas explored how to best incorporate multiple transportation modes, green infrastructure, and new patterns of development along the corridor. 4,555 stars were assigned in total, with *Median greenway* receiving the highest average rating and the most 5-star votes of the options presented.



**Multimodal Transportation**

★★★★★  
3.59 stars

**Optional Comments:**

- Year-round access essential
- Don't reduce driving lanes, too much traffic
- Buildings are not designed for street-front access
- Combine this with transit
- Sidewalks and bike lanes important features



**Median Greenway**

★★★★★  
3.68 stars

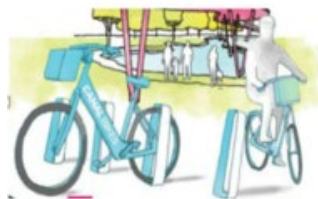
- Difficult to access amidst heavy traffic
- Street crossings could be dangerous
- Only works if framed by building walls
- Contemporary, elegant design
- Maintenance and snow removal very important



**Promenade along boulevard**

★★★★☆  
3.07 stars

- Like the idea of a protected ped/bike path
- Recreate the canal in promenade
- Prefer the mixed-use nature of this plan
- Street crossings remain a challenge
- Promenade would cut off that side from density of people and traffic



**Bike sharing program**

★★★★☆  
3.01 stars

- Could be good in our 10-minute town
- Winter limits use and increases storage/mtce
- Is Syracuse big / dense enough to support it?
- Must be paired with excellent bike infrastructure
- Ideas has failed in other cities



**Improved transit service**

★★★★★  
3.57 stars

- Frequent, regular transport would be great
- Not enough congestion or density to support it
- Provide buses at closing times
- Must be easy to navigate
- Consider Bus Rapid Transit

Item	1 Star (1)	2 Stars (2)	3 Stars (3)	4 Stars (4)	5 Stars (5)	Average *	Total
Multimodal transportation	74	109	218	272	270	3.59	943
Median greenway	69	96	196	243	301	3.68	905
Promenade along boulevard	150	167	213	202	163	3.07	895
Bike sharing program	181	158	222	161	183	3.01	905
Improved transit service	67	116	222	235	267	3.57	907
<b>Total</b>	<b>541</b>	<b>646</b>	<b>1071</b>	<b>1113</b>	<b>1184</b>	<b>3.38</b>	<b>4555</b>

\* Average - Each input is stored as a number (in parentheses), so the average can help understand trends

# Town of DeWitt Local Waterfront Revitalization Program

## BLOCK CONCEPTS: POTENTIAL IDEAS FOR THE CENTRAL MEDIAN BLOCK

Located within the city of Syracuse, this site explored ideas at the block scale. Proposals were asked to consider strategies that could be replicated along the route while also leveraging the unique opportunity of the extreme width at this location. 4,323 stars were assigned in total, with *Revealing the Canal* and *Pedestrian-friendly transit* receiving the most average stars.



### Revealing the Canal



3.93 stars

### Optional Comments:

- Canoe, kayak, paddleboat, skating
- Could also benefit stormwater management
- Fear it would be hard to maintain
- Love the notion, but is the expense realistic?
- Keep water flowing, no standing water



### Urban Space with public art



3.32 stars

- Prefer historic context versus modern/abstract
- Can we support mass urban infill?
- Not a priority, but good idea for later
- Limited relationship to existing aesthetic
- Sculptures and murals of Erie canal history



### Water-themed public space



3.15 stars

- Great way to incorporate the history of the canal
- Wrong climate for water feature
- Prefer to restore canal itself
- Only successful with high density
- Water conservation is important



### Pedestrian-friendly transit



3.92 stars

- Yes to bus rapid transit, light rail too expensive
- Nobody walks in winter
- Please bring us into 21<sup>st</sup> century
- Consider needs for turnarounds and crossings
- Bring back the street car



### Trail in center median



3.43 stars

- Street crossings must be safe and easy
- Could be isolated if other changes not made
- Sidewalks adjacent to shops better
- Interested, but hard to imagine
- Snow removal, slush, maintenance concerns

Item	1 Star (1)	2 Stars (2)	3 Stars (3)	4 Stars (4)	5 Stars (5)	Average *	Total
DeWitt Widewaters Park	57	95	192	232	271	3.67	847
Destination entertainment	111	105	214	193	203	3.33	826
Outdoor ice skating park	89	106	186	199	251	3.50	831
Boat launch/rental	81	106	182	203	263	3.55	835
Boardwalk to Erie Blvd	75	89	191	241	239	3.57	835
<b>Total</b>	<b>413</b>	<b>501</b>	<b>965</b>	<b>1068</b>	<b>1227</b>	<b>3.53</b>	<b>4174</b>

\* Average - Each input is stored as a number (in parentheses), so the average can help understand trends

**BRANCH CONCEPTS: POTENTIAL IDEAS AT BRIDGE ST & ERIE BLVD INTERSECTION**

The Branch is located near the intersection of Erie Boulevard and Bridge Street, where a remaining section of the historic Erie Canal is all but completely hidden from view. This is where the Canalway Trail could intersect with Erie Boulevard. 4,174 stars were assigned in total, with *DeWitt Widewaters Park* receiving the highest average score and the most 5-star ratings.

**Optional Comments:**



**DeWitt Widewaters Park**



3.67 stars

- Most obvious gateway to canal
- Integrate more with transit and shopping
- Keep it natural and wild
- Parks are preferred by people
- Illustration is unclear



**Destination entertainment**



3.33 stars

- Competition with other existing public venues
- Would require ample parking
- Like reasons/options for people to visit canalside
- Breweries are a great move
- Existing venues underused already



**Outdoor ice-skating park**



3.50 stars

- Canal in summer, skating in winter
- Bathrooms and benches necessary
- Urban canal track, not suburban parkscape
- Great for winter activity
- Could tie into Canal history



**Boat launch/rental**



3.55 stars

- Water quality is essential
- Access, parking could be disruptive
- What would it connect to?
- Combine with ice-skating
- Could be popular, but to small group of people



**Boardwalk to Erie Blvd**



3.57 stars






- Boardwalk could give escape from roadway
- Don't see people driving to Erie Blvd for recreation
- Boardwalk could give escape from roadway
- May attract bird-watchers
- Pragmatic improvements before leisure

Item	1 Star (1)	2 Stars (2)	3 Stars (3)	4 Stars (4)	5 Stars (5)	Average *	Total
DeWitt Widewaters Park	57	95	192	232	271	3.67	847
Destination entertainment	111	105	214	193	203	3.33	826
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\* Average - Each input is stored as a number (in parentheses), so the average can help understand trends

**BRIDGE CONCEPTS: POTENTIAL IDEAS AT THE CURRENT CANALWAY TRAIL TERMINUS**

Situated at the terminus of the current Erie Canalway Trail and Old Erie Canal Historic Park, the Bridge site explored ways of connecting to Towpath Road on the opposite side of Interstate 481. 4,095 stars were assigned in total, with the “Green Bridge” and “Blooming Bridge” averaging higher star scores than more sculptural options.

	<p><b>“Sculptural Bridge”</b></p> <p>★★★★</p> <p>2.47 stars</p>	<p><b>Optional Comments:</b></p> <ul style="list-style-type: none"> <li>• Idea of an iconic bridge across 481 is exciting</li> <li>• Too modern, prefer historic reference</li> <li>• Bridges are too expensive</li> <li>• Too fancy, ugly</li> <li>• Like the idea of walkways over the boulevard</li> </ul>
	<p><b>“Green Bridge” at Kinne Rd</b></p> <p>★★★★★</p> <p>3.54 stars</p>	<ul style="list-style-type: none"> <li>• Looks beautiful and eco-friendly</li> <li>• Current bridge is an eyesore, this is much nicer</li> <li>• Concerned with maintenance needs</li> <li>• Just add sidewalks to existing bridge</li> <li>• Where are the buildings?</li> </ul>
	<p><b>“Blooming Bridge”</b></p> <p>★★★★★</p> <p>3.37 stars</p>	<ul style="list-style-type: none"> <li>• Most interactive, pulling people to the area</li> <li>• Use native flowers and shrubs</li> <li>• Linked with other elements, could be destination</li> <li>• No new bridges</li> <li>• Maintenance and practicality concerns</li> </ul>
	<p><b>“Cable Bridge”</b></p> <p>★★★★</p> <p>2.59 stars</p>	<ul style="list-style-type: none"> <li>• Nice for keeping ped and bikes separate</li> <li>• Use existing bridges</li> <li>• Spend money on boulevard itself or canal trail</li> <li>• Concerned about cost-effectiveness</li> <li>• Image difficult to understand</li> </ul>
	<p><b>“Living Underpass”</b></p> <p>★★★★</p> <p>2.83 star</p>	<ul style="list-style-type: none"> <li>• Good to go under highway, keep natural connection</li> <li>• Possible safety issues, ease of entry/exit</li> <li>• Flooding concerns</li> <li>• Restore canal along this route</li> <li>• Looks scary and abandoned, graffiti ready</li> </ul>

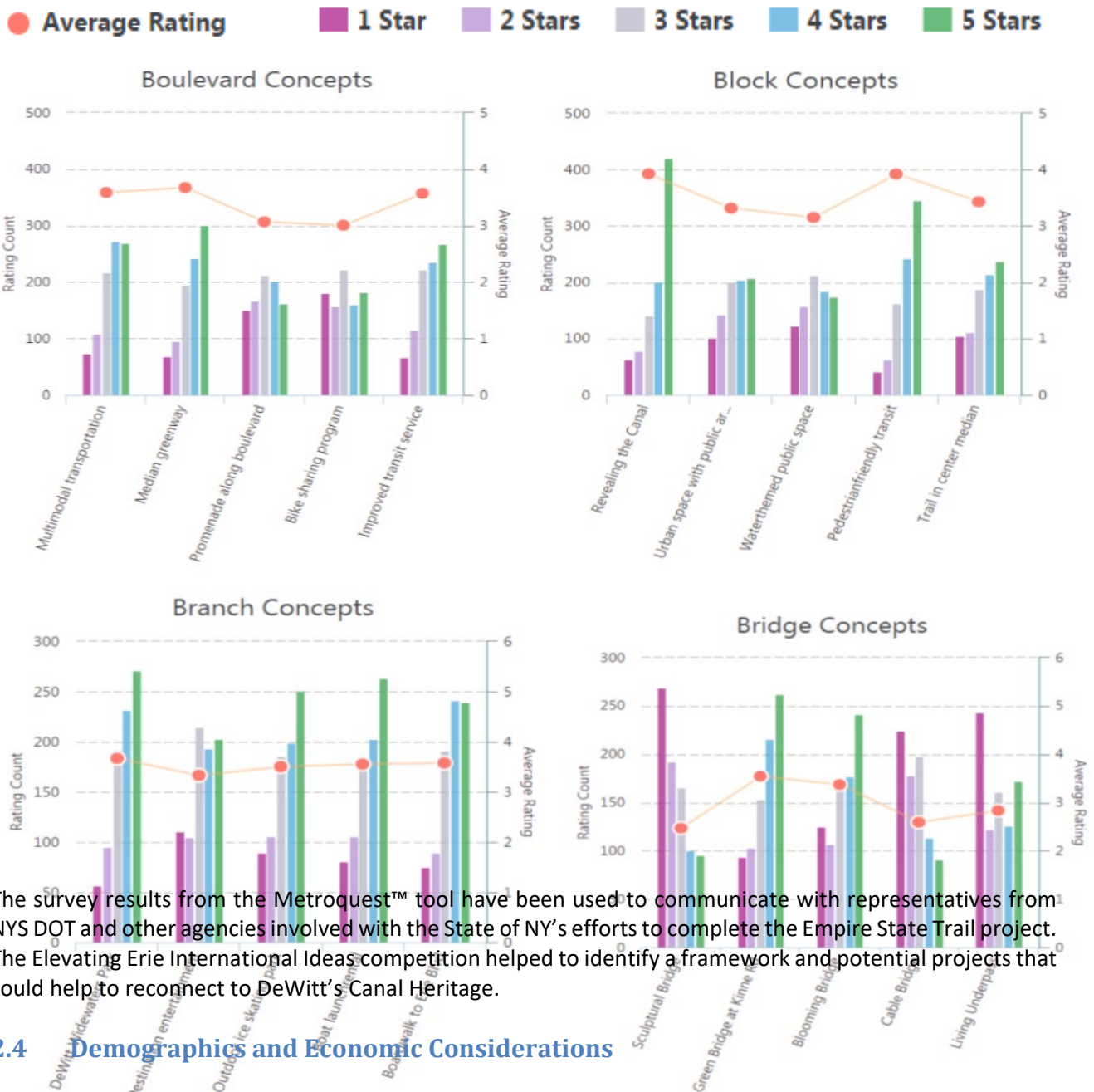
Item	1 Star (1)	2 Stars (2)	3 Stars (3)	4 Stars (4)	5 Stars (5)	Average *	Total
Sculptural Bridge	269	192	166	100	96	2.47	823
Green Bridge at Kinne Rd	94	103	153	216	262	3.54	828
Blooming Bridge	125	107	165	177	241	3.37	815
Cable Bridge	224	178	198	114	91	2.59	805
Living Underpass	243	122	161	126	172	2.83	824
<b>Total</b>	<b>955</b>	<b>702</b>	<b>843</b>	<b>733</b>	<b>862</b>	<b>2.96</b>	<b>4095</b>

\* Average - Each input is stored as a number (in parentheses), so the average can help understand trends

EXPLORING IDEAS: WHAT TO DO / IMAGE RATING

IMAGE RATING RESULTS

The following graphs show an alternate view of the results of the image rating exercise. The red lines on each graph represent the average ratings for each option presented. While there was variation within each group of concepts, all ratings generally fell in the 2.5-4.0 average rating range. The bar graphs show the star ratings for each individual concept presented. Viewing the feedback in this way indicates whether there was significant variation in respondents reactions to a certain idea, such as the significant number of 5-star ratings for Revealing the canal in the Block Concepts, or the somewhat polarized reaction to the Living Underpass Bridge option.



The survey results from the Metroquest™ tool have been used to communicate with representatives from NYS DOT and other agencies involved with the State of NY’s efforts to complete the Empire State Trail project. The Elevating Erie International Ideas competition helped to identify a framework and potential projects that could help to reconnect to DeWitt’s Canal Heritage.

2.4 Demographics and Economic Considerations



## Town of DeWitt Local Waterfront Revitalization Program

### 2.4.1 Population and Household Characteristics

Recent estimates by the U.S. Census Bureau put the population of the remaining portion of DeWitt (excluding of the Village of East Syracuse) at approximately 22,312 persons. The population has held steady within an average 6% variation over the past four decades. The small degree of fluctuation allows for stability of town functions and maintenance of a strong sense of community. Figure 1 highlights population trends in recent decades within the town of DeWitt.

Figure 1. Population trends from 1980-2010

Year	Town Population (Excluding Village)	Change	
		Number	Percent
1980	23,456	n/a	n/a
1990	21,805	-1,651	-7.0%
2000	20,453	-1,352	-6.2%
2010	22,120	1,667	8.2%
2014 (est.)	22,312	192	<1%

Source: American Community Survey 2014 5-Year Estimates and US Decennial Census

The median age of DeWitt's residents (including the village of East Syracuse) in 2014 is 40.9 years, which is slightly older than Onondaga County as a whole, where the median age is 38.7 years. Age distribution is similar for the town and county. DeWitt (including the village of East Syracuse) has a higher proportion of older residents (age 65 or older) than the county, and fewer youth (ages 5-17). The town has slightly fewer very young residents (under age 5) and middle age ranges (ages 18-64). Figure 2 shows an age cohort comparison between the town and the county.

With over one quarter of the residents aged 65 or older, the town has many people aging in place. This further stabilizes the residential areas for the time being, but may have near-term implications for transportation options, health care, school system, and other public or quasi-public facilities and services. In the longer term, DeWitt will need to compete with other areas for replacement population.

Figure 2. Age comparisons between the Town of DeWitt and Onondaga County

Age Range	DeWitt		Onondaga County	
Less than 5 years old	1,295	5.0%	27,135	5.8%

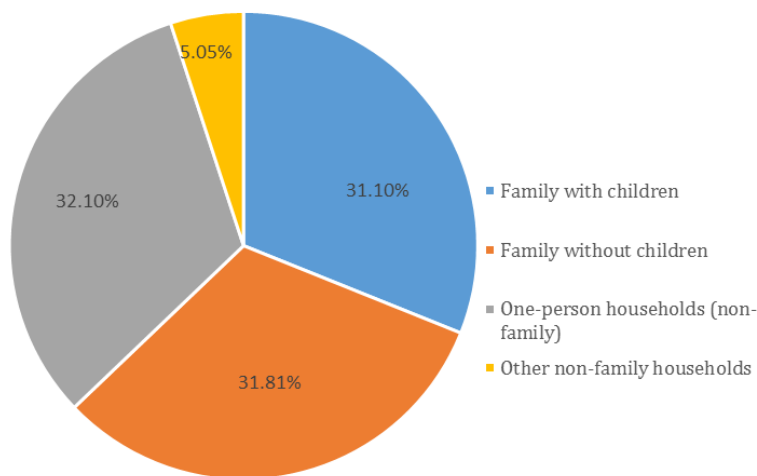
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5 to 17 years old	4,226	6.4%	77,195	16.5%
18 to 64 years old	15,977	62.0%	295,211	63.1%
65 or older	4,288	26.6%	68,306	14.6%

Source: US Census Bureau American Community Survey 2010-2014 5-Year Estimates

According to US Census estimates, there was a total of 10,095 households in the town of DeWitt (including the village of East Syracuse) in 2014. The average household size was 2.39 persons. The majority of households were family households (related persons), which made up approximately 63 percent of all households. Single person and other non-family households comprised 37 percent of all households.

Figure 3. Household composition in the Town of DeWitt



Source: US Census Bureau American Community Survey 2010-2014 5-Year Estimates

### 2.4.2 Housing

Housing in DeWitt consists primarily of single-family dwellings. US Census data from 2010 indicates 9,246 housing units in the town outside of the village of East Syracuse. Over two thirds (70%) of the housing stock across the town (including the village) is single unit structures. The second largest portion of housing stock across the town (9%) is moderately-sized apartment complexes (5-9 units). Nearly all homes in DeWitt including the village of East Syracuse are occupied on a year-round basis; according to Census data, seasonal units comprised only 0.7% of the housing stock (72 units).

As a post-WWII inner ring suburb of Syracuse, the decades with the largest growth of new housing in DeWitt<sup>1</sup> were between 1950-59 and 1960-69, with 22% and 21% of all existing housing units being built within these decades (respectively). At a county-wide level, the 1950s and 1960s only experienced construction rates of 17% and 13%, with a majority of housing being constructed prior to 1939 (24%) and heavily concentrated in

<sup>1</sup> These statistics do not distinguish between the town of DeWitt and the village of East Syracuse; however, the majority of mid-twentieth century housing was constructed in the town outside of the village of East Syracuse, which was incorporated in 1881 and features a much older building stock.

## Town of DeWitt Local Waterfront Revitalization Program

Syracuse. New housing construction in the town of DeWitt leveled off in the 1990s and 2000s; approximately 12% of the town's existing housing stock was built within those two decades.

Compared to housing stock in other areas within the county, DeWitt has a high home-ownership rate. Of the total occupied housing units in the town (outside of the village of East Syracuse), 83% are owner occupied and 17% are renter occupied. In comparison, only 65% of units in Onondaga County as a whole are owner-occupied. In 2010, the US Census reported an overall vacancy rate of 1.0% for owner occupied units and 6.2% for renter occupied units in the town of DeWitt (including the village of East Syracuse). The county's vacancy rates were nearly equivalent, with 1.4 % vacancy for owner-occupied units and 6.4 % vacancy for renter occupied units. In 2010, the median value of a home in DeWitt (including the village of East Syracuse) was slightly higher, at \$149,400, when compared to the county's median home value of \$134,200. Stable home values and low vacancy rates are a product of DeWitt's reputation as a convenient, desirable community with excellent access to good schools, employment, outdoor recreation, and shopping opportunities.

### 2.4.3 Income and Employment

Employment centers are located throughout the Waterfront Revitalization Area. To the north of the town, several office parks and hotels are located near Carrier Circle, along with several industrial developments and manufacturers. The central portion of the town includes a mix of office and commercial areas, ranging from the Widewaters office park to the Shoppingtown Mall, Wegmans, and other retail developments on Erie Boulevard and Genesee Street, all of which contribute to a broad tax base for the town. DeWitt residents also enjoy close proximity to major regional employment centers such as downtown Syracuse and Syracuse University. Figure 4 summarizes the income distribution of town residents.

Figure 4. Income in the town of DeWitt (including the village of East Syracuse)

Income	Number	Percent
Less than \$10,000	535	5.3%
\$10,000 to \$14,999	535	5.3%
\$15,000 to \$24,999	787	7.8%
\$25,000 to \$34,999	999	9.9%
\$35,000 to \$49,999	1191	11.8%
\$50,000 to \$74,999	2029	20.1%
\$75,000 to \$99,999	1262	12.5%

Source: US Census Bureau American Community Survey 2010-2014 5-Year Estimates

Based on the US Census data for the town (including the village of East Syracuse), approximately 62% of town residents age 16 or older participated in the labor force in 2010. Median household income was \$63,175, higher than the county median household income of \$54,498.

Map 3 demonstrates workplace area characteristics, including the employment density of the town of DeWitt, showing the number of jobs per square mile throughout the WRA. The employment base for the town is relatively stable. Primary employment for all segments of the workforce (e.g., all ages and income

## Town of DeWitt Local Waterfront Revitalization Program

levels) tends to cluster in two general locations. The largest of these is the collection of business parks and other commercial properties that straddle the New York State Thruway, between New Venture Gear Drive and Molloy Road. A smaller yet still distinct cluster is located east of Erie Boulevard along Towpath Road and Widewaters Parkway. These clusters are well aligned with the locations of major employers, most of which are located within office park settings in those areas. However, the clusters of both younger workers and lower-income workers skew more prominently toward Erie Boulevard, a result of the heavy concentration of retail jobs along the corridor. Infrastructural improvements focused on alternative modes of transit (e.g., mass transit, pedestrian, and bicycle) along Erie Boulevard would therefore likely have a pronounced benefit for these populations by increasing access to employment opportunities.

### 2.4.4 School Enrollment and Education Levels

DeWitt is split nearly in half between two school districts: Jamesville-DeWitt Central School District to the south and the East Syracuse-Minoa Central School District to the north. There is a small eastern portion of the town that is within the Fayetteville-Manlius Central School District. Five public schools are located within the waterfront area in DeWitt. There are also a few private schools, one of which (Manlius-Pebble Hill School) is located near the confluence of the Orville Feeder Canal and Meadow Brook.

Based on US Census data, approximately 94% of residents of the town of DeWitt have attained at least a high school diploma and 30% have achieved a bachelor's degree or higher. In 2010, 4,224 residents aged 3 years or older were enrolled in school. Schools in the area are considered an asset for attracting family homeowners. As shown in Figures 2 and 3, a little less than a third of DeWitt households have children, while over 88% of the population is beyond school age. Nonetheless, the school enrollments remain sufficient, for now.

Figure 5. School enrollment in the town of DeWitt

Subject	Number	Percent
Nursery School, Pre-School	486	7%
Kindergarten	344	5%
Elementary School (grades 1-8)	2309	32%
High School (grades 9-12)	1,582	22%
College or graduate school	2,534	35%

Source: US Census Bureau American Community Survey 2010-2014 5-Year Estimates. Values represent rounded estimates.

## 2.5 Existing Land and Water Uses

### 2.5.1 Existing Land Uses

Land uses within the WRA (town of DeWitt excluding the village of East Syracuse) cover the entire spectrum of community development, from open space to intense industrial uses. The following list summarizes each existing land use type by property class.

**Residential:** The most common land use by parcel count is residential, with a total of 7,987 parcels that occupy

## Town of DeWitt Local Waterfront Revitalization Program

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a total of 4,398 acres throughout the town (approximately 21% of the land cover), but primarily in its southern portion. Housing types range from apartment complexes to large estates; however, the vast majority are low- to moderate-density single-family year-round residences. Typical post-WWII suburban development patterns are common, featuring looping, curvilinear roadways developed between collector streets, with cul-de-sacs often used in place of intersections.

**Vacant:** The town's vacant land is composed of 1,415 parcels that cover 5,428 acres (26% of land cover). These parcels have a variety of characteristics; some show signs of disinvestment or are otherwise underutilized, others are opportunities for community growth or the expansion of recreational amenities. Vacant parcels within the town represent significant opportunities for the preservation of valuable habitat, the protection of critical ecosystem services, or other natural amenities. See Section 2.5.3 for additional discussion of vacant properties.

**Commercial:** There are 1,179 parcels and 2,735 acres of commercial property across the town of DeWitt (13% of land cover). A majority of these commercial areas are located along Erie Boulevard and the northern reaches of DeWitt. This category includes not only the types of high-intensity suburban retail common along Erie Boulevard, but also office parks (e.g., Widewaters Business Park) and service/hospitality uses that are common between the Carrier Corporation facility in East Syracuse and the NYS Thruway. The most common commercial types of use (by number of parcels) are warehouses used for storage/distribution, office buildings, and small one-story retail structures. As noted in the town of DeWitt Comprehensive Plan, the proliferation of suburban office parks experienced by the town in recent decades is a trend that is not expected to continue. It is further anticipated that future trends in suburban commercial development (and redevelopment) will be better integrated with their surrounding context.

**Recreation and Entertainment:** There are 45 parcels used for recreation and entertainment, forming a composite 1,589 acres of land across the town (8%). The majority of these properties are used for playgrounds and public or private golf courses. However, there are twelve other types of recreational areas throughout the town, ranging from recreational picnic areas to indoor spas.

**Community Services:** The town of DeWitt has 122 properties comprising 1,988 acres (10%) designated as community services. The top types of community services, by parcel count, are schools and religious institutions. Large parcels designated "community services" include St. Mary's Cemetery and Mausoleum, LeMoyne College Campus, and the Hancock Field Air National Guard Base.

**Industrial:** Throughout the town, 140 industrial parcels cover 2,433 acres (12%), with the dominant use as manufacturing and processing. A notable amount of industrial acreage occurs within one parcel (Rock Cut Quarry) owned and operated by Hanson Aggregates, a stone supplier based out of the Jamesville Quarry in the southern portion of DeWitt.

**Public Services:** 118 parcels are used for public services throughout DeWitt, comprising 1,840 acres (9%). A majority of the parcels are utilized for flood control or water supply; however, a majority of the land acreage is utilized for the Syracuse Hancock International Airport, which has 1,062 acres located within the WRA.

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**Wild, Forested, Conservation Lands and Public Parks:** While only nine parcels and 52 acres (0.3%) comprise this property class type, forested conservation lands protect unique areas of the town. The largest property owner for this land use category is the Central New York Land Trust, which holds approximately 26 acres within the town near White Lake. There also is an 8-acre parcel along the Erie Canal, owned by New York State and three underwater acres of underwater parcels. The state-owned Clark Reservation includes areas of rich woods that contain the rare species, hart’s tongue fern, and a highly unique meromictic lake (see Section 2.7.1).

**Agricultural Parcels:** Few existing farms are located within the town of DeWitt. Seven agricultural parcels make up 161 acres within the town (0.8 % of land cover). Agricultural uses vary. These parcels include:

- The Greenwood Winery and Bistro at 6475 Collamer Road, which includes a one-acre vineyard;
- Vollmer’s Nursery at 6465 Collamer Road;
- Barbagallo’s Farmstand at 6287 Thompson Road;
- A small farm featuring a three-acre pasture, located off Miles Ave;
- A half-acre game preserve owned by the DeWitt Fish and Game Club, located off Woodchuck Hill Road;
- A 23-acre vacant farm property that is included within the Woodchuck Hill Field and Forest Preserve, owned by the Central New York Land Trust and located off Woodchuck Hill Road;
- A 100-acre crop farm located off Seneca Turnpike, south of Clark Reservation State Park.

Of these parcels, only one (the farm on Seneca Turnpike) is included in a state-certified Agricultural District (Onondaga County Agricultural District #4). That district also includes a vacant industrial property located along Seneca Turnpike, east of Gates Road. Voluntarily enrollment in the Agricultural District affords certain “right-to-farm” protections through the Agricultural Markets Law (AML), Article 25-AA. These protections include the NYS Department of Agriculture & Markets’ (NYSDAM) definition of agriculture, protection against local laws that unreasonably restrict farm operations, consideration of agricultural data during certain types of local review for adjacent land development projects, County and NYSDAM review of agricultural impacts from publicly-funded non-farming projects occurring within an Agricultural District, defense against private nuisance actions for sound agricultural practices, and disclosure notices for prospective adjacent property buyers.

In addition to right-to-farm protections, AML Art. 25-AA also provides Ad Valorem limitations for land used primarily for agricultural production within agricultural districts. This provision limits the taxation of farmland for certain municipal improvements such as sewer, water, lighting, non-farm drainage, solid waste disposal, or other landfill operations. It also mandates consideration of agricultural data during certain types of local review for adjacent land development projects, and County and NYSDAM review of agricultural impacts from publicly-funded non-farming projects occurring within an Agricultural District.

Map 4, Existing Land Uses, illustrates the distribution of each of these land use types by parcel property class.

### 2.5.2 Water Dependent and Water-Enhanced Uses

In terms of waterfront resources, the town of DeWitt presents primarily water-enhanced uses, and to a lesser

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extent uses that are water dependent. Water-dependent uses may include:

- Uses which depend on the utilization of resources found in coastal or inland waters (for example: fishing, mining of sand and gravel, maricultural activities);
- Recreational activities which depend on access to coastal or inland waters (for example: swimming, fishing, boating, wildlife viewing);
- Uses involved in the sea/land transfer of goods (for example: docks, loading areas, pipelines, short-term storage facilities);
- Structures needed for navigational purposes (for example: locks, dams, lighthouses);
- Flood and erosion protection structures (for example: breakwaters, bulkheads);
- Facilities needed to store and service boats and ships (for example: marinas, boat repair, and boat construction yards);
- Uses requiring large quantities of water for processing and cooling purposes (for example: hydroelectric power plants, fish processing plants, pumped storage power plants);
- Uses that rely heavily on the waterborne transportation of raw materials or products which are difficult to transport on land, thereby making it critical that a site near to shipping facilities be obtained (for example: fuel export facilities, cement plants, quarries);
- Uses which operate under such severe time constraints that proximity to shipping facilities becomes critical (for example: firms processing perishable foods);
- Scientific/educational activities which, by their nature, require access to coastal or inland waters (for example: certain meteorological and oceanographic activities); and
- Support facilities which are necessary for the successful functioning of permitted water dependent uses (for example: parking lots, snack bars, first aid stations, short-term storage facilities). Though these uses must be near the given water dependent use they should, as much as possible, be sited inland from the water dependent use rather than on the shore.

Several of these categories of water-dependent uses are not found within the town of DeWitt at the present time. However, several land uses and water features throughout the town would not exist in the absence of waterbodies such as the historical alignment of the Erie Canal, or Butternut and Ley Creeks.; further, many land uses are functionally dependent on access to water resources for their continued viability and function.

Water-dependent uses within the WRA include:

- Nonmotorized boat launch at Ryder Park
- Public fishing access point at Ryder Park
- Cedar Bay turning basin
- Nonmotorized boat launch at Cedar Bay
- Public fishing access point at Butternut Creek
- Butternut Swamp Nature Preserve
- Butternut Creek aqueduct at the Old Erie Canal State Historic Park
- Butternut Creek / Orville Feeder Canal sluice gate

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*Photo 2: Ryder Park – View looking north from multi-use trail*

Water-enhanced uses means a use or activity which does not require a location adjacent to coastal waters, but whose location on the waterfront adds to the public use and enjoyment of the water's edge. Water-enhanced uses are primarily recreational, cultural, retail, or entertainment uses. 19 NYCRR 600.2(ai) In DeWitt, water-enhanced parks and public access areas include Clark Reservation State Park, Butternut Creek Golf Course, Ryder Park, Old Erie Canal State Historic Park, and Maxwell Park along the northern branch of Ley Creek. A conservation easement recently acquired by the town of DeWitt at the site of the former Brooklawn Golf Course would also qualify as a water-enhanced land use.

### **“Blueway” navigability improvements**

The town of DeWitt’s waterways could provide greater recreational opportunities for nonmotorized watercraft along the Erie Canal and Butternut Creek. A fundamental step in improving these opportunities is to create a Blueway system that draws attention to these waterbodies and their connections to each other, and in doing so, increases the public awareness and sense of waterway connectivity throughout the town and beyond. Development of this Blueway system should examine waterways beyond the boundaries of the town of DeWitt, specifically those eastward toward Rome as part of the Old Erie Canal State Historic Park. The development of this Blueway system should focus on the expansion of water access, improvement of existing trail and watercraft-related infrastructure, and the enhancement of connectivity with the surrounding community. This assessment should include an overview of existing conditions, a needs analysis, maps of existing and proposed access sites, suggested paddle routes, signage, and a brand identity.

Basic improvements to existing infrastructure would increase public awareness of, and connections to, DeWitt’s waterways. Currently, non-motorized boat launches are located at Cedar Bay Park along the Erie Canal and at Ryder Park along Butternut Creek, two heavily-visited areas. These access points can be improved with consistent branding, signage, alterations to boat launches, and publicity. Additional launch areas can be implemented to provide access points on Butternut Creek south of I- 481, which is known to host recreational kayakers. Kayak or canoe rental venues would facilitate the use of these access points where appropriate (e.g., Cedar Bay), and could include storage systems, boathouses, cleaning stations, gear rental, and bathrooms.

Navigability throughout the proposed Blueway trail system can also be improved with directional and interpretive signage that connects users to on-land trails such as the Erie Canalway Trail. Development of signage will facilitate ease of navigability along the Blueway trail, including directional signage on nearby



## Town of DeWitt Local Waterfront Revitalization Program

roads, trailhead signs and kiosks, and possibly signs along the waterways to indicate distances to access points, intersecting waterways, and interest points. Interpretative information may also be included in signage along the Blueway. These signs could point out historic or cultural areas, ecological characteristics, or local historic/geological features on the Blueway corridor.

### 2.5.3 Abandoned, Underutilized and Deteriorated Sites and Structures

Over time, certain areas of the town have become blighted due to deindustrialization, while other areas of the town have flourished due to increased housing stock and population growth. The combination of these two dynamics creates ample opportunities for redevelopment. Areas of abandoned, underutilized or deteriorated sites and structures are prime for redevelopment – especially those adjacent to the town’s waterfront resources. Notable sites and structures are described in the following summaries, and shown in Map 5, Underutilized Sites and Structures.

**5749 Celi Drive, 5761 Celi Drive, and 5762 Celi Drive** – This 1.7-acre corner lot is the most prominent underutilized property in the town of DeWitt. It most recently housed the 8,000-square foot Country Club Dance Hall, see Photo 3a. However, the site was inactive for more than 10 years and was greatly deteriorated. The Country Club Dance Hall was torn down in 2017. While the location is highly visible and highly desirable due to its location on the corner of Erie Boulevard and Bridge Street, the lot remains vacant and for sale (see Photo 3b). The lot is surrounded by large retailers and the historical Widewaters Pond, an overgrown but lasting remnant of the historical Erie Canal. The adjacent abandoned industrial buildings located on 5761 Celi Drive (1.1 acres) and 5762 Celi Drive (1.5 acres) provide additional opportunities for redevelopment and revitalization (see Photos 4 and 5). More information about 5762 Celi Drive, a designated brownfield, is provided in Section 2.7.5.



*Photo 3a: Former Country Club dance hall at 5749 Celi Drive; view looking north from southeast property line*

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Photo 3b: Site of the former Country Club dance hall at 5749 Celi Drive; panoramic view looking north from Erie Boulevard



Photo 4: Underutilized structure at 5762 Celi Drive in a designated brownfield; view looking north.

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Photo 5: Vacant commercial building at 5761 Celi Drive; view looking east from across Celi Drive.

**3350 Erie Boulevard-** This 0.6-acre lot with an abandoned multi-occupant commercial building is nestled at the intersection of Sutton Place and Erie Boulevard with access points from both streets (see Photo 6). It overlooks Widewaters Pond, which is located across Erie boulevard. Located in proximity to commercial areas along the boulevard corridor and uphill residential areas, the commercial building offers unique opportunities for future use.

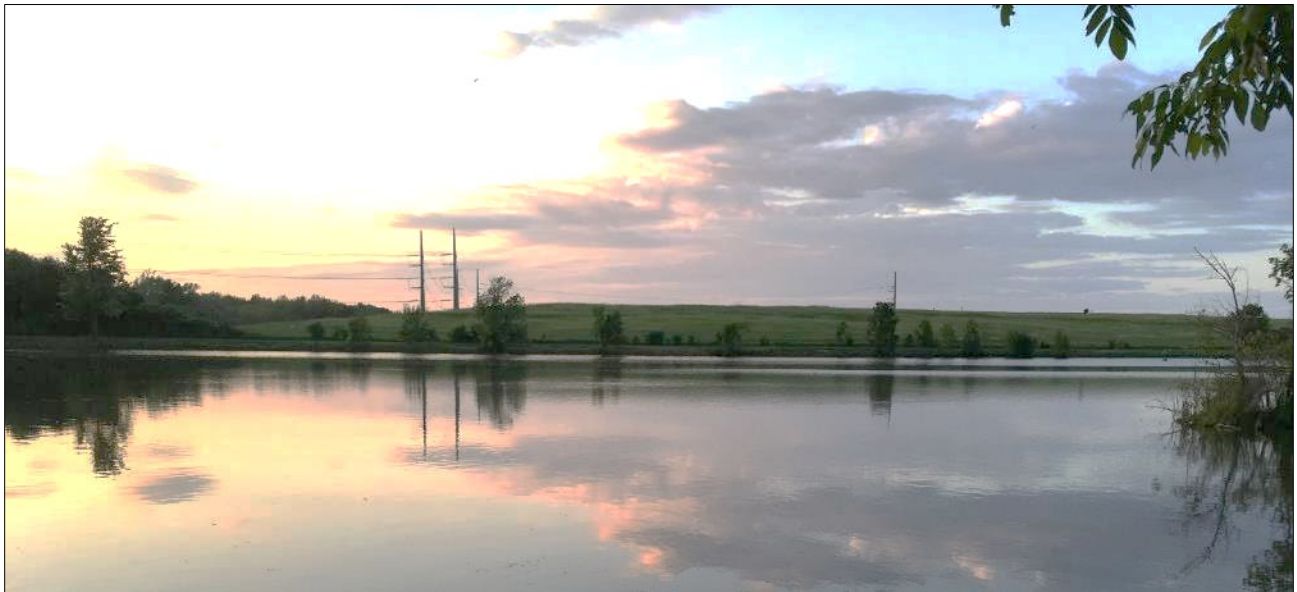


Photo 6: Abandoned commercial building located at 3350 Erie Boulevard; view looking west from across Erie

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### *Boulevard*

**Town of DeWitt Landfill** – Located between Fisher Road and Cedar Bay Park, the closure for this landfill was completed in 1994, and the site was delisted as a hazardous waste site in 2009. While the area to the south of the parcel has been developed as a recreational area with a walking and biking trail, access to the site itself is blocked by a chain link fence. Although the inactive landfill does not pose a known significant threat to the environment, the continual groundwater monitoring and mowing of this highly visible and underutilized area are ongoing financial burdens to the town of DeWitt. This is underutilized as compared to its potential, which is best exhibited by landfill reclamation projects such as Mount Trashmore Park in Virginia Beach, or Freshkills Park in Staten Island (NY).



*Photo 7: The town of DeWitt Landfill lies directly north of the Erie Canalway Trail and Cedar Bay. View looking north from the southern edge of Cedar Bay.*

**Kinne Road Bridge** – This bridge is one of the few connecting routes across the Interstate 481 corridor and is owned and maintained by the New York State Department of Transportation. Although it is well utilized for local vehicular traffic, the bridge is underutilized by bicycle and pedestrian travelers due to a lack of supportive infrastructure scaled to those uses (specifically, intersection ramps between trails and the bridge, cross lights, and sidewalks).

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*Photo 8: The Kinne Road Bridge provides a narrow sidewalk on its northern side that pedestrians can use to cross over Interstate 481; however, they must compete with heavy and fast paced traffic. View looking east from the bridge's western end.*

**Rock Cut Quarry** – Located adjacent to Interstate 481 in the southern portion of town, the privately-owned abandoned Rock Cut Quarry gravel mining operations comprise hundreds of acres of underutilized land. The parcel is approximately 275 acres of un-reclaimed mine lands along the Onondaga Escarpment. The quarry lands include ecologically vulnerable Limestone Woodland natural communities, wetlands, emerging successional forest regrowth and evidence of informal trails (see Section 2.5.4, below) . Although the mining operation in this area has been abandoned for approximately 30 years (predating current ownership), Hanson Aggregates had renewed its mining permit for the site every five years since acquiring the site. A 1978 reclamation plan filed with New York State provides minimal detail, though it is noted that this plan would be superseded by the requirements of the New York State Revegetation Procedures Manual. It is noted that the 1978 reclamation plan calls for berms and a dense planting of multiflora rose (a non-native invasive plant) to prevent access to the quarry upon closure, and that the quarry floor would not be soiled or seeded since the end use is not known.



*Photo 9: Rock Cut Quarry, view looking west*

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**Former Brooklawn Golf Course**— This former 18-hole golf course is located between East Malloy Road and I- 90, the New York State Thruway, west of Thompson Road at the north end of the town. It is immediately south of Syracuse Hancock International Airport in the Mattydale vicinity. Approximately 100 acres straddling the North Branch of Ley Creek, the former Brooklawn Golf Course property remains in private ownership. In 2018, the town of DeWitt acquired a conservation easement adjacent to Ley Creek as part of a subdivision application for the property, which remains in private ownership. The property was subdivided at this time.

### 2.5.4 Public Access, Recreation, and Undeveloped Natural Areas

DeWitt has several recreational properties, both public and private. Some of these places are located along waterfront areas. These properties, and their key features, are described in the following summary and shown in Map 6. Although some are considered in the foregoing section on abandoned and underutilized land, the parcels described in this section support outdoor recreation as a primary function.

**Ryder Park** - This 12-acre park is located on Butternut Drive, adjacent to DeWitt Town Hall. It is owned by New York State, but operated by the town of DeWitt. The park provides a canoe launch, automobile parking, fishing pond, bicycle and walking trails, picnic areas, and playground. Open to the general public, Ryder Park has a high level of use for public outdoor recreation.



*Photo 10: Erie Canalway Trailhead at the Old Erie Canal State Historic Park, view looking due east.*

**Old Erie Canal State Historic Park / Cedar Bay Park** - Old Erie Canal State Historic Park is located along the Erie

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Canal corridor segment in the town which constitutes the western terminus of the 36-mile-long park. It includes a parking area and trail orientation map that provide access to the park's western end. Cedar Bay Park (owned by New York State, operated under a cooperative agreement with the town of DeWitt) is located within the Old Erie Canal State Historic Park, on Cedar Bay Road between Kinne Road and North Burdick Street. Approximately 38 acres of this parkland is within the town of DeWitt, featuring a parking area for the Erie Canalway Trail, paved towpath trail, a small boat launch, fishing access, and picnic areas. The park attracts a regional level of use by outdoor recreation enthusiasts. It provides the western trailhead map, and automobile parking for the Old Erie Canal multi-use path along the route of the historical canal towpath.

***Butternut Creek Recreation and Nature Area and Trail*** - The town of DeWitt owns two properties along the eastern side of Butternut Creek and Interstate 481. These properties provide approximately 37 acres with a mile-long trail that connects the Wegmans parking lot to the south with the Erie Canalway Trail to the north. Trail users may park at either end to complete a two-mile loop.

***Clark Reservation State Park*** – This park is located between East Seneca Turnpike (Route 173) and Rock Cut Road, west of Jamesville Road / North Street. It is comprised of 377 acres total, featuring a nature center and trail system, fishing access, and Glacier Lake (formerly known as Green Lake), a unique “glacial plunge”, or meromictic, lake where deep cold waters do not turn over annually. Clark Reservation is a wooded area with a great diversity of fern species. In addition to geological and ecological values, Glacier Lake and Clark Reservation State Park are prized for their recreational value. A series of trails extend throughout the park to facilitate public access to this unique setting, including access to the 175-foot cliffs overlooking the lake. Parking lots are provided for over 100 vehicles accessed from East Seneca Turnpike.

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**Richard's Green Space** - Located north of Andrews Road, this 27-acre area is west of Interstate 481 and is connected to an open space area featuring informal trails and habitat and vegetation along the Orville Feeder Canal/Meadow Brook. The site is made up of two town-owned parcels lying adjacent to other undeveloped properties owned by New York State, National Grid, and a private landowner. Land uses are mixed, and include vacant, public services, community services and wild forested/conservation lands/public parks. While local outdoor recreation enthusiasts frequent the area, the site only supports a low level of basic outdoor activity and does not have any park amenities. There is currently no vehicular access available at the site.



*Photo 11: Well-utilized informal trails connecting Richard's Green Space to the Orville Feeder Canal/Meadow Brook, view looking south*

**Grist Mill Park** - This park is located near the intersection of East Seneca Turnpike (Route 173) and Pompey Road (Route 91), on the western bank of Butternut Creek. Owned by the town of DeWitt, this area is less than 0.25 acres, featuring a small picnic area and view of the creek below. There is a small off-road area to park a car across from the park on the west side of Solvay Road.

**Delaney Green Space** - This undeveloped natural area is located at southwest corner of the intersection between Kirkville Road and Girden Road. The wooded 21.4 acres, featuring undeveloped natural areas and a portion of Butternut Creek, are town owned.

**Fiddlers Green Park** - This town park is located on Solvay Road, along Butternut Creek, in the hamlet of Jamesville. A favorite picnicking and fishing spot since the 1880s, it consists of undeveloped natural areas, one mile of hiking trails, picnic benches and tables, a kiosk, and a view of Dunlop Falls, which is surrounded by private property.

**Maxwell Park** - Located on Badgley Road, between Schuyler Road and Fly Road, Maxwell Park has approximately 105 acres total, featuring picnic shelters, restrooms, lighted ball parks, and other recreational amenities. The park includes a walking trail accessing the North Branch of Ley Creek to the north.

**Woodchuck Hill Field & Forest Preserve** - Located off Woodchuck Hill Road in the southeast part of DeWitt, the preserve is owned by the Central New York Land Trust. Approximately 95 acres include public access to a partially developed (agricultural) property, trail system, wetland complex, and scenic viewing areas. The preserve is made up of two discontinuous parcels straddling the stream connecting White Lake to the west and Snooks Pond (outside of the WRA) to the east.



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***Butternut Swamp Nature Preserve*** – This 42-acre, land-locked nature preserve is owned by the Central New York Land Trust and located between Kirkville Road and the CSX rail yard, adjacent to Interstate 481. It is isolated by adjacent land uses (namely, transportation infrastructure) and private ownership interests. The preserve contains a short segment (approximately 2,500 linear feet) of the meandering Butternut Creek, but no formalized trail system or access points. The town of DeWitt owns a vacant waterfront parcel approximately 1,500 feet due northeast, with frontage on Kirkville Road. However, access between the two discontinuous properties (across a 66-acre vacant waterfront property owned by a realty firm) is not officially sanctioned. Therefore, this property is considered underutilized until such official access can be provided.



*Photo 13: Butternut Swamp, view looking east.*

***Butternut Creek Golf Course*** - Located at the northeast corner of the interchange at Jamesville Road and Interstate 481, it is in the south part of town in the Jamesville vicinity. This 37-acre, nine-hole golf course straddles Butternut Creek. The course was built in 2001, is open to the public for golf, and is privately owned. The course is now owned and operated by First Tee of Syracuse. This is one of 180 chapters worldwide of the youth golf development program, The First Tee, a nationally-based initiative of the World Golf Foundation established in 1997. In DeWitt, there is a summer program for ages 7 -17 and a public driving range. The course currently does not offer cross-country skiing due to difficult winter access and low siting compared with the roadways.

***Widewaters Pond*** – This 37-acre parcel is owned by the New York State Department of Transportation for flood control. At the center of the parcel, there is a waterbody which is a remnant of the Old Erie Canal. Currently it is not used for recreational purposes and there are no formal points of public recreation. Barriers to access include visual barriers (due primarily to dense stands of phragmites) and physical barriers (due to guard rails and adjacent roadways).

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**Rams Gulch** – This natural area along the Onondaga Escarpment has remained undeveloped due to the presence of federally protected species. Located south of Interstate 481, north of Rock Cut Road, and west of Jamesville Road, the area in and around Ram’s Gulch is a frequent destination for nature observation, though there are no formal trails as the property is held in private ownership. The parcel is approximately 20 acres and is designated as vacant industrial use. Historically, this area was one of the original recreational areas in the region and used as a Boy Scout Camp from the 1920s until it closed in the mid-1950s. At that time, Allied Chemical acquired the property for additional settlement basins. However, facing public opposition to this use, the property was not developed and eventually ownership was transferred to Hanson Aggregates, the current property owner.

**White Lake** – The White Lake wilderness area is a 454-acre property located between Woodchuck Hill Road and the Jamesville Quarry. Although it has been the subject of numerous conservation efforts on behalf of the town of DeWitt, its residents, and other organizations over the past several decades, it remains in private ownership. The property is restricted from public use. Property postings (i.e., “no trespassing” signs) are common along the property line to discourage unsanctioned access, though some informal hiking trails have been developed by local residents accessing the site for recreational purposes. Deed restrictions associated with the operation of the adjacent active quarry have prevented the property from being developed. However, private ownership has greatly restricted public access to, and appreciation of, this unique and highly valuable natural area.



*Photo 12: Vegetative overgrowth within the White Lake wilderness area, view looking southwest*

**Other Outdoor Recreation** - The town of DeWitt also owns and maintains other parks and recreational facilities within the WRA that complement the waterfront properties listed above. These include:

- Avery Park, a small property adjacent to the Jamesville Museum;
- The Willis Carrier Recreation Center (Carrier Park) and the “Field of Dreams” sports complex, a 28-acre outdoor multi-sport facility on Kinne Street;
- The Jamesville Train Station on East Seneca Turnpike; and
- The Wiesner Green Space, a 6-acre undeveloped parcel off Quintard Road.

#### **Surface water use studies**

Ryder Park and Cedar Bay function together as a significant recreational amenity. Together, they are two of the few existing and well-known areas within the town where residents and visitors interact with waterbodies. The town of DeWitt seeks to increase the year-round use of these and other waterfront areas by considering the feasibility of new recreational uses on the Old Erie Canal, Butternut Creek, and Widewaters Pond.

The existing surface water access has the potential to be enhanced with amenities to increase recreational

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opportunities for users of various interests. Adding a nonmotorized watercraft rental facility is likely to increase water access opportunities for a larger group of potential users, other than only boat owners, to include people who would benefit from convenience and lower costs. A reliable watercraft rental option may also help to mitigate the spread of aquatic invasive species between waterbodies both in the WRA and regionally. The facility could be small and simple, holding only kayaks, or can be larger to include canoes, row boats, and stand-up paddle boards. The town could also consider partnering with a private company to administer a rental program, as has been done by others at the Onondaga Lake Park. To inform the feasibility of these projects, a community survey and design charrettes are two methodologies that could help determine usage rates and interest.

Surface water can also provide year-round recreational opportunities that celebrate winter through recreational activities like ice skating, which could be feasible in Cedar Bay and Widewaters Pond. In exploring the feasibility of a skating facility, considerations such as mean water temperatures, ice thickness, and skating surface maintenance would have to be examined. Additionally, space should be assessed to include amenities including a warming lounge, lockers and skate rentals, snack bar, restrooms, possible room for vendors, and room to accommodate musicians and/or other forms of special events. An example of a nearby successful public outdoor skating program is the Rideau Canal Skateway of the annual Ottawa Winterlude. The Skateway has some innovative temporary and more permanent amenities that support thousands of skaters and many other activities. Opening the 49th skating season in December 2018, crews drill through the thin ice and pump water to the surface, flooding it to create a thirty centimeter (30cm = 12”) minimum thickness to accommodate the weight of all the walkers and skaters on the ice.

### **Recommendations for Conservation and Recreational Land Acquisitions**

Waterways and unique geological features throughout the town of DeWitt present several opportunities for a well-connected conservation and a recreation system that takes advantage of the rich natural, cultural, and economic history of the area. These features, particularly those near or connected to the Onondaga Escarpment, currently provide an array of recreational opportunities including hiking, fishing, jogging, and cycling. However, many of the recreational amenities throughout the town remain largely informal. Joggers and cyclists compete with heavy road traffic for shoulder space, and hikers and mountain bikers frequently rely on unsanctioned access to private properties. In particular, three areas in the southern portion of the town present significant opportunities for the town of DeWitt to provide improved, legal public access to treasured natural and recreational amenities. These areas include Widewaters Pond, Ram’s Gulch, the White Lake wilderness area, and the abandoned Hanson Aggregates quarry north of I-481.

The New York State Department of Transportation (NYSDOT) controls the Right-of-Way of Erie Boulevard, which includes Widewaters Pond. The town of DeWitt is in the process of acquiring the property rights or use of the area surrounding Widewaters Pond, from NYSDOT. To achieve this, the town has requested DOT to declare it as surplus property. If this request is met, the town will purchase the property for a nominal fee. If this request is not met, the town may apply to the DOT for limited property rights or access. These rights and access may occur under a DOT Highway Work permit, a NYSDOT Use-and-Occupancy permit, or both. These options would allow the town of DeWitt to enhance the public right-of-way that borders the surface water of Widewaters Pond, subject to limitations imposed by NYSDOT.

Ram’s Gulch is located adjacent to I-481 and Clark Reservation State Park. This property is owned by Hanson

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Aggregates, and is home to designated wetlands, an informal trail system, and sensitive flora and fauna. The proximity of Ram's Gulch to Clark Reservation State Park presents an opportunity to connect the two green spaces, and to provide an additional destination for recreationists exploring the unique natural features of the state park. Formal public access to the gulch would also present opportunities for conservation interpretation; informational signs could help educate visitors about the importance of rare species such as the Hart's Tongue fern that exist in that area and unique geological features such as the Onondaga Escarpment. Such access would require either public acquisition of the property, or acquisition of a conservation easement in coordination with the property owner. Several issues require further investigation in the meantime, including an examination of property accessibility and safety in close coordination with Hanson Aggregates and the owners of adjacent properties and infrastructure (e.g., NYSDOT and the New York Susquehanna and Western Railway).

The White Lake wilderness area also has many similar attributes in terms of both conservation and recreational value and a lack of legal public access. It hosts overwintering populations of federally endangered and threatened bats (Indiana Bat and Northern Long-eared Bat, respectively), an assortment of state threatened and endangered vascular plant species (e.g. Sheathed Pondweed and Marsh Arrow-grass) and the rare Marl Fen and Northern White Cedar Swamp communities. With its adjacency to the CNY Land Trust's Woodchuck Hill Field and Forest Preserve, this wilderness area offers an opportunity to leverage existing conservation amenities and to expand public access to a highly prized and underutilized waterfront area. Like Ram's Gulch, the acquisition of land or easements in this area would be a great benefit to residents of the town of DeWitt.

While it may not present similar opportunities in terms of conservation value, the abandoned Hanson Aggregates quarry ("Rock Cut Quarry") between Nottingham Road and I-481 offers perhaps the greatest potential for the expansion of public recreation in the town of DeWitt. Like Ram's Gulch and the White Lake wilderness area, the Hanson property is subject to frequent unsanctioned use by hikers, mountain bikers, bird-watchers, and others. Public ownership or easement could allow for the expansion of an existing informal network of trails, and improved infrastructural and/or programmatic connections to other local amenities (e.g., the public library and Clark Reservation State Park, both of which are nearby). It would also offer an opportunity to reclaim portions of the quarry that have suffered environmental damages and to improve public safety. This area is vulnerable to ground failure (albeit a low risk) according to the Onondaga County 2011 Hazard Mitigation Plan, and as such, the plan recommends continued monitoring, development of emergency plans, and participation in mutual aid agreements and other related county-wide initiatives. Additionally, this Rock Cut area features an array of state and federally designated rare, threatened and endangered species. Sensitivity to habitat requirements should be provided throughout the trail design process.

Fiddlers Green is a fourth location for potential land acquisition, and it is one that has an active base of local support. Since 2008, the town of DeWitt and the Fiddlers Green Park Association have made great strides in the construction of trails, signs, parking and access, and in generating public awareness of the property. However, there remain necessary improvements and challenges. One of the top priorities is the integration of a 2.25-acre adjacent parcel that the town recently purchased. This property, located along North Street, provides more physical visibility and will be a key access point for pedestrian traffic. Future site improvements may include improvements to the small parking area, and a pedestrian bridge crossing Butternut Creek to access the center of the park. Stakeholders for this project include the town of DeWitt, the Fiddlers Green Park Association, Jamesville Museum and Chamber, and community benefactors and volunteers. Additional priorities for the park include continued acquisition of adjacent parcels that add to the community enjoyment of the space, with the ultimate objective of linking Fiddlers Green to the network of parks in the town of

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DeWitt to the Jamesville Reservoir in the town of Lafayette, and to Clark Reservation State Park. This potential trail system between parks has full support from the Fiddlers Green Park Association, but will require collaboration between the town, private landowners, and the NYS Office of Parks, Recreation, and Historic Preservation. It will also require further study of issues such as erosion control, safety, accessibility, and other design elements.

The acquisition of land or public access easements on these properties requires close coordination with willing property owners and a thorough examination of the costs and feasibility of public ownership and amenities. The opportunities and constraints for improved access to and throughout each site are unique, and should be carefully considered by the town of DeWitt through additional study and dialogue with property owners and stakeholders. In addition, the town of DeWitt must consider alternative financial strategies for the acquisition of land or access rights. These may include the creation of dedicated conservation funding at the local level, the participation of the town of DeWitt Local Development Corporation, bond issues, partnerships with other conservation organizations or public agencies, public and private grant funds, or other arrangements.

*Figure 16. Recreational opportunities, constraints and stakeholders associated with potential land acquisitions to improve public access within the WRA*

Area	Opportunities	Constraints	Relevant Stakeholders
Widewaters Pond	<ul style="list-style-type: none"> <li>Provides potentially catalytic public space in center of town</li> <li>Provides potential focal point for mixed-use development to take advantage of forthcoming Empire State Trail</li> <li>Could be transferred to town of DeWitt through NYS surplus property process</li> </ul>	<ul style="list-style-type: none"> <li>Water quality concerns</li> <li>Vegetation management concerns</li> <li>Narrow right of way</li> <li>Wetlands</li> </ul>	<ul style="list-style-type: none"> <li>NYS DOT</li> <li>NYSOPRHP</li> <li>Adjacent property owners</li> </ul>
Ram's Gulch	<ul style="list-style-type: none"> <li>Close proximity to Clark Reservation State Park</li> <li>Robust natural features to provide interpretive experiences</li> </ul>	<ul style="list-style-type: none"> <li>Safety considerations with adjacent operational quarry, Interstate 481 and potential railroad crossing</li> <li>Consideration of rare, threatened and endangered species</li> <li>Funding constraints</li> </ul>	<ul style="list-style-type: none"> <li>Hanson Aggregates</li> <li>NYS DOT</li> <li>New York Susquehanna and Western Railway</li> </ul>
White Lake	<ul style="list-style-type: none"> <li>Adjacent formal and informal trail system through permanently protected lands (CNYLT Woodchuck Hill)</li> <li>Robust natural features to provide interpretive experiences</li> </ul>	<ul style="list-style-type: none"> <li>Consideration of rare, threatened and endangered species</li> <li>Funding constraints</li> <li>Upland trail development would require access through multiple private properties</li> <li>Existing deed restriction tied to the active use of adjacent quarry</li> </ul>	<ul style="list-style-type: none"> <li>Private landowners</li> <li>CNYLT</li> </ul>

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Area	Opportunities	Constraints	Relevant Stakeholders
Rock Cut Quarry	<ul style="list-style-type: none"> <li>• High quality mountain biking and hiking amenities</li> <li>• Rare plant and bird habitat</li> <li>• High connectivity with community amenities and residential areas</li> <li>• Existing informal trails</li> </ul>	<ul style="list-style-type: none"> <li>• Consideration of rare, threatened and endangered species</li> <li>• Funding constraints</li> <li>• Unknown environmental conditions related to quarry operation</li> </ul>	<ul style="list-style-type: none"> <li>• Hanson Aggregates</li> <li>• NYSDOT</li> <li>• New York Susquehanna and Western Railway</li> </ul>
Fiddlers Green	<ul style="list-style-type: none"> <li>• Active group of local volunteers</li> <li>• Existing public access</li> <li>• Recent development of interpretive signs</li> <li>• 2.25 acre parcel recently acquired by Town</li> </ul>	<ul style="list-style-type: none"> <li>• Funding constraints</li> <li>• Discontiguous publicly owned properties, separated by a waterway (requiring a bridge to connect a potential trail system)</li> </ul>	<ul style="list-style-type: none"> <li>• Fiddlers Green Park Association</li> <li>• Jamesville Museum and Chamber</li> </ul>

### Butternut Creek Trail Improvements

A robust partnership between the town of DeWitt and local volunteer groups has allowed the Butternut Creek Trail to become a well-utilized and recognizable amenity. The trail provides a direct, off-road connection from one of the town's busiest commercial centers to one of its most beloved recreational resources, the Erie Canalway Trail. Starting at Wegmans Plaza, the paved trail meanders nearly a mile through the secondary growth forest and wetlands of the Butternut Creek Recreation and Nature Area. A quarter-mile boardwalk spur provides additional trails and scenic overlooks through the adjacent wetlands, which feature a critical vernal pool habitat, reconstructed to protect local amphibian populations. The trail's northern terminus features a parking lot along Kinne Road and pedestrian signage, crosswalk infrastructure and a footbridge to connect recreationists and tourists to the broader Erie Canalway Trail system.

Successful as it is, there are many additional opportunities to increase the trail connections to other parts of town. The expansion of the current trail to other areas will provide more opportunities for recreation and non-motorized transportation. Expansion opportunities include the potential for a formalized off-road trail system along Butternut Creek and the Orville Feeder Canal south of Kinne Road, improved on-road connections to residential areas adjacent to the existing terminus at Wegmans Plaza, and an extension of formalized cycling infrastructure south toward Jamesville Reservoir.

The existing system of formal and informal trails in this area features two prominent and problematic gaps. The most significant gap is at the interchange of I-481 and State Route 5/92 (East Genesee Street), where bicyclists and pedestrians are directed across a series of five free-flowing ramps without the benefit of signal controls, high-visibility crosswalks, or other appropriate infrastructure. The second is in crossing State Route 5/92 from the plaza southward towards the Maple Drive neighborhood. Although existing infrastructure exists to help bicyclists and pedestrians cross East Genesee Street, there is very little supportive infrastructure, (e.g., no sidewalks), within the Maple Drive neighborhood, and beyond there, to encourage increased non-motorized travel and recreation.

## Town of DeWitt Local Waterfront Revitalization Program

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The extension of the Butternut Creek trail to the south along the feeder canal would take advantage of an informal trail that commences at the municipally-owned “Richard’s Green Space”, south of State Route 5/92. That trail extends south until the Butternut Creek Golf Course, along the transmission line corridor, adjacent to a moderately-dense residential area and local elementary schools. There may also be an opportunity to connect the Orville Feeder Canal area with the Maple Drive neighborhood, through the creation of a pedestrian walkway along the Butternut Creek corridor that flows under Interstate 481.

Additional opportunities for expansion exist further south by taking advantage of existing or future recreational amenities at the abandoned quarry, Clark Reservation State Park, Fiddlers’ Green, and the Grist Mill park. There are other possibilities to the east toward White Lake wilderness area and Woodchuck Hill Field and Forest Preserve. These trails may vary in development, for example paved trails for heavily trafficked areas or unpaved trail blazes similar to the trails of the Woodchuck Hill Field and Forest Preserve.

Incorporation of these areas into the existing Butternut Trail System requires further examination of the potential routes, feasibility, and specification and purchase of trail materials (e.g. pavement, crushed stone, signage, safety devices (e.g., crosswalks, lighting, traffic warning signs), land easements, or flood management and stream crossing infrastructure (e.g. bridges or utilization of existing road right-of-ways to construct access ramps that connect trails with crosswalks). Many of these improvements would require the active participation of the New York State Department of Transportation, particularly as I-481 improvements are considered as part of the I-81 Viaduct Project. Formalizing this broader and more-connected trail system is a high priority of the town of DeWitt, as it has the potential to dramatically improve local quality of life and recreational access. This in turn, will provide non-motorized transportation options for residents and visitors alike, who are interested in health-based recreation and diverse transportation opportunities between residential and commercial areas. The Town of DeWitt will need to develop an overall master plan for the development of the trail system that outlines phasing and costs associated with constructing the trail system.

### **Bicycle and pedestrian wayfinding improvements**

The improvement of wayfinding for bicyclists and pedestrians, both on and off the Erie Canal corridor, is a high priority for the town of DeWitt. Current gaps along local bicycle and pedestrian routes and a lack of wayfinding signs make it difficult to navigate routes. The installation of consistent and visible signage or pavement markings along routes can promote the use and safety of walking and biking. Signs can guide users along the main Erie Canalway Trail and heavily utilized spurs, and provide distance measures, travel estimates to key destinations, and impediments to avoid. Signs also serve as a visual cue to motorists that bicyclists and pedestrians are present, therefore, use caution. Some of these additional gap areas include the future and current Butternut Creek Trail, recreational amenities surrounding Clark Reservation State Park, and cycling/jogging routes along Jamesville Road and surrounding the Woodchuck Hill Field and Forest Preserve.





Figure 18: Conceptual renderings of signage that incorporates Townwide marketing standards

Bicycle and pedestrian wayfinding improvements should include various levels of sign in a coordinated signage system. Examples of elements in a signage system, include confirmation signs, turn signs, and decision signs, or combinations thereof, as shown in Figures 18 and 19. Confirmation signs indicate designated facilities, such as dedicated bike or pedestrian paths. They can range from simple trail markers to pavement markings. Turn signs can include arrows in the form of directional signs or pavement markings. Decision signs can be placed at intersections and junctures, and can include information on key destinations and their travel distances. Simple, consistent graphics can help mitigate sign clutter and promote safer and easier bicycle and pedestrian travel experiences. Wayfinding could be improved in a similar fashion to direct vehicular traffic towards recreational opportunities. All on-road signs should follow the Federal Highway Administration MUTCD standards.

Confirmation Signs



Turn Signs



Decision Signs



Figure 19: Examples of bicycle and pedestrian wayfinding signage

### **Cedar Bay Park Improvements**

Cedar Bay Park serves as one of the attractions along the Old Erie Canal State Historic Park and the Erie Canalway Trail. As a complementary facility to these important recreational resources, and as a recreational destination, a number of improvements to Cedar Bay Park are warranted.

Ample space and a high visitation rate allows for consideration of new, renovated, or expanded facilities including:

- an interpretive center, to educate visitors about local canal history and direct them to other significant canal sites (e.g., the Erie Canal Museum in Syracuse, or the Limestone Creek aqueduct);
- a concession stand, which could provide a source of revenue for facility maintenance;
- a bike rental facility, which could expand opportunities for visitors to access the Erie Canalway Trail and other attractions that are connected by trails (e.g., the village of Fayetteville, Green Lakes State Park),
- repair station for bikes, along with bike racks;
- overnight primitive/low-impact camping for cyclists passing through along the Canalway trail.

The Town of DeWitt could work in partnership with New York State Parks and the Town of Manlius to develop and implement the above mentioned projects in order to improve the park as a destination along the new Empire State Trail system.

### **2.5.5 Zoning**

Within the town of DeWitt, land use is regulated by the Zoning Ordinance (Chapter 192 of the Code of the Town of Dewitt) and by Subdivision Regulations (Chapter 164 - Subdivision of Land) and supported by a town-wide comprehensive plan. Zoning in the waterfront area includes 12 use-based district classifications and six overlay districts. The current zoning districts within DeWitt are depicted in Map 7, Existing Zoning. Zoning regulations include provisions for site plan review, special permits, home occupations, signage, and cluster and planned unit development. The zoning code establishes height and bulk regulations, site plan specifications, development standards, required improvements, and penalties. Overlay districts include three fixed district overlays (Business, Residential Vehicle Storage, and Hamlet) and three mixed use floating overlay districts (Mixed Use Village I, Mixed Use Village II, and Mixed Use Village III, each with increasing density standards). See Appendix B for the Mixed-Use ordinance and overlay maps, which were adopted to implement the LWRP.

Figure 6 depicts the various permitted uses within each zoning district within the WRA according to their general land use category. It presents a matrix of listed allowable uses with the twelve zoning districts that are present within the WRA. Those districts are the same ones available throughout the town, identified as follows:

- Residential Zero (R-0)
- Residential One (R-1)
- Residential One-A (R-1A)
- Residential Two (R-2)
- Residential Three (R-3)
- Office & Professional (O&P)
- Industrial (IND)
- High-Tech (H-T)

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- Business (B)
- Business Transitional (BT)
- Special Business Transitional (SBT)
- Hamlet

As with other traditional zoning codes, in DeWitt, each zoning district is associated with several land uses that are permitted to a varying degree or are subject to a specific use permit application review process. In the zoning code, and Figure 6, Permitted Use (P) refers to structures and uses that are automatically permitted to the owner without application to the town by right of land ownership in the zoning district. Site Plan Review (SPR) refers to the Town Planning Board's authority to approve, modify, or disapprove a proposed layout, scale, appearance, safety, and environmental impacts of a proposed multifamily, commercial, industrial or nonresidential development. Specific Use Permit (SUP) refers to the Town Zoning Board of Appeals' authority to approve, modify or disapprove a particular use identified in particular zoning districts. Projects proposed for lands located in these districts require that the landowner make an application to the town for a permit to undertake the activity. The zoning code has several other aspects, including that it is an ordinance adopted by the town that has the force of law. Figure 6 provides a tabular summary of the basic attributes of each zoning district shown on the official Zoning Map. Map 7 shows town's official adopted zoning map.

Figure 6. Permitted land uses by zoning district

Residential Uses	R-0	R-1	R-1A	R-2	R-3	O&P	IND	H-T	B	BT	SBT	Hamlet
Bed-and-breakfast	--	--	--	--	SPR	P	P	P	P	P	P	SPR
Boardinghouse/ rooming house	--	--	--	--			P					
Multifamily dwelling	--	--	--	--	SPR	--	--	--	--	P		SUP
Two-family dwelling	--	--	--	--	SPR	--	--	--	--	P		SPR
Expansion of nonconforming residential use in the High-Tech District in accordance with § 192-112E.	--	--	--	--	--	--	--	SUP	--	--	--	--
Family adult day-care home	SPR	SPR	SPR	SPR	SPR	P	--	P	--	P	P	--
Family day-care home	P	P	P	P	P	--	--	--	--	--	--	--
Group family day-care home	P	P	P	P	P	--	--	--	--	--	--	--
Mobile home park	--	--	--	--	SUP	--	SUP	--	--	--	--	--
Nursing home	SUP	SUP	SUP	SUP	SUP	P		P		P	P	SPR
Nursing home, if part of mixed use subdivision	--	--	--	--	--	--	P	--	P	--	--	--
Residential accessory use	P	P	P	P	P							P
Single-family dwelling, if part of a mixed-use subdivision.	--	--	--	--	--	P	P	P	P	P	--	--
Residential care facility	SPR	SPR	SPR	SPR	SPR	--	--	--	--	P	P	--
Residential care facility, if part of a mixed-use subdivision	--	--	--	--	--	P	P	P	P	--	--	--
Single-family dwellings	P	P	P	P	P	--	--	--	--	--	--	P

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Residential Uses	R-0	R-1	R-1A	R-2	R-3	O&P	IND	H-T	B	BT	SBT	Hamlet
Commercial Uses	R-0	R-1	R-1A	R-2	R-3	O&P	IND	H-T	B	BT	SBT	Hamlet
Administrative and management services	--	--	--	--	--	P	P	P	P	--	--	SPR
Adult use	--	--	--	--	--	--	SUP	--	--	--	--	--
Animal day care, kennel or shelter	--	--	--	--	--	--	P	--	P	--	--	--
Business office	--	--	--	--	--	P	P	P	P	P	P	--
Café	--	--	--	--	--	P	P	P	P	P	--	SPR
Commercial garage	--	--	--	--	--	--	SUP	--	SUP	--	--	--
Construction services	--	--	--	--	--	--	P	--	--	--	--	--
Drive-through facility	--	--	--	--	--	SUP	--	SUP	--	--	--	--
Day-care center	--	--	--	--	--	P	P	P	P	P	P	SPR
Drive-through facility incidental to a bank	--	--	--	--	--	--	P	--	P	SUP	SUP	--
Finance/banks	--	--	--	--	--	P	P	P	P	P	P	SPR
Funeral home/mortuary	--	--	--	--	--	P	P	P	P	P	P	SPR
Home occupation	P	P	P	P	P	--	--	--	--	--	--	P
Horticulture, landscape, garden center,	--	--	--	--	--	--	P	P	P	P	--	SPR
Hotel and motel	--	--	--	--	--	--	P	P	P	--	--	SPR
Office	--	--	--	--	--	--	--	--	--	--	--	SPR
Parking lot, off-site	--	--	--	--	--	P	P	P	P	P	P	SPR
Private club	--	--	--	--	--	P	P	P	P	P	--	SPR
Private stable	SPR	SPR	SPR	SPR	--	--	P	--	--	--	--	--
Public stable	--	--	--	--	--	--	P	--	--	--	--	--
Publishing	--	--	--	--	--	P	P	P	--	--	--	SPR
Regulation golf course	SPR	SPR	SPR	SPR	SPR	P	P	P	P	P	P	--
Restaurant	--	--	--	--	--	--	P	--	P	--	--	--
Restaurant as an incidental use in a building designed and utilized for an allowed principal use(s)	--	--	--	--	--	P	--	P	--	--	--	--
Restaurant without drive-through facility	--	--	--	--	--	--	--	--	--	--	--	SPR
Retail store	--	--	--	--	--	--	P	P	P	P	P	SPR
Scientific and technical services	--	--	--	--	--	--	P	--	--	--	--	SPR
Scientific and technical services, including research, testing, experimental development and engineering services	--	--	--	--	--	P	--	P	--	--	--	--
Temporary outdoor sales	--	--	--	--	--	--	P	--	P	--	--	SPR
Vehicle sales	--	--	--	--	--	--	P	--	--	--	--	--
Vehicle sales restricted	--	--	--	--	--	--	--	--	P	--	--	--
Vehicle service station	--	--	--	--	--	--	P	--	P	--	--	SPR

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<b>Residential Uses</b>	<b>R-0</b>	<b>R-1</b>	<b>R-1A</b>	<b>R-2</b>	<b>R-3</b>	<b>O&amp;P</b>	<b>IND</b>	<b>H-T</b>	<b>B</b>	<b>BT</b>	<b>SBT</b>	<b>Hamlet</b>
Veterinary establishment, Animal Hospital	--	--	--	--	--	--	P	--	P	--	--	SPR
Warehouse, service and sales	--	--	--	--	--	--	--	P	--	--	--	--
Warehousing	--	--	--	--	--	--	P	--	--	--	--	--
Warehousing, self-storage	--	--	--	--	--	--	P	P	--	--	--	--
Wholesale trade, Club, private	--	--	--	--	--	--	P	--	--	--	--	--
<b>Civic and Institutional Uses</b>	<b>R-0</b>	<b>R-1</b>	<b>R-1A</b>	<b>R-2</b>	<b>R-3</b>	<b>O&amp;P</b>	<b>IND</b>	<b>H-T</b>	<b>B</b>	<b>BT</b>	<b>SBT</b>	<b>Hamlet</b>
Cemetery/ crypt	SPR	SPR	SPR	SPR	SPR	P	P	P	P	P	P	--
Educational facility	SPR	SPR	SPR	SPR	SPR	P	P	P	P	P	P	SPR
Emergency service facility	SUP	SUP	SUP	SUP	SUP	P	P	P	P	SUP	SUP	SUP
Government facilities	SPR	SPR	SPR	SPR	SPR	P	P	P	P	P	P	SPR
Family adult care, if part of mixed use subdivision	--	--	--	--	--	--	P	--	P	--	--	--
Hospitals and clinics	--	--	--	--	--	P	P	P	P	P	P	SPR
Outdoor seating/assembly area	--	--	--	--	--	P	P	P	P	P	--	SPR
Public utility	--	--	--	--	--	P	P	P	P	P	P	SPR
Public utility, except for tel. restrictions by Chapter 172 of the Town Code.	SPR	SPR	SPR	SPR	SPR	--	--	--	--	--	--	--
Rec. & entertain. facilities, indoor	--	--	--	--	--	P	P	P	P	P	P	SPR
Rec. & entertain. facilities, outdoor	--	--	--	--	--	SUP	P	SUP	P	SUP	--	SP
Religious use	SPR	SPR	SPR	SPR	SPR	P	P	P	P	P	P	SPR
Towers and Communications facilities	--	--	--	--	--	SUP	SUP	SUP	SUP	SUP	SUP	
Transportation	--	--	--	--	--	--	P	--	--	--	--	--
<b>Industrial Uses</b>	<b>R-0</b>	<b>R-1</b>	<b>R-1A</b>	<b>R-2</b>	<b>R-3</b>	<b>O&amp;P</b>	<b>IND</b>	<b>H-T</b>	<b>B</b>	<b>BT</b>	<b>SBT</b>	<b>Hamlet</b>
Assembly, fabrication or packaging of previously prepared materials	--	--	--	--	--	--	P	P	--	--	--	--
Disposal/storage/processing of toxic or medical wastes, garbage or other refuse or waste products of every kind and nature	--	--	--	--	--	--	SUP	--	--	--	--	--
Manufacture or assembly of electric, electronic, technical, optical products	--	--	--	--	--	--		P	--	--	--	--
Manufacturing	--	--	--	--	--	--	P		--	--	--	--
Packaging of pharm. &/or food products	--	--	--	--	--	--	P	P	--	--	--	--
Quarry	--	--	--	--	--	--	SUP	--	--	--	--	--

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Residential Uses	R-0	R-1	R-1A	R-2	R-3	O&P	IND	H-T	B	BT	SBT	Hamlet
Miscellaneous (agricultural, wetland, mixed use, etc.)	R-0	R-1	R-1A	R-2	R-3	O&P	IND	H-T	B	BT	SBT	Hamlet
Mitigation wetland per NYSDEC regulations	--	--	--	--	--	--	SUP	--	--	--	--	--
Farm	SUP	SUP	SUP	SUP	SUP	--	P	--	P	P	P	--
Hamlet, mixed use	--	--	--	--	--	--	--	--	--	--	--	SPR
Mixed use (commercial and residential)	--	--	--	--	--	SUP	SUP	SUP	SUP	SUP	--	--
Gross floor area > 5,000 sqft on a single lot	--	--	--	--	--	--	--	--	--	--	SUP	--

Source: Chapter 192 of the Town of DeWitt Code of Ordinances, <http://www.ecode360.com/6815084>

In addition to the permitted uses and regulations associated with each district, the zoning code also facilitates orderly development through a series of use-specific standards regarding the following uses:

- Adult uses
- Animal day care, kennel, or shelter
- Animal hospitals, veterinary clinics
- Bed-and-breakfast establishments
- Car washes
- Commercial garages
- Drive-throughs
- Farms
- Fireworks and explosives
- Junkyards
- Mixed-use
- Mobile home parks
- Storage of junk vehicle, equipment and unlicensed vehicles
- Residential vehicle storage
- Day-care facilities and nursery schools
- Outdoor seating/assembly areas
- Outdoor amphitheater
- Recreational vehicles
- Retail sales and services
- Temporary uses
- Vehicle sales areas
- Vehicle service (gas) stations
- Certificate of compliance for vehicle businesses
- Stables

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The town's subdivision regulations have procedures for both simple and "non-simple" subdivisions (as classified by the Planning Board). A simple subdivision approval is a two-step process with initial report and sketch plan, followed by a formal application as directed by the Planning Board. The submission for a non-simple subdivision require five steps: 1) initial report and sketch plan, 2) formal application including the proposed plat and compliance with SEQRA, 3) public hearing on preliminary plat, 4) filing of decision on preliminary plat followed by 5) the submission of the final plat for review by the Planning Board.



*Photo 14: Typical DeWitt home; Low- to moderate-density residential housing patterns define much of the town*

Other portions of the town code that can potentially regulate land and/or water uses within the WRA include the following:

- Chapter 67: Brush, Grass and Weeds
- Chapter 80: Energy Conversion Systems
- Chapter 100: Flood Damage Protection
- Chapter 118: Littering
- Chapter 137: Parks and Recreation Areas
- Chapter 158: Solid Waste
- Chapter 159: Storm Sewers

- Chapter 160: Stormwater Management and Erosion and Sediment Control (see Section 2.7.1)
- Chapter 161: Streets and Sidewalks
- Chapter 175: Trees
- Chapter 186: Water

### ***Review of Chapter 80 Energy Conversion Systems Local Law***

Since the time of adoption of DeWitt's local law regarding Energy Conversion Systems (Chapter 80 adopted by the Town Board of the Town of DeWitt 5-9-2011 by L.L. No. 5-2011), a new statewide permit called Article 10 of the Public Service Law has been enacted. This statewide permit, referred to as Article 10, provides for the siting review of new and repowered or modified major electric generating facilities in New York State by the Board on Electric Generation Siting and the Environment (Siting Board) in a unified proceeding instead of requiring a developer or owner of such a facility to apply for numerous state and local permits. Key provisions of the new law include the following:

- Defines a major electric generating facility as facilities of 25 megawatts or more;
- Requires environmental and public health impact analyses, studies regarding environmental justice and public safety, and consideration of local laws;
- Directs applicants to provide funding for both the pre-application and application phases. It allows funding to be used to help intervenors (affected municipalities and other parties) hire experts to participate in the review of the application and for legal fees (but not for judicial challenges);
- Requires a utility security plan reviewed by Homeland Security and, for New York City (NYC) plants, NYC's emergency management office;
- Provides for appointment of ad hoc public members of the Siting Board from the municipality where the facility is proposed to be sited; and,
- Requires a public information coordinator within the Department of Public Service to assist and advise interested parties and members of the public in participating in the siting process.

The town has also participated in regional initiatives intended to increase the utilization of alternative energy resources, such as the CNYRPDB's Solarize CNY program. Further, the scale and cost of various energy conversion and storage technologies continues to evolve, such that the larger context within which Chapter 80 exists is substantially different from the one within which it was originally written. The town of DeWitt seeks to perform a review of Chapter 80, and all local laws pertaining to the siting and construction of renewable energy systems, as part of their routine legal updates to ensure that this local law adequately reflects this evolving technological and regulatory context.

### **2.5.6 Public and Underwater Land Ownership**

There are multiple underwater lands throughout the town of DeWitt. Three parcels have NYS Office of Real Property Tax Services property class information specifying them as underwater lands: two owned by the town of DeWitt in the Butternut Creek section within the hamlet of Jamesville, and one wetland parcel southwest of the intersection of Collamer/Bridgeport Road and I-481 owned by Buckley Road Properties, Inc.



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However, most underwater areas throughout the town are within parcels classified by land-based uses. These areas are a mixture of private and public ownership. Underwater lands are subject to regulations and jurisdictions beyond the limits of local land use controls, including the following:

### **Public Trust Doctrine**

The Public Trust Doctrine safeguards the public's right to certain waters and underwater lands. This public right stems from the Revolutionary War. New York, upon attaining Statehood, succeeded the King of England in ownership of all lands within the State not already conveyed away by grants or patents (Public Lands Law, Section 4; *People v. Trinity Church*, 22 N.Y. 44, 1860). All State rights and title to lands under the Public Trust Doctrine, which include the navigable waters and the soil under them, are intended to be used in a sovereign capacity for the use and enjoyment of the public (*Langdon v. Mayor*, 93 N.Y. 129, 1883; *People v. Steeplechase Park Co.*, 218 N.Y. 459, 1916; *Appleby v. City of New York*, 271 US364, 1926; *Coxe v. State*, 144 N.Y. 396, 1895).

As a matter of state law, the State of New York has defined protected public trust uses of lands and water covered by the Public Trust Doctrine. These protected uses include commerce, navigation, recreation, and fishing (*Smith v. City of Rochester*, 92 N.Y. 463, 1883; *Tucci v. Salzhauer*, 336 N.Y.S.2d 721, 1972). The State of New York has also expanded the public trust doctrine to encompass ecological concerns, including the protection and conservation of natural resources occurring within the ecological systems supporting the waterways (*People of Smithtown v. Poveromo*, 336 N.Y.S.2d 764, 775 (Dist. Ct. 1972)).

### **Underwater Land Ownership**

The town of DeWitt was established from Town #7 (Manlius) of the Military Tract of Central New York, which conveyed bounty land to soldiers of the Revolutionary War. Title to the beds of Butternut Creek, Limestone Creek, and Sanders Creek, and the North and South Branches of Ley Creek were included in this conveyance, and thus these waterbodies and underwater land are not considered to be State-owned. Ownership of the Erie Canal and its Orville feeder canal is held by the State of New York. As of January 1, 2017, the New York State Power Authority has jurisdiction over the Orville Feeder Canal and its underwater lands. Underwater lands of the Erie Canal that occur within the town of DeWitt have been declared abandoned by the NYS Canal Corporation. Portions of these abandoned lands, including Widewaters Pond and Erie Boulevard northeast of Widewaters Pond, were subsequently conveyed to the NYS Department of Transportation for highway use. Other abandoned portions of the Erie Canal were conveyed pursuant to the provisions of the Public Lands Law to the town of DeWitt along Towpath Road and to the NYS Office of Parks and Recreation for trail and recreational uses within the Old Erie Canal State Park. During the process of constructing Interstate 481 in the mid-1970s, a small area of underwater land at the terminus of the Old Erie Canal State Park was conveyed from the NYS Department of Transportation to the New York State Office of Parks, Recreation, and Historic Preservation pursuant to the provisions of the Public Lands Law.

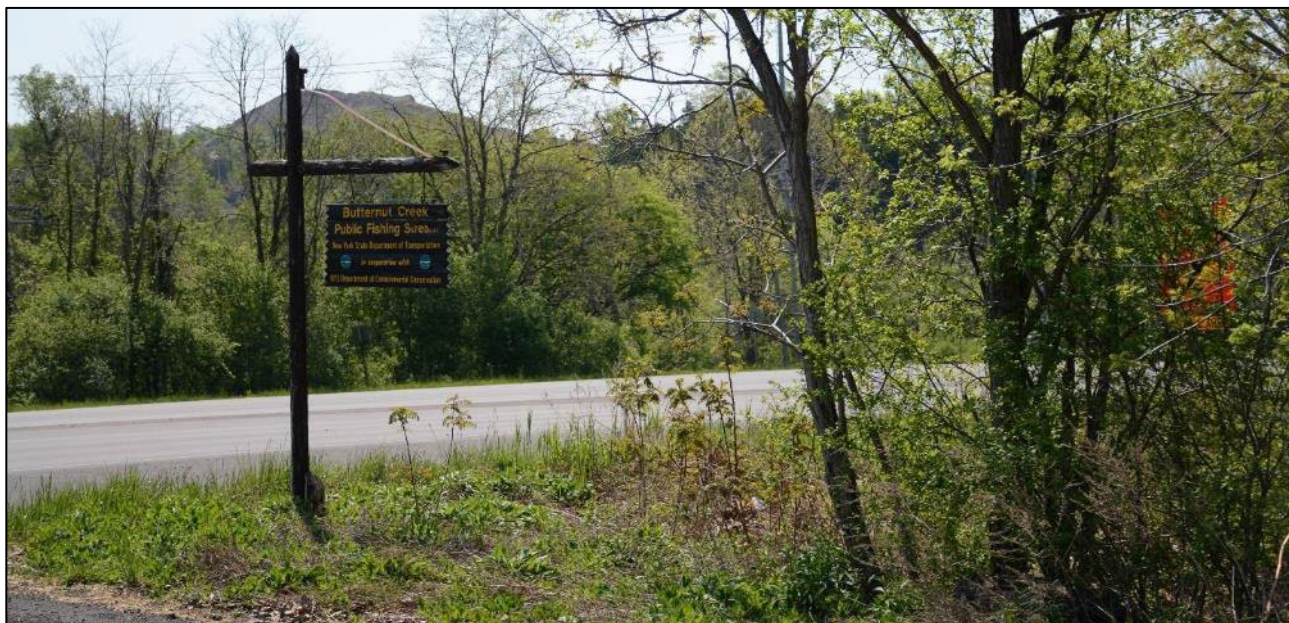
### **Underwater Land Grants and Leases**

Although not considered State-owned, the beds of Butternut Creek, Limestone Creek, Sanders Creek, and the North and South Branches of Ley Creek are subject to the regulatory jurisdiction of the NYS Department of Environmental Conservation (DEC). The DEC has acquired public fishing rights in all portions of Butternut

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Creek within the town of DeWitt. A public fishing access point for Butternut Creek (see Photo 15) is located within the DOT right-of-way along Interstate 481 at the southwestern off-ramp to Jamesville Road. While public fishing rights allow the public to walk along the stream banks for the sole purpose of fishing, anglers should request landowner permission where no public access point exists. DEC has an established process for obtaining easements along stream banks for public access should it become a local interest in the future.



*Photo 15. Sign at the NYSDEC Public Fishing Access site along Butternut Creek uses the DEC signage standards for roadside directions. View looking south from the access road.*

### 2.6 Surface Water Uses, Navigation and Harbor Management

Vessel use across the town's accessible surface waters is limited to small, non-motorized vessels. Within DeWitt there are four destinations for small watercraft users. Watercraft users primarily include kayakers and canoeists, with occasional stand-up paddle boarders. Recently, paddlers have convened formally for the Old Erie Canal Boat Float & Bash, meeting at the Cedar Bay Launch and paddling along the Old Erie Canal (eastward, outside of the town of DeWitt WRA, within the proposed Old Erie Canal WRA).

Within the town of DeWitt WRA, small water access sites exist at Cedar Bay (both at the formal park area, and at the intersection of Kinne Road and Lyndon Road), and at Ryder Park along the western bank of Butternut Creek. There are currently no canoe or kayak launch areas on Ley Creek or Glacier Lake at Clark Reservation State Park. At Cedar Bay (Old Erie Canal State Park), a canoe access point can be found located approximately 30 yards from the parking area. At Ryder Park, a canoe launch providing access to Butternut Creek is located near the Town Hall. Recreational kayakers have been known to use Butternut Creek beginning south of DeWitt at Jamesville Reservoir; however, portage to carry the boat around the dam is required at Dunlop Falls near Fiddlers Green in Jamesville, and there are no publicly-owned properties within the portage area (American Whitewater, 2016).

There are no marinas within the WRA, nor are there private docking facilities along the streambanks. There

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are no formal ice management programs. The water in the Old Erie Canal and at Cedar Bay has a low flow rate that nearly approximates standing water. Therefore, ice scour has not caused problems along the waterways.

Pursuant to the NYS Law (21 NYCRR Sub-Chapter D, Parts 150-156), all activities on the Erie Canal and the Orville Feeder Canal are regulated by the New York State Canal Corporation. The New York State Police and the Onondaga County Sheriff's Department are the agencies responsible for enforcing these regulations. There are no police boats temporarily or permanently docked in the Canal or other waterways in the WRA.

Water depths and circulation in the Erie Canal portions in the town of DeWitt were originally impacted by the Jamesville Reservoir, the sluiceways at the head of the Orville Feeder Canal, and the Butternut Aqueduct. The original aqueduct had a large wooden sluice that allowed uninterrupted passage of canal traffic above Butternut Creek, onwards to the City of Syracuse via the Erie Canal along Towpath Road. The structure has been altered substantially over time; however, the stone aqueduct structure remains in place without the wooden sluice and is relatively functional (for engineering records of designs typical of aqueducts during the Enlargement Era, see Engineering News Record article from October 24, 1918). Currently the aqueduct does provide some hydrological connectivity through a narrow concrete sluiceway trough adjacent to the south side of the original wooden canal aqueduct, which concrete sluiceway originally was used for flow control. Upon crossing the Butternut Creek Aqueduct, the westward-flowing water connects with the Orville Feeder Canal to the south via a culvert that passes under I-481. While the two water bodies are connected, the flow direction is reversed so that the Old Erie Canal is now slowly draining rather than benefitting from inflow that would have a different effect. Stagnant water and poor water quality remains an issue within both the Old Erie Canal and the Orville Feeder Canal waterways. Slack water has diminished the quality of recreational boating and compromised ecological integrity for the waterways.

The Orville Feeder Canal was constructed in the 1830's. Its purpose was to divert water from Butternut Creek and Meadow Brook and deliver water to the Old Erie Canal (SUNY College of Environmental Science and Forestry, 2017). A sluice gate was built at the head of the feeder canal to regulate flow entering from Butternut Creek. The gate is located 450 feet due east of the intersection of Tulipwood Lane with Jamesville Road. Once the Barge Canal was built in the early 20th century, the Old Erie Canal and the Orville Feeder Canal were abandoned, and maintenance has not been a priority since then (SUNY College of Environmental Science and Forestry 2017). The sluice gate is currently broken, and the only flow entering the feeder canal from Butternut Creek is through underground seepage, leakage under the sluice gate, or overtopped flow during storm events (SUNY College of Environmental Science and Forestry, 2017). The Orville Feeder Canal is nonetheless full of water entering from the east, as water drains from the Old Erie Canal west over Butternut Creek across the aqueduct spillway, and under I-481. In recent years, the operation (or lack thereof) of this sluice has drawn the interest of local stakeholders. They see future repair of the sluiceway as a potential opportunity to increase water flow back to the original levels, and thereby improve overall environmental quality, in and around the area of the Old Erie Canal Park and Butternut Creek.

For all of the reasons listed above, the town of DeWitt does not intend to develop a Harbor Management Plan, as commensurate with the circumstances of the town of DeWitt.

## 2.7 Natural Resources

### 2.7.1 Water Resources

#### ***Key Stream Systems***

The major creek or stream systems within the WRA include:

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- Butternut Creek, including the Orville Feeder Canal and Meadow Brook;
- the Erie Canal, and remnants thereof;
- Ley Creek, including the North and South Branches of Ley Creek; and
- Sanders Creek.

Minor stream systems include small portions of Limestone Creek, Rush Creek, and minor tributaries to Onondaga Lake. Map 8 illustrates these major and minor stream systems, along with other surface waterbodies, wetlands, floodplains, and other environmental characteristics of the town of DeWitt.

Butternut Creek is an initial tributary of the Oneida Lake (HUC 8) watershed. The creek comprises approximately 41 miles of waterway. Butternut Creek flows into Limestone Creek, then Chittenango Creek, before reaching Oneida Lake. Three small tributaries feed into Butternut Creek within the WRA: Glacier Lake outlet, Meadow Brook, and Rush Creek. Rush Creek terminates at Butternut Creek approximately 0.3 miles from the southern WRA boundary at East Seneca Turnpike, while Meadow Brook terminates downstream approximately 4 miles north from the terminus of Rush Creek, just south of the intersection between US-481 and State Routes 5/92. The Glacier Lake outlet is a small tributary to Butternut Creek, draining Glacier Lake 0.5 miles to the north of the Rush Creek terminus. The 2-mile-long Orville Feeder Canal runs parallel to Butternut Creek, starting a half mile north of the Creek's intersection with US-481, combining with the Meadow Brook flow near the end of Ambergate Road, and flowing through a conduit underneath I-481 to terminate at the Erie Canal.

The Erie Canal historically transected the south-center of town from east to west, along what is currently Towpath Road and Erie Boulevard. Today, the existing exposed section of the Old Erie Canal terminates at Butternut Creek and extends east out of the WRA towards Limestone Creek in the town of Manlius. The route of the historical towpath, along what is now Towpath Road, is visible today as a small drainage ditch alongside the roadway's westerly alignment. This feature ultimately terminates at the former canal widewaters. Widewaters were widened spots at various places along the canal that are believed to originally have been used for canal boat turning areas. Throughout most of the canal, the width provided was just enough to allow westbound and eastbound barges to pass one another, but not wide enough to accommodate the length of a barge in a turning movement. In DeWitt, the remnant widewaters area, known locally as Widewaters Pond, is largely hidden from view by a rampant overgrowth of *Phragmites australis*. This *Phragmites* is an aggressive invasive perennial deciduous reed that clusters alongside local surface waters. This *Phragmites* species outcompetes all other fringe and marsh plants, including native *Phragmites* species, because it both grows faster and taller than native marsh plants and releases toxic acids to inhibit them. This forms a monoculture that does not support native wildlife. Over time, *Phragmites* rapid growth rate and unimpeded spreading will increase marsh desiccation and fill in ponded areas by matting down dead growth from prior years, taking up water in new standing growth, and accreting marsh where there was formerly open water.

The WRA includes a small amount of the Ley Creek (HUC 8) subwatershed, for a total of eighteen (18) miles. The Ley Creek HUC 8 Watershed forms a smaller piece of the overall Onondaga Lake Watershed. Ley Creek

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has two primary branches, the North and the South branches, which, along with a small tributary called Saunders Creek, converge near I-90 and the western WRA boundary. These two branches of Ley Creek have several small unnamed tributaries. This location in DeWitt is a highly industrial area with deeply compromised natural values. The presence of the streams in this area is good for stormwater drainage, and potentially supportive of aquatic species adapted to streams, but has little other habitat potential due to the human disturbance of the area.

### ***Other waterbodies***

In addition to the key stream systems, the DeWitt WRA also includes two small lakes: Glacier Lake, in the Clark Reservation State Park, and White Lake, located within a privately-owned conservation area between the Jamesville Quarry and Woodchuck Hill Road.

Glacier Lake is a meromictic lake (one of only six within New York State and 36 throughout the country) along the Onondaga Escarpment. A meromictic lake means that the water column within Glacier Lake does not turn completely over. It is steep and deep (approximately 195 feet) with little to no intermixing of surface and deep waters. Glacier Lake contains waters, drained from upland areas, that are high in mineral content (specifically salt) and low in oxygen. In comparison, the vast majority of lakes throughout the world are holomictic, meaning that the entire water column is periodically recycled. Holomictic lakes allow oxygen, nutrients, and sediment to move periodically from the surface to the bottom of the water body, and vice versa. Only the top layer of the water column in Glacier Lake turns over in this manner, a condition that has created layers of undisturbed sediment along the lakebed floor that are highly prized for their preservation of geological records. While this condition, coupled with poor oxygenation, does not support fish habitat, it does support unique communities of bacteria and algae. This gives the lake water a greenish appearance.

While White Lake is also highly valued for ecological significance, it is not officially publicly accessible. White Lake is also a glacial lake, approximately ten acres in size, surrounded by state-regulated wetlands and privately-held lands with forest cover. White Lake is protected through a temporary deed restriction associated with the operation of the adjacent Jamesville Quarry. Both White Lake and the surrounding wilderness area have been the focus of conservation initiatives over the last several decades on behalf of neighboring property owners, the town of DeWitt, and organizations such as The Nature Conservancy and the Central New York Land Trust. A 454-acre privately owned parcel along Woodchuck Hill Road (currently classified as “vacant industrial land”) contains the bulk of the adjacent undeveloped wilderness area; approximately 50 acres of publicly-accessible conserved properties are located either adjacent to or within close proximity to this parcel, owned by the Central New York Land Trust and the town of DeWitt. The privately-owned land that completely surrounds White Lake is posted to prevent trespass; however, it is a frequent destination for recreation and nature appreciation among local residents (see Section 2.5.4).

### ***Aquifers***

Aquifers are underground reservoirs of water held within porous rock or unconsolidated materials such as layers of sand or gravel. The aquifer may be contained or unconfined, defining the hydrogeology of the area including recharge of wells and springs. According to the US Geological Survey, there are six Principal Aquifers

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underlying the LWRA (USGS 2008). There are no Primary Aquifers underlying the LWRA. The NYSDEC defines Principal Aquifers as "aquifers known to be highly productive or whose geology suggests abundant potential water supply, but which are not intensively used as sources of water supply by major municipal systems at the present time" (NYSDEC 2017). Primary Aquifers are defined as "highly productive aquifers presently utilized as sources of water supply by major municipal water supply systems"(NYSDEC 2017).

### Water Quality

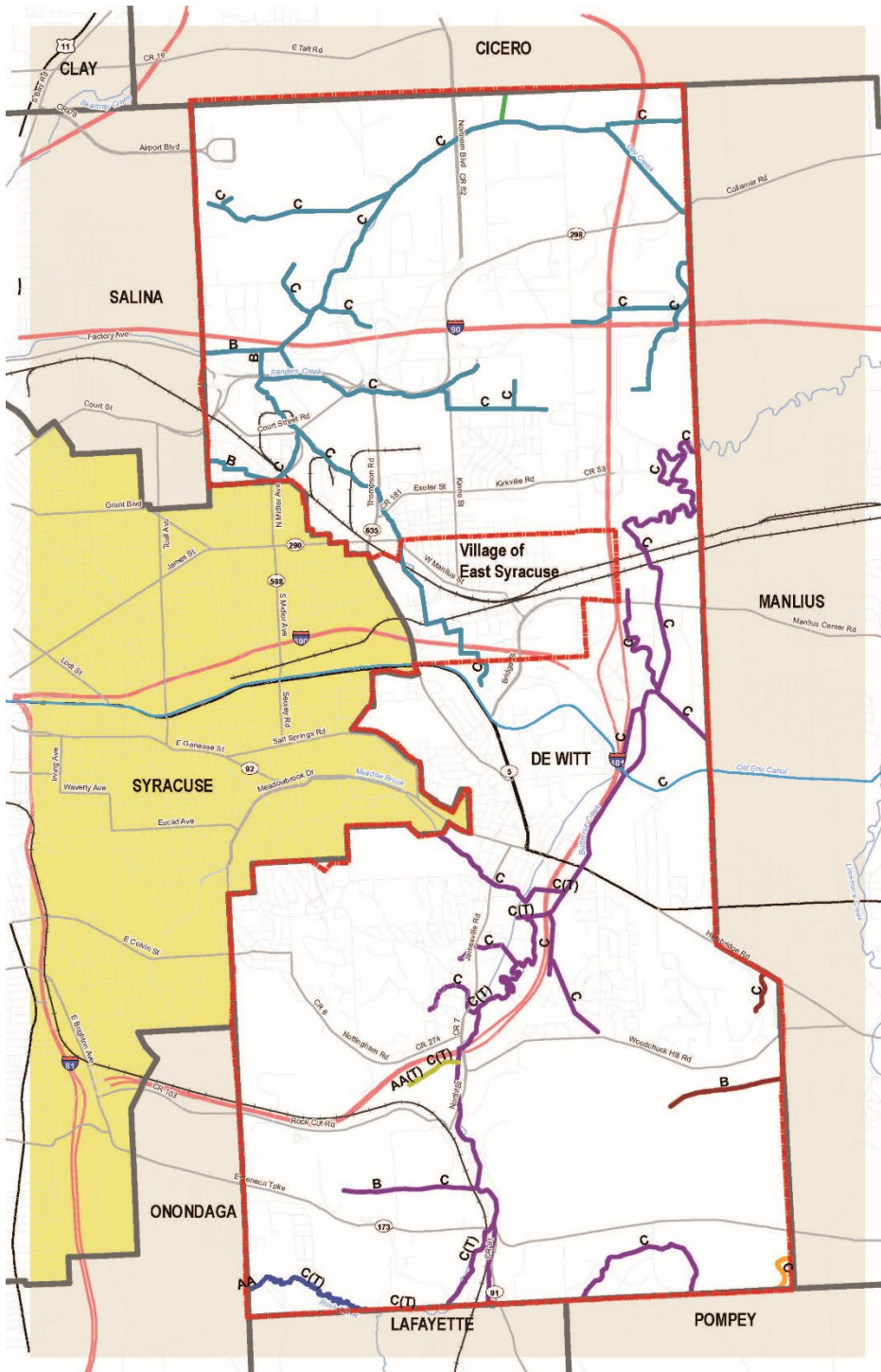
In accordance with 6 NYCRR Part 701 Classifications – Waters and Groundwaters, the New York State Department of Environmental Conservation (NYSDEC) has assigned water quality stream classifications to surface waters in New York State. These classifications indicate best usages for each stream. The creeks and streams within the DeWitt waterfront are classified as shown in Figure 7.

Figure 7. NYS Department of Environmental Conservation Waterbody Classification

Waterbody	Water Index No. (WIN)	Miles	Classification
Ley Creek and Tributaries	Ont 66-12-12-P154- 3	14.2	B/C
Butternut Creek (Lower and Minor Tributaries)	Ont 66-11-P26-37- 6	16.4	B/C with a portion of its main trunk labeled C(T)
Butternut Creek (Upper Section)	Ont 66-11-P26-37- 6-13	0.4	AA(T)
Limestone Creek (Lower and Minor Tributaries)	Ont 66-11-P26-37- 6- 2	2.4	B/C
West Branch of Limestone Creek	Ont 66-11-P26-37- 6- 2- 8	0.4	C
Rush Creek (Upper Section and Tributaries)	Ont 66-11-P26-37- 6-15	1.6	AA/C(T)
Minor Tributaries to Onondaga Lake	Ont 66-12-12-P154-	0.3	C

Source: New York State Department of Environmental Conservation Waterbody Inventory/ Priority Waterbodies List

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- Legend**
- WRA
  - City/Town
  - Old Erie Canal Corridor
  - Major Highways
  - Highways
  - Major Roads
  - Streets
  - Rail Line
- NYSDEC Priority Streams**
- Butternut Creek Trib, Upper
  - Butternut Creek, Lower, and minor tribs
  - Ley Creek and tribs
  - Limestone Creek, Lower, and minor tribs
  - Minor Tribs to Onondaga Lake
  - Rush Creek, Upper, and tribs
  - West Branch Limestone Creek and tribs

The Upper Section of Butternut Creek and Rush Creek is classified AA, which indicates that the best usage of the stream is as a source of water supply for drinking, culinary or food processing purposes; primary and secondary contact recreation; and fishing. These waters, with (T) designation, may also support trout populations. Some tributaries of Butternut Creek and Limestone Creek, and some portions of Ley Creek, are designated as Class B usage, which means that waters are suitable for primary and secondary contact recreation and fishing. The remaining

streams within the town of DeWitt – and notably, a majority – are Class C or C(T) water usage, which refers to usages of fishing and non-contact activities only. While C(T) waters are only suitable for fishing and non-contact recreation, they may also may support trout populations.

Poor water quality from de-icing chemicals (chloride) was recorded in Butternut Creek through research presented by the 2004 Management Strategy for Oneida Lake and its Watershed. The average concentration of chloride recorded in Butternut Creek was 2,552 g/ha/day, which was higher than nearby Chittenango

Creek, Limestone Creek, and Big Bay in Oneida Lake (CNYRPDB, 2003).

### Winter Road Salting and Water Quality

Elevated levels of chloride concentrations primarily result from spreading halite, or rock salt, in winter to prevent road surface meltwater from freezing, to reduce ice patch driving hazards. However, salt runoff into roadway drainage systems and subsequently to nearby waterways creates health problems for local people who depend on well water, and to amphibian species (e.g. spotted salamander and wood frogs). It also causes economic problems from increased salinity of groundwater and therefore well water (Kelly et al., 2010). This can be detrimental to housing and property values, often among the largest investments that town residents make. In areas of sensitive habitat, alternative forms of road treatment such as sand are used in place of salt to reduce winter driving hazards but prevent damage to habitat and direct and indirect costs related to human drinking water supply. The proximity of many of the water bodies in the Town of DeWitt may put them at risk from being affected by winter snow clearing and deicing activities. The Town may want to explore the impacts of these activities more in depth to determine what practices, if any, could be adopted to protect the water quality of the water systems within the Town.

### **Priority Waterbodies List**

The water quality classifications assigned to waterbodies do not necessarily reflect all water quality issues. DeWitt has NYSDEC-listed issues in Butternut Creek, Limestone Creek, and Ley Creek. The Federal Clean Water Act requires states to periodically assess and report on the quality of waters in their state. Thus, the NYSDEC has developed a statewide inventory of specific waterbodies, based on monitoring and information drawn from other programs and sources, which characterizes general water quality, the degree to which water uses are supported, and progress toward the identification of quality problems and improvements. The NYSDEC Division of Water periodically publishes a list of the surface waters that cannot be fully used as a resource or have problems that can damage their environmental integrity. The “Waterbody Inventory/Priority Waterbodies List” is used as a base resource for NYSDEC Division of Water program management. Separate Waterbody Inventory/Priority Waterbodies List Reports are prepared and maintained for each of the major drainage basins in the State. The list includes an assessment of water quality for waterbodies under six categories, which include:

- + **Impaired Waters:** These are waterbodies with well documented water quality problems that result in *precluded or impaired* uses (waters with *stressed or threatened* uses are not included in this category). This category includes *High* and *Medium Resolvability* segments where the Division considers the expenditure of additional resources to improve water quality to be worthwhile given public interest and/or the expectation that a measurable improvement can be achieved; and *Low Resolvability* segments with persistent/intractable problems on which the Division is not likely to spend any significant resources (e.g., segments affected by atmospheric deposition, etc.).
- + **Waters with Minor Impacts:** These are waterbodies where less severe water quality impacts are apparent but uses are still considered fully supported. These segments correspond to waters listed as having *stressed* uses.
- + **Threatened Waterbodies:** These are waterbodies for which uses are not restricted and no water quality problems exist but where specific land use or other changes in the



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surrounding watershed are known or strongly suspected of threatening water quality. Also included in this category are waterbodies where the support of a specific and/or distinctive use make the waterbody more susceptible to water quality threats.

- + **Waterbodies with Impacts Needing Verification:** These are segments that are thought to have water quality problems or impacts but for which there is not sufficient or definitive documentation. These segments require additional monitoring to determine whether uses are restricted.
- + **Waterbodies Having No Known Impacts:** These are segments where monitoring data and information indicate that there are no restrictions to overall uses, although minor impacts to component indicators (such as biological assessments) may be present.
- + **Unassessed Waterbodies:** These are segments where there is insufficient water quality information available to assess the support of designated uses.

Impaired waterbodies have waters that do not support uses that would otherwise be appropriate uses for that waterbody. Impaired segments, waters with Minor Impacts and Threatened Waterbody segments are listed by NYSDEC. They are the focus of remedial/corrective and resource protection activities by the NYSDEC. Figure 8 outlines the DEC-listed use impairments, types of pollutants and sources for each listed waterbody located within the DeWitt WRA.

Figure 8. Impaired water bodies within DeWitt WRA

Waterbody	Waterbody Inventory/Priority Waterbodies Data				
	Type of Pollutants	Causes and Sources of Pollutants	Overall Severity	Impaired Use	Severity of Impairment to Specific Uses
Butternut Creek (Upper Section)	None	None	No Known Impacts	No Use Impairment	None
Butternut Creek (Lower and Minor Tributaries)	Unknown	Unknown	Needs Verification	Unknown	Unknown
Limestone Creek (West Branch)	Unknown	Unknown	Unassessed	Unknown	Unknown
Limestone Creek (Lower and Minor Tributaries)	<u>Known:</u> Sedimentation & Silt  <u>Suspected:</u> Aesthetic (odors)*, D.O./Oxygen Demand*, Pathogens*, & Nutrients	<u>Known:</u> Streambank Erosion*  <u>Suspected:</u> Municipal* and Agriculture	Impaired	Habitat/ Hydrology (known)	Stressed (known)
				Recreation (suspected) Aquatic Life (suspected)	Impaired (suspected)

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Waterbody	Waterbody Inventory/Priority Waterbodies Data				
	Type of Pollutants	Causes and Sources of Pollutants	Overall Severity	Impaired Use	Severity of Impairment to Specific Uses
Ley Creek and Tributaries	<p><u>Known:</u> Other inorganics (cyanide)*, ammonia*, aesthetics (floatables), priority organics</p> <p><u>Suspected:</u> D.O./Oxygen Demand, Nutrients (Phosphorus), Unknown Toxicity</p>	<p><u>Known:</u> Combined Sewer Overflow*, Landfill/Land Disposal (Salina Landfill, other)*, Urban Storm Water Runoff*, Industrial</p>	Impaired	Public Bathing* (known)	Impaired (known)
				Aquatic Life* (known)	Impaired (known)
				Recreation* (known)	Impaired (known)
				Fish Consumption (known)	Stressed (known)
				Aesthetics (known)	Stressed (known)

\*Asterisk refers to major use impacts/pollutants/sources. Data from 2008 New York Department of Environmental Conservation Waterbody Inventory/Priority Waterbodies Lists for Oswego River and Finger Lakes Basin.

According to the NYSDEC *Waterbody Inventory/Priority Waterbodies Lists for Onondaga Lake- Onondaga Creek*, the NYS Department of Health warns against fish consumption and public bathing in Ley Creek. Aquatic life, recreation, and aesthetics have been impaired in Ley Creek due to pathogens and other pollutants from urban runoff and past industrial operations and uses of the creek (NYSDEC 2012). Because Ley Creek is a tributary to Onondaga Lake, the NYS Department of Health recommends various degrees of regionally restricted consumption of certain species for demographic groups, based on age and gender. Restrictions extend to tributaries up to the first barrier that is impassable for swimming fish. Therefore, Ley Creek would still be an impaired waterway to the first impasse based on status as a tributary to the lake, were it not already otherwise impaired from upland man-made pathogens draining into the creek.

Section 303(d) of the Federal Clean Water Act also requires states to identify Impaired Waters, where specific designated uses are not fully supported. For these Impaired Waters, states must consider the development of a Total Maximum Daily Load (TMDL) or other strategy to reduce the input of the specific pollutant(s) that restrict waterbody uses, to restore and protect such uses.

Per the US EPA's 2014 Section 303(d) List of Impaired Waters Requiring a TMDL or Other Strategy for the State of New York, there is some evidence that contamination of fish in Ley Creek extends beyond this barrier, though there is no separate waterbody-specific health advisory for the creek. Consequently, this listing should be considered as including all of Ley Creek.

Ley Creek was monitored in 1998 and 2008, resulting in findings of pathogens, nutrients (phosphorus, P), ammonia (NH<sub>3</sub>), and cyanide stemming from municipal stormwater runoff and Combined Sewer Overflow (CSO) during storm events. The impairments to these waters are being addressed through a combination of measures:

- Support through the Onondaga Lake Partnership,
- Requirements by the Onondaga Amended Consent Judgment (ACJ), and

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- Inclusion in Consent Orders and other agreements with municipalities and private entities to address industrial contamination, stormwater runoff, combined sewer overflows, and other urban sources.

Monitoring through the Onondaga County Ambient Monitoring Program is required by the ACJ. Ongoing bacteria track-down efforts and environmental sampling performed by others will be used by regulators to evaluate the results of these restoration measures, the water quality in these tributaries, and the need for TMDL development.

The document “Remedial Action Plan (RAP) for the Ley Creek Polychlorinated Biphenyl (PCB) Dredging” was completed in 1997 and two status reports have been prepared in 2007 and 2012 to report on the progress of remedial actions. While the PCB dredge site is located in the town of Salina, downstream from DeWitt, portions of the DeWitt WRA are within the Ley Creek watershed. Specific priority activities and strategies in the RAP focus on the reduction, control, and elimination of PCB contamination in sediments, dredged materials, surface waters, fish and organismal uptake, human or animal contact with contamination, and the prevention of contaminants migrating to the groundwater.

Another measurable impact to water quality in the DeWitt WRA is non-point source pollution. Non-point source pollution is pollution that reaches a surface water body through unconfined or dissipated means. Examples include:

- Stormwater sheet flow or overland flow (i.e. – unchanneled flow from lawns, paved surfaces, buildings, and construction sites) which carries chemical fertilizers, pesticides, animal wastes, soil and sediment, and oil or other automotive by-products
- Groundwater infiltration that can carry contaminants (including personal pharmaceutical and cosmetic compounds) from faulty cesspools or septic tanks, or toxins from other sources of pollution or chemicals applied to permeable ground.

The best way to control the rate of non-point contaminant generation and transport from upland areas is through the use of best management practices (BMPs). BMPs, such as reducing fertilizer and pesticide applications to lawns and gardens, and proper disposal of pet wastes, automobile waste oils, etc., can be relatively inexpensive and more effective as compared to the costs of employing point-source measures to mitigate pollution. Public education is an important means of implementing best management practices.

One such educational campaign related to green infrastructure and nonpoint source pollution has been the Save the Rain initiative through Onondaga County. Recently, the town of DeWitt was awarded a grant through the Save the Rain initiative as part of a countywide effort to clean up Onondaga Lake by reducing the amount of rainwater flowing into wastewater treatment plants. This occurs because the stormwater sewer and the sanitary sewer collection laterals combine flows into the same trunk-sized sewer main that drains to the Sewage Treatment Plant (STP). Therefore, during large rain events when the system collects and releases large amounts of stormwater, the resulting flow to the STP overloads the volume capacity at the STP through a Combined Sewer Overflow event. This occurs in DeWitt in the Ley Creek basin, which drains into Onondaga Lake. These overflow events impact the water quality of Onondaga Lake. As such, Onondaga County awarded the town of DeWitt funding to educate private homeowners, and to install rain barrels, and plant street trees in the Franklin Park, Park Hill, Parkwood, and Dunrovin neighborhoods, which straddle the northern boundary of the village of East Syracuse, crossing into the WRA. Homeowners can check their eligibility to obtain these rain barrels or street trees through the town of DeWitt website (<http://www.townofdewitt.com/SaveTheRain.aspx>).

To address regional issues with stormwater runoff, the town has played a role, along with 29 municipalities from Onondaga and Oswego Counties, in the Central New York Stormwater Coalition to develop and

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implement a stormwater management program for watersheds in these counties. As a Coalition member, DeWitt partners with neighboring communities and other organizations such as the CNY Regional Planning and Development Board, NYS Department of Environmental Conservation, and Onondaga and Oswego County Soil & Water Conservation Districts to find ways to reduce and share the cost of regulatory compliance, reduce duplicative efforts, improve mapping and inspection consistency, and leverage available funding for water quality improvement projects.

In 2007, the town adopted Chapter 160 - the Stormwater Management and Erosion and Sediment Control Law. This law was necessary to help address problems caused by land development and associated increases in impervious surfaces that alter the hydrologic response of local watersheds and increase stormwater runoff rates and volume from rain and snow storms. Land development activities can result in flooding, stream channel erosion, and sediment transport and deposition in local waterways that then cause negative impacts to aquatic and terrestrial life and habitat. This Stormwater Management and Erosion and Sediment Control (Chapter 160) law was specifically aimed at meeting state standards for stormwater discharges from municipal separate stormwater sewer systems (MS4s). It requires land development activities to meet the mandates of the New York State Department of Environmental Conservation State Pollutant Discharge Elimination System (SPDES), which include permit application, review, and approval by DEC. The goal is to minimize stormwater runoff from land development activities that harm the quality of local streams and waterways. This will improve public safety by eliminating new contributions to potential flood conditions. It also helps to protect the broader Onondaga Lake watershed, which has been identified as a TMDL waterbody impaired by negative effects from stormwater runoff.

While this law is essential for addressing water quality problems in the community, the Central New York Stormwater Coalition sets forth best management practices to address other types of non-point source pollution that are conveyed by stormwater runoff. The Central New York Stormwater Coalition complements the law and provides educational information for the public.

### 2.7.2 Water quality improvement initiative

Water quality is a concern throughout DeWitt's waterbodies. Currently, there are efforts to conduct water quality measurements at the Orville Feeder Canal through a partnership with faculty and students from the SUNY College of Environmental Science and Forestry. This and other strategic relationships with local researchers and regulatory agencies will help support conservation objectives and inform future efforts to develop waterfront areas throughout the town of DeWitt.

The following gaps in water quality data should be examined as the town of DeWitt implements the LWRP:

- Orville Feeder Canal and Butternut Creek: Both of these waterbodies are listed on the NYSDEC Waterbody Inventory/Priority Waterbodies List, however both entries have several missing data points regarding turbidity, pollutants, and sources of contamination. In addition to the assessment of water quality, the town of DeWitt seeks to examine opportunities to reconnect water flows between these waterbodies and Cedar Bay, as described in Section 4.3.4.
- Lower and Minor Tributaries of Limestone Creek: Water quality metrics for these waterways require verification by the NYSDEC on impairments to recreation and aquatic life, which are suspected to be caused by municipal and agricultural pollutants. The West Branch of Limestone Creek remains unassessed.
- Widewaters Pond: Located adjacent to large impervious surfaces and an existing brownfield, this canal remnant should be the subject of a detailed water quality analysis examining the presence of

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heavy metals and other pollutants, along with biological contaminants. Due to proximity to a nearby brownfield, for upland portions of Widewaters Pond, a Phase I Environmental Site Assessment (ESA) should be conducted. This analysis may lead to a Phase II ESA. These analyses should be conducted in tandem with the development of the Erie Commons Master Plan and in consideration of future aquatic invasive species management. The invasion of phragmites (as shown in Photos 13 and 14, which see) has damaged both the pond and the native flora and fauna, and it severely limits public access to, and even knowledge of, this important cultural resource. An integrated management effort working closely with the NYSDEC; drawing from an array of tools like mechanical mowing, chemical treatment, and hydrologic manipulation; is likely to be effective and sustainable for this inaccessible yet centrally-located waterbody.

Completion of these water quality and environmental assessments will provide an important foundation for future development decisions within the WRA. In the meantime, several waterbodies within the WRA are known to be impaired and should be addressed through water quality improvement initiatives.



*Photos 13 and 14: Widewaters Pond facing southeast (13) and southwest (14) from Towpath Road. Invasive phragmites has created sedimentation issues and threatens the natural resources of Widewaters Pond.*

Ley Creek is a listed Impaired Waterbody due to combined sewer overflow, stormwater runoff, and industrial waste contamination. Projects to improve water quality in and along Ley Creek could include continued remediation efforts, implementation of best management practices for stormwater runoff, and stormwater mitigation and protection for new development. In addition, as discussed in other parts of Section II, the hydrology and habitat within the lower and minor tributaries of Limestone Creek are stressed by streambed sedimentation and water column siltation issues caused from streambank erosion. Projects to improve the water quality of Limestone Creek may include streambank stabilization and silt collection areas and activities.

2.7.3 Wetlands and Habitats

Wetlands (swamps, marshes, vernal pools, and similar areas) are areas with soil saturated by surface or ground water yet sufficient to support distinctive vegetation habitat. Wetlands serve an important function in providing food and shelter for a variety of species. They absorb floodwaters, slowing the speed of moving water. They also filter stormwater runoff by allowing sediment and smaller plant debris, along with pollutants, to settle out of the water column while clearer water runs off the wetland surface. As shown in Map 8, there are many areas of State-designated freshwater wetlands in DeWitt. There are also areas of federal jurisdictional wetlands (that may consist of an area of one acre or less), which are managed by the US Army Corps of Engineers. The Corps regulates all activities that occur, or that are proposed, within or near federally-regulated wetland areas. The Corps also regulates placement of fill material, land clearing involving relocation of soil, road construction, shoreline erosion control, mining, utility line or pipeline construction, and other activities which result in a discharge of fill material, for all Waters of the United States (WOTUS, which includes wetlands) regardless of size. At the end of 2018, the USEPA and USACOE together issued a proposed new definition for the WOTUS that would greatly reduce the reach of this jurisdiction.

Some state-listed rare, threatened, or endangered species and ecological communities are found within the project area. Per the NYSDEC New York Natural Heritage Program, rare, threatened, or endangered species are found in the following locations in the WRA: Glacier Lake within Clark Reservation State Park, Ram’s Gulch, White Lake and the surrounding wetlands and hills, the vicinity of Lost Lake (located just east of the town border, in the southern portion), the Butternut Creek floodplain, the fields of Hancock International Airport, Oot Park Wetland (technically outside of the WRA but near the eastern border with Manlius), Jamesville Road and Jamesville’s powerline right-of-way near NYS Route 173 at Clark Reservation. Figure 9 lists the significance that each of these areas has for rare, threatened, or endangered species. Contact the NYSDEC prior to undertaking any activity in these areas.

Figure 9. Rare, Threatened or Endangered Species within WRA

	Taxonomy Group	Common Name	Scientific Name	State Listing	State Rank <sup>2</sup>
Ram’s Gulch	Plants	Two unnamed state and/or federally listed plant species			
Lost Lake & Vicinity	Plants	Three unnamed state and/or federally listed plant species			
Clark Reservation State Park & Vicinity	Mammals	Indiana Bat (summer)	<i>Myotis sodalist</i>	Endangered <sup>4</sup>	S1
		Eastern Small-footed Bat (summer)	<i>Myotis leibii</i>	Special Concern	S2
	Plants	Hart’s-tongue Fern	<i>Asplenium scolopendrium</i> var.	Threatened <sup>5</sup>	S2
		Cork Elm	<i>Ulmus thomasii</i>	Threatened	S2S3
		Willdenow's Sedge	<i>Carex willdenowii</i>	Rare	S2S3
		Puttyroot (1890) <sup>3</sup>	<i>Aplectrum hyemale</i>	Endangered	S1
		Woodland Bluegrass (1916) <sup>3</sup>	<i>Poa sylvestris</i>	Endangered	S1
		Hooker's Orchid (1918) <sup>3</sup>	<i>Platanthera hookeri</i>	Endangered	S1
	Community <sup>4</sup>	Calcareous Cliff Community			S3
		Calcareous Talus Slope Woodland			S3
Limestone Woodland			S2S3		
Maple-Basswood Rich Mesic Forest			S3		
White Lake and Surrounding Wetlands and Hills	Mammals	Indiana Bat ( <i>winter hibernaculum</i> )	<i>Myotis sodalis</i>	Endangered <sup>4</sup>	S1
		Northern Long-eared Bat ( <i>winter hibernaculum</i> )	<i>Myotis septentrionalis</i>	Threatened <sup>5</sup>	S3S4

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	Taxonomy Group	Common Name	Scientific Name	State Listing	State Rank <sup>2</sup>
		Bat Colony ( <i>winter hibernaculum</i> )			
	Plants	Sheathed Pondweed	<i>Stuckenia filiformis</i> <i>ssp. accidentalis</i>	Endangered	S1
		Marsh Arrow-grass	<i>Triglochin palustre</i>	Threatened	S2
		Blunt-lobe Grape Fern(1975) <sup>3</sup>	<i>Botrychium oneidense</i>	Threatened	S2S3
		Prairie Dunewort (1915) <sup>3</sup>	<i>Botrychium campestre</i>	Endangered	SH
	Community <sup>5</sup>	Marl Fen			S1
		Northern White Cedar Swamp			S2S3
Butternut Creek Floodplain	Mammals	Indiana Bat ( <i>winter hibernaculum</i> )	<i>Myotis sodalis</i>	Endangered <sup>4</sup>	S1
Syracuse Hancock International Airport	Birds	Upland Sandpiper	<i>Bartramia longicauda</i>	Threatened	S3
Oot Park Wetland, 0.1 mi. from DeWitt-Manlius Border	Plants	Ohio Goldenrod	<i>Oligoneuron ohioense</i>	Threatened	S2
Jamesville Road	Plants	Common Moonwort (1872) <sup>3</sup>	<i>Botrychium lunaria</i>	Endangered	S1
Jamesville Powerline ROW near NYS Route 173 at Clark Reservation	Insects	Tawny Crescent Butterfly (1974) <sup>3</sup>	<i>Phyciodes batesii batesii</i>	Special Concern	SH

Source: Personal Communication with New York State DEC, 2016<sup>2</sup> Conservation status in NYS as ranked by NY Natural Heritage Program on a 1 to 5 scale: S1 = Critically imperiled; S2 = Imperiled; S3 = Rare or uncommon; S4 = Abundant and apparently secure; S5 = Demonstrably abundant and secure; SH = Historical records only; not seen in New York State since before 1980; <sup>3</sup> Historical record only (with year last seen); <sup>4</sup> Federally listed as Endangered; <sup>5</sup> Federally listed as Threatened

### 2.7.4 Topography and Soils

The town of DeWitt straddles two physiographic regions: The rolling Appalachian Foothills to the south and the relatively flat Ontario Lake Plain from the central to the northern regions of the town. It is across this area that the Erie Canal transects. The Onondaga Escarpment, a unique area of glacial hillocks called drumlins, limestone cliffs, and plunge basins, stretches from east to west through the south-central portion of the town.

The WRA is comprised of over 100 types of soils, and soils of statewide significance occur throughout the DeWitt WRA (Natural Resources Conservation District SSURGO Database, 2016). Upland soils in the Limestone/Butternut Creek subwatershed are characterized by good drainage. An east-west band of Onondaga Limestone influences the character of soils formed in this vicinity. Change in bedrock, and increasing distance from the Onondaga Limestone Formation, result in lower lime content soils (e.g. Honeoye, Lansing and Ontario soils). In general, the upland soils formed in glacial till (as glaciers plowed southward, then receded north and repeated this pattern in successive ice ages) tend to be deep, fertile, and productive.

Soils in the Lake Plain Region to the north (formed in lacustrine deposits left after glaciers melted in permanent retreat) tend to erode easily and generally have slow internal drainage. Soils in the northern portion of the town are more hydric than soils in the southern area, and these soils are productive if artificially drained. A significant portion of the non-urbanized land northern half of the DeWitt WRA is Niagara silt loam and Minoa fine sandy loam, along with a diverse array of other loamy soils. The northernmost reaches are characterized by poorly-drained mucklands, including Carlisle muck, Canandaigua mucky silt loam, and Palms muck.

The soil classifications throughout the town have a ‘limited’ rating or are unrated for septic tank absorption (Natural Resources Conservation District SSURGO Database, 2016). In comparison to southern DeWitt, there are more soils to the north with high limitations for roads (Natural Resources Conservation District SSURGO Database, 2016). Most soils throughout DeWitt are only somewhat limited for trailway development (Natural Resources Conservation District SSURGO Database, 2016).

### 2.7.5 Flooding and Erosion

Review of 2016 Federal Emergency Management Agency (FEMA) mapping indicates that portions of the floodplains associated with Butternut Creek, Erie Canal, and the North and South Branches of Ley Creek are within the WRA. The flood zones are based on the degree to which an area is susceptible to flood damage. The general flood zones that exist within the town of DeWitt are shown in Map 8, and described below:

- “A” and “AE” Zones: These areas are subject to a 1% annual chance of flooding (also referred to as the 100-year flood zone). The difference between Zones A and AE is that Zone A areas have not been analyzed in detail and lack the base flood elevation data that is available for Zone AE areas.
- X500 Zones – Also called the 500-year flood plain. These areas are subject to a 0.2% annual chance of flooding.

The floodplains associated with Butternut Creek, Erie Canal, and Ley Creek are primarily designated as FEMA flood hazard Zone AE, with a few small portions of X500 zones scattered along the peripheries of the AE Zones. In the 2011 County Hazard Mitigation Plan, flooding in DeWitt has been reported as a relatively frequent event, often associated with severe storms. The town has been designated as having five FEMA-identified Repetitive Loss properties and one FEMA-identified Severe Repetitive Loss property. Vulnerable areas identified include the Franklin Park neighborhood and the area surrounding the confluence of the Main Stem of Ley Creek and its North and South branches within the Beartrap-Ley Creek Drainage District. Flood-related damages reported at the countywide level for floods occurring within DeWitt include road closures and flooded basements.

On November 4, 2016, new FEMA Flood Insurance Rate Maps became effective. These maps provide updated information about the town’s flood hazards and risk, which can be used to inform insurance rates and purchase requirements, and other decisions on property protection from flood damages. The town Flood Hazard Area Development Permitting process (Form 20A) is an additional tool that informs development occurring within flood zones. The town’s adoption of these federally approved flood risk management regulations enables property owners to take advantage of the National Flood Insurance Program.

The Onondaga County Soil and Water Conservation District (SWCD) performs inspections and monitoring of



debris jams in Limestone and Butternut Creeks. The SWCD partners with municipalities and private enterprises to remove debris jams. NYSDEC permitting processes encourage low-impact debris removal (<50% removal and no disturbance to bed and/or bank) to facilitate passage of water while retaining structure for aquatic life forms.

In terms of erosion control recommendations, NYSDEC recommends implementing the best management practice of reserving a 100-foot-wide vegetated buffer along water courses. The buffer protects natural vegetation growth, including protection of trees from timber harvest. The USDA Natural Resources Conservation Service recommends, as a minimum, a 35-foot-wide buffer for precluding riverine development, and increases that width with increased topography, soils, other site conditions along the water course. Forested buffers stabilize streambanks. In doing so, they protect water quality through erosion control, thereby promoting reduced turbidity and sedimentation within the stream.

### 2.7.6 Environmental Hazards and Constraints

DeWitt has eighteen (18) designated environmental remediation sites (as shown in Map 9). These sites have cleanup currently occurring or have undergone cleanup with the oversight of NYSDEC. The majority (thirteen, 13) of these sites are within the DeWitt portion of the Ley Creek drainage area. These sites are being remediated through a variety of programs, including the NYSDEC Brownfield Cleanup, Environmental Restoration, and Voluntary Cleanup Programs, the State Superfund Program, and the Resource Conservation and Recovery program. Known waste sites are listed here by name with descriptions of the size, location, contamination, and use restrictions:

***JIT Precision Machinery, Inc. (Site Code C734087)*** – This 0.7-acre area located at 315 Wavel Street, just north of the village of East Syracuse, is enrolled in the Brownfield Cleanup Program. It is designated as a Class C site, indicating that the remediation is complete. The site is currently used for tool and die making, with a manufactured housing park located about 500 feet to the north. The other surrounding parcels are used for similar industrial facilities. The site was formerly used by Valenite Manufacturing to make carbide-cutting tools, from 1961-1981. This manufacturing activity is the alleged cause of the site contamination by heavy metals (primarily cobalt) and petroleum (machine oil). In 1991, the DEC initially listed the site as Class 2a on the state registry. The site was delisted in July 1995 after completion of a Preliminary Site Assessment performed by NYS DEC. A site investigation and remedial action were performed between 2002 and 2004. The Remedial Action Report was accepted by the NYSDEC in 2005 and a Certificate of Completion was issued December 31, 2008. The now-vacant site does not currently present a significant environmental threat.

***Celi Drive Site (Site Code C734108)*** – This 1.3-acres site is located at 5762 Celi Drive near the intersection of Bridge Street and Erie Boulevard. The site has been a metals and plastic plating manufacturing plant since the mid 1970's and is currently for sale. It is enrolled in the Brownfield Cleanup Program due to an initial spill release resulting from a mechanical failure at the site. The site is designated as a Site Class A non-registry site, indicating that the site contamination is active and remediation is not yet complete. Results of the investigations to date indicate elevated levels of chromium, copper, and nickel in the soil and groundwater, and below-standard levels of zinc and cyanide are also present. There were also short term elevated levels of these contaminants to the surface and ambient water. The topography of the facility and surrounding area is generally flat with slow surface drainage towards the west-southwest. The site is currently classified for industrial use and surrounded by mixed industrial and commercial use with the nearest residential property

located approximately 0.25 miles to the west.

***Court Street Building B Site (Site Code C734113)*** – This site, approximately five (5) acres, is an N-Classified site which was denied inclusion in the State Brownfield Cleanup Program in 2007. It is a flat grassy area bordered by roads to the north and northeast, and parking lots on the remaining sides. The NYSDEC Environmental Site Remediation Database states that due to the preliminary nature of site information, and the possibility that the information may be unreliable or outdated, significant conclusions or decisions should not be based solely upon this summary. Nonetheless, chlorinated solvents and metals are known or suspected in the soil onsite.

***Allied Chemicals (Site Code 734005)***– This site has an undefined remediation area. The site is located at Jamesville Quarry near the intersection of North Street and Solvay Road. The designation for this site in the State Superfund Program is classified as N, indicating that there is a dearth of reliable information. Site remediation is archived under the Federal Superfund Program as being completed in 1987. The site is not registered on the National Priorities List and does not require any additional clean up action or further investigation. It is classified under the State Superfund List. It is located near Dunlop Falls in Fiddlers Green. There are vacant, residential, and industrial land uses located near the site.

***Carrier-DeWitt (Site Code 734005)*** – This site is included in the State Superfund Program but does not have a defined remediation area. The site is in the Carrier Circle area, off Thompson Road. Vacant structures on portions of the site have been recently cleared as part of an emerging hotel development.

***Alpha Portland Cement (Otisca Industries) (Site Code 734006)*** – Located at the intersection of Rock Cut Road and Jamesville Road with Clark Reservation to the west and Jamesville Quarry to the east, this five (5)-acre remediation site is included in the State Superfund Program. The site is in Class 03, which indicates that it does not present a significant threat to the environment or public health and that a remediation action may be deferred. The site was contaminated with waste solvents and PCBs between 1975 and 1980. By 1987 all contaminants were removed for off-site disposal in accordance with a 1987 NYSDEC-approved closure plan.

***DeWitt Town Landfill (Site code: 734012)*** – Located between Butternut Drive and Burdick Drive, along the northern edge of the Erie Canal, this inactive municipal landfill previously accepted both residential and industrial waste and is now part of the State Superfund Program. Investigation and remediation efforts include a Remedial Investigation/Feasibility Study in 1992, an Interim Remedial Measure in 1994 (Part 360 landfill cap) and a Record of Decision (ROD) in March 1994. Currently this site is being monitored under an Operation, Maintenance and Monitoring Plan. Contaminants include volatile organic compounds and metals found in groundwater and adjoining surface water of the Erie Canal. However, since the installation of a landfill cap (impervious soil layer covering the landfill surface), there have been monitored decreases in the groundwater contamination. The site is not a significant threat to the environment. While the area to the south of the parcel has been developed as a recreational area with a walking and biking trail, access to the site is barred by a chain link fence.

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**Valenite (Site Code: 734023)** – The half-acre (0.5 ac) site is located approximately 1,200 feet east of Ley Creek. The Valenite industrial facility site operated from 1961 to 1981 manufacturing various carbide cutting tools. Allegedly, as much as 10-20,000 lbs. of heavy metal dust was blown out of exhaust vents on the building, settling over a wide area. It is also alleged that that 3,000 gallons of waste oil was dumped behind the plant building. Nearby residents of the adjacent manufactured housing park have planted vegetable gardens in an area within 200 feet of the Valenite facility. The soil in one of the gardens was sampled in the early 1980s and 1995 and was found to have been contaminated with excessive levels of cobalt. There is also a concern that children could encounter the contaminated soil if they were playing in the area. A state-funded Preliminary Site Assessment (PSA) was completed for this site in May of 1991. The site did not qualify for addition to the Registry of Inactive Hazardous Waste Disposal Sites, and the site was designated a classification of “N” in the State Superfund Program, indicating a lack of reliable information.

**United Technologies Corporation - Carrier (Site Code 734043)** – Located on Carrier Parkway and Town Road 7, this site is a paved-over area located in the middle of a secure 85-acre production facility. It is one of several Solid Waste Management Units being addressed as part of an ongoing, site-wide RCRA Corrective Action Program across the Carrier, Thompson Road Plant. It is enrolled in the State Superfund program with a Classification of 2, which specifies that the onsite disposal of hazardous waste has been confirmed and represents a significant threat to public health or the environment. The site was contaminated through the storage of acid and alkaline cleaners in an in-ground concrete tank; these cleaners contained a toxic chromium material. The tank was removed in May 1988, yet tests confirmed the presence of halogenated organics within the groundwater. Recent sampling indicates that the contamination has been relatively consistent, groundwater has been collected and treated, and contamination is not believed to be leaving the site. Additional investigations, monitoring, and corrective measures are in the process of being completed.

**Rustin Paving Company (Site Code 734046)** – This one-acre (1 ac) site along the Jamesville Toll Road was used to manufacture asphaltic sealants for tennis courts, driveways, etc. In 1987, leaking waste drums and an open sump were found throughout the property, both uncovered and buried. By 1990, this waste was removed, however, this work was done without DEC oversight or approval. Reinvestigation of the site has not revealed any contaminants nor visual evidence of on-site disposal. There has been no documented disposal of hazardous waste at this site, nor has there been any evidence of threat to the environment. However, the site’s classification of “N” in the State Superfund Program indicates a lack of reliable information.

**New York Air National Guard, Hancock Field (Site Code 734054)** - The Hancock Field Air National Guard base, home of the 174th Fighter Wing of the NY Air Guard, is located at 6001 East Malloy Road in northern Dewitt. The Base currently occupies approximately 356 acres immediately south of and adjacent to the Syracuse-Hancock International Airport. In 1982, the Department of Defense (DOD), as part of the mandated military base realignment program, classified a two-and-a-half (2.5)-acre site within the property as requiring remedial action due to one aboveground 215,000 storage gallon tank and six 25,000-gallon underground storage tanks that underlay a fuel pumping station. Leaks from the fueling operations and an associated separator sump discharged PCBs and jet fuel compounds directly into subsurface soil and groundwater. A Record of Decision was issued in April 2011. Contaminated soils were excavated and removed, and CaO<sub>2</sub>

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slurry was used to enhance naturally occurring bioremediation. There are no assessed health risks, as residents in the vicinity of the site are served by public water with a remote source. The site is currently enrolled in the State Superfund program with a Classification of 2, which specifies that the disposal of hazardous waste has been confirmed and represents a significant threat to public health or the environment. The USEPA has specified that the site does not qualify for the National Priorities Listing.

**General Motors – Fisher Guide (Site Code 734057)** – This State Brownfield program site is classified as a 2, which means that the disposal of hazardous waste has been confirmed. The presence of such hazardous waste or its components or breakdown products represents a significant threat to public health or the environment. While the majority of this 65-acre site is located in the town of Salina, a small portion is within the town of DeWitt adjacent to the roundabout intersection of Townline Road and Route 298. This area is surrounded by commercial and industrial properties, along with the nearby I-90 Thruway and a ten (10)-acre wetland. The site consists of a former General Motors manufacturing plant, which began operations in 1952 and included plating, buffing, forming, and finishing metal auto parts. Later on, the site was used for manufacturing and painting plastic automobile body trim components. The plant ceased operations by December 1993. Through its operation, contaminants including PCBs, hydraulic oils, waste solvents, and paint sludge, were discharged into Ley Creek. Beginning in 1970, the Onondaga County Department of Drainage and Sanitation widened, deepened and rerouted the Creek, inadvertently spreading contaminated dredged materials along Ley Creek’s banks. In 1997, a ROD was issued by the NYSDEC for the Ley Creek PCB Dredging site, calling for the excavation and disposal of sediments that were heavily contaminated by PCBs. The ROD also called for capping the areas with less contamination. The site is currently administered by Revitalizing Auto Communities Environmental Response Trust, who completed the Remedial Investigation in 2013 and a Feasibility Study in 2014. The final Record of Decision was issued by the NYSDEC in March 2015. Public access to the site is restricted by fencing and security. Contamination is primarily below the ground surface so incidental exposures on the site are not expected. The surrounding community is served by a public water supply, so exposures via drinking water are not expected. While interior plant surfaces were cleaned prior to re-occupancy of the building by local industries, there is some concern for exposure via soil vapor intrusion in the main plant building that is being evaluated.

**Carrier-Carlyle Compressors (Site Code 734068)** - Located in the northern part of the town of DeWitt, this thirty-three (33)-acre State Brownfield site is classified as a 4, which indicates that despite the requirement for continued site management (operation, monitoring), the remedial construction actions have been completed. Contamination includes chlorinated organic solvents spilled or leaked from various drums stored in an unpaved area of the back lot. This caused seepage into the shallow groundwater aquifer and soil vapors. To remediate the identified groundwater contamination, Carrier built and began operating a combined pump and treatment system and a soil vapor extraction (SVE) system. A Remedial Investigation/Feasibility Study (RI/FS) was completed in February of 1999 and a Record of Decision (ROD) was signed on March 30, 1999. The SVE system has since been shut down. A soil vapor mitigation system and monitoring program continues at this site. A deed restriction for the property restricting groundwater use is in place.

**Former G.E. Court Street Plant 5 (Site Code 734070)** – Located at the intersection of Deere Road and Route 298,

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this ten (10)-acre site contains a large building of approximately 5.9 acres, currently used to manufacture hardwood flooring. Formerly, the site was used by General Electric Aerospace to manufacture radar and sonar equipment for the US Government from 1956 to 1991. From these uses, spills of solvents from underground tanks and aboveground dispensing pads have resulted in site contamination from volatile organic compounds, specifically trichloroethene (TCE), 1,1,1-trichloroethane (TCA), and their respective breakdown products. Because all contamination is subsurface, eliminating direct contact exposure, there is little human contact hazard. The area is served by public water and there is no known use of groundwater in the area. The area is commercial and industrial with buildings built on grade. There is no evidence that contamination has entered Ley Creek. There is currently no exposure to contamination onsite.

***Northern Circuits, Inc. (Site Code 734124)*** – This one (1)-acre site is located near the village of East Syracuse at 6 Adler Drive. The site is occupied by a structure surrounded by a former parking lot. As a Classification 2 State Superfund Site, the onsite disposal of hazardous waste has been confirmed and the presence of such hazardous waste or its components or breakdown products represents a significant threat to public health or the environment. The site was utilized as a circuit board manufacturing, metal plating, and photograph development facility beginning in 1975 up until about 2008. Inactive from 2010 until 2013, it is currently used as a small business believed to dismantle and recycle old payphones. The nearest residential area is a tenth of a mile (0.1 miles) north on Collamer Drive. Primary contaminants of concern are 1,1,1-Trichloroethane (TCA); Acetone; 1,1,2-TCA; Trichloroethene (TCE); 1,1,2-Trichloro-1,2,2-Trifluoroethane; 1,1-Dichloroethane (DCA); 1,2-Dichloroethylene (DCE); Dichlorodifluoromethane; m-Xylene; p-Xylene; Methylene Chloride; Tetrachloroethylene (PCE); Trichloromonofluoromethane; 2-Butanone (MEK); o-Xylene; and Styrene. Elevated levels of contaminants were found throughout the soil and in groundwater. People are not expected to come into contact with contaminated soils or groundwater unless they dig below the surface and into the contaminated materials; however, potential exists for people in nearby off-site buildings to inhale site contaminants due to contaminated soil vapor intrusion into the air.

***Roth Brothers (Resource Conservation and Recovery Program)*** - This Active Resource Conservation and Recovery Site is currently undergoing remedial work. It is located at 6223 Thompson Road, and is a two-parcel thirty-four (34)-acre site owned by Metalico Syracuse Realty, Inc. Each parcel is highly developed, containing two large manufacturing facilities. The facilities were used in the mid-20th Century for aluminum and zinc smelting, metal refinery, lead solder operation, and copper incineration. Both parcels are covered with asphalt except for the north end of Plant No.2 which is brushy and wooded. Previous remediation at the site involved the consolidation of low-level PCB and lead-contaminated soils in a Corrective Action Management Unit (CAMU), located at Plant No.2. Long-term effectiveness monitoring of the CAMU is ongoing and includes annual sampling of groundwater and surface water/sediment and inspection and maintenance of the asphalt cap. Since 2002, exceedances of the groundwater standard for onsite PCBs have been documented in one well located outside of the CAMU. While the PCBs appear to be localized and are not considered to represent a significant threat, the Division of Water has requested that Metalico pursue further actions to remediate the area.

**Safety-Kleen Corp. – DeWitt (Resource Conservation and Recovery Program)**- Located at 6741 VIP Parkway, this site is permitted as a Hazardous Waste Management Facility, and is an accumulation point for spent solvents, dry cleaning wastes, paint-related wastes, automotive wastes, and various other spent industrial and automotive materials. The site exhibits trace levels of contamination from underground oil tanks for heating used by the US Air Force in the 1940s and 1950s when the site was used as a troop-staging area. Since the levels of contamination are so low, remediation of these residual impacts would be difficult, impractical, and not likely to yield any environmental value. Thus, no further action is expected to occur. The site has been found to be sufficiently protective of human health and the environment.

### 2.7.7 Nuisance and Invasive Species

The waterways of Dewitt and upland areas host a variety of both aquatic and terrestrial invasive species that threaten the ecological resilience of natural areas, agricultural crops, or other outdoor places of significance. The Finger Lakes Partnership for Regional Invasive Species Management (FL-PRISM) prioritizes species that are of major concern and necessary to map, monitor, and manage based on a variety of factors including capacity, available resources, potential impact, and likelihood of successful elimination. Priority aquatic invasive species identified by the FLPRISM as occurring within the town of Dewitt and Onondaga County include Water Chestnut, Asian Clam, and Zebra Mussels due to their connection to Harmful Algae Blooms, and Round Goby. Priority terrestrial invasive species of concern that can occur within upland areas in the WRA include the Emerald Ash Borer, Hemlock Woolly Adelgid, Giant Hogweed, Japanese Knotweed, and Oriental Bittersweet. Other local invasive species known to occur within the town of Dewitt and Onondaga County include Norway Maple, Burning Bush (*Euonymus alatus*), the Common Reed (*Phragmites* spp.), Eurasian Watermilfoil, Spiny Water Flea, Alewife, Brittle Naiad (Water Nymph), and Purple Loosestrife. Curly-Leaf Pondweed has been reported in Ryder Park. Another potential priority aquatic invasive species that has been identified by the FL-PRISM Invasive Species Working Group is hydrilla. Although it has not yet been documented in Onondaga County, it has been an identified issue in adjacent Cayuga County.

Through its sustainability programming, the town of Dewitt has supported and been involved with a variety of programming related to nuisance and invasive species, including a process to develop a Deer Management Plan and an Urban Forestry Management Plan that addresses a quarantine effort to prevent the spread of Emerald Ash Borer (EAB). Both white-tailed deer and EAB were identified in the UFMP as negatively impacting the urban tree canopy. The urban tree canopy provides important stormwater management functions by intercepting rainfall that would otherwise run off of paved surfaces into local waterways through storm drainage systems, picking up pollutants along the way. Urban forests also reduce the heat island effect thus reducing heating and cooling energy costs. They also moderate air flow, reduce air pollution, increase property values, provide wildlife habitat, protect sensitive skin from solar radiation, store and release water, generate organic soil amendments, and provide other aesthetic and community benefits that improve the overall quality of life.

## 2.8 Historical, Cultural and Scenic Resources

### 2.8.1 Historical Sites and Structures

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At the time of European contact and colonization in the eighteenth century, the area now comprising DeWitt was located within the territory of the Onondaga Nation (Haudenosaunee) of the Iroquois Confederacy. The six-nation Confederacy was established under a constitution called the Great Law of Peace. Centuries of occupation by native North Americans maintained a harmonious balance and stewardship of nature with human settlement. The Confederacy had a unique form of representative governance by clan leaders united by the constitution, which included 117 Articles. This centuries-old Haudenosaunee constitution was eventually adapted as the model for organizing and governing the nascent United States of America. During the Revolutionary War, the Haudenosaunee were initially neutral, but ultimately fought with the British against the immigrant British-American colonists.

In 1779, the colonists launched the Clinton-Sullivan Campaign to destroy crops and villages throughout Haudenosaunee territory in retaliation for raids against the Americans conducted by Haudenosaunee factions loyal to Great Britain (Ft. Stanwix National Monument Staff, 2016a):

“The war went on and in order to chastise the Iroquois in some measure for their many bloody atrocities against the patriots, an expedition was made against the Onondagas in the spring of 1779, under Colonels Van Schaick and Willett. With their troops they left Fort Schuyler on April 19, penetrated into the heart of the Onondaga country, surprised the Indians, destroyed their villages, burned their provisions, slaughtered their stock and wrought general desolation” (Bruce, 1896).

Following this campaign of devastation, many Onondagas relocated to the Six Nations Reserve in Canada. However, many others remained in the region and today the sovereign Onondaga Nation, Haudenosaunee language, traditional lacrosse, stories, dance, folklore, and other aspects of Haudenosaunee culture are an active and celebrated feature of the Syracuse area.

The 1788 Treaty of Fort Schuyler granted New York State title to a vast swath of land held by the Onondaga Nation, including portions of what today comprises Cayuga, Cortland, Onondaga, and Seneca counties (Schein, 1993; Landscape & Prospect, 1993). In 1782, the State set aside the New Military Tract, a 1.5 million-acre tract of land in the Central New York area to compensate soldiers who fought in the Revolutionary War. The New Military Tract was divided into 28 townships, each containing one hundred (100) six-hundred (600)-acre lots arranged in a uniform grid pattern. This grid has influenced the shapes of municipal boundaries and property boundary lines in the region, overlaid on landform contours, but respective of water features. These orthogonal lines also had effects on the siting of structures. Although the Tract lands were set aside for veterans, many of them either neglected to claim their land or sold their land to speculators and the area was settled primarily by migrants from New England, New Jersey, Pennsylvania, and the Hudson River Valley. By 1790, settlers to the New Military Tract were migrating into the land recently opened to settlement by the Treaty of Fort Schuyler. Onondaga County was formed in 1794 from Herkimer and Tioga Counties, and named after the Onondaga Indians, with whom late eighteenth-century settlers had worked in the production of salt at Onondaga Lake for several years, creating the county’s first major industry (Dieckmann, 1986; Rivette, 2005; Schein, 1993, 2005).

The area that was to become the town of DeWitt was re-settled by Benjamin Morehouse, who is reported to have followed a trail from the vicinity of Oneida County with his family, arriving in early 1789. The original settlement was named Kasoongkta Flats, but soon became known as Morehouse’s Flats for its first European settler. Morehouse constructed the first tavern in town in 1790, while the first milled-timber frame dwelling was constructed by Jeremiah Jackson in 1797. The subsequent decade saw the construction of the first blacksmith shop, distillery, brewery, and mills in DeWitt.

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The town of DeWitt was created on April 12, 1835 from the town of Manlius, adopting the name of Moses DeWitt, an early and influential European settler of Onondaga County who arrived the year after Benjamin Morehouse. Additional early non-native settlements included the hamlet of Sinai in 1790 (renamed Jamesville by the State Legislature in 1809), and Youngsville in 1791, named after its first English settler John Youngs. The non-native settlement of Youngsville became known as Orville in 1814, and finally DeWitt in 1835, coinciding with the renaming of the town (Clark, 1849; Clayton, 1878).

Early industrial development in the town was focused on Butternut Creek, where the first mill was constructed north of the hamlet of Jamesville by early Onondaga County settler Asa Danforth in 1792. More significant industrial development within the town came with the establishment of the Jamesville Iron and Woolen Factory in 1809, which also led to the development of additional milling operations along Butternut Creek in the subsequent decades. Water lime (cement) and plaster were produced at several locations throughout the town, also beginning in the early nineteenth century. Lime and plaster production was often conducted on an individual basis on farms and adjacent to available natural sources, though these operations were quickly supplanted by larger production concerns using lime kilns and plaster mills. By the late nineteenth century, multiple large quarries for stone processing were present throughout the town (Clayton, 1878; Rivette, 2005). Although most of these quarries did not last past the late twentieth century, those that are still present in the southern portion of the town are an important remnant of the industrial past.

The most significant development in the town of DeWitt in the nineteenth century was undoubtedly the construction of the Erie Canal. Governor DeWitt Clinton's dream of building a canal that would connect across New York State was ridiculed by his political opponents. Despite the derision, legislation was eventually passed which funded a survey of possible canal routes. Construction of a shallow waterway, sarcastically nicknamed "Clinton's Big Ditch," began on July 4, 1817 in the town of Rome. The Erie Canal cut through fields, forests, rocky cliffs, swamps, and crossed rivers on aqueducts. The 363-mile long engineering marvel, completed in 1825, connected Albany to Lake Erie, traversing 680 feet of elevation changes through 83 locks (Whitford, 1906; Finch, 1925; Cochran, 2004).

Construction of the original route of the Erie Canal in 1819-1820 through the central part of the town of DeWitt contributed to the growth of the nascent settlements near the geographic center of the town. The centralized development pattern was supported in part by an approximately two-mile-long feeder canal (referred to as the Orville or Butternut Feeder) that was cut to connect Butternut Creek near Jamesville to the Erie Canal to the north, in 1820. By the 1830s, business was continuing apace along the Erie Canal, though agitation for its enlargement had already begun as a result of heavy traffic, the need to shorten the route and reduce the number of locks, and eventually, competition from railroads. The first enlargement of the Erie Canal began in 1836 and continued until 1862. The major physical change to the canal involved making it wider and deeper to accommodate increased canal traffic and larger canal boats. Clinton's Ditch was built to a depth of only four feet, and a maximum width of approximately 40 feet, while the Enlarged Erie Canal was constructed at a depth of seven feet, and a width of 70 feet (Whitford, 1906; Beauchamp, 1908; Finch, 1925).

The northern portion of the town remained largely undeveloped until the expansion of the former New York Central Railroad yard, which began in 1872. To accommodate larger canal boats and further compete with railroads, additional enlargement of the Erie Canal in New York State occurred in the late 1890s. These enlargements, which did not effect the route of the canal through DeWitt, were ultimately not successful in competing with other transport modes, but did ensure the long-term viability of the Enlarged Erie Canal as a transportation route. After careful study, it was determined by the State of New York that a barge canal system was preferable to a ship canal system, due to the economic efficiencies in the transfer of cargo at the end of the canal, compared to the challenges of navigating ocean going vessels through a narrow two-way



## Town of DeWitt Local Waterfront Revitalization Program

channel of such great length, such as the Enlarged Erie Canal. With the opening of the New York State Barge Canal in 1918, many sections of the Erie Canal that were not included in the route of the Barge Canal were closed. Much of the Enlarged Erie Canal was filled in over the following decades, though some portions remained watered, including a significant length through DeWitt.

Nonetheless, in DeWitt, a large portion of the Erie Canal was filled in and became Erie Boulevard (Whitford, 1906; Finch, 1925; Schramm and Roseboom, 1979). The central part of the town of DeWitt became dominated in the mid-twentieth century by commercial development along Erie Boulevard, East Genesee Street, and Thompson Road. Following World War II, new residential neighborhoods were constructed, radiating out beyond the primary transportation corridors. The main roadways in the central part of DeWitt became defined by shopping centers and commercial development.

The DeWitt to New London segment of the Enlarged Erie was designated Old Erie Canal State Park in 1967 as part of the 1967-1975 sesquicentennial of Erie Canal construction. In 2017, New York began a bicentennial celebration in the form of events that highlight the continued relevance of the Barge Canal and Canal Recreationway.

The northern part of DeWitt continued with transportation expansion into the twentieth century as the freight railroad, formerly New York Central Railroad, became controlled by CSX. Amtrak passenger rail service, which had been centered in East Syracuse since 1962, was relocated to north Syracuse in 1998 and reintegrated with long distance bus service at the William F. Walsh Regional Transportation Center.

The construction of Hancock Airport (1949), the New York State Thruway (1954), and Interstate 481 (1979-1990) through the northern and other portions of the town of DeWitt further encouraged commercial and industrial development to capitalize on the presence of these transportation resources (Rivette, 2005). Despite the early founding date of the town, much of the building stock in DeWitt dates from the past fifty years, owing to the considerable amount of twentieth century development along transportation corridors within the northern and central parts of the town. The New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) Cultural Resource Information System (CRIS) website identifies a total of seven resources listed on, or eligible for the National Register of Historic Places (NRHP) located within the town of DeWitt (see Figure 10).

Figure 10. Previously Identified Historic Resources in the town of DeWitt

NYSOPRHP Site Identifier	Property Name, Address, and Municipality	NRHP Eligibility Status
90NR02086	Dr. John Ives House, 6575 East Seneca Turnpike, Jamesville	Listed
97PR03286	St. Mark's Church, 6492 East Seneca Turnpike, Jamesville	Listed
06704.000011	Residence, 6849 East Genesee Street, DeWitt	Eligible <sup>1</sup>
06704.000013	Former School No. 9, 6881 East Genesee Street, DeWitt	Eligible

## Town of DeWitt Local Waterfront Revitalization Program

NYSOPRHP Site Identifier	Property Name, Address, and Municipality	NRHP Eligibility Status
06704.000026	Former Methodist Church, 6625 NYS Route 298, DeWitt	Eligible <sup>2</sup>
06704.000039	Edwards-Jones-Kimber House, 6923 East Genesee Street, DeWitt	Eligible
06704.000184	Butternut Creek Aqueduct, Butternut Drive at Kinne Street	Eligible

Source: New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) Cultural Resource Information System (CRIS); <https://cris.parks.ny.gov/>

Historical resources are located mostly in the southern part of DeWitt. The Dr. John Ives House, located at 6575 East Seneca Turnpike in the hamlet of Jamesville, is a two-story Federal-style residence constructed circa 1812-1815, with extant nineteenth century outbuildings. The house is reputed to be the most sophisticated example of Federal-style domestic architecture remaining in Onondaga County. It was listed on the NRHP in 1985.

St. Mark’s Church (also known as the Jamesville Community Museum) is a balloon-frame, high-style Gothic Revival church constructed circa 1878. It is located at 6492 East Seneca Turnpike in the hamlet of Jamesville. The church was constructed with some elements from an earlier church that was destroyed by an 1877 fire which consumed much of the hamlet of Jamesville. The rebuilt church is one of the most prominent nineteenth century buildings remaining in the hamlet. It was listed on the NRHP in 1997. The remaining historical architectural resources determined by NYSOPRHP to be NRHP-eligible include a former school building, two residences, a church, although two of these resources are believed to no longer exist. Numerous unidentified historical architectural resources are likely present throughout the town of DeWitt.

A noteworthy NRHP-eligible local structure is the Butternut Creek Aqueduct. At more than 150 years old, the Enlarged Erie Canal-era limestone aqueduct transecting Butternut Creek is a local and regional treasure – the most prominent and lasting reminder of the town’s canal heritage. The original aqueduct had a large wooden sluice that allowed uninterrupted passage of canal traffic above Butternut Creek (for engineering records of designs typical of aqueducts during the Enlargement Era, see Engineering News Record article from October 24, 1918). The structure has been altered substantially over time, including the removal of the sluice and impacts to the original flow of the canal water; however, the stone spillway remains in place and relatively functional. Subsequent improvements to the area surrounding the aqueduct have included a steel pedestrian bridge and trail connection to the Butternut Creek Recreational Area and Butternut Creek Trail, which connects the Old Erie Canal State Park to the Wegmans Plaza on Genesee Street/SR-92. Heavy rainfall in June 2012 contributed to a leak in the aqueduct that resulted in emergency repairs to the structure (Doran, 2012). To form a watertight seal, concrete was pumped into a 12-foot breach on the underside of the aqueduct, and the western retaining wall was backfilled with gravel and topsoil.

### 2.8.2 Archaeological Resources

A review of the NYSOPRHP CRIS website indicates significant areas of archaeological sensitivity near the hamlet of Jamesville, and scattered areas of sensitivity in the vicinity of the hamlets of Lyndon and Collamer.

<sup>2</sup> Based on a review of Google Earth and other publicly available aerial photography, these resources appear to have been demolished or are no longer extant.

## Town of DeWitt Local Waterfront Revitalization Program

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Despite significant ground disturbance that has occurred throughout the twentieth and twenty-first centuries, it is likely that below-ground historical and prehistorical archaeological resources are present in DeWitt.

Within Onondaga County, prior to European settlement, most prehistorical Native American settlements occurred on major rivers and lake outlets. Pre-European Native American settlements during the Paleoindian and Early and Middle Archaic Periods (approximately 13,000 to 6,000 years ago) consisted of small short-term campsites. Evidence of these sites is relatively rare in Onondaga County, and none are known within the town of DeWitt or the immediate vicinity. During the Late Archaic, Early Woodland, and Middle Woodland Periods (approximately 6,000 to 1,000 years ago), Native Americans settled in larger, longer-term residential settlements or villages. These large sites were typically located along major rivers, often near the outlets of Lakes, such as Oneida Lake and Onondaga Lake in Onondaga County. In addition to the large lowland camps or villages, small logistical resource acquisition sites were typically located in the uplands surrounding major valley systems.

During the Late Woodland Period (approximately 1,000 to 400 years ago), Native American settlement further consolidated into large, often palisaded, longhouse villages of up to 2,500 residents. These villages were located along major alluvial valleys and close to lakes such as Onondaga Lake and Cazenovia Lake. These village sites are large and highly visible in the archaeological record, though none are known to be present within the town of DeWitt. Small logistical campsites and outlying single-family farms were also located in the uplands and floodplains surrounding the major villages during the Late Woodland historical period. Onondaga, Limestone, and Butternut Creeks would have been attractive areas for prehistoric resource acquisition and short-term camps. The Haudenosaunee occupied the Limestone and Butternut Creek watersheds during the Late Woodland and Contact Periods and managed the surrounding areas for resource acquisition and renewal. During the Late Woodland Period, the Haudenosaunee and adjacent Iroquoian-speaking peoples living between the St. Lawrence and Susquehanna Rivers sustained regional populations estimated at as much as 90,000 people. The Haudenosaunee lived in palisaded villages surrounded by active and fallow agricultural fields which were prepared by girdling trees and burning the underbrush, to grow the staple crops of corn, beans, and squash (Snow, 1994). Subsequent successional growth at the edges of cleared areas provided ideal browsing for white-tailed deer, which herds were managed by natives principally to provide supple deerskin leather for winter clothing. Due to the nature of the historical settlement patterns within the WRA, any proposed new ground disturbance within previously undisturbed soils, specifically near natural water courses and known historical or cultural resources, shall include an assessment of potential archaeological significance.

### 2.8.3 Scenic Resources

There are no Scenic Areas of Statewide Significance (SASS) within the DeWitt WRA, as designated by the New York State Secretary of State. The official SASS designations in New York State comprise 6 areas in the Hudson River Valley and on Long Island. Although not formally designated, the scenic resources overlooking the waterfront areas in the town of DeWitt are locally important. These areas include the view southeast from Nottingham Road (along the southern I-481 corridor overlooking Ram's Gulch), areas overlooking Clark Reservation State Park and Canalway Trail, Old Erie Canal State Park, and several scenic areas surrounding the drumlin field in the southwestern portion of town. In addition, the view of adjacent waterfront areas and wetlands from the canal and Cedar Bay are locally important scenic resources, providing users a sense of the history and cultural significance of the water resource. While these areas are locally important, much of the area is covered by NYS DEC and US Army Corps wetlands, the former DeWitt Town Landfill, and State Park Land which are highly unlikely to be developed in the short term. The Town may want to conduct a study in the future to develop strategies for protecting the local significance for this area.

### Land use analysis at Kinne Road/Lyndon Road/Cedar Bay Road

Though recognized as a recreational asset, Cedar Bay may be underutilized as a waterfront amenity that could attract development opportunities in adjacent properties. The extent to which adjacent properties could support such development, however, has not been analyzed. The town of DeWitt proposes a land use study of this area, particularly those areas to the south of Cedar Bay that could accommodate land development and benefit from proximity to the water and the Canalway Trail.

The land use analysis should involve stakeholder input from property owners and neighbors, and a market analysis to examine the potential support of additional development within this area. Potential constraints (e.g., wetlands, traffic controls) should be identified, and strategies should be developed to guide well-connected, context-sensitive development.

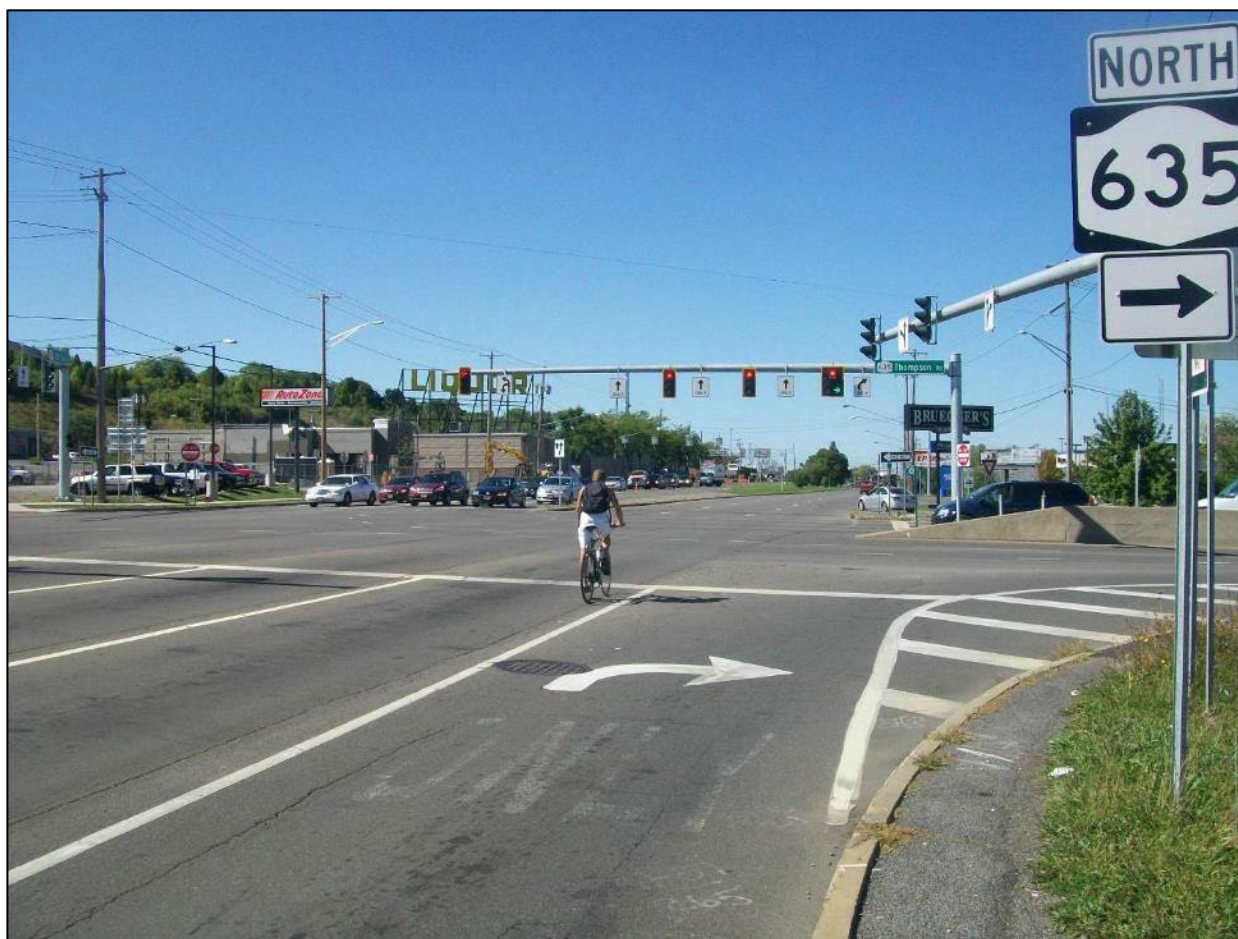
## 2.9 Public Infrastructure

### 2.9.1 Transportation Systems

Interstate 90, Interstate 690, and Interstate 481 are the primary regional transportation corridors that transect the town of DeWitt. The New York State Thruway, (I-90), extends in an east-west direction in the northern portion of town, whereas I-481 extends in a generally north-south orientation from the northern town boundary through the southwest corner of town. Interstate 481 is a posted bypass route for I-81 through-traffic. The southern terminus is approximately one mile west of the southeastern WRA boundary, and the northern terminus is approximately one mile north of the Syracuse Hancock International Airport, in the village of North Syracuse. The heaviest traffic along I-481 currently occurs between the East Genesee Street/SR-92 interchange and the I-690 interchange; the average daily traffic counts between these locations is approximately 64,000 vehicles. South of the East Genesee Street interchange, traffic drops to a daily average of 34,000 vehicles per day; north of the I-690 interchange, traffic drops to 47,000 vehicles per day (NYSDOT, 2015).

I-481 has been proposed as the new primary route for through traffic in conjunction with proposals to replace I-81 through Syracuse with a street-level boulevard. As I-81 is near the end of the design life of the elevated structure through downtown Syracuse, the options of repair, rebuild, or remove are still under consideration. If the I-81 removal option is decided, I-481 may be renamed I-81 and traffic patterns would likely change. Interstate 690 transects the city of Syracuse and the town of DeWitt, where its eastern terminus intersects with Interstate 481. Only a portion of Interstate 690 exists within the WRA, consisting of ramps connecting I-690 to I-481.

Erie Boulevard (State Route 5) is a local arterial that runs approximately parallel to Interstate 481 from the southern terminus with Genesee Street (State Route 92) and Interstate 690 as it nears the I-481-and I-690 interchange. In DeWitt, Erie Boulevard is a six-lane state highway punctuated with numerous traffic lights (see Photo 11). Erie Boulevard has an average daily traffic volume of more than 21,000 vehicles between Thompson Road and Bridge Street; west of Thompson Road and south of Bridge Street, average daily traffic on Erie Boulevard is closer to 19,000 (NYS DOT 2015). In addition to vehicular traffic, pedestrians and bicyclists also utilize the Erie Boulevard corridor in significant numbers. Recent counts performed by the Syracuse Metropolitan Transportation Council (SMTC) covered an 18-hour period (5:00am - 11:00pm) and included ten intersections between Kinne Road in Dewitt and South Crouse Street in Syracuse. In that four-mile section, SMTC counted 1,355 pedestrians and 85 bicyclists. According to the SMTC study, within the town of DeWitt portion of Erie Boulevard, 237 pedestrians used crosswalks to cross Erie Boulevard, while 62 pedestrians crossed at unmarked midblock locations.



*Photo 11. Bicyclist at Thompson Road/Erie Boulevard intersection. View looking westward.*

Unfortunately, despite heavy pedestrian and cyclist use along this former waterway, there is a noticeable lack of active transportation infrastructure, resulting in safety hazards for all users, both vehicular and non-vehicular. This lack of safe transportation access disproportionately impacts the elderly (27% of the town's population), young people (11%), the poor (8%), those with limited physical mobility (5%), and residents who bike, walk, and use public transportation to access their jobs (6% or more). Collectively, this combines to form roughly 57%, a substantial portion of the town population.

The current conditions represent a significant lost opportunity to better accommodate the many thousands of residents and visitors (local, regional, and international) that currently use the Erie Canalway Trail each year. Recent trail counts have estimated that more than 200,000 people use the Erie Canalway Trail each year in DeWitt and Camillus (Scipione, 2014). A substantial portion of these users, including the hundreds of bicyclists that participate in annual "end-to-end" trips (e.g., PTNY's "Cycle the Erie Canal" tour) are forced to navigate the gap between DeWitt and Camillus with temporary on-street routes, which are often non-formalized and/or poorly marked. Improved connections between the existing termini at DeWitt and Camillus would bring thousands of trail users through the town of DeWitt, past hundreds of businesses and potential service providers that could accommodate their needs. It would also provide potential to extend the "Tour the Towpath" annual 36-mile long two-day event between Rome and DeWitt westward.

The key areas that present the most significant physical and operational challenges to improved connections along the town of DeWitt's historical and existing waterfront areas include the Erie Boulevard corridor and intersections, Towpath Road, the Kinne Road (or potential other) bridge over I-481, and the Erie Canalway

## Town of DeWitt Local Waterfront Revitalization Program

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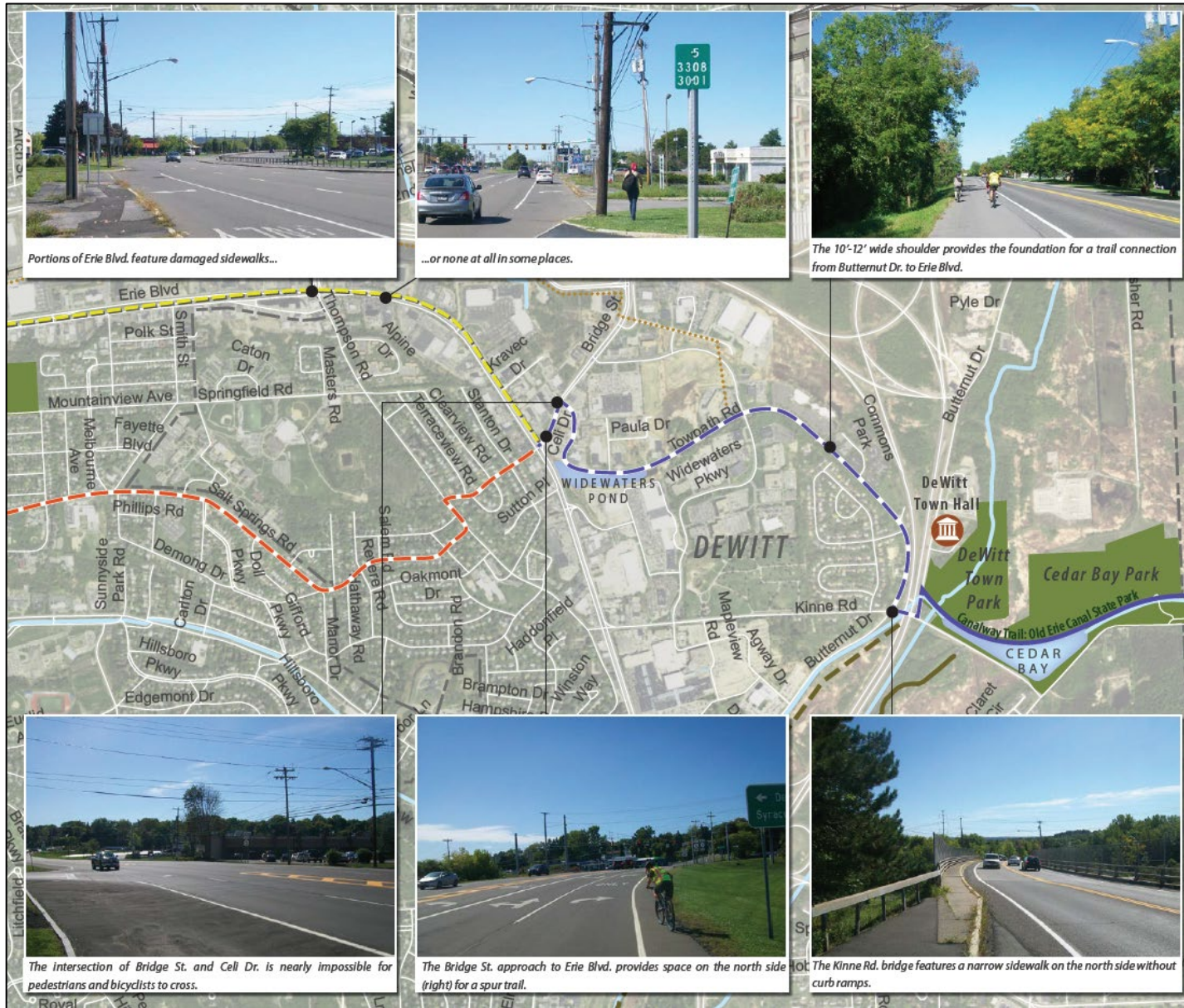
Trailhead. See Figures 11a and 11b for an overview of these challenges and opportunities as they occur in locations across the corridor. Challenges include the following:

- A grade change from Kinne Road to the existing trail terminus limits the visibility of the trail and Old Erie Canal Park from the roadway and hampers convenient access for bicyclists going from the trail uphill along Butternut Drive to Kinne Road.
- The Kinne Road bridge over I-481 provides narrow shoulders, and only one sidewalk alignment. This sidewalk is a grade-separated section, 5 ft. in width, that can become impassible during winter due to plowed snowbanks.
- Conditions differ along the length of Towpath Road. Although some sections of wide shoulders exist, these are not consistent along the entire roadway. Non-vehicular travelers must cross the road, contending with 40mph vehicles, to stay with the wide shoulder at Widewaters Parkway.
- Visual access to the historical alignment of the canal is intermittent. Small canal vestiges remain in a drainage ditch within the public right of way along Towpath Road. The largest remnant, Widewaters Pond, is obscured from public view by tall and dense vegetative overgrowth of phragmites along the shoreline.
- There is a lack of direct connection between Towpath Road and Erie Boulevard, forcing walkers to access the town's principal commercial arterial routes via the intersection of Celi Drive and Bridge Street – a wide, non-signalized intersection with no crosswalks or other pedestrian accommodations.
- Once on Bridge Street, there are no measures in place to accommodate trail users or keep them safe. There are no sidewalks or crosswalks at the intersection of Bridge Street and Erie Boulevard, despite vehicular traffic controls with multiple turning lanes and signal-limited turning movements.
- A substantial cross-slope exists in the median between the eastbound and westbound alignments of Erie Boulevard between the DeWitt Town Center development and Thompson Road. This grade change introduces physical maneuvering and visibility difficulties not present in flatter areas of the boulevard. This is exacerbated by automobile-only cross-slope slip-ramps and vehicles traveling at 40 mph, which effectively shortens the crossing time for pedestrians and sight lines and reaction times for drivers.
- Traffic speeds and multiple commercial curb cuts along the entire length of Erie Boulevard contribute to an unwelcoming and dangerous environment for bicyclists and pedestrians. With no accommodations or amenities, non-vehicular traffic is forced to rely upon varying widths of road shoulder (often compromised by roadside debris and sediment) or a grade-separated asphalt snow-storage shelf.

Figure 11a: Physical challenges and opportunities for improved multimodal infrastructure along Erie Boulevard



Figure 11b: Physical challenges and opportunities for improved multimodal infrastructure along Erie Boulevard





Despite these challenges, DeWitt sees several assets and opportunities to leverage the existing infrastructure or improve transportation connections along the historical waterfront and prime commercial corridor. These opportunities include the following:

- Continuous access along 34 miles of the Erie Canalway Trail to the east of the town of DeWitt.
- Close proximity between the existing terminus and other recreation assets, including existing trails in Ryder Park, the Butternut Creek Recreation and Nature Area, and a potential formalized trail system along the Orville Feeder Canal/Meadow Brook, to the west of I-481.
- Low traffic volumes along Towpath Road, particularly west of the Widewaters Parkway intersection.
- Publicly-owned rights-of-way along the Towpath Road alignment, which includes extant vestiges of the Erie Canal. In some locations, these rights-of-way include twelve (12)- foot shoulders, capable of accommodating increased non-vehicular traffic.
- Potential opportunities to create waterfront amenities connected to the trail, in and around Widewaters Pond and adjacent public and private properties.
- Potential direct, off-road connections between the Towpath Road and Erie Boulevard rights-of-way.
- Up to thirty foot- (30 ft.) widesections of underutilized public property within the median between eastbound and westbound alignments of Erie Boulevard.
- Excess lane capacity within the existing design of Erie Boulevard (i.e., the facility is overbuilt for the amount of traffic it accommodates).
- A wide, landscaped median directly to the west of the town boundary, connecting into the city of Syracuse.

Of these opportunities, the ability for the town to leverage other established or nascent trail systems into a connected whole is the most critically important. Initiatives such as the recent Moving DeWitt project have confirmed that residents and businesses in DeWitt place high value not only on independent, individual amenities, but particularly on the ability to access multiple amenities and trail systems safely via interconnected transportation infrastructure. See Section 2.5.4 for additional details on existing trail amenities that could further benefit residents and business owners through improved infrastructural connections. The town has been working closely with the city of Syracuse to explore how to create a coordinated solution for pedestrian and bicycle mobility along Erie Boulevard. Both communities are dedicating staff and funds to collaborate on improving the conditions throughout the corridor.

The town of DeWitt is also served by public transit service, operated by Centro. There are currently eight bus routes within the town, almost exclusively serving the areas north of East Genesee Street/SR-92. These routes are primarily concentrated on commercial corridors (e.g., Genesee Street, Thompson Road). Service through residential collector streets does exist within the northern portion of town (e.g., Exeter Street, Franklin Park Drive), though most residential areas within the town currently lack sufficient density to justify increased transit service. Shoppingtown Mall serves as an unofficial bus “hub” for the southern portion of town, with four lines servicing that plaza. Frequencies vary along the one route (Route 168) that serves the Erie Boulevard corridor. Early morning service has three runs with buses arriving every 20 minutes, otherwise buses average 40 to 60 minutes in frequency. Infrequent routes are compounded by a lack of quality transit amenities, such as covered shelters, to protect riders from weather and passing vehicles.

In addition to roadways and public transit infrastructure, there is also an active rail line that transects the central portion of DeWitt. The CSX intermodal freight yard is located just north of the I-690/I-481 interchange. It supports approximately 70 freight trains per day and eight Amtrak trains used for passenger service between Albany and Syracuse (Syracuse Metropolitan Transportation Council, 2003). Additionally, there is a special train for the New York State Fair each September.

In July 2015, the town of DeWitt passed a resolution requiring the consideration of Complete Streets Design Principals on all exclusively town-funded highway department projects. This resolution requires that all new street construction and reconstruction that is exclusively funded by the town considers, implements, and if practical, incorporates Complete Streets design features and practices as specified by the NYS Department of Transportation. Complete Streets design features and practices include installation of sidewalks, paved shoulders suitable for cycling, designated bike lanes, lane striping, share the road signage, crosswalks, curb ramps, audible pedestrian signals, pedestrian crossing signage, traffic calming measures (such as curb bump-outs, center islands, and pavement markings), sidewalk snow removal, and routine shoulder and bike lane maintenance.

### **Erie Canalway Trail Extension**

The extension and enhancement of the Erie Canalway Trail is the top priority of the town of DeWitt in terms of revitalizing the existing and historical waterfront areas. The effort to close the 14-mile gap between the towns of DeWitt and Camillus has been the focus of much effort among local stakeholders and regional partners for many years. DeWitt addressed this most recently in the form of the Elevating Erie Ideas Competition. The impact of the completion of the trail through the town and connecting to the city of Syracuse will have wide-ranging benefits throughout the town and surrounding region. Closing of this trail gap became a Governor's priority in 2017. Dubbed "The Empire State Trail," the goal is to complete a 750-mile long trail system connecting Buffalo to Albany, and New York City to Montreal, via the Erie Canalway Trail, Hudson River Greenway Trail, and the Champlain Valley Trail. Due to this new statewide emphasis, the NYS Department of Transportation is evaluating options for converting Erie Boulevard into a "complete street" that more evenly supports the most common modes of travel – walking, cycling, and vehicular – rather than making automobiles dominant.

As a result of the Elevating Erie competition, DeWitt has identified several infrastructure improvements that would facilitate the extension of the trail from the existing terminus across I-481 at the Kinne Road bridge, along the historically significant alignment of Towpath Road, and west on Erie Boulevard to the city of Syracuse boundary. This alignment was a common theme among Elevating Erie submissions, and has resonated with stakeholders as part of the public outreach process in support of this LWRP. The town intends to continue working closely with partners at the city of Syracuse and the NYS Department of Transportation in planning and design for Erie Boulevard.

Although many potential routes have been discussed, the town of DeWitt is focused on advancing only a small number of feasible recommendations for additional study and eventual construction. These recommendations are presented below, by trail section, from the western boundary of the WRA at the municipal border with the city of Syracuse, to the existing Erie Canal Trail trailhead at Butternut Drive. As noted, some sections have multiple options, both short term recommendations and a long-term feasibility concept, others have only one. The town of DeWitt supports changes to Erie Boulevard that will improve multimodal and transit opportunities within this regionally significant corridor. The following specific improvements are recommended:

***Erie Boulevard***

- At Thompson Road: Trail in median with a 7' landscaped buffer and striped interior buffer lane between pedestrians and east-bound traffic and guide rail protection for cyclists from west-bound traffic
  - Final Feasibility Concept: Trail in median with streetscape enhancements and wider sidewalks
- At Texas Roadhouse: Trail in median with a 7' landscaped buffer and striped interior buffer lane between pedestrians and east-bound traffic and guide rail protection for cyclists from west-bound traffic, along with a 7' vegetated buffer along down-slope
  - Final Feasibility Concept: Trail in median with streetscape enhancements and wider sidewalks
- At Kravec Drive: Trail in median with a 7' landscaped buffer on each side of rail, separating pedestrians and cyclists from traffic in both directions plus two striped interior buffer lanes to initiate road diet
  - Final Feasibility Concept: Trail in median with streetscape enhancements and wider sidewalks

***Towpath Road***

- West of Widewaters Parkway: Bikeable Shoulders with bi-directional travel lane
  - Final Feasibility Concept: One-way motor vehicle travel lane and 12' Erie Canalway Trail
- East of Widewaters Parkway: Narrow travel lanes + install 10' wide Erie Canalway Trail
- Develop a bridge connection from the Marsh Drive neighborhood to Towpath Road at the current terminus of Ralph Lane.

***Kinne Road Bridge***

- Develop a pedestrian bridge (separate from the Kinne Road bridge) to provide safe pedestrian and bicycle connections along the historic alignment of the canal between Towpath Road and Butternut Drive.

***Butternut Drive***

- Installation of pedestrian and cyclist amenities
  - Option 1: Multi-Use Sidepath on East Side
  - Option 2: Install Sidewalk on East Side + Stripe Bike Lanes

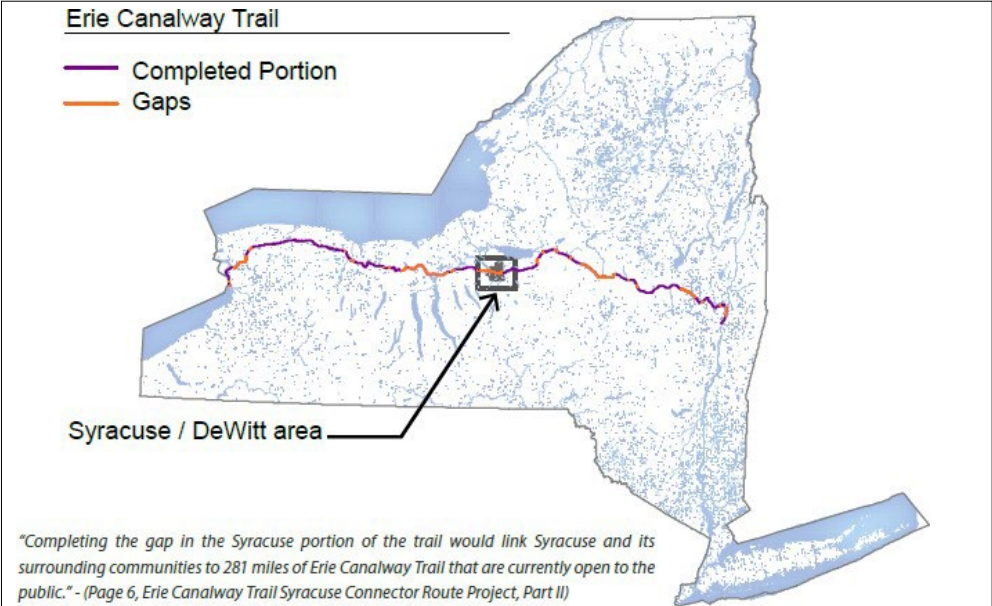


Figure 12. A 14-mile gap exists within the Syracuse/DeWitt area between completed portions of the Erie Canal.

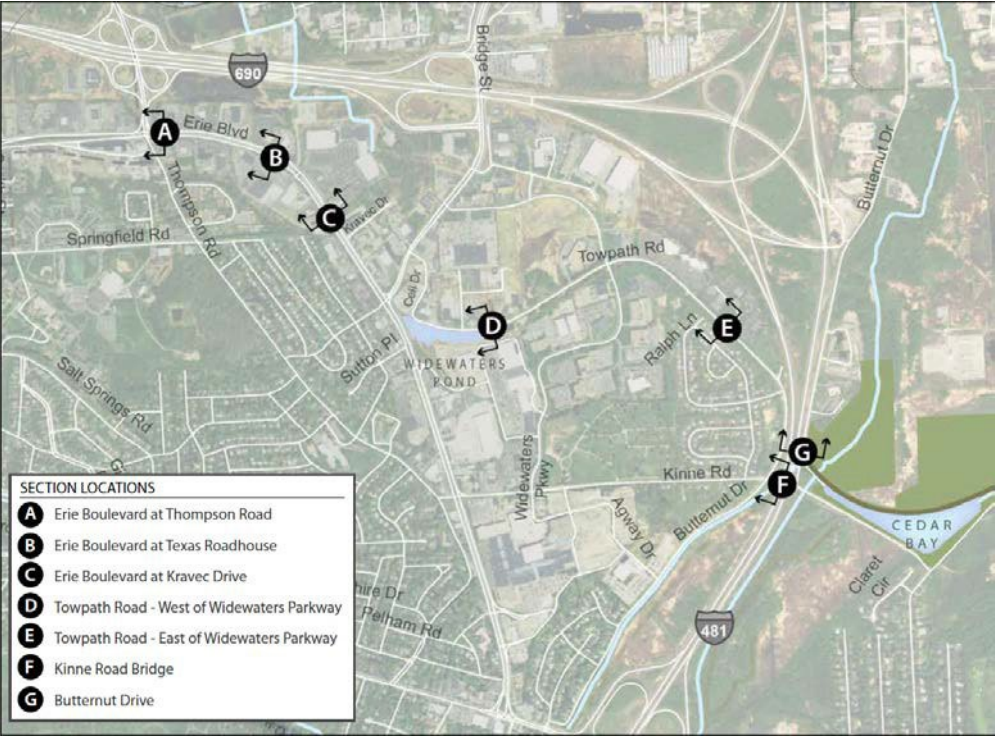


Figure 13. Streetscape recommendations vary by these locations along the footprint of the existing and remnants of the Erie Canal within DeWitt’s WRA.

The extension of the Erie Canalway Trail along Towpath Road and Erie Boulevard will help to keep multi-modal transportation at the town’s “front door”, where users will have greater access to goods, services, and employers. Though not without its challenges, this alignment will provide the maximum benefit to

the town of DeWitt in terms of promoting attractive redevelopment along its primary commercial arterial. In addition, it will provide safer connections between transportation infrastructure and local amenities throughout the corridor, regardless of mode. This will encourage trail users to walk and cycle more, which helps the town to retain businesses and residents, and increases the quality of life for the region. The portions of this corridor that contained the Enlarged Erie Canal should also be made to provide reference to their position in history through the development of wayfinding and interpretive elements, street furniture, landscape elements, lighting and other improvements.

The Erie Boulevard East corridor extends southward from Bridge Street until it merges with East Genesee Street (NYS Route 92). The town of DeWitt desires to extend the median bikeway and streetscape improvements along this southern portion of Erie Boulevard until its intersection with East Genesee Street.

### **Widewaters Pond Redevelopment**

Decades of conventional mid-century suburban residential and commercial development patterns throughout the town have combined to produce a commercial corridor along Erie Boulevard that lacks one of the primary hallmarks of a traditional town center: a dense (or at least moderately dense) mixture of residential and commercial uses. Instead, the development that has taken hold along the town's principal thoroughfare follows a pattern of single-use structures with deep front and side setbacks, surrounded by expansive automobile parking lots. This pattern is inextricably linked to the design of Erie Boulevard/NYS Route 5, an overbuilt arterial that exacerbates auto-dependency, pushes non-commercial uses out of the corridor, and diminishes the quality of community character adjacent to the right of way. This degradation of quality has also led to decline in use of the over- built roadway, such that commercial areas are beginning to struggle to attract and keep customers. The corridor does not provide any reference to the former existence of the Erie Canal, except in name. Incorporation of interpretive elements into the streetscape would help to improve the overall character of this corridor. Figure 14 shows an aerial image of the *defacto* "center" of the town of DeWitt, at the intersection of Erie Boulevard, Bridge Street, and the confluence with Widewaters Pond. This was reinforced by the results of the Ideas Competition and survey where the public indicated a strong preference for the creation of a Widewaters Park around the remnant of the Old Erie Canal that is extant along Towpath Road.



*Figure 14: Aerial photograph of the area surrounding Widewaters Pond*

Changing the pattern and character of development along Erie Boulevard will require a long-term commitment of cooperation on behalf of the town of DeWitt and the New York State Department of Transportation, and the support of town residents and local property redevelopment investors. In the meantime, opportunities exist along the Erie Boulevard corridor where public investments in infrastructure could create openings for mixed-use developments to take hold and thrive. The most notable of these is the area encircled by Towpath Road/Celi Drive, Widewaters Parkway, and Bridge Street. This area currently features several mid-20<sup>th</sup> century single- and two-story utilitarian commercial buildings that fail to capitalize on their historically significant location or their adjacency to Widewaters Pond. With the support of several landowners in this area, the town seeks to examine the potential for infrastructure investments in this area. The idea is to facilitate the redevelopment of “Erie Commons” as a mixed-use town center, rich with public amenities, and supportive of multi- modal transportation. The town took a significant step toward this vision when it adopted the mixed-use floating overlay district in June of 2018 which makes mixed-use development a possibility in the neighborhood area surrounding the Widewaters Pond.



Figure 15: Preliminary draft concept plan for Erie Commons

An initial concept plan for the Erie Commons area is shown in Figure 15. DeWitt will investigate the realignment of Towpath Road to the north, by rerouting vehicular traffic along linked extensions of the existing interior streets. This realignment of circulation patterns would create an opportunity to take full advantage of the waterfront along Widewaters Pond. The future extension of the Erie Canalway Trail is aided by promoting public access and walkability along enhanced open spaces and commercial areas. Together with a greater emphasis on mixed-use redevelopment, the reconfiguration and improvement of public infrastructure and amenities in this area will increase property values and enhance community character. This approach would also improve access to goods, services, and recreational opportunities for

town residents and users of the Erie Canalway Trail. Realignment of Towpath Road and the potential extension of connector roads could also improve the efficiency of circulation patterns between new and existing businesses, and provide an opportunity for the remediation of an existing brownfield. A full master planning initiative that builds off the preliminary concept shown in Figure 15 will more clearly define the opportunities and challenges that could arise out of such a substantial redevelopment project.

### **Canal Infrastructure Improvements**

At more than 150 years old, the arching limestone blocks of the Butternut Creek aqueduct are a local and regional landmark providing one of the most prominent and lasting reminders of the town's canal heritage. While there has been minimal maintenance, repair, and pedestrian improvements throughout the years, substantial hydrologic repairs are now needed. Historical alterations to the aqueduct along with the construction of I-481 (which bisects the canal just west of the aqueduct) have come at a cost to the function of the aqueduct and the surrounding waterways as recreational and historical attractions. With no water flowing from the Orville Feeder Canal across the missing wooden aqueduct, water flow across the concrete spillway, located south of the former wooden aqueduct, is reversed to a westward direction draining away from the Old Erie Canal, instead of eastward over the (absent) wooden aqueduct to supply the Old Erie Canal. Combined with the recent failure of an upstream sluice gate along the Orville Feeder Canal (see Sections 2.6 and 2.8.1) that compromises waterflow to the aqueduct area, and partial filling of the aqueduct that further limits flow, and the wholesale filling of Erie Boulevard to the west, these factors have produced frequently stagnant water in the entire remaining Old Erie Canal. This slack water is high in nutrient concentration, which results in unattractive algal blooms, odors, and poor water quality (SUNY College of Environmental Science and Forestry 2017). These repairs aim to not only reconnect historical waterways, but also to improve ecological quality of the areas surrounding the trails. Repairs will further enhance an attractive tourism and recreational resource in the area.

Structural restoration of the both the wooden sluice of the aqueduct and sluice gate of the Orville Feeder Canal would decrease stagnation and improve water quality. A similar initiative at the Nine Mile Creek aqueduct in Camillus in 2009 has been very successful, having attracted visitors from around the world as the only navigable aqueduct in New York State. Though the context of the Butternut Creek aqueduct differs in some respects, an important opportunity nonetheless exists to demonstrate the intended purpose of the intact stone structure, and to capitalize on the potential for additional canal-related recreation and tourism, by recreating the wooden sluice in a similar manner to the Camillus project.

Repair and proper operation of the sluice gates in the Orville Feeder Canal during low flow summer months could preemptively counteract algal blooms both in the Orville Feeder Canal and the Old Erie Canal (SUNY College of Environmental Science and Forestry 2017). However, prior to conducting these repairs, additional monitoring and modeling are necessary to assess potential hydrological and habitat impacts.

There should also be an assessment on the culvert size underneath I-481. This culvert connects the Orville Feeder Canal with the Old Erie Canal. A study can help to determine whether a different culvert could accommodate increased flow rates or provide for safe paddling under the highway.

Like much of the major infrastructure within the town of DeWitt, the Butternut Creek aqueduct is owned by New York State. Therefore, any improvements to the structure would require either the involvement of state agencies (in this case, the Canal Corporation, its parent authority New York Power Authority, and/or NYS Office of Parks, Recreation, and Historic Preservation); or a cooperative agreement between the state and local governments. In addition, the Butternut Creek aqueduct is eligible for the State and National Registers of Historic Places for its significance in the early history of New York State's canal system, particularly the enlargement of the canal between 1835 and 1862. Any work conducted on the aqueduct using state funds would likely require consultation with the State Historic Preservation Office (SHPO).

In recent years, the town of DeWitt has partnered with the Canal Corporation on issues such as the construction of a pedestrian bridge across the canal and the Elevating Erie Ideas Competition. Future cooperation toward improved water flow across the aqueduct would have tremendous local benefits in terms of environmental restoration, revitalization of locally- and state-owned waterfront amenities, and opportunities for improved interpretation of the town’s canal heritage.



*Photo 12. At top: The intact portions of the Butternut Creek aqueduct (facing east) include the intact stone support structures and the recently repaired spillway; the location of the missing wooden sluice would be between the spillway and the Canalway Trail on the far right of the image. Bottom left: Water levels and circulation are supported (or hindered) by the connection to the Orville Feeder Canal through culverts under I-481; additional hydrological analysis is required to understand the capacity of the infrastructure to sustain additional water flow. Bottom right: Restoration of the sluice gate on the Orville Feeder Canal is a recommended canal infrastructure improvement, though this initiative also requires additional hydrological analysis for its potential impacts on Butternut Creek.*



### **Kinne Road Bridge Improvements over Interstate 481**

The Kinne Road bridge across I-481 is an impediment to the completion of the Erie Canalway Trail across the existing 14-mile gap in Onondaga County. It has been the frequent subject of proposals to replace aging, auto-centric transportation infrastructure, and rebuild multi-modal infrastructure that allows for and facilitates alternative forms of transportation. The Kinne Road Bridge is especially important, because it is one of few connecting routes across Interstate 481. This bridge is at a critical juncture along the proposed extension of the Erie Canalway Trail where trail users may transition from a protected off-street alignment to an on-street alignment. To make this transition safe and attractive for all users, the Kinne Road corridor across I-481 must be improved to include protected pedestrian and bicycle amenities. Conceptual bridge designs were submitted as part of the Elevating Erie Design Competition.



*Figure 17: A conceptual design of ecological enhancements to the Kinne Road I-481 crossing area.*

State ownership of the Kinne Road bridge, together with the federal right-of-way along I-481, make the repair or replacement of the infrastructure another candidate for inter-jurisdictional cooperation. The town of DeWitt seeks to work with the New York State Department of Transportation to design mutually beneficial, long-term, multi-modal solutions for the bridge, either as a part of any future improvements to I-481 or as a stand-alone project. NYSDOT is currently considering options for a dedicated non-vehicular bridge, separated from the existing Kinne Road bridge structure, that would facilitate the movement of pedestrians and bicyclists between the Canalway Trail terminus and Towpath Road. The town of DeWitt supports this concept and will continue to work with NYSDOT to refine design alternatives to ensure the construction of a safe and attractive facility to address the needs of all users.

Pending major renovation to or replacement of the bridge, several interim improvements to both the bridge and the Kinne Road, Butternut Drive, and Towpath Road approaches could alleviate safety hazards and promote connectivity across I-481. These short-term changes include:

- *Accessible sidewalk termini:* Currently the sidewalk on both ends of the bridge and the eastern approach on Kinne Road all end with a full-height curb. Sloped, high-visibility tactile sidewalk

strips would enhance the accessibility of the infrastructure for pedestrians of all abilities, including those who are wheelchair-bound and families with strollers.

- *Protective or marked on-road infrastructure for bicycles:* As the westbound alignment of Kinne Road approaches the bridge, a six-foot shoulder necks down to a four-foot shoulder to cross Butternut Creek, and finally down to less than three feet at I-481. The eastbound alignment, originating at the intersection with Erie Boulevard East, has varying constraints associated with the width of the shoulder and conflicts with commercial driveways. Although a wide and striped shoulder may be appropriate for accommodating light bicycle and pedestrian traffic elsewhere on Kinne Road, the gradually decreased size of the shoulder strains bicyclists' comfort on the bridge, where motorists are less likely to grant wide berth in passing. Conversely, vehicular lane width is consistent across the entire bridge and both approaches. Some degree of narrowing the driving lanes to gain bicycle protection or highly-visible bicycle sharrow markings can be accommodated within the existing design, while future replacement or substantial renovations are negotiated. A more comprehensive treatment is necessary between Erie Boulevard East and the Kinne Road Bridge to improve bicycle and pedestrian safety.
- *Continuation of protective infrastructure along Butternut Drive:* Neither the sidewalk nor the striped shoulder continue from Kinne Road north along Butternut Drive toward the Erie Canalway trailhead. Any renovation or reconstruction of the state-owned bridge or extension of the Erie Canalway Trail will necessarily require dedicated bicycle/pedestrian infrastructure to continue from Kinne Road northward along Butternut Drive toward the existing trailhead.

### **Future Utilization of the Former DeWitt Municipal Landfill**

Located north of Cedar Bay and along the Erie Canalway Trail and the Old Erie Canal State Park, the former town of DeWitt landfill is a prime opportunity for creative land reuse to promote placemaking and reinvestment into the community. The landfill closure was completed in 1994, and it was delisted in 2009. Delisting means the site is no longer considered hazardous. Although the inactive landfill does not pose a known significant threat to the environment, the continual monitoring and occasional maintenance of this highly visible and underutilized area are ongoing financial burdens to the town of DeWitt. Consequently, its potential for reuse has been a priority of residents and town leaders for several years. Among the common ideas proposed and considered by stakeholders throughout the town are those that would take advantage of the site's adjacency to both the Erie Canalway Trail and National Grid's Butternut Substation. The landfill's proximity to the substation has led the town of DeWitt to consider the development of a 2MW community solar energy facility, in coordination with the Central New York Regional Planning and Development Board. In addition, the more visible downslope portion offers a greater degree of accessibility to the state park facilities, therefore a more public use (e.g., sculpture park or other passive recreational amenities) is most appropriate. Other opportunities, such as habitat restoration, may also be considered if they can successfully coexist with other upslope or downslope programming or infrastructure.

The redevelopment of this site is complicated by several factors including steep slopes, a lack of public utility service, and adjacency to NYSDEC wetlands and the 100-year floodplain. While there are many factors to consider in reusing the site for renewable energy development, key considerations include the total anticipated production of the site and weighing the benefits of the solar energy production with the installation costs. Considerations for uses such as a public art installation may include installation constraints (e.g., maximum sculpture weight), visitor circulation, and the potential for visitor exposure to

subsurface contaminants. To proceed with the reuse of this site, Phase I and Phase II Environmental Site Assessments should be conducted to analyze the following:

- cap and liner system integrity;
- leachate and landfill gas management objectives and requirements;
- monitoring requirements for groundwater and surface water protection;
- stormwater management and erosion control requirements;
- structural settlement potential;
- maintenance schedules and requirements; and
- protocols for corrective action in the event of system malfunctions.

Cities across the country are looking at the reuse of landfills, ranging from ski resorts to biomass production to public parks. An excellent example of this type of land renewal can be found in Gas Works Park in Seattle Washington. This park, which was the site of the last remaining coal gasification plant in the United States, opened in 1975. It undergoes regular monitoring and remediation as needed. Park features include mounds, sculptures, paths, lawns, play areas, and reused remnants of the original gaslighting plant. The town of DeWitt can use the opportunity to reclaim the inactive landfill and shift it from a financial burden to a celebrated community resource. While each potential option will result in different impacts, a comprehensive examination of feasible alternatives will put the town of DeWitt on a path to turn this underutilized site into a productive community asset.

### 2.9.2 Wastewater Management

The Onondaga County Department of Water Environment Protection provides wastewater collection and treatment service to roughly three quarters of town through the Meadowbrook-Limestone Wastewater Treatment Plant and the Metropolitan Syracuse Wastewater Treatment Plant (WWTP). The Meadowbrook-Limestone WWTP is located on Manlius Center Road, just under a mile from the eastern boundary of the WRA. The treatment plant discharges directly into Limestone Creek via an outfall pipe located near the facility. In 2016, the town of DeWitt was awarded grant funding from the NYS Department of Environmental Conservation to study options for diverting a significant amount of wastewater from the Meadowbrook Limestone WWTP to a repurposed treatment plant on the campus of Bristol Myers Squibb on Clark Street, adjacent to the South Branch of Ley Creek.

The Meadowbrook-Limestone Plant uses a conventional activated sludge process with phosphorus removal and nitrification. Solid waste that is dewatered at the plant is hauled to the Metropolitan-Syracuse WWTP as sludge for further treatment. Built in 1973, the Meadowbrook-Limestone wastewater treatment plan was designed to accommodate an average daily flow rate of 6.5 million gallons per day (MGD) and peak flow of 16 million gallons per day. The plant currently treats approximately 4.3 percent of its design flow on an annual average but experiences significant storm-related peak flows up to approximately 13.4 MGD. Onondaga County added anoxic zones, at the head end of each aeration tank, in 1994 for filament control to improve settling in final clarifiers.

Besides the solid byproduct of the Meadowbrook-Limestone Plant, a significant portion of northern DeWitt's wastewater goes directly to the Syracuse Metropolitan Wastewater Treatment Plant. This plant

discharges directly into Onondaga Lake via an outfall pipe that extends from the plant. The outfall is routed through property owned by Onondaga County that is situated at the southeastern end of the lake. The plant was recently updated and has the capacity to treat an average daily flow of 126 MGD. The plant currently treats approximately 66% of its capacity on a daily average but has a total hydraulic capacity of 240 MGD during peak storm-related events. In 2005 and 2006, Onondaga County made \$173 million investment in upgrades to the Metro Waste Water Treatment Plant, including advanced phosphorus and ammonia removal. The county also undertook elimination of combined sewer overflows and implementation of green infrastructure projects to reduce stormwater runoff. This series of actions comprise the state-of-the-art “Save the Rain” program, which has received national awards due to its innovation in its use of green-infrastructure as stormwater management, reduction of stormwater flows into the combined sewer system, and use of cross-jurisdictional collaboration. The county was able to reduce the amount of spending on required capacity improvements to the WWTP by instead spending on green infrastructure that reduces the overall amount of water handled at the plant. This provides a longer-lasting and more sustainable approach to wastewater management, than periodic upgrades to engineering at the treatment facility. It also involves individual property owners to be aware and take some responsibility in reducing their contributions to the burden of regional stormwater management.

### **2.9.3 Stormwater Management**

Stormwater is conveyed in DeWitt through a combination of closed pipes and open ditches. Because of the local needs to minimize stormwater runoff into the Onondaga Lake sewer system, the county’s Water Environment Program has provided the town with two Suburban Green Improvement grants for green infrastructure projects. As part of the Save the Rain campaign, the green infrastructure includes rain barrels, porous pavement, French storm drains, rain gardens, bioswales, and street trees. These grants were specifically directed towards the Franklin Park and Park Hill areas within the Ley Creek watershed. However, the town is also focusing on green infrastructure efforts, including downspout disconnection, biofiltration, and rainwater harvesting, for areas within the Butternut Creek watershed. The town works with Onondaga Soil and Water Conservation District on stream maintenance (low-impact debris removal) and protecting riverine buffers through strategic management of Emerald Ash Borer in ash trees along the Erie Canal and Butternut Creek. In 2011 the Town added regulations (Chapter 160) that require heightened stormwater retention capacity for new projects within the Ley Creek Watershed (see Section 2.7.1 for more details).

### **2.9.4 Flood Planning and Stormwater Management**

Wetlands and open space along the Ley Creek, Butternut Creek, and Erie Canal floodplains provide an important source of flood and stormwater protection (see Map 7). Despite this, certain locations within the town have experienced multiple flooding events over the past decade, particularly in the northern portion of town along Ley Creek, and in the Franklin Park neighborhood. While local ordinance protections for stormwater management in new development have been applied to the Ley Creek watershed since 2011 (§160-8 Article 2 (D) Stormwater Control Performance and Design Criteria for Ley Creek Watershed), more proactive measurements are required to develop a comprehensive flood management strategy and stormwater management plan, both along Ley Creek and throughout the town.

There are several initiatives currently underway that work towards the development of a comprehensive flood management strategy and other stormwater management issues. In November 2016, FEMA released revised Digital Flood Insurance Rate Maps for the town of DeWitt. The recently updated Town Comprehensive Plan recommended the identification of areas where current or potential

drainage issues exist, the review of town policies and ordinances to better reduce stormwater runoff, and the review design guidelines to better encourage adoption of green infrastructure practices. The town of DeWitt recently adopted an urban forest management plan, which may impact stormwater management throughout the town by improving the ecosystem services provided by the urban canopy. Each of these efforts can be used to inform the development of a Comprehensive Flood Management Strategy for the town.

A key piece of the DeWitt Comprehensive Flood Management Strategy is participation in the Community Rating System (CRS). This program, through the National Flood Insurance Program (NFIP), provides incentives in the form of flood insurance premium discounts for communities that regulate beyond the minimum floodplain management requirements. Eligible municipalities must also maintain compliance with the NFIP and be in the regular phase of the program (as opposed to the Emergency Phase, which offers less in total coverage than the Regular Phase). The Emergency Phase, also known as Phase I, is structured for communities that are not currently enrolled in the NFIP and do not have stringent flood ordinances. Once communities adopt more stringent ordinances, FEMA converts the community to NFIP's Regular Phase. Program credit points fall into four main categories: Public Information, Mapping and Regulation, Flood Damage Reduction and Flood Preparedness. To implement a CRS, the town of DeWitt will need to work with a FEMA representative to ensure participation in a minimally compliant floodplain management program and also the NYSDEC to complete a community assistance visit. The NYSDEC visit ensures the status of the local floodplain management ordinance, inspects current permitting procedures, and checks for violations of ordinance in place. Upon proving eligibility, the municipality has the option to enroll in various CRS activities to obtain premium discounts.

Apart from the development of this plan and enrollment in the Community Rating System, there is also a need for implementation projects to mitigate floods through stormwater management using a combination of gray and green infrastructure. Gray infrastructure (e.g. engineered pipes, pumps, ditches, or detention ponds) may be used in areas that have soil or groundwater contaminants, while green infrastructure (e.g. engineered bioswales, green roofs, or rain gardens) may be more effective in natural areas or areas where DeWitt is seeking to reduce the coverage of impermeable surfaces.

Reliance on traditional "gray" infrastructure increases the volume of stormwater sent to the regional wastewater treatment facility. Individual sites will require customized review to select appropriate flood prevention or mitigation strategies. Creating a comprehensive flood management strategy, however, would be a priority step to address the management of these individual sites. DeWitt is advantaged to have excellent built green infrastructure examples nearby that have resulted from the Onondaga County Save the Rain program described in Section 2 of this LWRP.

The town of DeWitt also seeks to create standards and protocols for the maintenance of stormwater management facilities. Some options for standardizing green practices are as follows:

- Establishment of standard specifications for porous pavements (i.e., use of NYSDOT specifications or other established specifications)
- Identification of porous paving standards and accepted pre-cast concrete products
- Establishment of standard plant lists and specifications for rain gardens and bio-retention basins
- Identification of well-suited areas using the two criteria of well-drained soils and annual minimum water at or below 24" depth (which can help limit the potential for practice failure, thus limiting the potential for long-term replacement costs)
- Requiring current standard maintenance practices per NYSDEC or other agency guidelines be included in project Stormwater Pollution Prevention Plans (SWPPPs)



*Photo 15: Various examples of existing stormwater management conditions throughout the town. Minor puddling as pictured here may create ice hazards in winter. Furthermore, informal roadside drainage compromises the safety of roads for all users, regardless of mode. Many recurring flooding events could be mitigated with comprehensive flood planning and infrastructural improvements.*

### 2.9.5 Water Supply

The entire town of DeWitt is served by public water provided from the Onondaga County Water Authority (OCWA). The sources of the town’s water are Otisco Lake, Lake Ontario, and Skaneateles Lake, depending on changes in seasonal demand throughout the OCWA service area. All water sources are outside of the town boundaries.

At Otisco Lake, OCWA uses two intake pipes and immediately treats the water with sodium hypochlorite or chlorine dioxide to discourage the growth of zebra mussels within the system. The water then travels, by gravity, approximately five miles to OCWA’s Water Treatment Plant in Marcellus, NY, where it is subjected to two rounds of chemical treatment, settlement, and filtration. Finally, the water is disinfected with sodium hypochlorite, treated with fluoride, and orthophosphate to provide coating for the piping system to prevent the leaching of lead and copper from pipes into the drinking water(OCWA 2016).

Water from Lake Ontario is pumped through an 8-foot diameter intake pipe, shared between the Onondaga County Metropolitan Water Board and the city of Oswego. The water is then treated with carbon dioxide and polyaluminum chloride for coagulation of particles, sodium pyochlorite for disinfection, fluoride to reduce tooth decay, sodium hydroxide for corrosion control and potassium permanganate to discourage the growth of zebra mussels. Most treatment, settlement and filtration

occur at a plant operated by the Onondaga County Metropolitan Water Board two miles inland from the intake.

The third water source, Skaneateles Lake, is unfiltered and subject to strict water quality protection conditions set by the New York State Department of Health. Conditions include water quality monitoring, backup disinfection and watershed protection. The city of Syracuse operates a treatment plant in the village of Skaneateles, where chlorinated disinfection and fluoridation occurs. Gravity-fed water lines empty into a series of storage reservoirs. Here, orthophosphate is added to prevent leaching of lead and copper from pipes into the potable water. In 2013, one of these reservoirs (the Woodland Reservoir) was equipped with an ultraviolet light disinfection facility to strengthen protection against microbial contaminants, particularly cryptosporidium.

### **2.9.6 Solid Waste Management**

A private hauling company, Butler Disposal, currently oversees and is contracted by DeWitt for collection of municipal solid waste, with a variety of service levels and co-collection of recyclable and non-recyclable waste. Each curbside service level has unlimited recycling pick-up. Recycling rules are established by the Onondaga County Resource Recovery Agency and implemented for households through its “Blue Bin” program. Yard and brush wastes are collected from curbside in the months of April through October through the DeWitt Highway Department. Residents simply pile yard waste by the road shoulder for pick-up by town crews. There is a drop-off day for residents to recycle metals and electronics in the spring at the DeWitt Highway Department.

### **2.9.7 Utilities**

Privately-supplied utility services available in the waterfront area include electric, telephone, and natural gas services. Cable television, internet, and satellite television services are also provided by private carriers.

### **2.9.8 Emergency Services**

The New York State Police Department provides police patrols to the I-90 corridor in the northern portion of DeWitt, while the remaining portion of the town is patrolled and protected by the town of DeWitt Police Department. Fire protection and emergency medical services are provided by the DeWitt Fire District, which is a volunteer fire company serving approximately 10 square miles and 10,000 residents. The district’s sole fire station is located on Genesee Street, near the intersection at Erie Boulevard. The Onondaga County Sherriff serves the town of DeWitt, along with all other jurisdictions within Onondaga County, with shared services related to civil record keeping and licensing, custody issues, and policing.

## **2.10 Summary**

The town of DeWitt waterfronts, both historical and contemporary, played a unique role in the town history and hold great potential for contemporary culture and identity. Not only were they historically pathways for transportation and economic development, but they are now also corridors of unique natural and cultural areas. Despite the wealth of natural and cultural resources they have nurtured, the town waterfront areas are not widely recognized as the assets they have the potential to become and are underutilized as a result. Moving forward, the protection and revitalization of these resources will be critically important in reconnecting residents and visitors to the waterfront areas. Usable waterfronts will also contribute to the growth of the local economy. Projects that provide unique opportunities to fulfill

these goals include those that provide safe and accessible active transportation options for residents and visitors, improve water quality, reconnect residents and visitors to the historical resources, promote mixed use development, help to define the community identity, and protect the unique character of the town of DeWitt.



### ***SECTION III: LOCAL WATERFRONT REVITALIZATION PROGRAM 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.

Definitions of terms used in the policies appear at the end of the chapter. The policies are organized under four headings: developed waterfront policies, natural waterfront policies, public waterfront policies, and working waterfront policies.

#### ***3.0 Developed Waterfront Policies***

**Policy 1 Foster a pattern of development in the waterfront area that enhances community character, preserves open space, makes efficient use of infrastructure, makes beneficial use of a waterfront location, and minimizes adverse effects of development.**

The regional character of a community's waterfront is defined by the pattern of developed and open land.

The town of DeWitt is an inner-ring suburb of Syracuse, created in 1835 by the division of the town of Manlius. It is situated in the eastern area of Onondaga County, surrounded by the towns of Clay and Cicero to the north, the town of Manlius to the east, and the towns of Pompey and LaFayette to the south. The town of Onondaga, the city of Syracuse and the town of Salina are located along the western town boundary (see Map 1). Prior to the settling and founding of the town, the area was formerly geopolitically united as territory of the Haudenosaunee, known to Europeans as the Onondaga Nation of the Iroquois Federation.

Throughout the 19th century, the Erie Canal supported the growth of the city of Syracuse, which was further bolstered by the development of the Syracuse and Utica Railroad in the late 1800s. During this same time period, the southern portion of the town became a prosperous farming and mining area. Permanent housing and commercial areas have since replaced many of the farms and industrial areas, including the former Erie Canal. The town of DeWitt measures 33.8 square miles in size (see Map 2). The town has three primary stream systems with varying characteristics:

- The former and existing Erie Canal includes Cedar Bay and the Widewaters areas in DeWitt, along with the western segment of slack waters of the Old Erie Canal that stretch 36 miles eastward to the city of Rome, New York. All of these areas have impaired water quality due to sluggish movement and introduction of nutrient-rich stormwater runoff from lawns and automotive fluids from road surfaces. DeWitt has a small but interesting historical aqueduct structure, partially deteriorated, that still carries Old Erie Canal water over Butternut Creek (see Photo 1). Overall,

there are approximately six (6) linear miles of shoreline of the Erie Canal, including both shores of the existing and historical routes.

- The Butternut Creek/Orville Feeder Canal/Meadow Brook complex includes mostly natural streambank areas winding through narrow slivers of somewhat disturbed habitat. There are about ten miles of shoreline of the main trunk of Butternut Creek in DeWitt.
- The Ley Creek Basin, which includes the North/South branches of Ley Creek and Sanders Creek, is similarly hemmed-in by development but affords a corridor of natural wooded lands.

In total, throughout DeWitt there are approximately 26 miles of streams and 5 miles of waterbody shoreline, including ponds or small lakes, all with some habitat values. These waterways have had a defining influence on land development patterns over time.

Development patterns in the town are typical of mid-20<sup>th</sup> century suburban development throughout the region. The town offers a mix of medium- to low-density residential development, predominately in the south. There are concentrated areas of commercial, retail, and office development predominately in the central and northwest portions of town. Industrial development and office campuses are predominately in the north. Public parks and conservation space are well-distributed throughout the town. They provide good access for outdoor recreational opportunities. These areas are described in detail in Section 2.5.4. The Erie Canalway Trail is part of these offerings. It is an important defining characteristic of the town's regional context. Due to highway barriers from I-481 and the more localized Erie Boulevard (SR 5) and East Genesee Street (SR 92), the town of DeWitt is currently the location of one of most critical gaps in the Erie Canalway Trail, and the Empire State Trail.

The collection of natural, recreational, commercial, ecological, cultural, and aesthetic resources in the community, or landscape, defines its character; and the distribution of developed and open lands establishes a pattern of human use that reflects an historic choice between economic development and preservation of waterfront resources.

Development that does not reinforce the traditional pattern of human use would result in an undesirable loss of the community and landscape character of the region. Development, public investment, and regulatory decisions should preserve open space and natural resources and sustain the historic waterfront communities as centers of activity. Water-dependent uses generally should locate in existing centers of maritime activity in order to support the economic base and maintain the maritime character of these centers, and to avoid disturbance of shorelines and waters in open space areas.

The policy is intended to foster a development pattern that provides for beneficial use of waterfront resources. The primary components of the desired development pattern are: strengthening traditional waterfront communities as centers of activity, encouraging water-dependent uses to expand in maritime centers, enhancing stable residential areas, and preserving open space.

### **Policy 1.1 Concentrate development and redevelopment in or adjacent to traditional waterfront communities.**

Maintain traditional waterfront communities and ensure that development within these communities supports and is compatible with the character of the community.

Focus public investment, actions, and assistance in waterfront redevelopment areas

to reclaim unused waterfront land and brownfields for new purposes.

Locate new development where infrastructure is adequate or can be upgraded to accommodate new development.

Development within the town of DeWitt shall maintain traditional waterfront communities and ensure that development within these areas supports and is compatible with the character of the community. The town of DeWitt will focus public investment, actions, and assistance in waterfront redevelopment areas to reclaim unused waterfront land and derelict areas for new purposes. DeWitt will locate new development toward areas where infrastructure is adequate or can be upgraded to accommodate that new development.

In order for the Town of Dewitt to make efficient use of infrastructure, emphasis should be placed on preserving open space, rehabilitating and reusing existing building stock, and reviewing new developments and proposed parking improvements in the WRA.

**Policy 1.2 Ensure that development or uses take appropriate advantage of their waterfront location.**

Reserve the immediate waterfront for water-dependent uses and activities.

Accommodate water-enhanced uses where they are compatible with surrounding development, do not displace or interfere with water-dependent uses, and reflect the unique qualities of a waterfront location through appropriate design and orientation.

Allow other uses that derive benefit from a waterfront location, such as residential uses, in appropriate locations.

Avoid uses on the waterfront which cannot by their nature derive economic benefit from a waterfront location.

The town of DeWitt will allow water-enhanced uses that derive benefit from a waterfront location in appropriate locations. The town of DeWitt will consult with (and shall be consulted by) appropriate agencies and stakeholders to ensure that opportunities to enhance public waterfront access are accommodated to the extent practicable.

**Policy 1.3 Protect stable residential areas.**

Maintain stable residential areas and allow for continued compatible residential and supporting development in or adjacent to such areas.

The town of DeWitt will focus on the protection and maintenance of stable residential area by protecting neighborhoods through improved stormwater management systems and by encouraging reinvestment in adjacent commercial districts (e.g. the Erie Boulevard East Old Erie Canal historical corridor).

**Policy 1.4 Maintain and enhance natural areas, recreation, open space, and agricultural lands.**

Avoid loss of economic, environmental, and aesthetic values associated with these areas.

Avoid expansion of infrastructure and services which would promote conversion of these areas to other uses.

Maintain natural, recreational, and open space values including those associated with large estates, golf courses, and beach clubs.

The town of DeWitt seeks to encourage reinvestment along the Old Erie Canal historical corridor adjacent to investments that will be made through the New York State Empire State Trail project. The town will work maintain and enhance natural areas that currently form the basis for an informal open space network recreation network; which the town is seeking to formalize through the implementation of the LWRP.

**Policy 1.5 Minimize adverse impacts of new development and redevelopment.**

Minimize potential adverse land use, environmental, and economic impacts that would result from proposed development.

Minimize the potential for adverse impacts of types of development which individually may not result in a significant adverse environmental impact, but when taken together could lead to or induce subsequent significant adverse impacts.

DeWitt seeks to minimize the potential for adverse impacts from types of development which individually may not result in a significant adverse environmental impact, but when taken together with adjacent uses could create, or induce subsequent, significant adverse impacts.

The Town of Dewitt will minimize adverse effects of development by protecting and maintaining the natural environment and the unique waterfront resources within the WRA.

## **Policy 2      Preserve historic resources of the waterfront area.**

Archaeological sites and historic structures are tangible links to the past development of a community—both its cultural and economic life—providing a connection to past generations and events. The Native American sites, Colonial era farmsteads and outbuildings, 19th century commercial districts, fishing villages, lighthouses, shipwrecks, and Gilded Age mansions are important components in defining the waterfront's distinctive identity and heritage. In a broader sense, these resources, taken together, continue to shape the waterfront culture of New York State.

The intent of this policy is to preserve the historic and archaeological resources of the waterfront area. Concern extends not only to the specific site or resource but to the area adjacent to and around specific sites or resources. The quality of adjacent areas is often critical to maintaining the quality and value of the resource. Effective preservation of historic resources must also include active efforts, when appropriate, to restore or revitalize. While the LWRP addresses all such resources within the waterfront area, it actively promotes preservation of historic, archaeological, and cultural resources that have a waterfront relationship.

This policy is applicable to the historic resources identified in Section II.

### **Policy 2.1 Maximize preservation and retention of historic resources.**

Preserve the historic character of the resource by protecting historic materials and features or by making repairs using appropriate measures.

Provide for compatible use of the historic resource, while limiting and minimizing alterations to the resource.

Minimize loss of historic resources or historic character when it is not possible to completely preserve the resource.

Relocate historic structures only when the resource cannot be preserved in place.

Allow demolition only where alternatives for retention are not feasible.

Avoid potential adverse impacts of development on nearby historic resources.

In particular, the town of DeWitt seeks to retain the integrity of canal-related historic resources, some of which are owned by or under the jurisdiction of New York State

agencies (e.g., Butternut Aqueduct and the Butternut Feeder Canal). This will require coordination and communication between the town and relevant state agencies with regard to planned improvements, maintenance and repairs.

**Policy 2.2 Protect and preserve archaeological resources.**

Minimize potential adverse impacts by redesigning projects, reducing direct impacts on the resource, recovering artifacts prior to construction, and documenting the site.

Prohibit appropriation of any object of archaeological or paleontological interest situated on or under lands owned by New York State, except as provided for in Education Law, § 233.

The town of DeWitt shall prohibit appropriation of any object of archaeological or paleontological interest situated on or under lands owned by New York State, except as provided for in Education Law, § 233.

**Policy 2.3 Protect and enhance resources that are significant to the waterfront culture.**

Protect historic shipwrecks.

Prevent unauthorized collection of artifacts from shipwrecks.

Protect the character of historic maritime communities.

Preserve and enhance historic lighthouses and other navigational structures by providing for their long-term protection through the least degree of intervention necessary to preserve the structure. Consider extensive shoreline stabilization only if relocation of historic lighthouses is not feasible.

The town of DeWitt shall protect and enhance these resources through increased public access and interpretive elements that educate the public as to the local and regional significance of the resources.

**Policy 3 Enhance visual quality and protect scenic resources throughout the waterfront area.**

Visual quality is a major contributor to the character of the waterfront area, and the primary basis for the public's appreciation. In addition to the scenic natural resources, the variety of cultural elements in the landscape and the interplay of the built and natural environments are of particular importance to visual quality.

The intent of this policy is to protect and enhance visual quality and protect recognized

scenic resources of the waterfront area. The policy is applicable to the scenic resources identified in Section II.

**Policy 3.1      Protect and improve visual quality throughout the waterfront area.**

Enhance existing scenic characteristics by minimizing introduction of discordant features.

Restore deteriorated and remove degraded visual elements, and screen activities and views which detract from visual quality.

Preserve existing vegetation and establish new vegetation to enhance scenic quality.

Group or orient structures to preserve open space and provide visual organization.

Improve the visual quality associated with urban areas and historic maritime areas.

Anticipate and prevent impairment of dynamic landscape elements that contribute to ephemeral scenic qualities.

Recognize water-dependent uses as important additions to the visual interest of the waterfront.

Protect scenic values associated with public lands, including public trust lands and waters, and natural resources.

DeWitt seeks to enhance existing scenic characteristics by minimizing introduction of discordant features that distract from scenic quality, restoring deteriorated features, removing deteriorated and degraded visual elements, and screening activities and views which detract from visual quality, so they are less visible. DeWitt seeks to preserve existing vegetation and establish new vegetation to enhance scenic quality. Other actions to enhance views include grouping or orienting structures to preserve or provide visual organization, selective removal of invasive non-native vegetation, and the improvement of visual quality associated with urban areas and historical waterfront areas (e.g., the historical Erie Canal Corridor).

The town of DeWitt also seeks to anticipate and prevent impairment of dynamic landscape elements that contribute to ephemeral scenic qualities. The town recognizes that water-dependent uses are important additions to the visual interest of the waterfront. DeWitt aims to protect the scenic values associated with public lands, including public trust lands and waters, and natural resources including undisturbed or reestablishing habitat areas

**Policy 3.2      Protect aesthetic values associated with recognized areas of high scenic quality.**

Protect aesthetic and scenic values associated with the waterfront, and any areas designated as Scenic Areas of Statewide Significance.

Prevent impairment of scenic components that contribute to high scenic quality.

The town of DeWitt shall protect aesthetic and scenic values associated with the waterfront. DeWitt will protect impairment of scenic components that contribute to high scenic quality. Along with scenic values and elements, the town will identify and protect culturally important scenic viewsheds.

**Natural Waterfront Policies**

**Policy 4      Minimize loss of life, structures, and natural resources from flooding and erosion.**

In response to existing or perceived erosion and flood hazards, many landowners have constructed erosion protection structures. While some erosion control structures are necessary to protect development, there are many erosion control structures located along the shore that are not necessary for erosion protection or may cause erosion.

Erosion protection structures often contribute to erosion both on and off the site due to poor design and siting and lack of downdrift remediation. Increased erosion, aesthetic impairments, loss of public recreational resources, loss of habitats, and water quality degradation can result from erosion protection structures. The cumulative impact of these structures can be large. Before a permit is granted to allow construction of erosion protection structures, the purpose, function, impact, and alternatives to a structure need to be carefully evaluated to determine that the structures are necessary and to avoid adverse impacts.

Although some sections of the shoreline have been heavily fortified, significant stretches of the waterfront remain in a natural state. The natural shoreline has an inherent natural, social, and economic value that should be respected to ensure continuing benefits to the State and the region. Consequently, those portions of the shoreline that are not fortified should generally remain in a natural condition to respond to coastal processes.

Development and redevelopment in hazard areas needs to be managed to reduce exposure to coastal hazards. Hardening of the shoreline is to be avoided except when alternative means, such as soft engineering alternatives, are not effective. Beach nourishment, revegetation, offshore bar building, or inlet sand bypassing are preferred approaches to control erosion because of fewer environmental impacts than hard structures. Hard structures may be more practical to protect principal structures or areas of extensive public investment. Areas of extensive public investment are found in developed centers.



Barrier landforms that protect significant public investment or natural resources should be maintained. Soft structural protection methods are to be used to conform with the natural coastal processes. Barrier beach landforms should be maintained by using clean, compatible dredged material, when feasible, for beach nourishment, offshore bar building, or marsh creation projects.

Sea level rise relative to the shore is another significant factor in the incidence of erosion and flooding over time. As a result, sea level rise should be considered when projects involving substantial investments of public expenditures are designed.

This policy seeks to protect life, structures, and natural resources from flooding and erosion hazards throughout the waterfront area. The policy reflects State flooding and erosion regulations and provides measures for reduction of hazards and protection of resources.

**Policy 4.1 Minimize losses of human life and structures from flooding and erosion hazards.**

Use the following management measures, which are presented in order of priority: (1) avoid development other than water-dependent uses in coastal hazard areas; (2) locate or move development and structures as far away from hazards as practical; (3) use vegetative non-structural measures which have a reasonable probability of managing flooding and erosion, based on shoreline characteristics including exposure, geometry, and sediment composition; (4) enhance existing natural protective features and processes, and use non-structural measures which have a reasonable probability of managing erosion; (5) use hard structural erosion protection measures for control of erosion only where the above measures are not sufficient to protect the principal use, or the use is water-dependent or reinforces the role of a maritime center or a waterfront redevelopment area.

Mitigate the impacts of erosion control structures.

Manage development in floodplains outside of coastal hazard areas so as to avoid adverse environmental effects, to minimize the need for structural flood protection measures, and to meet Federal flood insurance program standards.

The town of DeWitt has adopted a Flood Damage Prevention ordinance (Local Law 1 of 1987), and a Stormwater Management and Erosion and Sediment Control ordinance (Local Law 5 of 2007). DeWitt has adopted the Onondaga County Multi-Jurisdictional All-Hazard Mitigation Plan to guide planning efforts related to flood and erosion hazards, among others.

The town of DeWitt shall manage development in floodplains to avoid adverse environmental effects. The town of DeWitt shall manage development in floodplains to avoid adverse environmental effects. DeWitt seeks to minimize the need for structural flood protection measures, and to meet federal flood insurance program

standards.

**Policy 4.2 Preserve and restore natural protective features.**

Prevent development in natural protective features except development as specifically allowed in 6 NYCRR Part 505.8.

Maximize the protective capabilities of natural protective features by: avoiding alteration or interference with shorelines in a natural condition; enhancing existing natural protective features; restoring impaired natural protective features; and managing activities to minimize interference with, limit damage to, or reverse damage which has diminished the protective capacities of the natural shoreline.

Minimize interference with natural waterway processes by: providing for natural supply and movement of unconsolidated materials; minimizing intrusion of structures into coastal waters and interference with coastal processes; and mitigating any unavoidable intrusion or interference.

The town shall conserve and maximize the buffering capabilities of natural protective features by: avoiding alteration or interference with shorelines that are currently in a natural condition; enhancing existing natural protective features; restoring impaired natural protective features; and managing activities to minimize interference with, limit damage to, or reverse damage which has diminished the protective capacities of the natural shoreline.

**Policy 4.3 Protect public lands and public trust lands and use of these lands when undertaking all erosion or flood control projects.**

Retain ownership of public trust lands which have become upland areas due to fill or accretion resulting from erosion control projects.

Avoid losses or likely losses of public trust lands or use of these lands, including public access along the shore, which can be reasonably attributed to or anticipated to result from erosion protection structures.

Mitigate unavoidable impacts on adjacent property, natural coastal processes and natural resources, and on public trust lands and their use.

The town of DeWitt shall retain ownership of public trust lands. In undertaking erosion or flood control projects, DeWitt will minimize impacts to public lands.

**Policy 4.4 Manage navigation infrastructure to limit adverse impacts on coastal processes.**

Manage navigation channels to limit adverse impacts on coastal processes by designing channel construction and maintenance to protect and enhance natural protective features and prevent destabilization of adjacent areas; and make beneficial use of suitable dredged material.

Manage stabilized inlets to limit adverse impacts on coastal processes.

Maintenance of navigation channels within the town of DeWitt are the responsibility of the New York State Canal Corporation. The town will work with the Canal Corporation to maintain the navigation channels in a manner consistent with this policy. Section II of the LWRP characterizes the water resources in the town, including the historical man-made canal features. The waterways in the town are restricted to non-motorized boating.

**Policy 4.5 Ensure that expenditure of public funds for flooding and erosion control projects results in a public benefit.**

Give priority in expenditure of public funds to actions which: protect public health and safety; mitigate flooding and erosion problems caused by previous human intervention; protect areas of intensive development; and protect substantial public investment in land, infrastructure, and facilities.

Expenditure of public funds is: limited to those circumstances where public benefits exceed public cost; and prohibited for the exclusive purpose of protecting private development, except where actions are undertaken by an erosion protection district.

**Policy 4.6 Consider sea level rise when siting and designing projects involving substantial public expenditures.**

The town of DeWitt seeks to prevent severe economic loss and mitigate future flooding events to the extent practicable, particularly in areas that are subject to frequently recurring flood events, e.g. within the Ley Creek sub-watershed.

**Policy 5 Protect and improve water quality and supply in the waterfront area.**

The purpose of this policy is to protect the quality and quantity of water in the waterfront area. Quality considerations include both point source and nonpoint source pollution management. The primary quantity consideration is the maintenance of an adequate supply of potable water in the region.

Water quality protection and improvement in the region must be accomplished by the combination of managing new and remediating existing sources of pollution. In some areas with existing water quality impairments, more aggressive remediation measures will be needed.

**Policy 5.1 Prohibit direct or indirect discharges which would cause or contribute to contravention of water quality standards.**

Prevent point source discharges into waterfront areas and avoid land and water uses which would: (1) exceed applicable effluent limitations; or (2) cause or contribute to contravention of water quality classification and use standards; or (3) materially

adversely affect receiving water quality; or (4) violate a vessel waste no-discharge zone prohibition.

Ensure effective treatment of sanitary sewage and industrial discharges by maintaining efficient operation of treatment facilities, providing secondary treatment of sanitary sewage, improving nitrogen removal capacity, incorporating treatment beyond secondary for new wastewater treatment facilities, reducing demand on facilities, reducing loading of toxic materials, reducing or eliminating combined sewer overflows, and managing on-site disposal systems.

The town of DeWitt seeks to prevent point source discharges into waterfront areas. The town shall ensure effective treatment of sanitary sewage and industrial discharges by reducing demand on facilities, reducing loading of toxic materials, reducing or eliminating combined sewer overflows, and managing on-site disposal systems.

**Policy 5.2 Manage land use activities and use best management practices to minimize nonpoint pollution of waterfront areas.**

Development within the WRA shall incorporate best management practices regarding stormwater management and control to minimize erosion and sedimentation. A stormwater pollution prevention plan (SWPP) shall be required of all projects proposed to disturb more than one acre of land. DeWitt requires erosion and sedimentation control measures for all projects disturbing less than one acre of land. In addition, the town requires additional stormwater controls within the Ley Creek drainage district.

**Policy 5.3 Protect and enhance the quality of waterfront area waters.**

Protect water quality based on physical factors (pH, dissolved oxygen, dissolved solids, nutrients, odor, color, and turbidity), health factors (pathogens, chemical contaminants, and toxicity), and aesthetic factors (oils, floatables, refuse, and suspended solids).

Minimize disturbance of streams, including their beds and banks, in order to prevent erosion of soil, increased turbidity, and irregular variation in velocity, temperature, and level of water.

Protect water quality of the waterway waters from adverse impacts associated with excavation, fill, dredging, and disposal of dredged material.

The town of DeWitt seeks to protect water quality based on physical factors (pH, dissolved oxygen, dissolved solids, nutrients, and turbidity), health factors (pathogens, chemical contaminants, oils, and toxicity), and aesthetic factors (color, odor, floatables, refuse, and suspended solids). Through the site plan review process for the Town, permitting and code enforcement, and the oversight of town projects, DeWitt will protect water quality of the waterways from adverse impacts associated with excavation, fill, grading, stream crossing, bank stabilization, dredging, disposal

of dredged material, and other adjacent earthworks.

**Policy 5.4 Limit the potential for adverse impacts of watershed development on water quality and quantity.**

Protect water quality by ensuring that watershed development protects areas that provide important water quality benefits, maintains natural characteristics of drainage systems, and protects areas that are particularly susceptible to erosion and sediment loss.

Limit the impacts of individual development projects to prevent cumulative water quality impacts upon the watershed which would result in a failure to meet water quality standards.

The town of DeWitt seeks to protect water quality by ensuring that watershed development protects areas that provide important water quality benefits. The town shall limit the impacts of individual development projects to prevent cumulative water quality impacts. DeWitt seeks to prevent impacts on the watershed which would result in a failure to meet water quality standards.

**Policy 5.5 Protect and conserve the quality and quantity of potable water.**

Prevent contamination of potable waters by limiting discharges of pollutants and limiting land uses which are likely to contribute to contravention of surface and groundwater quality classifications for potable water supplies.

Prevent depletion of existing potable water supplies by limiting saltwater intrusion in aquifers and estuaries through conservation methods or restrictions on water supply use and withdrawals and allowing for recharge of potable aquifers.

Limit cumulative impacts of development on groundwater recharge areas to ensure replenishment of potable groundwater supplies.

The town of DeWitt seeks to prevent contamination of potable waters by limiting discharges of pollutants. DeWitt will also limit land uses which are likely to contribute to contravention of surface and groundwater quality classifications for potable water supplies. The town intends to limit cumulative impacts of development on groundwater recharge areas to ensure unencumbered replenishment of potable groundwater supplies.

**Policy 6 Protect and restore the quality and function of the waterfront area ecosystem.**

The ecosystem consists of physical (non-living) components, biological (living) components, and their interactions. Its physical components include environmental factors such as water, soils, geology, energy, and contaminants. The biological components include the plants, animals, and other living things in and around the shore.

Certain natural resources that are important for their contribution to the quality and biological diversity of the ecosystem have been specifically identified by the State for protection. These natural resources include regulated tidal and freshwater wetlands; designated Significant Coastal Fish and Wildlife Habitats; and rare, threatened, and endangered species. In addition to specifically identified discrete natural resources, the quality of the ecosystem also depends on more common, broadly distributed natural resources, such as the extent of forest cover, the population of overwintering songbirds, or benthic communities. These more common natural resources collectively affect the quality and biological diversity of the ecosystem.

This policy also recognizes and provides for enhancement of natural resources within regionally important natural areas for which management plans have been prepared.

**Policy 6.1 Protect and restore ecological quality.**

Avoid significant adverse changes to the quality of the ecosystem as indicated by physical loss, degradation, or functional loss of ecological components.

Maintain values associated with natural ecological communities.

Retain and add indigenous plants.

Avoid fragmentation of natural ecological communities and maintain corridors between ecological communities. Maintain structural and functional relationships between natural ecological communities to provide for self-sustaining systems.

Avoid permanent adverse change to ecological processes.

Reduce adverse impacts of existing development when practical.

Mitigate impacts of new development; mitigation may also include reduction or elimination of adverse impacts associated with existing development.

The Town of Dewitt seeks to protect and restore ecological quality.

**Policy 6.2 Protect and restore significant coastal fish and wildlife habitats.**

Protect designated Significant Coastal Fish and Wildlife Habitats from uses or activities which would destroy habitat values or significantly impair the viability of the designated habitat beyond its tolerance range which is the ecological range of conditions that supports the species population or has the potential to support a restored population where practical.

Where destruction or significant impairment of habitat values cannot be avoided, minimize potential impacts through appropriate mitigation.

Wherever practical, enhance or restore designated habitats so as to foster their continued existence as natural systems.

**Policy 6.3 Protect and restore tidal and freshwater wetlands.**

Comply with statutory and regulatory requirements of the State's wetland laws.

Use the following management measures, which are presented in order of priority: (1) prevent the net loss of vegetated wetlands by avoiding fill or excavation; (2) minimize adverse impacts resulting from unavoidable fill, excavation, or other activities; and (3) provide for compensatory mitigation for unavoidable adverse impacts. Provide and maintain adequate buffers between wetlands and adjacent or nearby uses and activities to protect wetland values.

Restore tidal and freshwater wetlands wherever practical to foster their continued existence as natural systems.

The town of DeWitt shall comply with statutory and regulatory requirements of the New York State wetland laws. DeWitt will provide adequate buffers between wetlands and adjacent or nearby uses and activities to protect wetland values. The town also seeks to restore freshwater wetlands wherever practical to foster their continued existence as natural systems and for the stormwater runoff management services they provide.

**Policy 6.4 Protect vulnerable fish, wildlife, and plant species, and rare ecological communities.**

The town of DeWitt seeks to protect vulnerable species and ecological communities including previously identified resources such as the Hart's Tongue fern that exist within the cedar swamp communities adjacent to Interstate 481.

**Policy 6.5 Protect natural resources and associated values in identified regionally important natural areas.**

Protect natural resources comprising a regionally important natural area. Focus State actions on protection, restoration, and management of natural resources.

Protect and enhance activities associated with sustainable human use or appreciation of natural resources.

Provide for achievement of a net increase in wetlands when practical opportunities exist to create new or restore former tidal wetlands.

Adhere to management plans prepared for regionally important natural areas.

The town of DeWitt seeks to protect natural resources within regionally important natural areas, and will adhere to management plans prepared for regionally important natural areas. Further, the town seeks the assistance of governmental partners (e.g., state and federal agencies) through focused actions intended to protect, restore, and manage natural resources within their jurisdiction.

**Policy 7 Protect and improve air quality in the waterfront area.**

This policy provides for protection of the waterfront area from air pollution generated within the waterfront area or from outside the waterfront area which adversely affects air quality.

**Policy 7.1 Control or abate existing and prevent new air pollution.**

Limit pollution resulting from new or existing stationary air contamination sources consistent with applicable standards, plans, and requirements.

Recycle or salvage air contaminants using best available air cleaning technologies.

Limit pollution resulting from vehicle or vessel movement or operation.

Limit actions which directly or indirectly change transportation uses or operation resulting in increased pollution.

Restrict emissions or air contaminants to the outdoor atmosphere which are potentially injurious or unreasonably interfere with enjoyment of life or property.

Limit new facility or stationary source emissions of acid deposition precursors consistent with achieving final control target levels for wet sulfur deposition in sensitive receptor areas, and meeting New Source Performance Standards for the emissions of oxides of nitrogen.

The town shall limit actions which directly or indirectly change transportation uses or operation resulting in increased pollution and will seek direct or indirect changes to transportation infrastructure that can facilitate non-automotive forms of travel, thereby reducing air pollution.

**Policy 7.2 Limit discharges of atmospheric radioactive material to a level that is as low as practicable.**

**Policy 7.3 Limit sources of atmospheric deposition of pollutants to the waterway, particularly from nitrogen sources.**

The direct regulation of air emissions is the province of New York State and/or the federal government. The town of DeWitt will work with other jurisdictions as appropriate toward this end.

**Policy 8 Minimize environmental degradation in the waterfront area from solid waste and hazardous substances and wastes.**

The intent of this policy is to protect people from sources of contamination and to protect waterfront resources from degradation through proper control and management of wastes and hazardous materials. In addition, this policy is intended to promote the expeditious



remediation and reclamation of hazardous waste sites to permit redevelopment. Attention is also required to identify and address sources of soil and water contamination resulting from landfill and hazardous waste sites and in-place sediment contamination.

**Policy 8.1 Manage solid waste to protect public health and control pollution.**

Plan for proper and effective solid waste disposal prior to undertaking major development or activities generating solid wastes.

Manage solid waste by: reducing the amount of solid waste generated, reusing or recycling material, and using land burial or other approved methods to dispose of solid waste that is not otherwise being reused or recycled.

Prevent the discharge of solid wastes into the environment by using proper handling, management, and transportation practices.

Operate solid waste management facilities to prevent or reduce water, air, and noise pollution and other conditions harmful to the public health.

The town of DeWitt shall plan for proper and effective solid waste disposal prior to undertaking major development or activities generating solid wastes.

**Policy 8.2 Manage hazardous wastes to protect public health and control pollution.**

Manage hazardous waste in accordance with the following priorities: (1) eliminate or reduce generation of hazardous wastes to the maximum extent practical; (2) recover, reuse, or recycle remaining hazardous wastes to the maximum extent practical; (3) use detoxification, treatment, or destruction technologies to dispose of hazardous wastes that cannot be reduced, recovered, reused, or recycled; (4) use land disposal as a last resort.

Phase out land disposal of industrial hazardous wastes.

Ensure maximum public safety through proper management of industrial hazardous waste treatment, storage, and disposal.

Remediate inactive hazardous waste disposal sites.

DeWitt shall work with property owners and relevant authorities in their respective efforts to manage hazardous waste. The town seeks to remediate inactive hazardous waste disposal sites, including the sites identified in Section II, and will work with property owners and relevant authorities in their respective efforts toward that end.

**Policy 8.3 Protect the environment from degradation due to toxic pollutants and substances hazardous to the environment and public health.**

Prevent release of toxic pollutants or substances hazardous to the environment that would have a deleterious effect on fish and wildlife resources.

Prevent environmental degradation due to persistent toxic pollutants by: limiting discharge of bioaccumulative substances, avoiding resuspension of toxic pollutants and hazardous substances and wastes, and avoiding reentry of bioaccumulative substances into the food chain from existing sources.

Prevent and control environmental pollution due to radioactive materials. Protect public health, public and private property, and fish and wildlife from inappropriate use of pesticides.

Take appropriate action to correct all unregulated releases of substances hazardous to the environment.

The town of DeWitt seeks to prevent the release of toxic pollutants or substances hazardous to the environment that would have a deleterious effect on fish and wildlife resources. The direct regulation of toxic and hazardous emissions is the province of New York State and/or the federal government. The town of DeWitt will work with other jurisdictions as appropriate toward this end.

**Policy 8.4 Prevent and remediate discharge of petroleum products.**

Minimize adverse impacts from potential oil spills by appropriate siting of petroleum offshore loading facilities.

Have adequate plans for prevention and control of petroleum discharges in place at any major petroleum-related facility.

Prevent discharges of petroleum products by following approved handling and storage, and facility design and maintenance principles.

Clean up and remove any petroleum discharge, giving first priority to minimizing environmental damage.

The town of DeWitt seeks to minimize adverse impacts from potential oil spills by appropriate siting of fueling and petroleum loading facilities.

**Policy 8.5 Transport solid waste and hazardous substances and waste in a manner which protects the safety, well-being, and general welfare of the public; the environmental resources of the State; and the continued use of transportation facilities.**

The town of DeWitt seeks to minimize adverse impacts on surface waters from the transportation of solid waste and hazardous substances. By participating in periodic updates of the Onondaga County Multi-Jurisdictional Hazard Mitigation Plan, the town will continue to refine its spill response protocols and other hazard mitigation preparedness measures to ensure the protection of water resources.

**Policy 8.6 Site solid and hazardous waste facilities to avoid potential degradation of waterfront resources.**

New solid or hazardous waste facilities are not anticipated within the town of DeWitt. In the event that such facilities are necessary, these will be sited and constructed consistent with applicable state and local laws and regulations. At present, these uses are allowed by Special Use Permit only within the Industrial zoning district.

**Public Waterfront Policies**

**Policy 9 Provide for public access to, and recreational use of, waterfront waters, public lands, and public resources of the waterfront area.**

Along many stretches of the shoreline, physical and visual access to waterfront lands and waters is limited for the general public. Limitations on reaching or viewing the waterfront are further heightened by a general lack of opportunity for diverse forms of recreation at those sites that do provide access. Often access and recreational opportunities that are available are limited to local residents. Existing development has made much of the waterfront inaccessible and new development has diminished remaining opportunities to provide meaningful public access. In addition to loss of opportunities for physical access, visual access has also been lost due to the loss of vantage points or outright blockage of views. Access along public trust lands of the shore has been impeded by long docks, and shoreline fortification has led to physical loss of access.

Existing public access and opportunities for recreation are inadequate to meet the needs of the residents of the State. Given the lack of adequate public access and recreation, this policy incorporates measures needed to provide and increase public access throughout the waterfront area. The need to maintain and improve existing public access and facilities is among these measures, and is necessary to ensure that use of existing access sites and facilities is optimized in order to accommodate existing demand. Another measure is to capitalize on all available opportunities to provide additional visual and physical public access along with appropriate opportunities for recreation.

**Policy 9.1 Promote appropriate and adequate physical public access and recreation throughout the waterfront area.**

Provide convenient, well-defined, physical public access to and along the shoreline for water-related recreation.

Provide a level and type of public access and recreational use that takes into account proximity to population centers, public demand, natural resource sensitivity, accessibility, compatibility with on-site and adjacent land uses, and needs of special groups.

Protect and maintain existing public access and water-related recreation.

Provide additional physical public access and recreation facilities at public sites.

Provide physical access linkages throughout the waterfront.

Include physical public access and/or water-related recreation facilities as part of development whenever development or activities are likely to limit the public's use and enjoyment of public waterfront lands and waters.

Provide incentives to private development which provides public access and/or water-related recreation facilities.

Restrict public access and water-related recreation on public lands only where incompatible with public safety and protection of natural resources.

Ensure access for the general public at locations where State or Federal funds are used to acquire, develop, or improve parkland.

The town of DeWitt seeks to provide convenient, well-defined, physical public access to and along the shoreline of existing waterways, and to and along the historical Erie Canal corridor, for water-related recreation. The town of DeWitt intends to provide a level and type of public access and recreational use that takes into account proximity to population centers, public demand, natural resource sensitivity, accessibility, compatibility with on-site and adjacent land uses, and needs of special groups.

**Policy 9.2 Provide public visual access from public lands to waterfront lands and waters or open space at all sites where physically practical.**

Avoid loss of existing visual access by limiting physical blockage by development or activities. Minimize adverse impact on visual access.

Mitigate loss of visual access by providing for on-site visual access or additional and comparable visual access off-site.

Increase visual access wherever practical.

The Town of DeWitt seeks to avoid the loss of existing visual access to the waterfront. DeWitt seeks to limit physical blockage by development or activities. Development of public lands shall be oriented to enhance public visual access where possible.

**Policy 9.3 Preserve the public interest in and use of lands and waters held in public trust by the State, and other public entities.**

Limit grants, easements, permits, or lesser interests in lands underwater to those instances where they are consistent with the public interest in the use of public trust lands.

Determine ownership, riparian interest, or other legal right prior to approving

private use of public trust lands under water.

Limit grants, including conversion grants, in fee of underwater lands to exceptional circumstances.

Reserve such interests or attach such conditions to preserve the public interest in use of underwater lands and waterways which will be adequate to preserve public access, recreation opportunities, and other public trust purposes.

Evaluate opportunities to re-establish public trust interests in existing grants which are not used in accordance with the terms of the grant, or are in violation of the terms of the lease, or where there are significant limitations on public benefits resulting from the public trust doctrine.

The town of DeWitt shall limit grants, easements, permits, or lesser interests in lands underwater to those instances where they are consistent with the public interest in the use of public trust lands. In addition, the town seeks to evaluate opportunities to re-establish public trust interests in existing grants which are not used in accordance with the terms of the grant, or are in violation of the terms of a lease, or where there are significant limitations on public benefits resulting from the public trust doctrine.

**Policy 9.4 Assure public access to public trust lands and navigable waters.**

Ensure that the public interest in access below mean high water and to navigable waters is maintained.

Allow obstructions to public access when necessary for the operation of water-dependent uses and their facilities.

Permit interference with public access for riparian non-water-dependent uses in order to gain the minimum necessary reasonable access to navigable waters.

Use the following factors in determining the minimum access necessary: the range of tidal fluctuation, the size and nature of the water body, the uses of the adjacent waters by the public, the traditional means of access used by surrounding similar uses, and whether alternative means to gain access are available.

Mitigate substantial interference or obstruction of public use of public trust lands and navigable waters.

The town of DeWitt seeks to ensure that the public interest in access below mean high water, and to navigable waters, is maintained.

## Working Waterfront Policies

### **Policy 10 Protect water-dependent uses and promote siting of new water-dependent uses in suitable locations.**

The intent of this policy is to protect existing water-dependent commercial, industrial, and recreational uses and to promote future siting of water-dependent uses at suitable locations. It is also the intent of this policy to enhance the economic viability of water-dependent uses by ensuring adequate infrastructure for water-dependent uses and their efficient operation.

Water-dependent uses are vital to the economic health of the region and are identified in Section II.

#### **Policy 10.1 Protect existing water-dependent uses.**

Avoid actions which would displace, adversely impact, or interfere with existing water-dependent uses.

The town of DeWitt seeks to protect water-dependent uses as a means of public and visual access to the waterfront.

#### **Policy 10.2 Promote maritime centers as the most suitable locations for water-dependent uses.**

Ensure that public actions enable maritime centers to continue to function as centers for water-dependent uses.

Protect and enhance the economic, physical, cultural, and environmental attributes which support each maritime center.

Although most of the town's historical canal structures have been filled, buried or lost to development over the past century, those that remain continue to allow for both water-dependent and water-enhanced uses. These should be protected or redeveloped to allow residents and tourists alike to make use of these remnant routes and to fully experience these unique historical resources at water-level. The town of DeWitt will seek to promote appropriate development along maritime routes. The town will also seek encourage water-enhanced and water-dependent uses along the Ley Creek and Butternut Creek corridors.

#### **Policy 10.3 Allow for development of new water-dependent uses outside of maritime centers.**

New water-dependent uses may be appropriate outside maritime centers if the use: (1) should not be located in a maritime center due to the lack of suitable sites; or (2) has unique locational requirements that necessitate its location outside maritime centers; or (3) would adversely impact the functioning and character of the maritime center if located within the maritime center; or (4) is of a small scale and has a principal purpose of providing access to the waterway.

**Policy 10.4 Improve the economic viability of water-dependent uses by allowing for non-water-dependent accessory and multiple uses, particularly water-enhanced and maritime support services.**

The Town of DeWitt supports context-sensitive development of non-water-dependent accessory uses along its waterfront areas, where such uses complement water-dependent uses. Such uses include, parks; outdoor recreational areas; automobile parking; or mixed-use and commercial developments. Wherever such developments are appropriate, they should be sited and designed to engage nearby waterfronts and recreational amenities.

**Policy 10.5 Minimize adverse impacts of new and expanding water-dependent uses, provide for their safe operation, and maintain regionally important uses.**

Site new and expand existing marinas, yacht clubs, boat yards, and other boating facilities where there is: adequate upland for support facilities and services; sufficient waterside and landside access; appropriate nearshore depth to minimize dredging; suitable water quality classification; minimization of effects on wetlands, shellfish beds, or fish spawning grounds; and adequate water circulation.

Maintain existing ferry services and promote new ferry services to increase the transportation efficiency of passengers and cargo.

Improve protection of natural resources when importing, transshipping, or storing petroleum products by promoting inland storage and offshore transshipment of product.

Maintain regionally important aggregate transshipment facilities.

The Town of DeWitt shall site new boating facilities where there is: adequate upland for support facilities and services; sufficient waterside and landside access; suitable water quality conditions; and minimization of effects on wetlands or fish spawning grounds.

**Policy 10.6 Provide sufficient infrastructure for water-dependent uses.**

Protect and maintain existing public and private navigation lanes and channels at depths consistent with the needs of water-dependent uses.

Provide new or expanded navigation lanes, channels, and basins when necessary to support water-dependent uses.

Use suitable dredged material for beach nourishment, dune reconstruction, or other beneficial uses.

Avoid placement of dredged material in waterways when opportunities for beneficial

reuse of the material exist.

Allow placement of suitable dredged material in nearshore locations to advance maritime or port-related functions, provided it is adequately contained and avoids negative impacts on vegetated wetlands and significant coastal fish and wildlife habitats.

Avoid shore and water surface uses which would impede navigation.

Give priority to existing commercial navigation in determining rights to navigable waters.

Provide for services and facilities to facilitate commercial, industrial, and recreational navigation.

Foster water transport for cargo and people.

Maintain stabilized inlets.

DeWitt shall avoid shore and water surface uses which would impede navigation and shall provide for services and facilities to support recreational navigation.

**Policy 10.7 Promote efficient harbor operation.**

Limit congestion of harbor waters, conflict among uses, foster navigational safety, and minimize obstructions in the waterway to reduce potential hazards to navigation.

Prohibit any increase or additional use of waterway if such an increase or addition poses a public safety hazard, which cannot be mitigated.

Prohibit intrusions or encroachments upon navigation channels and other identified vessel use areas.

This policy is not applicable to the town of DeWitt. However, to the extent that the town may host recreational boating activities associated along its waterways, the town shall promote safe operation of launch and retrieval, portage, or staging areas as appropriate.

**Policy 11 Promote sustainable use of living marine resources in the waterfront area.**

Living marine resources play an important role in the social and economic well-being of the people of waterfront communities. Commercial and recreational uses of living marine resources constitute an important contribution to the economy of the region and the State. Commercial products provide high protein food sources to consumers and are distributed throughout the State and nation, and to expanding international markets. In addition to the food value of living marine resources, they have economic significance in the commercial development of value-added food stuffs, pharmaceuticals, cosmetics, and oils. These same



resources provide recreational experiences and important accompanying economic activity.

Continued use of living resources depends on maintaining long-term health and abundance of marine fisheries resources and their habitats, and on ensuring that the resources are sustained in usable abundance and diversity for future generations. This requires the State's active management of marine fisheries, protection and conservation of habitat, restoration of habitats in areas where they have been degraded, and maintenance of water quality at a level that will foster occurrence and abundance of living marine resources. Allocation and use of the available resources must: (1) be consistent with the restoration and maintenance of healthy stocks and habitats, and (2) maximize the benefits of resource use so as to provide valuable recreational experiences and viable business opportunities for commercial and recreational fisheries. Based upon ownership of underwater lands, many communities also provide for the direct management of marine resources.

**Policy 11.1      Ensure the long-term maintenance and health of living marine resources.**

Ensure that commercial and recreational uses of living marine resources are managed in a manner that: results in sustained useable abundance and diversity of the marine resource; does not interfere with population and habitat maintenance and restoration efforts; uses best available scientific information in managing the resources; and minimizes waste and reduces discard mortality of marine fishery resources.

Ensure that the management of the State's transboundary and migratory species is consistent with interstate, State-Federal, and inter-jurisdictional management plans. Protect, manage, and restore sustainable populations of indigenous fish, wildlife species, and other living marine resources.

Foster occurrence and abundance of marine resources by: protecting spawning grounds, habitats, and water quality; and enhancing and restoring fish and shellfish habitat, particularly for anadromous fish, oysters, and hard clams.

DeWitt seeks to work with its jurisdictional partners to maintain and enhance the health of these resources.

**Policy 11.2      Provide for commercial and recreational use of marine resources.**

Maximize the benefits of marine resource use so as to provide a valuable recreational resource experience and viable business opportunities for commercial and recreational fisheries.

Where fishery conservation and management plans require actions that would result in resource allocation impacts, ensure equitable distribution of impacts among user groups giving priority to existing fisheries in the State.

Protect the public health and the marketability of marine and fishery resources by maintaining and improving water quality.

Promote development of and maintain existing artificial reefs to improve marine resources habitat and expand nearshore fishing opportunities.

There are important public fishing right access areas and fishing access points in the WRA that are maintained by New York State Department of Environmental Conservation, and it is the intention of the town of DeWitt to continue to work with NYS to promote and expand fishing opportunities in these areas. The water resources of the town of DeWitt are not currently used commercially however, they are nonetheless important recreationally. DeWitt supports fishing and paddling as recreational water uses within the WRA.

**Policy 11.3      Maintain and strengthen a stable commercial fishing fleet.**

Protect and strengthen commercial fishing harvest operations, facilities, and waterfront infrastructure to support a stable commercial fishing industry.

Improve existing and support expansion of fishing operations and facilities for offshore commercial fishing. Maintain existing commercial fishing operations and facilities at present levels.

Support nearshore harvesting by providing access, berthing, and off-loading facilities suitable for nearshore operators.

Protect commercial fishing from interference or displacement by competing land and water uses.

Strengthen the economic viability of commercial fishing fleet through appropriate domestic and international marketing.

**Policy 11.4      Promote recreational use of marine resources.**

Provide opportunities for recreational use of marine resources.

Provide adequate infrastructure to meet recreational needs, including appropriate fishing piers, dockage, parking, and livery services.

Promote commercial charter and party boat businesses in maritime centers.

The town of DeWitt seeks to promote recreational water uses within the WRA. These include recreational fishing and nature appreciation, boating, and waterfront educational and cultural installations.

**Policy 11.5 Promote managed harvest of shellfish originating from uncertified waters.**

Allow for harvest of shellfish from uncertified waters, provided shellfish sanitation protocols are adhered to for protection of public health.

Limit environmental disturbance of the harvest area by using the scale or method of shellfish harvesting operations that is most appropriate to the resource and the physical characteristics of the harvest area. Allow sufficient shellfish spawning stock to remain in the harvest area to maintain the resource while reducing the likelihood of illegal harvesting.

Promote hand-harvesting of stock for depuration and for relays by nearshore harvesters.

This policy is not applicable to the Town of Dewitt.

**Policy 11.6 Promote aquaculture.**

Encourage aquaculture of economically important species.

Protect native stocks from potential adverse biological impacts due to aquaculture.

Provide leases of State-owned underwater lands for aquaculture only in areas which are not significant shellfish producing areas or which are not supporting significant shellfish hand-harvesting, and only where aquaculture operations would not significantly impair natural resources or water quality.

This policy is not applicable because there are no known NYS DEC or private fish hatcheries in the Town of Dewitt.

**Policy 12 Protect agricultural lands in the waterfront area.**

The intent of this policy is to conserve and protect agricultural land by preventing the conversion of farmland to other uses and protecting existing and potential agricultural production. Agricultural acreage has sharply reduced over a relatively short period of time. This loss has occurred primarily due to residential development which has rapidly transformed the landscape from one dominated by agrarian uses and activities to one dominated by single family residences. Protecting the remaining agricultural land is necessary to ensure preservation of the agricultural economy, farming heritage, open space, and scenic quality.

**Policy 12.1 Protect existing agriculture and agricultural lands from conversion to other land uses.**

Protect existing agricultural use and production from adverse impacts due to: public infrastructure and facility development; creation of other conditions which are likely to lead to conversion of agricultural lands; and environmental changes which are likely to reduce agricultural productivity or quality, including, but not limited to, quantitative and qualitative changes to groundwater resources.

Provide sufficient buffer as part of new development when it is located near agricultural land.

The town of DeWitt seeks to protect existing agricultural use and production from adverse impacts due to: public infrastructure and facility development; creation of other conditions which are likely to lead to conversion of agricultural lands; and environmental changes which are likely to reduce agricultural productivity or quality. The town of DeWitt will provide an adequate buffer for the protection of existing agricultural uses as part of its land use decisions and infrastructural development.

**Policy 12.2 Establish and maintain favorable conditions which support existing or promote new agricultural production.**

Promote new and maintain existing local services and commercial enterprises necessary to support agricultural operations.

Provide economic support of existing agriculture by allowing mixed uses which would assist in retention of the agricultural use.

Promote activities and market conditions that would likely prevent conversion of farmlands to other land uses.

**Policy 12.3 Minimize adverse impacts on agriculture from unavoidable conversion of agricultural land.**

Minimize encroachment of commercial, industrial, institutional, or residential development on agricultural lands.

Retain or incorporate opportunities for continuing agricultural use.

Locate and arrange development to maximize protection of the highest quality agricultural land in large contiguous tracts for efficient farming.

The town of DeWitt will seek opportunities to retain existing agricultural uses where such uses are viable, and where high-quality agricultural land in large contiguous tracts can be maintained.

**Policy 12.4 Preserve scenic and open space values associated with agricultural lands.**

Locate and arrange development to maximize protection of agricultural land in large contiguous tracts to protect associated scenic and open space values.

Allow farms to operate using appropriate modern techniques and structures without consideration of scenic values.

There are only a few existing agricultural parcels located within the WRA, and this policy is not currently applicable to the town of DeWitt.

**Policy 13 Promote appropriate use and development of energy and mineral resources.**

In dealing with energy problems, the first order of preference is the conservation of energy. Energy efficiency in transportation and site design, and efficiency in energy generation are the best means for reducing energy demands. Reduced demand for energy reduces the need for construction of new facilities that may have adverse impacts on waterfront resources.

In addition to the impacts of construction of new energy generating facilities, the potential impacts of oil and gas extraction and storage and mineral extraction must be considered. In particular are the potential adverse impacts of mining activities on aquifers.

**Policy 13.1 Conserve energy resources.**

Promote and maintain energy efficient modes of transportation, including rail freight and intermodal facilities, waterborne cargo and passenger transportation, mass transit, and alternative forms of transportation.

Plan and construct sites using energy efficient design.

Capture heat waste from industrial processes for heating and electric generation.  
Improve energy generating efficiency through design upgrades of existing facilities.

The town of DeWitt seeks to promote and maintain energy efficient modes of transportation, focusing on passenger transportation, including mass transit and alternative forms of transportation. The town shall prioritize energy efficient site design; renewable energy production, transmission, and consumption; and improved energy efficiency through design upgrades and modernization of existing facilities.

**Policy 13.2 Promote alternative energy sources that are self-sustaining, including solar and wind powered energy generation.**

In siting such facilities, avoid interference with waterfront resources, including migratory birds, and coastal processes.

The Town of DeWitt shall avoid interference with waterfront resources, including migratory birds and fish populations.

**Policy 13.3 Ensure maximum efficiency and minimum adverse environmental impact when siting major energy generating facilities.**

Site major energy generating facilities in a waterfront location where a clear public benefit is established.

Site major energy generating facilities close to load centers to achieve maximum transmission efficiency.

Site and construct new energy generating and transmission facilities so they do not adversely affect natural and economic waterfront resources.

The town of DeWitt shall site and construct new energy generating and transmission facilities, so they do not adversely impact natural and economic waterfront resources, and in a manner that prioritizes transmission efficiency.

**Policy 13.4 Minimize adverse impacts from fuel storage facilities.**

Regional petroleum reserve facilities are inappropriate in the waterfront area.

The production, storage, or retention of petroleum products in earthen reservoirs is prohibited.

Protect natural resources by preparing and complying with an approved oil spill contingency plan.

The town of DeWitt shall not site regional petroleum reserve facilities in the waterfront revitalization area, shall not permit the production, storage, or retention of petroleum products in earthen reservoirs, and shall prepare and comply with an approved oil spill contingency plan.

**Policy 13.5 Minimize adverse impacts associated with mineral extraction.**

Commercial sand and aggregate mining is generally presumed to be an inappropriate use in the waterfront area.

Preserve topsoil and overburden using appropriate site preparation techniques and subsequent site reclamation plans.

The town of DeWitt seeks to avoid, minimize, and/or mitigate the environmental impacts of commercial sand and aggregate mining in the waterfront revitalization area.

### Alignment with state coastal policies

The table presented below here aligns the 13 local policies of the DeWitt LWRP with the 44 policies contained in the New York State Coastal Management Plan (CMP). The 13 local policies of DeWitt act to refine and direct the application of the original NYS policies at the local level. Broader policy application during consistency review can also be advised by the NYS policies, with supporting documentation found in the NYS CMP, should the local policy statement not comprehensively discuss a statewide issue or concern.

DeWitt Policies		State Coastal Policies
<b>Policy 1</b>	Foster a pattern of development in the waterfront area that enhances community character, preserves open space, makes efficient use of infrastructure, makes beneficial use of a waterfront location, and minimizes adverse effects of development.	1, 5, 18
<b>Policy 2</b>	Preserve historic resources of the waterfront areas.	23
<b>Policy 3</b>	Enhance visual quality and protect scenic resources in the waterfront area.	24 and 25
<b>Policy 4</b>	Minimize loss of life, structures, and natural resources from flooding and erosion.	11, 12, 13 14, 15, 16, 17, 18, 28
<b>Policy 5</b>	Protect and improve water resources in the waterfront area.	30, 31, 32, 33, 34, 35, 37, 38, 40
<b>Policy 6</b>	Protect and restore the quality and function of the waterfront area & ecosystem.	7, 8, 28, 44
<b>Policy 7</b>	Protect and improve air quality in the waterfront area.	41, 42, 43
<b>Policy 8</b>	Minimize environmental degradation in the waterfront area from solid waste and hazardous substances and wastes.	8, 30, 36, 39
<b>Policy 9</b>	Provide for public access to, and recreational use of, waterfront waters, public lands, and public resources of the waterfront area.	9, 18, 19, 20, 21, 22
<b>Policy 10</b>	Protect water-dependent uses and promote siting of new water-dependent uses in suitable locations.	2, 3, 4, 5, 18
<b>Policy 11</b>	Promote sustainable use of living freshwater resources in the waterfront area.	9, 10, 18
<b>Policy 12</b>	Protect agricultural lands in the waterfront area.	6, 26
<b>Policy 13</b>	Promote appropriate use and development of energy and mineral resources.	18, 27, 28, 29

Selected terms used in the policies are defined as follows:

**Accretion** means the gradual and imperceptible accumulation of sand, gravel, or similar material deposited by natural action of water on the shore. This may result from a deposit of such material upon the shore, or by a recession of the water from the shore.

**Agricultural land** means land used for agricultural production, or used as part of a farm, or having the potential to be used for agricultural production. Agricultural lands include lands in agricultural districts, as created under **Article 25-AA of the Agricultural and Markets Law**; lands comprised of soils classified in soil groups 1, 2, 3, or 4 according to the New York State Department of Agriculture and Markets Land Classification System; or lands used in agricultural production, as defined in Article 25-AA of the Agriculture and Markets Law.

**Aquaculture** means the farming of aquatic organisms, including fish, mollusks, crustaceans, and aquatic plants. Farming implies some form of intervention in the rearing process to enhance production, such as regular stocking, feeding, protection from predators, etc. Farming also implies ownership of the stock being cultured.

**Best management practices** means methods, measures, or practices determined to be the most practical and effective in preventing or reducing the amount of pollutants generated by nonpoint sources to a level compatible with water quality standards established pursuant to section 17-0301 of the Environmental Conservation Law. Best management practices include, but are not limited to, structural and non-structural controls, and operation and maintenance procedures. Best management practices can be applied before, during, or after pollution-producing activities to reduce or eliminate the introduction of pollutants into receiving waters.

**Boating facility** means a business or accessory use that provides docking for boats and encompasses 4,000 square feet or greater of surface waters, as measured by the outermost perimeter of the dock, and is designed to accommodate six (6) or more boats.

**Coastal Barrier Resource Area** means any one of the designated and mapped areas under the Coastal Barrier Resources Act of 1982, (P.L. 97-348), and any areas designated and mapped under the Coastal Barrier Improvement Act of 1990 (P.L. 101-591), as administered by the U.S. Fish and Wildlife Service, and any future designations that may occur through amendments to these laws.

**Coastal Hazard Area** means any coastal area included within an Erosion Hazard Area designated by the New York State Department of Environmental Conservation pursuant to the Coastal Erosion Hazard Areas Act of 1981 (Article 34 of the Environmental Conservation Law), and any coastal area included within a V-zone as designated on Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency pursuant to the National Flood Insurance Act of 1968 (P.L. 90-448) and the Flood Disaster Protection Act of 1973 (P.L. 93-234).

**Development, other than existing development**, means any construction or other activity which materially changes the use, intensity of use, or appearance of land or a structure including any activity which may have a direct and significant impact on coastal waters. Development shall not include ordinary repairs or maintenance or interior alterations to existing structures or traditional agricultural practices. The term shall include division of land into lots, parcels, or sites.

**Historic maritime communities** are historic centers of maritime activity identified in Chapter 587, Laws of 1994, for the purpose of fostering the protection and beneficial enjoyment of the historic and cultural resources associated with maritime activity on Long



Island Sound.

**Historic resources** means those structures, landscapes, districts, areas or sites, or underwater structures or artifacts which are listed or designated as follows: any historic resource in a Federal or State park established, solely or in part, in order to protect and preserve the resource; any resource on, nominated to be on, or determined eligible to be on the National or State Register of Historic Places; any cultural resource managed by the State Nature and Historic Preserve Trust or the State Natural Heritage Trust; any archaeological resource which is on the inventories of archaeological sites maintained by the Department of Education or the Office of Parks, Recreation, and Historic Preservation; any resource which is a significant component of a Heritage Area; any locally designated historic or archaeological resources protected by a local law or ordinance.

**Maritime center** means a discrete portion or area of a harbor or bay that is developed with, and contains concentrations of water-dependent commercial and industrial uses or essential support facilities. The harbor or bay area is a center for waterborne commerce, recreation, or other water-dependent business activity and, as such, is an important component of the regional transportation system. A maritime center is characterized by: sheltered and suitable hydrologic conditions; land- and water-based infrastructure, essential for the operation of water-dependent commercial and industrial uses, extant or easily provided; physical conditions necessary to meet the siting and operational requirements of water-dependent uses; close proximity to central business districts; and limited high value natural resources.

**Maritime support services** are industrial, commercial, or retail uses which provide necessary goods and services to water-dependent businesses, thus enabling these businesses to operate in an efficient and economically viable manner.

**Native or indigenous stock** means fish, shellfish, and crustaceans originating in and being produced, growing, living, or occurring naturally in the coastal waters.

**Natural ecological community** means a variable assemblage of interacting plant and animal populations that share a common environment.

**Natural protective features** means a nearshore area, beach, bluff, primary dune, secondary dune, or wetland, and the vegetation thereon.

**Public trust lands** are those lands below navigable waters, with the upper boundary normally being the mean high water line, or otherwise determined by local custom and practice. Public trust lands, waters, and living resources are held in trust by the State or by the trustees of individual towns for the people to use for walking, fishing, commerce, navigation, and other recognized uses of public trust lands.

**Rare ecological communities** are ecological communities which, according to the State Natural Heritage Program, qualify for a Heritage State Rank of S1 or S2; and those which qualify for a Heritage State Rank of S3, S4 or S5 and an Element Occurrence Rank of A.

**Traditional waterfront communities** means communities which historically have contained concentrations of water-dependent businesses; possess a distinctive character; and serve as a focal points for commercial, recreational, and cultural activities within the region.

**Vulnerable fish and wildlife species** means those listed in 6 NYCRR Part 182.5 as Endangered Species, Threatened Species, and Special Concern Species.

**Vulnerable plant species** means those listed in 6 NYCRR Part 193.3 as Endangered Species, Threatened Species, Exploitable Vulnerable Species, and Rare Species.

**Water-dependent use** means a business or other activity which can only be conducted in, on, 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-enhanced use** means a use or activity which does not require a location adjacent to coastal waters, but whose location on the waterfront adds to the public use and enjoyment of the water's edge. Water-enhanced uses are primarily recreational, cultural, retail, or entertainment uses.

**Waterfront Redevelopment Area** is the waterfront area which is part of or near a business district and contains blighted or underutilized properties which are adequate in size to accommodate significant redevelopment of regional or statewide benefit. The following factors shall be considered in identification of waterfront redevelopment areas: (1) evidence of community commitment and initiative; (2) participation in the Local Waterfront Revitalization Program; (3) adequacy of local land and water use regulations; (4) adequacy of infrastructure; (4) opportunities for local and regional economic growth; and (5) opportunities for improved public access, environmental quality, and creation of local activity centers.

## ***SECTION IV: PROPOSED LAND AND WATER USES AND PROJECTS***

This section of the LWRP describes the proposed land and water uses for the DeWitt Waterfront Revitalization Area (WRA).

### ***4.0 Proposed Land Uses***

Land uses in the DeWitt WRA are proposed in a manner that will continue the general patterns of existing and proposed land uses. These character areas reflect the vision set forth in the 2017 Comprehensive Plan (See Map 9), and each character area has important qualities which either exist at present and are to be enhanced or preserved or are desirable and achievable as change occurs in the future. These generalized land use recommendations are compatible with the LWRP Policies contained in Section III.

This LWRP section includes recommendations to improve opportunities for future public access to the waterways within the town of DeWitt, whenever possible. The town's long-range goal for the waterfront is to make necessary changes for residents to maintain and improve the quality of life, enhance public access in appropriate places, and revitalize certain areas to bring about both economic development and increased active transportation. The following text recommends specific projects to achieve these goals. These projects vary according to the existing and desired character areas across the WRA. The proposed projects have a varied range that includes capital projects and programming initiatives, according to the existing or desired character of the area.

#### ***4.1 Proposed Water Uses***

Recreational fishing and paddle boating are the primary water uses along the DeWitt waterfront. As described in the LWRP Inventory and Analysis (Section II), due to shoreline conditions, there is no suitable and economically feasible location for a marina in the town. While there are a small number of boat launches for canoes or kayaks, there is no permanent public docking or other formal facilities for boaters. There are no designated channels or other navigational infrastructure in the area. Users can gain access to the waterways within the town at park facilities at the Old Erie Canal State Park, Ryder Park, Richard's Green Space, Butternut Creek Recreation and Nature Area and Trail, Clark Reservation State Park, Grist Mill Park, Delaney Green Space, Fiddlers Green Park, Maxwell Park, the former Brooklawn Golf Course, Butternut Creek Golf Course, Woodchuck Hill Field & Forest Preserve and the Butternut Swamp Nature Preserve.

#### ***4.2 Harbor Management Plan***

There are no plans for the creation of harbor management infrastructure in the town; emphasis is placed on opportunities for improved and increased public access to the waterfront. As indicated in Section II and based upon the inventory and analysis associated with this program, the town of DeWitt does not intend to develop a Harbor Management Plan as part of the LWRP. This determination has been made in consultation with staff at NYS DOS and has been determined by the

town to be commensurate with the circumstances of the town of DeWitt.

### 4.3 Proposed Projects and Studies

The following provides an overview of the specific projects recommended for the DeWitt WRA. An implementation matrix included at the end of this section lists projects and their implementation steps along with project lead agencies, other potentially involved parties, and potential funding sources.

#### 4.3.1 Erie Boulevard East Mobility and Wayfinding Enhancements

##### Project Description

The extension of the Erie Canalway Trail along Towpath Road and Erie Boulevard will help to keep multi-modal transportation at the town’s “front door”, where users will have greater access to goods, services, and employers. Though not without its challenges, this alignment will provide the maximum benefit to the town of DeWitt in terms of promoting attractive redevelopment along its primary commercial arterial.

In addition, it will provide safer connections between transportation infrastructure and local amenities throughout the corridor, regardless of mode. This will encourage trail users to walk and cycle more, which helps the town to retain businesses and residents, and increases the quality of life for the region. The portions of this corridor that contained the Enlarged Erie Canal should also be made to provide reference to their position in history through the development of wayfinding and interpretive elements, street furniture, landscape elements, lighting and other improvements.

The Erie Boulevard East corridor extends southward from Bridge Street until it merges with East Genesee Street (NYS Route 92). The town of DeWitt desires to extend the median bikeway and streetscape improvements along this southern portion of Erie Boulevard until its intersection with East Genesee Street.

##### Project Location and Map

Erie Boulevard East Corridor between Thompson Road on the West and East Genesee Street on the South.



**Conceptual Design(s)**

*Visualization of proposed Erie Boulevard East median bikeway improvements*



*Erie Boulevard East Mobility Enhancements (Elevating Erie Ideas Competition)*



**LWRP Policies**

1,2,3,7,9,13

**Cost Estimate for Implementing the Project**

TBD

**Potential Funding Sources**

*CFA, Transportation Improvement Program (TIP), Transportation Alternatives Program (TAP), SURDNA Foundation, Environmental Protection Fund (EPF)*

**Benefits**

*Recognition of the historical canal waterfront, improvements to support active transportation alternatives, visual/aesthetic enhancements to the historical waterfront corridor*

**Timeframe**

Medium-term

**Regulatory Requirements**

SEQR

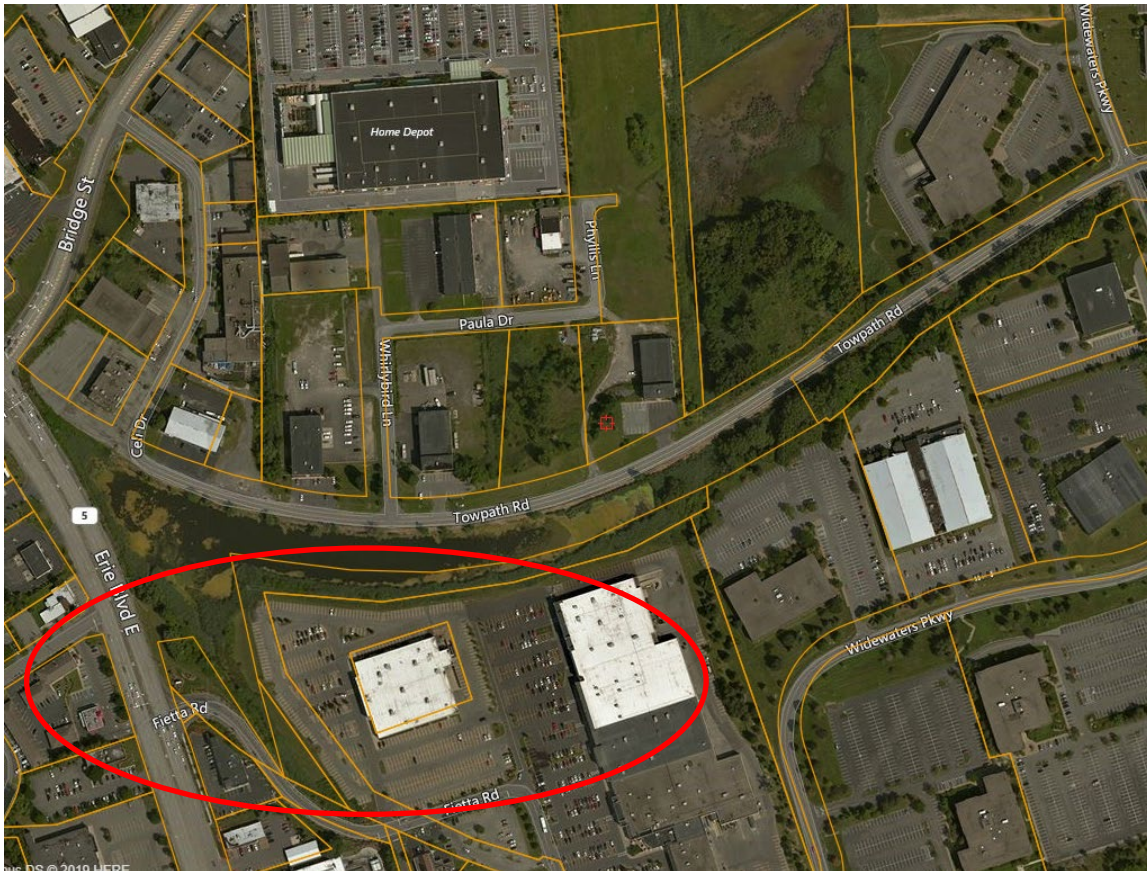
### 4.3.2 Erie Commons Master Plan

#### Project Description

The Town of DeWitt will undertake the development of a master plan for the creation of a mixed-use walkable center to be located around the Widewaters Pond adjacent to Towpath Road and Erie Boulevard East. The pond is a remnant of the Enlarged Erie Canal. The goals of the master plan will be to identify opportunities for developing a public park facility around the Widewaters Pond, as well as to identify necessary public infrastructure improvements and amenities around the pond that would provide incentive for the redevelopment of adjacent areas into a walkable mixed-use 21st century neighborhood for DeWitt. DeWitt will investigate the realignment of Towpath Road to the north, by rerouting vehicular traffic along linked extensions of the existing interior streets. This realignment of circulation patterns would create an opportunity to take full advantage of the waterfront along Widewaters Pond. The future extension of the Erie Canalway Trail is aided by promoting public access and walkability along enhanced open spaces and commercial areas. Together with a greater emphasis on mixed-use redevelopment, the reconfiguration and improvement of public infrastructure and amenities in this area will increase property values and enhance community character.

#### Project Location and Map

Widewaters Pond is located adjacent to Towpath Road and Erie Boulevard.



## Town of DeWitt Local Waterfront Revitalization Program

### Conceptual Design

*Concept Plan for the redevelopment of the Widewaters Pond and adjacent neighborhood areas to create a public park and a 21st century mixed-use walkable neighborhood.*



*Entry for DeWitt Widewaters Park from the Elevating Erie International Ideas Competition*



### LWRP Policies

1,2,3,4,5,6,7,9,10,13

### Cost Estimate for Implementing the Project

\$350,000

### Potential Funding Sources

*CFA, Transportation Improvement Program (TIP), Transportation Alternatives Program (TAP), SURDNA Foundation, LWRP*

### Benefits

*Identification of strategies for the enhancement of remnants of the historical canal waterfront, Development of strategies for encouraging appropriate redevelopment within the waterfront area, continuation of the Elevating Erie Ideas competition and community outreach results*

### Timeframe

Short-term

### Regulatory Requirements

SEQR, National Wetlands Permit US Army Corps of Engineers, NYS DEC Wetlands Permit



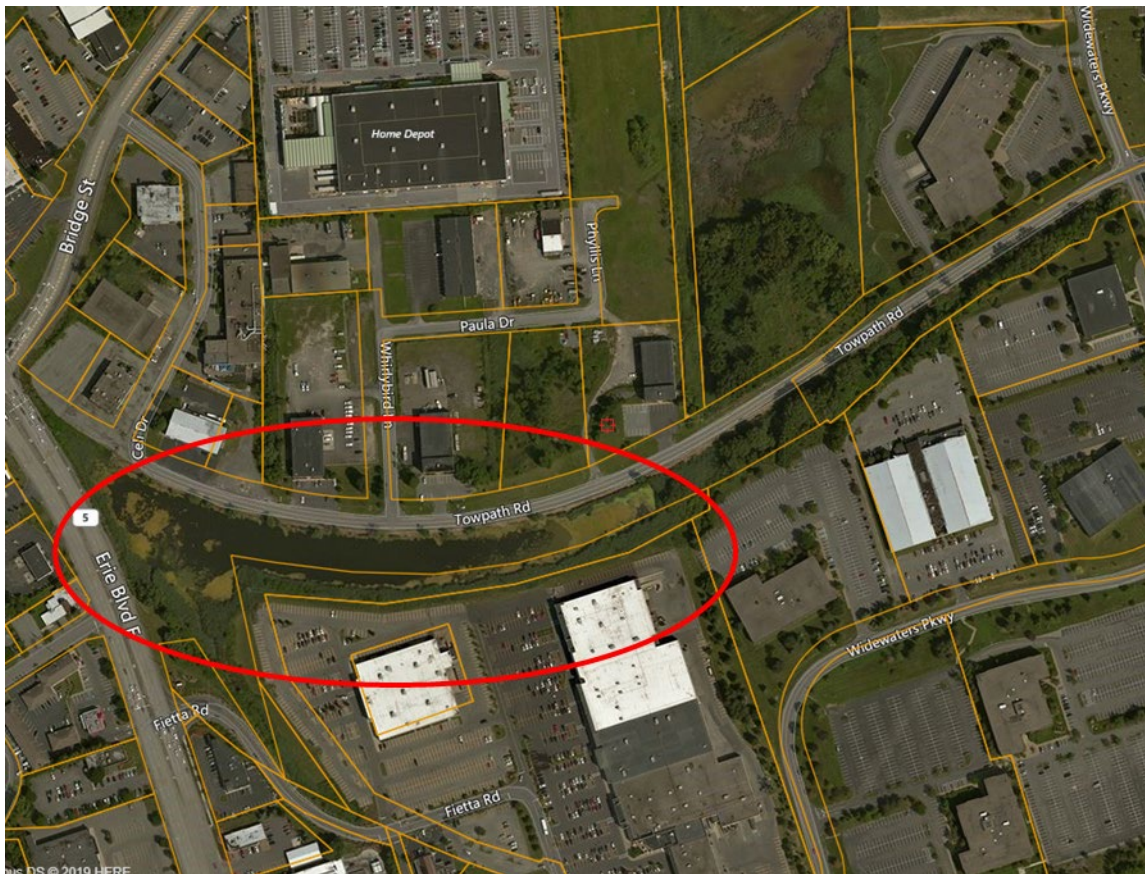
### 4.3.3 Widewaters Pond Water Quality and Sediment Conditions Assessment

#### Project Description

Located adjacent to large impervious surfaces and an existing brownfield, this canal remnant should be the subject of a detailed water quality analysis examining the presence of heavy metals and other pollutants, along with biological contaminants. Due to proximity to a nearby brownfield, for upland portions of Widewaters Pond, a Phase I Environmental Site Assessment (ESA) should be conducted. This analysis may lead to a Phase II ESA. These analyses should be conducted in tandem with the development of the Erie Commons Master Plan and in consideration of future aquatic invasive species management. The invasion of phragmites has damaged both the pond and the native flora and fauna, and it severely limits public access to and even knowledge of, this important cultural resource. An integrated management effort working closely with the NYSDEC; drawing from an array of tools like mechanical mowing, chemical treatment, and hydrologic manipulation; is likely to be effective and sustainable for this inaccessible yet centrally-located waterbody.

#### Project Location and Map

Widewaters pond is located adjacent to Towpath Road and Erie Boulevard East.



#### Conceptual Design

## Town of DeWitt Local Waterfront Revitalization Program

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*No conceptual design work has been completed at this time.*

### **LWRP Policies**

2,3,5,6,8,11

### **Cost Estimate for Implementing the Project**

*\$30,000*

### **Potential Funding Sources**

*Environmental Remediation Program (ERP), EPF, Aquatic Invasive Species Spread Prevention Program*

### **Benefits**

*This project will lead to improvements in water quality within the Widewaters Pond, which will ultimately help with the restoration and revitalization of this historic resource. Improvements to water quality will lead to improved and enhanced opportunities for public access and enjoyment of the historical Erie Canal waterfront in DeWitt.*

### **Timeframe**

3-5 years

### **Regulatory Requirements**

SEQR, NYS DOT work permit

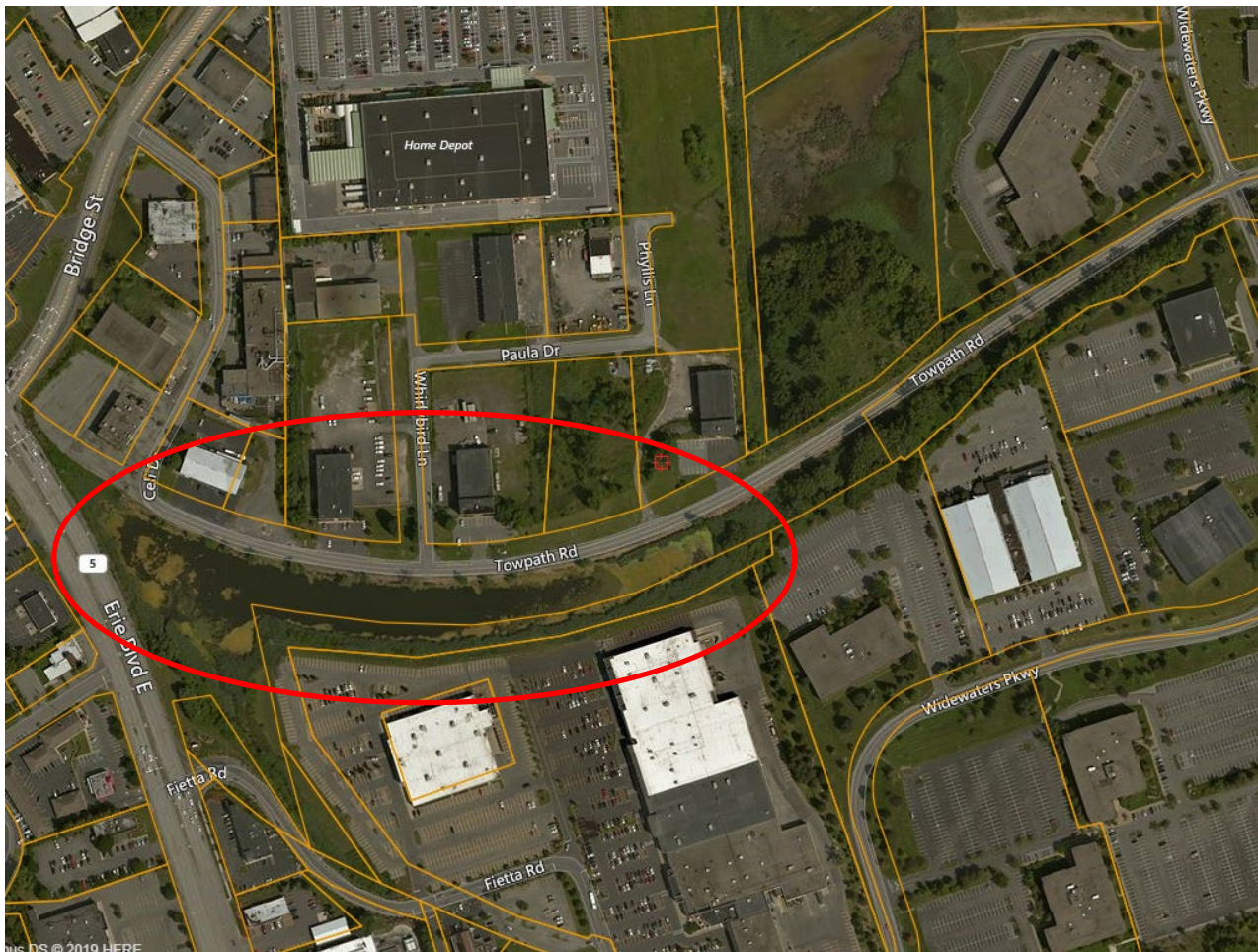
### 4.3.4 Widewaters Pond Public Facility Improvements

#### Project Description

Based on the results of the Erie Commons Master Plan, the Town will develop and implement plans for a new public gathering area to be situated around the Widewaters Pond adjacent to Towpath Road and Erie Boulevard. The park will incorporate fountains, interpretive elements, public gathering nodes, public paths that connect to the Empire State Trail and adjacent properties, access to and across the water, ecological restoration and water quality improvements, site furniture and lighting, and other elements. The park will also include a perimeter trail system that connects to adjacent commercial areas. The Town seeks to create a public node that will support and enhance State investments in the Empire State Trail, as well as to catalyze the redevelopment of adjacent properties.

#### Project Location and Map

Widewaters Pond is located adjacent to Towpath Road and Erie Boulevard.



#### Conceptual Design

## Town of DeWitt Local Waterfront Revitalization Program

Entry for DeWitt Widewaters Park from the Elevating Erie International Ideas Competition



### LWRP Policies

1,2,3,7,9

### Cost Estimate for Implementing the Project

\$6 million

### Potential Funding Sources

CFA, Transportation Improvement Program (TIP), Transportation Alternatives Program (TAP), SURDNA Foundation, LWRP, Environmental Protection Fund (EPF), NYS Parks, State and Municipal Facilities Program (SAM)

### Benefits

*This project will lead to improvements in water quality within the Widewaters Pond, which will ultimately help with the restoration and revitalization of this historic resource. Improvements to water quality will lead to improved and enhanced opportunities for public access and enjoyment of the historical Erie Canal waterfront in DeWitt. In addition, the project will fo*

### Timeframe

Medium-term

### Regulatory Requirements

SEQR, National Wetlands Permit US Army Corps of Engineers, NYS DEC Wetlands Permit

## Town of DeWitt Local Waterfront Revitalization Program

### 4.3.5 Towpath Road Old Erie Canal Restoration

#### Project Description

Towpath Road follows the historical alignment of the Enlarged Erie Canal for approximately 1.3 miles between the intersection of Erie Boulevard East with Bridge Street and 481 and Kinne Street. The Town seeks to engage adjacent commercial and residential property owners in order to re-envision the corridor, to improve water flow, and to establish interpretive elements to the corridor to tell the history of the Canal. The project may include restoration of historical Canal elements (e.g., stone walls), restoration of the clay lining, dredging of the corridor, and tree removal.

#### Project Location and Map

Widewaters pond is located adjacent to Towpath Road and Erie Boulevard East.



#### Conceptual Design

*No conceptual design work has been completed at this time.*

#### LWRP Policies

2,3,5,6,8,11

#### Cost Estimate for Implementing the Project

\$375,000

#### Potential Funding Sources

LWRP

#### Benefits

*This project will continue investments in the historical Erie Canal Corridor within the town, would help with the improvement of water quality within the Widewaters Pond, and will lead to improved and enhanced opportunities for public access and enjoyment of the historical Erie Canal waterfront in DeWitt.*

#### Timeframe

5-7 years

#### Regulatory Requirements

SEQR, National Wetlands Permit US Army Corps of Engineers, NYS DEC Wetlands Permit

### 4.3.6 Towpath Road Realignment Study

#### Project Description

The Town of DeWitt will undertake an engineering study to determine the feasibility, conceptual layout, and preliminary cost estimates for realigning Towpath Road to support implementation of the Erie Commons Master Plan project

#### Project Location and Map

Location of Towpath Road



## Town of DeWitt Local Waterfront Revitalization Program



### **LWRP Policies**

1,2,3,6,7,9,10

### **Cost Estimate for Implementing the Project**

\$50,000

### **Potential Funding Sources**

*CFA, Transportation Improvement Program (TIP), Transportation Alternatives Program (TAP), Environmental Protection Fund (EPF), State and Municipal Facilities Program (SAM)*

### **Benefits**

*The realignment of Towpath Road will enable the Town to refocus the area around Widewaters Pond to create a waterfront park setting that can help to increase access to the waterfront area and improve and restore the shoreline ecology.*

### **Timeframe**

2 years

### **Regulatory Requirements**

SEQR

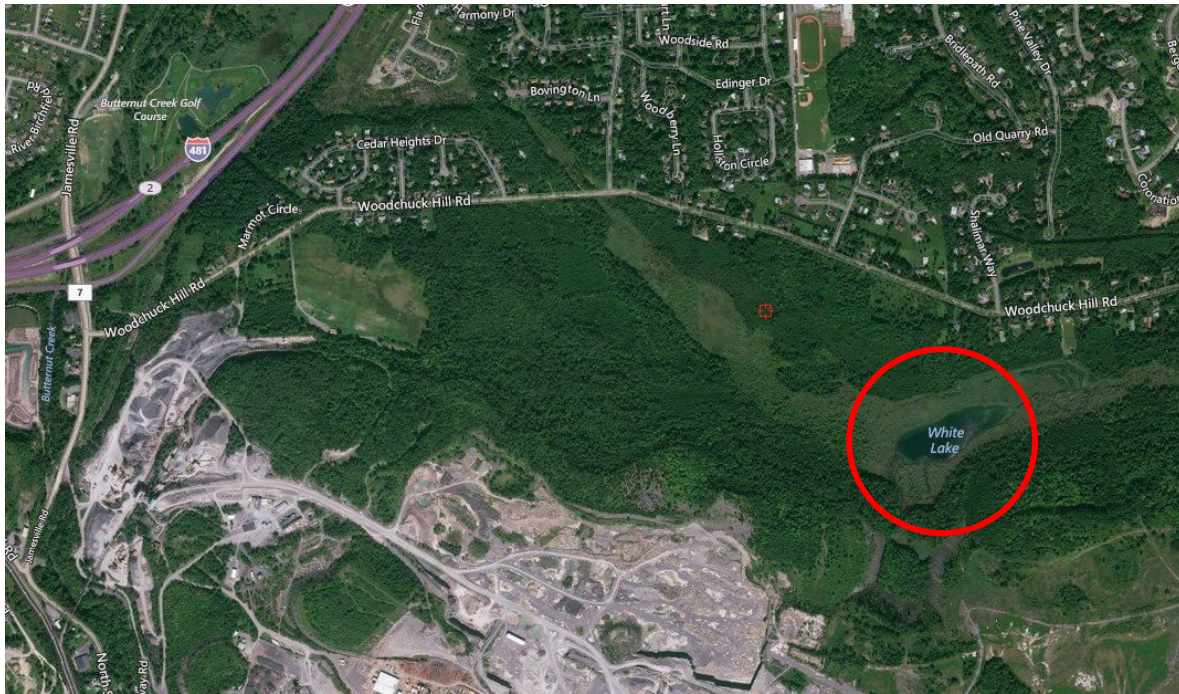
### 4.3.7 White Lake Public Access

#### Project Description

The Town of DeWitt will conduct a feasibility study to determine opportunities for developing public access to the White Lake area through land acquisition, trail development, water access and interpretive/wayfinding signage at White Lake.

#### Project Location and Map

White Lake is located south of Woodchuck Hill Road



#### Conceptual Design

Photo of White Lake





## Town of DeWitt Local Waterfront Revitalization Program

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### **LWRP Policies**

1,3,9,10

### **Cost Estimate for Implementing the Project**

\$25,000

### **Potential Funding Sources**

*CFA, Transportation Improvement Program (TIP), Transportation Alternatives Program (TAP), Environmental Protection Fund (EPF), State and Municipal Facilities Program (SAM)*

### **Benefits**

*Development of public access for White Lake has been a long held community goal that will help to protect the local ecology and recreational systems associated with the CNY Land Trust adjacent properties.*

### **Timeframe**

Medium-term

### **Regulatory Requirements**

SEQR

### 4.3.8 Rock Cut Quarry Recreation Access

#### Project Description

The Town of DeWitt will conduct a feasibility study to determine opportunities for developing public access to the Rock Cut Quarry area through land acquisition or development of a recreation easement and trail development.

#### Project Location and Map

Rock Cut Quarry



**Conceptual Design**

*Photo of the Rock Cut Quarry*



**LWRP Policies**

1,3,9,13

**Cost Estimate for Implementing the Project**

\$20,000

**Potential Funding Sources**

*CFA, Transportation Improvement Program (TIP), Transportation Alternatives Program (TAP), Environmental Protection Fund (EPF), State and Municipal Facilities Program (SAM)*

**Benefits**

*Rock Cut Quarry serves as a de facto recreation resource for area mountain biking, hiking, dog walking, bird watching, etc. Protection of the recreational use of the area is important as it is a significant area of the open space systems in DeWitt.*

**Timeframe**

Long-term

**Regulatory Requirements**

SEQR

### 4.3.9 Fiddlers Green Connector Trail

#### Project Description

The Town of DeWitt will design and implement an approximate 1.5 mile connecting trail between the Fiddlers Green Park and the Butternut Feeder Canal Trail.

#### Project Location and Map

The Fiddlers Green Connector Trail will connect from Solway Road along Butternut Creek toward the Butternut Creek Golf course and connect to the Butternut Feeder Canal.



#### Conceptual Design

*No conceptual design work has been completed at this time.*

#### LWRP Policies

1,2,3,6,7,9,10

#### Cost Estimate for Implementing the Project

\$250,000

## Town of DeWitt Local Waterfront Revitalization Program

### Potential Funding Sources

CFA, Transportation Improvement Program (TIP), Transportation Alternatives Program (TAP), Environmental Protection Fund (EPF), State and Municipal Facilities Program (SAM), DeWitt Local Development Corporation

### Benefits

The Fiddlers Green connector trail will help to establish a larger recreational system within DeWitt. The trail system will also create new access to Butternut Creek that could be used for fishing, wading, and other activities. The trail system could also provide opportunities for active transportation, by creating alternative connections for residents of the Jamesville area with Central DeWitt.

### Timeframe

Medium-term

### Regulatory Requirements

SEQR

### 4.3.10 Fiddlers Green Connector to North Street

#### Project Description

The Town of DeWitt will design and construct trails to connect newly-acquired property along North Street into the original Fiddlers Green trail system

#### Project Location and Map

The Fiddlers Green Connector Trail will connect the East and West sides of Butternut Creek near the old Glen Loch property.



## Town of DeWitt Local Waterfront Revitalization Program

### Conceptual Design

*This is no conceptual design at this time.*

### LWRP Policies

1,2,3,6,7,9,10

### Cost Estimate for Implementing the Project

\$50,000

### Potential Funding Sources

OPRHP Recreational Trails Program (RTP), EPF, SAM

### Benefits

*This project will create east-west access across Butternut Creek to connect Fiddlers Green Park to North Street which will enable an additional access point to the waterfront area.*

### Timeframe

Short-term

### Regulatory Requirements

SEQR

## 4.1.2 Fiddlers Green Recreational Easement Connections

### Project Description

The Town of DeWitt will work to acquire easements over adjacent properties to connect the Fiddlers Green park to nearby parks and open space systems such as Clark Reservation, Rock Cut Quarry, and White Lake

### Project Location and Map

The Fiddlers Green Connector Trail network has the potential to connect to Clark Reservation State Park, Rock Cut Quarry, and White Lake.



## Town of DeWitt Local Waterfront Revitalization Program

### Conceptual Design

*No conceptual design work has been completed at this time.*

### LWRP Policies

1,2,3,7,9

### Cost Estimate for Implementing the Project

TBD

### Potential Funding Sources

*DeWitt Local Development Corporation; EPF*

### Benefits

*This project will provide the long-term protection of existing and proposed trail linkages within the open space system in DeWitt.*

### Timeframe

Long-term

### Regulatory Requirements

SEQR

### 4.3.11 Nominate Butternut Creek Aqueduct to the National Register of Historic Places

#### Project Description

The Town of DeWitt will pursue nomination of the Butternut Creek Aqueduct to the State and National Register of Historic Places.

#### Project Location and Map

The Butternut Creek Aqueduct is located just northeast of the intersection between Butternut Drive and Kinne Road.



## Town of DeWitt Local Waterfront Revitalization Program

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*No conceptual design work has been completed at this time.*

### LWRP Policies

1,2,3,9

### Cost Estimate for Implementing the Project

TBD

### Potential Funding Sources

Preserve New York grant program

### Benefits

*The Butternut Creek Aqueduct is an important historical structure associated with the Enlarged Erie Canal. Historic Register nomination is an important step toward assisting with the long-term protection and restoration of the aqueduct.*

### Timeframe

Short-term

### Regulatory Requirements

SEQR

### 4.3.12 Restoration of Butternut Creek Aqueduct

#### Project Description

The Town of DeWitt will complete an analysis of the structural conditions of the Butternut Creek Aqueduct and implement a restoration strategy

#### Project Location and Map

The Butternut Creek Aqueduct is located just northeast of the intersection between Butternut Drive and Kinne Road.





**Conceptual Design**

*Photograph of the Butternut Creek Aqueduct.*



**LWRP Policies**

1,2,3,9

**Cost Estimate for Implementing the Project**

*\$50,000 (Structural Analysis/Feasibility)*

*TBD (Restoration costs based on results of study)*

**Potential Funding Sources**

*Canalway Grants Program, EPF*

**Benefits**

*The Butternut Creek Aqueduct is an important historical structure associated with the Enlarged Erie Canal. The structure has fallen in disrepair, this project will help to protect and restore the aqueduct for the enjoyment of future generations.*

**Timeframe**

Medium-term

**Regulatory Requirements**

SEQR

### 4.3.13 Repair Butternut Creek Feeder Sluice Gate from Butternut Creek

#### Project Description

The Town of DeWitt will work with the NYS Canal Corporation to repair the Butternut Creek sluice gate from Butternut Creek

#### Project Location and Map

The Butternut Creek Feeder sluice gate is located equidistant between the DeWitt Library and the Butternut Golf Course and slightly northwest of the intersection of Jamesville Road with Tulipwood Lane.



**Conceptual Design**

*Photograph of the Butternut Feeder Sluice Gate*



**LWRP Policies**

1,2,3,9

**Cost Estimate for Implementing the Project**

\$50,000 - \$150,000

**Potential Funding Sources**

*Canalway Grants Program, EPF, SAM*

**Benefits**

*Repair of the sluice gate will better enable the regulation of water flow in the canal feeder; which will could help to address low-water issues within the Old Erie Canal system.*

**Timeframe**

Short-term

**Regulatory Requirements**

SEQR

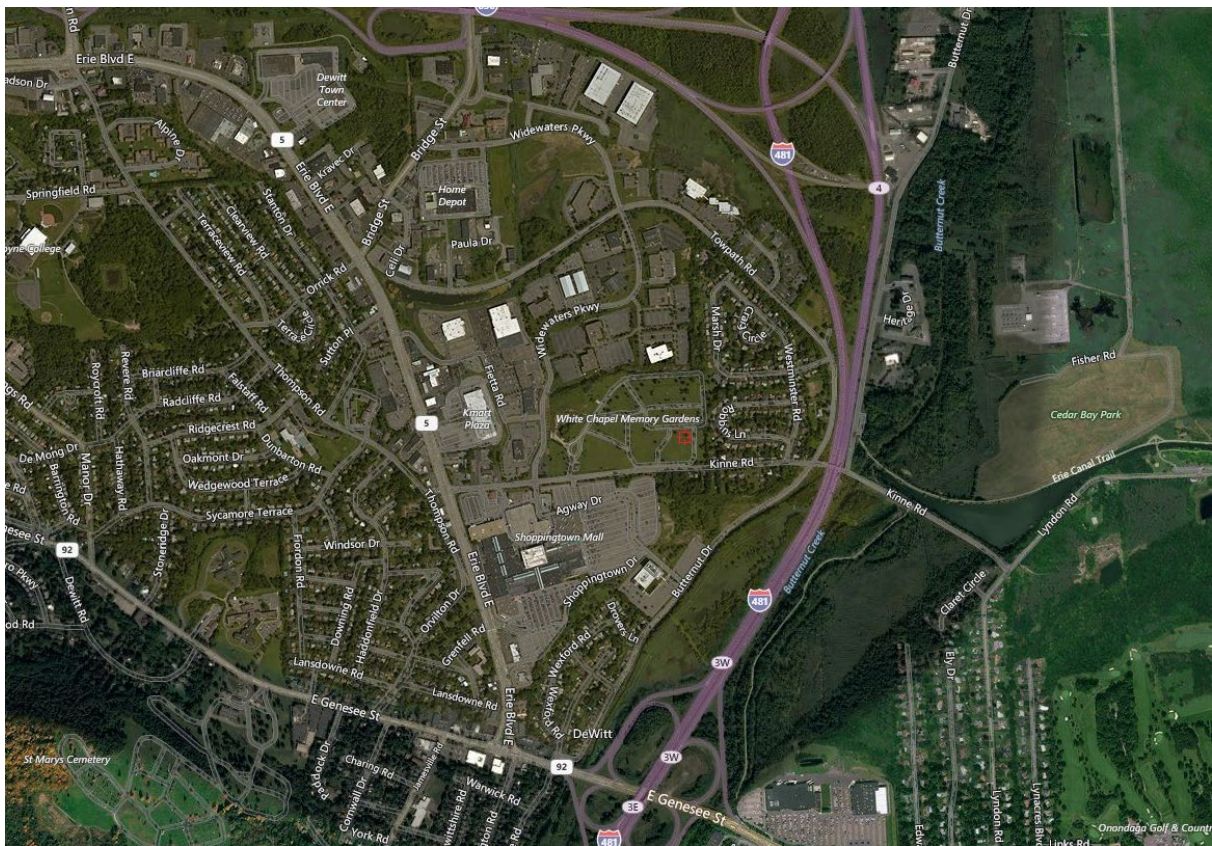
### 4.3.14 Develop Wayfinding and Interpretive Signage Program for Historical Erie Canal Corridor

#### Project Description

The Town of DeWitt will develop and implement a comprehensive wayfinding and interpretive signage program for the historical Erie Canal Corridor. The improvement of wayfinding for bicyclists and pedestrians, both on and off the Erie Canal corridor, is a high priority for the town of DeWitt. Current gaps along local bicycle and pedestrian routes and a lack of wayfinding signs make it difficult to navigate routes. The installation of consistent and visible signage or pavement markings along routes can promote the use and safety of walking and biking. Signs can guide users along the main Erie Canalway Trail and heavily-utilized spurs, and provide distance measures, travel estimates to key destinations, and impediments to avoid.

#### Project Location and Map

The wayfinding and interpretive signage program will help to enhance the historical Erie Canal Corridor within the Town.



#### Conceptual Design

*No conceptual design work has been completed at this time.*

#### LWRP Policies

1,2,3,7,9

#### Cost Estimate for Implementing the Project

\$75,000

## Town of DeWitt Local Waterfront Revitalization Program

### Potential Funding Sources

Preserve New York grant program; EPF; RTP; Canalway Grants Program; Arts & Cultural Facilities Improvement Program

### Benefits

Promote alternative mobility, active transportation, and visitation throughout the waterfront area.

### Timeframe

Medium-term

### Regulatory Requirements

SEQR, NYS DOT and Onondaga County DOT ROW permits

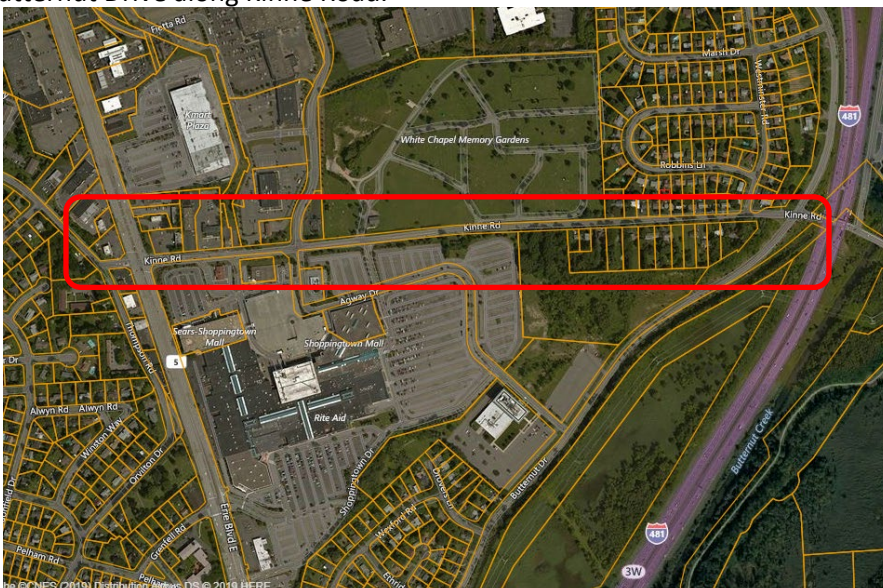
### 4.3.15 Design and Install Protective Bike/Pedestrian Infrastructure along Kinne Road

#### Project Description

As the westbound alignment of Kinne Road approaches the bridge, a six-foot shoulder necks down to a four-foot shoulder to cross Butternut Creek, and finally down to less than three feet at I-481. The eastbound alignment, originating at the intersection with Erie Boulevard East, has varying constraints associated with the width of the shoulder and conflicts with commercial driveways. Although a wide and striped shoulder may be appropriate for accommodating light bicycle and pedestrian traffic elsewhere on Kinne Road, the gradually decreased size of the shoulder strains bicyclists' comfort on the bridge, where motorists are less likely to grant wide berth in passing. Some degree of narrowing the driving lanes to gain bicycle protection or highly-visible bicycle sharrow markings can be accommodated within the existing design, while future replacement or substantial renovations are negotiated. A more comprehensive treatment is necessary between Erie Boulevard East and the Kinne Road Bridge to improve bicycle and pedestrian safety.

#### Project Location and Map

Improvements would take place between the intersection between Erie Boulevard East and Butternut Drive along Kinne Road.



**Conceptual Design**

*No conceptual design work has been completed at this time.*

**LWRP Policies**

1,2,3,7,9

**Cost Estimate for Implementing the Project**

\$750,000

**Potential Funding Sources**

*Transportation Enhancement Program (TEP), Transportation Alternatives Program (TAP)*

**Benefits**

*Promote alternative mobility, active transportation, and visitation within the waterfront area.*

**Timeframe**

Short-term

**Regulatory Requirements**

SEQR, NYS DOT permitting

**4.3.16 Conduct Feasibility Analysis to Determine Potential Future Use of the DeWitt Municipal Landfill site**

**Project Description**

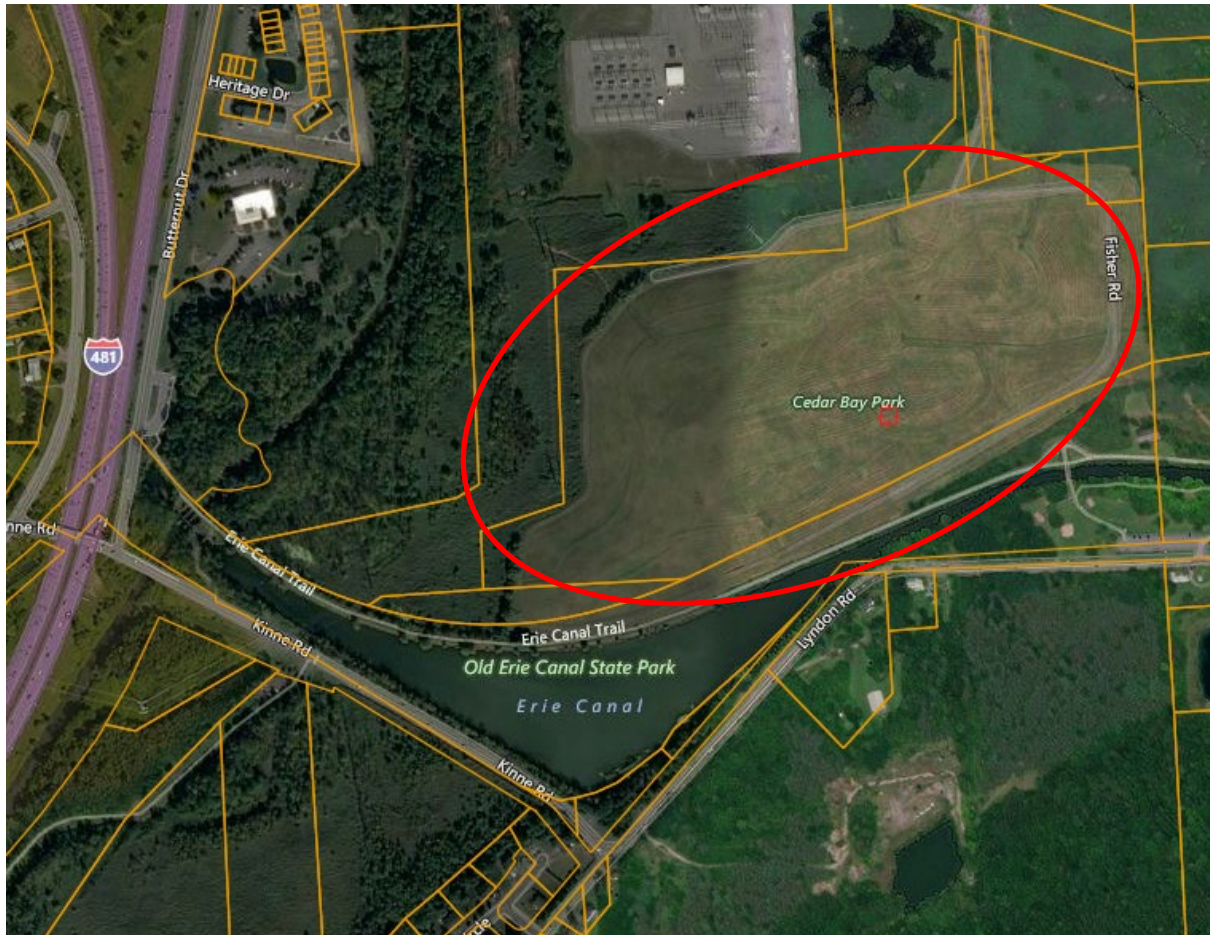
The redevelopment of this site is complicated by several factors including steep slopes, a lack of public utility service, and adjacency to NYSDEC wetlands and the 100-year floodplain. While there are many factors to consider in reusing the site for additional renewable energy development, key considerations include the total anticipated production of the site and weighing the benefits of the solar energy production with the installation costs. The town is also interested in exploring the possibility of developing an amphitheater on the eastern side of the landfill which could include a sound stage, covered seating area, lighting, restrooms, and concessions. Considerations for uses such as a public art installation may include installation constraints (e.g., maximum sculpture weight), visitor circulation, and the potential for visitor exposure to subsurface contaminants. To proceed with the reuse of this site, Phase I and Phase II Environmental Site Assessments should be conducted to analyze the following:

- cap and liner system integrity;
- leachate and landfill gas management objectives and requirements;
- monitoring requirements for groundwater and surface water protection;
- stormwater management and erosion control requirements;
- structural settlement potential;
- maintenance schedules and requirements; and
- protocols for corrective action in the event of system malfunctions.

## Town of DeWitt Local Waterfront Revitalization Program

### Project Location and Map

The DeWitt Municipal Landfill site is located directly adjacent to the Old Erie Canal State Historic Park.



### Conceptual Design

*No conceptual design work has been completed at this time.*

### LWRP Policies

1,3,5,6,7,8,9,10,13

### Cost Estimate for Implementing the Project

*\$75,000 for initial feasibility (Additional funding may be necessary for capital improvements)*

### Potential Funding Sources

*Environmental Remediation Program (ERP), EPF*

### Benefits

*The almost 50 acre former landfill property is located directly adjacent to the Old Erie Canal State Historic Park. This site could play an important role in helping to revitalize the waterfront area over the long-term.*

### Timeframe

Medium to Long-term

### Regulatory Requirements

SEQR, NYS Department of Environmental Conservation

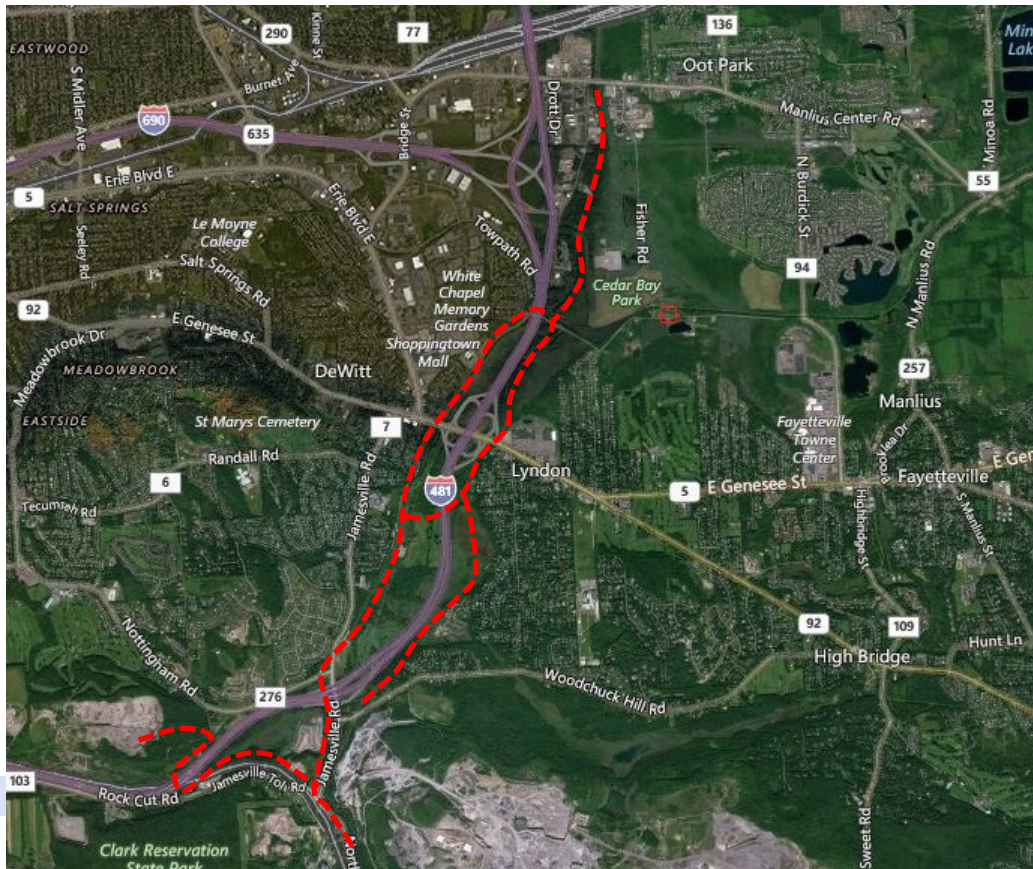
### 4.3.17 Butternut Creek Trail System Master Plan

#### Project Description

The Town of DeWitt will develop a master plan for the construction of the Butternut Creek Trail System. The extension of the Butternut Creek trail to the south along the feeder canal would take advantage of an informal trail that commences at the municipally-owned “Richard’s Green Space”, south of State Route 5/92. That trail extends south until the Butternut Creek Golf Course, along the transmission line corridor, adjacent to a moderately-dense residential area and local elementary schools. There may also be an opportunity to connect the Orville Feeder Canal area with the Maple Drive neighborhood, through the creation of a pedestrian walkway along the Butternut Creek corridor that flows under Interstate 481. Additional opportunities for expansion exist further south by taking advantage of existing or future recreational amenities at the abandoned quarry, Clark Reservation State Park, Fiddlers’ Green, and the Grist Mill park. There are other possibilities to the east toward White Lake wilderness area and Woodchuck Hill Field and Forest Preserve. These trails may vary in development, for example paved trails for heavily trafficked areas or unpaved trail blazes similar to the trails of the Woodchuck Hill Field and Forest Preserve.

#### Project Location and Map

The Butternut Creek Trail System has the potential to link many of the residential areas of DeWitt with the Erie Canalway Trail system/Empire State Trail, and other amenities of Central DeWitt.





## Town of DeWitt Local Waterfront Revitalization Program

### LWRP Policies

1,2,3,5,6,7,9,10

### Cost Estimate for Implementing the Project

\$75,000

### Potential Funding Sources

Environmental Remediation Program (ERP), EPF

### Benefits

The Butternut Creek Trail system would provide opportunities for alternative mobility, active transportation, and visitation of the local waterfront area in DeWitt. The trail system would provide important linkages between the residential areas of Central DeWitt and the Empire State Trail System.

### Timeframe

3-5 years

### Regulatory Requirements

SEQR

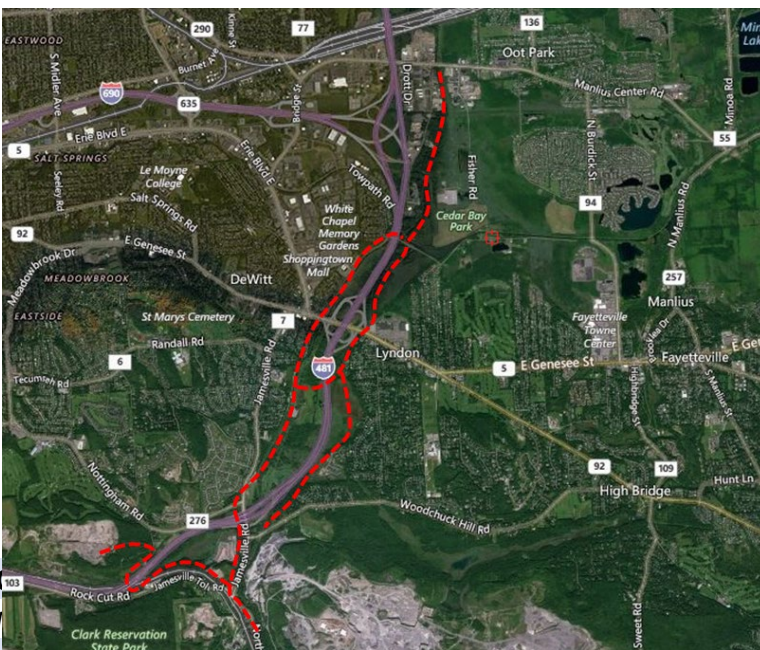
## 4.3.18 Butternut Creek Trail System Development and Implementation

### Project Description

The Town of DeWitt Butternut Creek Trail master plan will guide the phased construction of the Butternut Creek Trail System.

### Project Location and Map

The Butternut Creek Trail System has the potential to link many of the residential areas of DeWitt with the Erie Canalway Trail system/Empire State Trail, and other amenities of Central DeWitt.



LWRP Policies

## Town of DeWitt Local Waterfront Revitalization Program

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1,2,3,5,6,7,9,10

### **Cost Estimate for Implementing the Project**

*TBD (Based on results of Butternut Creek Master Plan; phased implementation)*

### **Potential Funding Sources**

*Environmental Remediation Program (ERP), EPF*

### **Benefits**

*The Butternut Creek Trail system would provide opportunities for alternative mobility, active transportation, and visitation of the local waterfront area in DeWitt. The trail system would provide important linkages between the residential areas of Central DeWitt and the Empire State Trail System.*

### **Timeframe**

3-5 years

### **Regulatory Requirements**

SEQR

## 4.3.19 Cedar Bay Park Improvements

### **Project Description**

## Town of DeWitt Local Waterfront Revitalization Program

The Town of DeWitt will work in partnership with New York State Parks and the Town of Manlius to develop a plan to incorporate the following expanded facilities at Cedar Bay Park:

- an interpretive center, to educate visitors about local canal history and direct them to other significant canal sites (e.g., the Erie Canal Museum in Syracuse, or the Limestone Creek aqueduct);
- a concession stand, which could provide a source of revenue for facility maintenance;
- a bike rental facility, which could expand opportunities for visitors to access the Erie Canalway Trail and other attractions that are connected by trails (e.g., the village of Fayetteville, Green Lakes State Park),
- repair station for bikes, along with bike racks;
- overnight primitive/low-impact camping for cyclists passing through along the Canalway trail.

### Project Location and Map

Cedar Bay Park is located directly adjacent to the Old Erie Canal State Historic Park.



### Conceptual Design

*No conceptual design work has been completed at this time.*

### LWRP Policies

1,2,3,7,9

### Cost Estimate for Implementing the Project

\$20,000

### Potential Funding Sources

## Town of DeWitt Local Waterfront Revitalization Program

*Environmental Remediation Program (ERP), EPF*

### Benefits

*Improvements to Cedar Bay Park would help to increase visitation in this area of the Old Erie Canal State Historic Park by providing additional amenities for visitors to the waterfront area.*

### Timeframe

Medium-term

### Regulatory Requirements

SEQR, NYS Parks

## 4.3.20 Land Use Analysis at Kinne Rd./Lyndon Rd./Cedar Bay Road

### Project Description

Though recognized as a recreational asset, Cedar Bay may be underutilized as a waterfront amenity that could attract development opportunities in adjacent properties. The extent to which adjacent properties could support such development, however, has not been analyzed. The town of DeWitt proposes a land use study of this area, particularly those areas to the south of Cedar Bay that could accommodate land development and benefit from proximity to the water and the Canalway Trail.

The land use analysis should involve stakeholder input from property owners and neighbors, and a market analysis to examine the potential support of additional development within this area. Potential constraints (e.g., wetlands, traffic controls) should be identified, and strategies should be developed to guide well-connected, context-sensitive development.

### Project Location and Map

Cedar Bay Park is located directly adjacent to the Old Erie Canal State Historic Park.



## Town of DeWitt Local Waterfront Revitalization Program

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1,2,3,9,10

### **Cost Estimate for Implementing the Project**

\$30,000

### **Potential Funding Sources**

*Environmental Remediation Program (ERP), EPF*

### **Benefits**

*The land use analysis of the Kinne Road, Lyndon Road, Cedar Bay Road area will help to identify opportunities for the long-term revitalization of the historical canal corridor in this area.*

### **Timeframe**

Medium-term

### **Regulatory Requirements**

SEQR

### **4.3.21 Orville Feeder and Butternut Creek Water Quality Improvement Initiative**

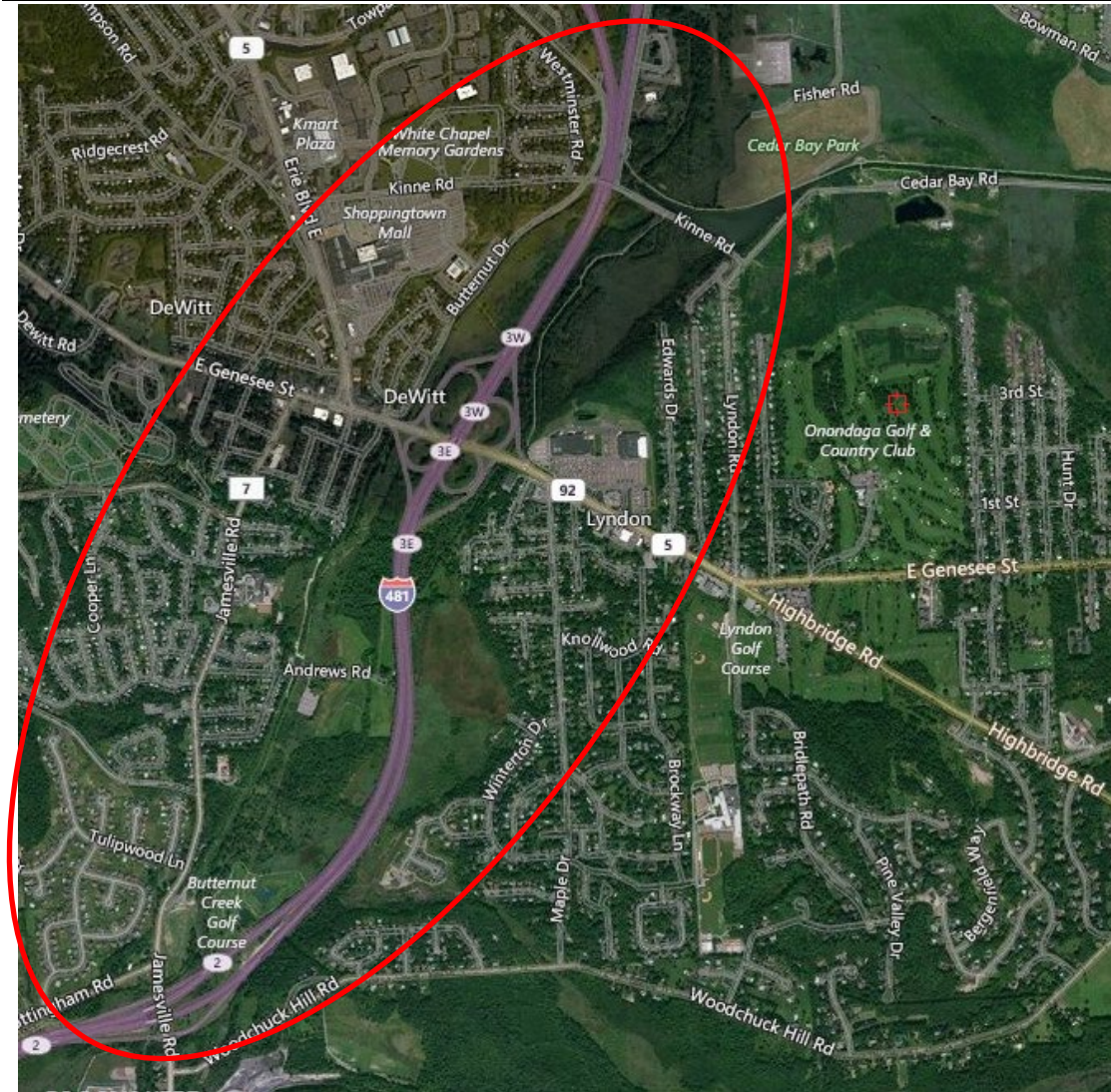
#### **Project Description**

Orville Feeder Canal and Butternut Creek: Both of these waterbodies are listed on the NYSDEC Waterbody Inventory/Priority Waterbodies List, however both entries have several missing data points regarding turbidity, pollutants, and sources of contamination. In addition to the assessment of water quality, the town of DeWitt seeks to examine opportunities to reconnect water flows between these waterbodies and Cedar Bay, as described in Section 4.3.4.

#### **Project Location and Map**

The Orville Feeder and Butternut Creek closely follow the 481 Corridor in DeWitt.

## Town of DeWitt Local Waterfront Revitalization Program



### Conceptual Design

*No conceptual design work has been completed at this time.*

### LWRP Policies

5,6

### Cost Estimate for Implementing the Project

\$30,000

### Potential Funding Sources

*Environmental Remediation Program (ERP), EPF*

### Benefits

*Improving water quality in both the Orville Feeder and Butternut Creek systems will support adjacent residential neighborhoods, and provide increased impetus for public use of these open space resources.*

### Timeframe

Short-term

### Regulatory Requirements

### 4.3.22 Ley Creek Watershed Management Plan

#### Project Description

The Town of DeWitt will develop a comprehensive Ley Creek Watershed Management Plan. Ley Creek is a listed Impaired Waterbody due to combined sewer overflow, stormwater runoff, and industrial waste contamination. Projects to improve water quality in and along Ley Creek could include continued remediation efforts, implementation of best management practices for stormwater runoff, and stormwater mitigation and protection for new development. In addition, as discussed in Section II, the hydrology and habitat within the lower and minor tributaries of Limestone Creek are stressed by streambed sedimentation and water column siltation issues caused from streambank erosion. Projects to improve the water quality of Limestone Creek may include streambank stabilization and silt collection areas and activities. The Plan might also identify specific guidelines for new development within the Town that would help to guide town practices as well as new construction projects in the use of green infrastructure.

#### Project Location and Map

Ley Creek in DeWitt encompasses the north and south branches as well as Sanders Creek.



## Town of DeWitt Local Waterfront Revitalization Program

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### **Conceptual Design**

*No conceptual design work has been completed at this time.*

### **LWRP Policies**

1,3,5,9,10

### **Cost Estimate for Implementing the Project**

\$125,000

### **Potential Funding Sources**

*Green Innovation Grant Program (GIGP); Water Quality Improvement Program; ERP; EPF*

### **Benefits**

*The development of a Ley Creek watershed management plan will help the Town to protect its industrial and high-tech manufacturing base from being impacted by flooding events. The management plan will also help the Town identify opportunities for developing transportation alternatives and active transportation systems that link the workforce with workplace destinations.*

### **Timeframe**

Medium-term

### **Regulatory Requirements**

SEQR





### 4.3.23 Green and Grey Infrastructure Stormwater Management Projects

#### Project Description

The Town of DeWitt comprehensive Ley Creek Watershed Management Plan will identify specific projects that the Town can undertake to improve stormwater management throughout the Ley Creek Watershed.

#### Project Location and Map

Ley Creek is located in the northern section of the Town of DeWitt.



#### Conceptual Design

*No conceptual design work has been completed at this time.*

#### LWRP Policies

1,3,5,9,10

## Town of DeWitt Local Waterfront Revitalization Program

### Cost Estimate for Implementing the Project

TBD

### Potential Funding Sources

EPF; RTP; Canalway Grants Program

### Benefits

*The implementation of a Ley Creek watershed management plan will help the Town to protect its industrial and high-tech manufacturing base from being impacted by flooding events. It will also help the Town to develop transportation alternatives and active transportation systems that link the workforce with workplace destinations.*

### Timeframe

Medium to Long-term

### Regulatory Requirements

SEQR, NYS DEC, Nationwide Wetlands Permit

## 4.3.24 Blueway Navigability Improvement Strategy Development and Implementation

### Project Description

The Town of DeWitt will identify and implement improvements create the headwaters of a blueway trail system connected to the Old Erie Canal State Historic Park waterway. The town of DeWitt's waterways could provide greater recreational opportunities for nonmotorized watercraft along the Erie Canal and Butternut Creek. A fundamental step in improving these opportunities is to create a Blueway system that draws attention to these waterbodies and their connections to each other, and in doing so, increases the public awareness and sense of waterway connectivity throughout the town and beyond. This assessment should include an overview of existing conditions, a needs analysis, maps of existing and proposed access sites, suggested paddle routes, signage, and a brand identity. Basic improvements to existing infrastructure would increase public awareness of, and connections to, DeWitt's waterways. Currently, non-motorized boat launches are located at Cedar Bay Park along the Erie Canal and at Ryder Park along Butternut Creek, two heavily visited areas. These access points can be improved with consistent branding, signage, alterations to boat launches, and publicity. Additional launch areas can be implemented to provide access points on Butternut Creek south of I- 481, which is known to host recreational kayakers. Kayak or canoe rental venues would facilitate the use of these access points where appropriate (e.g., Cedar Bay), and could include storage systems, boathouses, cleaning stations, gear rental, and bathrooms. This may also include an exploration of the potential for developing winter ice-skating facilities.

### Project Location and Map

Old Erie Canal and Butternut Creek in DeWitt



**Conceptual Design**

*No conceptual design work has been completed at this time.*

**LWRP Policies**

1,2,3,9,10

**Cost Estimate for Implementing the Project**

*\$50,000*

**Potential Funding Sources**

*EPF; RTP; Canalway Grants Program*

**Benefits**

*The creation of a Blueway Trail system through DeWitt will help to invite public engagement with the waterfront, and to promote the waterfront as a destination.*

**Timeframe**

Medium to Long-term

**Regulatory Requirements**

SEQR, NYS DEC, NYS Canal Corporation

## ***SECTION V: TECHNIQUES FOR IMPLEMENTATION OF THE LOCAL PROGRAM***

This section of the LWRP sets out implementation strategies for the town of DeWitt LWRP. This section further considers existing laws and sections of DeWitt Town Code that relate to the LWRP Section III Policies. It also outlines new laws, amendments, and other town actions necessary to support the policies. A management structure for implementation and consistency review is presented, along with an overview of financial resources that may be necessary to implement the LWRP.

### **5.0 Existing Laws**

#### **5.1.1 Chapter 67: Brush, Grass and Weeds**

Chapter 67 regulates grass, weeds, or other rank (excessive and coarse growth) vegetation on land located in the town of DeWitt. It prohibits any person having control or ownership or any type of tenancy of any parcel of land located in the town of DeWitt, New York, to permit or maintain on such land or portion thereof any growth of weeds, grass, or other rank vegetation to a greater height than 12 inches on the average or any accumulation of dead weeds, grass, or brush.

#### **5.1.2 Chapter 100: Flood Damage Protection**

The purpose of Chapter 100 is 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:

- 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;
- require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
- control the alteration of natural floodplains, stream channels, and natural protective barriers which are involved in the accommodation of floodwaters;
- control filling, grading, dredging and other development which may increase erosion or flood damages;
- regulate the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards to other lands; and
- qualify for and maintain participation in the National Flood Insurance Program. In conformance with the requirements of the National Flood Insurance Program, and to qualify for participation in this program, this law outlines the standards for construction in areas of special flood hazard and restrictions on encroachments and other activities in designated floodways. The law also sets forth a process for obtaining a permit for this development in special flood hazard areas.

#### **5.1.3 Chapter 118: Littering**

Chapter 118 defines and regulates litter, outlining the role of the town in enforcing these regulations and the role of property owners, tenants, and managers in keeping premises free from all litter.

#### **5.1.4 Chapter 137: Parks and Recreation Areas**

Chapter 137 regulates activities in public parks and recreation areas, including permitting processes, prohibited activities and regulated activities, and standards for garbage and refuse, along with traffic and parking. Use of intoxicants, payments for use and enforcement and penalties for offenses are also specified. Fishing, picnicking, skateboarding, and leashed pets are allowed in designated areas. Hunting,

ice skating, swimming, commercial enterprises, advertising, attending the park between the hours of 8:30 pm and 8:00am and driving on grass is allowed only through a permit from the town of DeWitt's Recreation Commission.

### **5.1.5 Chapter 158: Solid Waste**

Chapter 158 recognizes that the reduction of the amount of solid waste and conservation of recyclable materials is an important public concern because of the increasing cost of solid waste collection and disposal and its impact on the environment. Furthermore, the separation and collection of recyclable materials serves the general public's interest in the town of DeWitt by reducing the amount of solid waste and will otherwise comply with the Onondaga County Source Separation Law (Local Law No. 12 of 1989) and other applicable provisions of law. Chapter 158 includes provisions for the proper storage of refuse and for waste collection and recycling. The accumulation and burning of solid waste in the town is prohibited.

### **5.1.6 Chapter 159: Storm Sewers**

The intent of Chapter 159 is to provide for the health, safety, and general welfare of the citizens of the town of DeWitt through the regulation of non-stormwater discharges to the municipal separate storm sewer system (MS4) as required by federal and state law. This article establishes methods for controlling the introduction of pollutants into the MS4 to comply with requirements of the SPDES general permit for municipal separate storm sewer systems. Chapter 159 prohibits illicit discharges and activities that would contaminate stormwater runoff (e.g., yard waste, cleaning products, and other pollutants), and requires the implementation of best management practices to control such discharges and activities.

### **5.1.7 Chapter 160 Stormwater Management and Erosion and Sediment Control**

The purpose of this chapter is to establish minimum stormwater management requirements and controls to safeguard the general health, safety, and welfare of the public residing within this jurisdiction and to address the issues related to stormwater alterations related to land development activities, nonpoint water pollution, water-borne pollutants, soil erosion, habitat disruption, economic losses, and groundwater recharge, among related issues. This chapter seeks to meet those purposes by meeting requirements of minimum measures 4 and 5 of the SPDES general permit for stormwater discharges from municipal separate stormwater sewer systems (MS4s, Permit No. GP-0-01-002). It requires land development activities to meet the substantive requirements of the SPEDES permit for construction activities GP-02-01. It is also aimed at controlling the volume of stormwater runoff that flows from any specific site during and following development to the maximum extent possible. In particular, Chapter 160 includes the objective to improve water quality within the Onondaga Lake watershed, because Onondaga Lake has been identified as a water body impaired by the effect from stormwater runoff.

### **5.1.8 Chapter 161: Streets and Sidewalks**

Chapter 161 recognizes town highways and rights-of-way as substantial assets of the town of DeWitt. The purpose of Chapter 161 is to protect the public health, safety, and welfare of residents by insisting that any work performed in these highways be performed in a professional manner, with the work being completed as safely and expeditiously as possible. This chapter addresses regulations for construction in town highways, notification protocols for defects in infrastructure, regulations for snowplow operators and rules and procedures for the town responsibility to control the number, location, and dimensions for vehicle curb cuts.

### **5.1.9 Chapter 164: Subdivision of Land**

Chapter 164 authorizes the DeWitt Planning Board to review and approve plats for the subdivision or re-subdivision of land within the town of DeWitt (and outside the village of East Syracuse). The subdivision regulations set forth application and approval procedures, plan specifications, design standards, and required land improvements (road, drainage and utilities) for the minor and major subdivision of land in the town. In addition to outlining the process for subdivision, Chapter 164 sets forth design standards for public improvements and requires the reservation and dedication of lands for public use (e.g., parks, playgrounds, recreation, open space or other public purposes). Note that for any property where an interest has been issued by the New York State Office of General Services for the use of underwater lands, Section 334(5) of the Real Property Law requires that riparian lines be included on the survey that is prepared for the subdivision of waterfront properties situated on navigable waters.

### **5.1.10 Chapter 175: Trees**

The intent of Chapter 175 is to manage trees within the town of DeWitt as an urban forest to benefit the environment and the community. These benefits include reducing air pollution, providing energy-saving shade, reducing wind speeds, providing wildlife habitat, enhancing aesthetics and property values, and contributing to a community image, pride, and quality of life. The chapter establishes standards for tree planting, preservation, and management in the town. These standards include general planting, maintenance, and protection provisions, and specialized guidelines for planting in town-owned rights-of-way and lots. It also establishes the role for the Urban Forestry Management Plan and penalties for offenses.

### **5.1.11 Chapter 186: Water**

This Chapter specifies regulations related to supervision and control of the water supply for any building, structure, or premises located within the town of DeWitt. Receipt of water from or connection to the district requires approval from the Town Water Superintendent. Chapter 186 regulates such things as fire hydrants, water meters, private service lines, tapping charges, and the installation and maintenance of water facilities.

### **5.1.12 Chapter 192: Zoning**

Chapter 192 regulates and restricts (by district) the location, construction, and use of buildings and structures, and the use of land in the town of DeWitt. The Zoning Code establishes districts, uses and dimensional requirements for each district. Chapter 192 also specifies standards and requirements for all districts (including signs, fences, street intersections, landscaping and buffering) and sets forth the procedures for obtaining special use permits, for site plan review, and for zoning amendments. Chapter 192 outlines the duties and procedures of the Code Enforcement Officer, Zoning Board of Appeals, and Planning Board. Clustered development, Planned Unit Development and other Supplemental Regulations are also provided in the Zoning Code. Industrial performance, stormwater control standards, and site plan review standards are also included in the law. The zoning districts found in the WRA, and their corresponding allowable uses, are listed in detail in Section II.

## **5.2 New or Revised Local Laws Necessary to Implement the LWRP**

### **5.2.1 5.2.1 LWRP Consistency Review Law**

Actions to be directly undertaken, funded or permitted within the local waterfront revitalization area must be consistent with the policies set forth in the town of DeWitt LWRP. Through the adoption of the consistency review law, the town has established the legal framework necessary to ensure that direct and

indirect actions proposed within the waterfront area are in keeping with the intent of the LWRP. The LWRP Consistency Review Law and Waterfront Assessment Form are included in the Appendix A.

### 5.3 Other Public and Private Actions Necessary to Implement the LWRP

- At the time of publication, NYSDOT is developing the Empire State Trail, which will close the gap in the Erie Canalway Trail system and ultimately create a continuous system linking Buffalo, New York City, and the state's northeastern Canadian boundary. This undertaking is likely to create many opportunities for multimodal connections along the existing Canalway Trail, Towpath Road, and Erie Boulevard. The design and construction should be carefully coordinated with the town of DeWitt, so that both local and state goals for the facility can be met, and complementary projects and programming can be adjusted accordingly. The town of DeWitt may seek to formalize an agreement with NYSDOT (whether through a Use-and-Occupancy permit, Highway Work permit, Memorandum of Understanding, or similar arrangement) for additional capital improvements and facility maintenance by the town within the NYSDOT R.O.W.
- NYSDOT is also currently considering the replacement of the I-81 viaduct in the city of Syracuse, which could have impacts on the I-481 corridor such as increased traffic and traffic-related noise. If NYSDOT determines that these impacts are unavoidable, they must be minimized and mitigated. Efforts to minimize and mitigate impacts on the I-481 corridor should include strategies for improving non-vehicular transportation infrastructure at all existing crossing points, including Jamesville Road, East Genesee Street/Routes 5&92, Kinne Road, Kirkville Road, and Collamer Road. In addition, mitigation strategies should examine opportunities for increasing public access at water crossings of state-owned facilities, including the crossings of Butternut Creek underneath I-481 and East Genesee Street/Routes 5&92. As potential impacts are identified and mitigation solutions are considered, close collaboration between NYSDOT and the town of DeWitt will be an essential component to the implementation of this LWRP.

### 5.4 Management Structure for Implementing the LWRP

All State actions proposed within the town of DeWitt WRA will be reviewed in accordance with the guidelines established by the New York State Department of State. All municipal actions will be reviewed in accordance with the guidelines established by the Town of DeWitt consistency review law. The Procedural Guidelines for Coordinating NYSDOS and LWRP Consistency Review, Guidelines for Notification and Review of State Agency Actions Where Local Waterfront Revitalization Programs are in Effect, LWRP Consistency Review Law and Waterfront Assessment Form are included in this LWRP as Appendices.

Various local officials and boards are responsible for management and coordination of the LWRP and are directly involved in ensuring that consistency reviews are completed for projects within the DeWitt WRA. These include:

- Town Board – the DeWitt Town Board, or their designee, will prioritize and advance LWRP projects and direct the appropriate town agency or a grant-writer to prepare applications for funding from State, federal, and other sources to finance LWRP projects.
- Planning Board – the Planning Board will be responsible for the determination of consistency for site plan review and land subdivision within the WRA.
- Zoning Board of Appeals – the Zoning Board of Appeals is the designated agency for the



determination of consistency for variance applications subject to town LWRP Consistency Review Law. The Zoning Board of Appeals will hear and render decisions on variance applications and appeals involving properties or activities within the WRA.

- Department of Planning and Zoning – Zoning compliance officer or the Director of the Department of Planning and Zoning will be responsible for coordinating review of municipal actions in the WRA for consistency with the LWRP policies. The Department of Planning and Zoning will assist and make consistency recommendations to other town agencies in the implementation of the LWRP policies and projects, and will coordinate with the New York State Department of State and other State agencies regarding their respective consistency review of state actions in the WRA.
- The Department of Planning and Zoning and the DeWitt Town Clerk will also maintain, and make available to the public, a paper copy of the LWRP for use during normal business hours. A digital copy of the LWRP will be maintained and accessible on the Town’s website. The Department will, as necessary, distribute copies of the Waterfront Assessment Form (WAF) to applicants proposing actions in the DeWitt WRA.

### 5.5 Financial Resources Necessary to Implement the LWRP

The implementation of the proposed projects identified under Section IV may require funding from a combination of public and private sources. These costs could include capital outlays, maintenance costs, and, in some cases, property acquisition. In addition to the project costs outlined in Section IV, the town of DeWitt will continue to examine potential costs, and opportunities for public and private investment in implementation projects. Public investment may require the expenditure of town funds in addition to state and federal grant programs.

Potential sources of implementation funding may include the following:

- Issuance of local bonds
- Utilization of municipal general fund and annual departmental budgets
- Private sector sponsorship
- Development impact fees
- Town of DeWitt Local Development Corporation
- Dedicated local conservation/open space fund
- Private foundation grants
- NYS Department of State
- NYS Department of Transportation
- NYS Environmental Protection Fund
- NYS Clean Water / Clean Air Bond Act
- NYS Office of Parks, Recreation and Historic Preservation
- NYS Council on the Arts
- NYS Energy Research & Development Authority
- NYS Power Authority / Canal Corporation
- U.S. National Parks Service / Erie Canalway National Heritage Corridor
- U.S. Department of Transportation
- The Wetland Trust
- Ducks Unlimited®

In addition, the implementation of the LWRP will require ongoing administrative costs. These costs will be incorporated into the municipal budgeting process via the Department of Planning and Zoning and will include staff and board-level consistency reviews of proposed actions, coordination with the Department of State, and other needs as applicable.

## ***SECTION VI: STATE AND FEDERAL ACTIONS AND PROGRAMS LIKELY TO AFFECT IMPLEMENTATION***

State and federal actions will influence and be influenced by implementation of the LWRP. Under New York State Executive Law Article 42, certain State actions within or affecting the local waterfront revitalization area must be 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. It also helps to prevent detrimental actions from occurring and protects desired options in future decision-making. Nonetheless, the active participation of State and federal agencies is likely to be necessary to implement specific provisions of the LWRP.

### ***6.0 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 notification. The New York State Waterfront Revitalization of Coastal Areas and Inland Waterways Act requires that an LWRP identify those elements of the program that can be implemented by the local government, unaided, and those elements 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 or other capital improvements; and planning programs that may affect the achievement of the LWRP.

#### **OFFICE FOR THE AGING**

- 1.0 Funding and 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 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 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) – Streambed 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 and 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 (Diversion 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.

**FACILITIES DEVELOPMENT CORPORATION**

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

**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 and 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, and 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, and 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.

**CENTRAL NEW YORK 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, and 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 and 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 and grant programs:
  - 3.01 Funding programs for construction, reconstruction, reconditioning, or preservation of municipal streets and highways (excluding routine maintenance and minor rehabilitation)
  - 3.03 Funding programs for rehabilitation and replacement of municipal bridges
  - 3.04 Subsidies program for marginal branch lines abandoned by CSX
  - 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, and demolition or the funding for approval of such activities.

### **6.1 State Actions and Programs Likely to Affect Implementation**

This section provides a more focused and descriptive list of State and federal agency actions that are necessary for further implementation of the LWRP. A State or 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 II, Section IV, and Section V, which discuss local goals, proposed projects, and local implementation techniques, including State and federal assistance needed to implement the approved LWRP.

## 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 in the town's waterfront area.
- Implementing and administration of Article 24 of the New York State Environmental Conservation Law for wetlands areas.
- Map, adopt, and administer the State's Section 505 Coastal Erosion Control legislation.
- Technical assistance, review, and approval of the extension of the Erie Canalway Trail
- Technical assistance, review, and approval of public access improvements within the town waterfront areas.
- Technical assistance, review, and approval of site improvements within the town's landfill.

### **DIVISION OF HOMES AND COMMUNITY RENEWAL**

- Funding and technical assistance with revitalization efforts in the proposed Erie Commons area.

### **ENVIRONMENTAL FACILITIES CORPORATION**

- Funding assistance for the planning, design and construction of sewer extensions or other improvement projects within the Onondaga County Sewer Districts.

### **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 park improvement projects and the development of the Erie Canalway Trail extension.
- Funding and technical assistance through the Brownfield Cleanup Program for properties in and around the Erie Commons area and the Erie Boulevard corridor.

### **NEW YORK STATE ENERGY RESEARCH AND DEVELOPMENT AUTHORITY**

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

### **NEW YORK STATE DEPARTMENT OF TRANSPORTATION**

- Improvements to, and maintenance of, state-owned transportation infrastructure, and provide maintenance to interstate highway infrastructure.
- Funding assistance to construct capital improvements to introduce or improve multimodal transportation infrastructure, and to improve the safety of state-owned transportation infrastructure for all users.

### **EMPIRE STATE DEVELOPMENT CORPORATION**

- Funding assistance for the preparation of economic feasibility studies for the reuse of various deteriorated and unutilized structures, with the siting or improvement of public facilities and with revitalization efforts in the proposed Erie Commons area.

### **OFFICE OF GENERAL SERVICES**

- Research - 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 Old Erie Canal State Park.
- Funding approval under programs such as the Land and Water Conservation Fund and the Environmental Protection Fund for development of, or improvements to, waterfront parkland.
- Funding for the development of, or improvements to, local and regional trail systems.
- Funding assistance to both Onondaga County and the town of DeWitt for the planning, development, construction, major renovation, or expansion of existing and planned recreational facilities located in or adjacent to DeWitt waterfront area.

**II. Federal Actions and Programs**

**DEPARTMENT OF DEFENSE - ARMY CORPS OF ENGINEERS**

- Permit decisions and funding assistance regarding dredging, the construction or reconstruction of erosion protection structures, ice management issues or waterfront development/redevelopment.

**FEDERAL HIGHWAY ADMINISTRATION**

- Funding assistance for transportation improvements, including but not limited to improvements that increase pedestrian and bicycle access or improve safety across the I-481 corridor
- Funding assistance for the long-term construction/reconstruction of, and capital improvements to, the I-481 and I-90 corridors

**FEDERAL EMERGENCY MANAGEMENT AGENCY**

- Funding assistance for flood insurance programs, including voluntary compliance with the Community Rating System.

## **SECTION VII: LOCAL COMMITMENT AND CONSULTATION**

### **7.0 Local Commitment**

The town DeWitt initiated efforts to prepare a Local Waterfront Revitalization Program (LWRP) in late 2015. At that time the town established the Waterfront Advisory Committee to oversee and assist with the updating the existing program. The Waterfront Advisory Committee was comprised of representatives from the town and local community, including liaisons from the Town Planning Department Staff, DeWitt Town Board and DeWitt Planning Board, and representatives from the DeWitt business community, Environmental Management Council, and local environmental groups. This Committee met during the course of the planning process to assist with the preparation of the LWRP.

To strengthen local commitment for the LWRP planning efforts, the town of DeWitt held two public meetings to provide local citizens an opportunity to comment on significant issues and opportunities in the waterfront areas. These meetings were held on May 5, 2016 and June 21, 2016. The first public LWRP event presented an exhibition of nearly 70 design ideas, submitted during the Elevating Erie Ideas Competition, that are related to the revitalization of the Erie Boulevard corridor with opportunities for public feedback. The second public event provided an opportunity for local residents and stakeholders to offer input on the issues and opportunities they felt were important in the waterfront area. This meeting was well attended. Comments from the public were gathered and compiled in a meeting summary. The information gathered at these meetings was utilized to further shape, and then to finalize, the findings, policies, proposed projects, and implementation actions outlined in the program. *Prior to the adoption of the LWRP, the DeWitt Town Board held a public hearing on the action [TBD].* This hearing provided the public with an opportunity to hear a presentation on the draft LWRP, and to provide the Town Board with final input on the proposed program.

### **7.1 Consultation**

During the course of preparing the DeWitt LWRP, the Waterfront Advisory Committee forwarded draft sections of the revised program to the Department of State for their review and comments. In addition, draft documents were distributed to some involved and interested agencies to gather their comments on program findings, policies, and recommendations. The local agencies that were contacted for their input included the New York State Department of Environmental Conservation, New York State Department of Transportation, New York State Canal Corporation, Onondaga County Office of the Environment, the Syracuse Onondaga County Planning Agency and the city of Syracuse.

#### **7.1.1 Waterfront Advisory Committee (WAC) Meetings**

##### **Waterfront Advisory Committee Meeting #1 Summary**

##### **Date of Meeting: March 11, 2016**

Representatives from the town of DeWitt, regional planning agencies, local employers, and local grassroots organizations were in attendance. The meeting commenced with an introduction of participants and an overview of the purpose of the LWRP. In coordination with the Department of State, DeWitt proposed a project boundary encompassing all land, waterways, and waterbodies within the town, exclusive of the village of East Syracuse (which has its own land use regulations and policies). A map of the proposed project area was provided to participants. There was an additional conversation about the potential sources of state and local funding for projects recommended by the LWRP, as well as a status update on the Elevating Erie Ideas Competition and other outreach initiatives. The role of the WAC was addressed



per the public involvement plan submitted to the Department of State.

### **Waterfront Advisory Committee Meeting #2 Summary**

**Date of Meeting: September 22, 2016**

- Representatives from the town of DeWitt, local employers, and local grassroots organizations were in attendance. The meeting commenced with an update on the LWRP project, including highlights from the June Public Open House, progress meetings with the Department of State, revisions to the project schedule and the Existing Conditions section. The Widewaters feasibility study was discussed in relationship to the LWRP, including issues that would be addressed through the development of the plan and visions for future trail and multimodal connections along Erie Canal Corridor.

### **Waterfront Advisory Committee Meeting #3 Summary**

**Date of Meeting: November 22, 2016**

Representatives from the town of DeWitt, regional planning agencies, local employers, and local grassroots organizations were in attendance. The meeting commenced with an update on the LWRP project, including highlights from the June Public Open House, progress meetings with the Department of State, revisions to the project schedule and the outline of the Existing Conditions section. The Widewaters Pond feasibility study was discussed in relationship to the LWRP, including issues that would be addressed through the development of the plan and preliminary concepts for the Widewaters area. The meeting ended with a discussion of potential priority projects, including the Erie Canal Trail extension and Butternut Creek Trail, Cedar Bay Park Multi-Use Center (e.g. concession stand, bike rental and education center), Improvements to Kinne Road Bridge, Repurposing Study for Town of DeWitt Landfill Art Park, Blue Way Trail for Cedar Bay, water and land use studies, and zoning along canal corridor.

## **7.1.2 Stakeholder Group Meetings**

In addition to the Waterfront Advisory Committee, the Project Team also convened with specific stakeholder groups related to specific issue areas. Stakeholder meetings included the following:

- September 22, 2018 with property owners regarding commercial development issues and opportunities
- September 22, 2018 with bike and pedestrian stakeholders regarding conceptual design alternatives for the Erie Canal Trail development along Erie Boulevard
- November 22, 2018 with bike and pedestrian stakeholders regarding revised conceptual design alternatives for the Erie Canal Trail development along Erie Boulevard.

## **7.1.3 Public Open House #1**

### **Public Open House #1 Summary**

**Date of Meeting: June 21, 2016**

The DeWitt Town Planner, Sam Gordon, commenced by briefly explaining the purpose of the meeting and introducing the town staff and the project consultants. Attendees signed in, received an overview of Frequently Asked Questions about the project, and were guided by project staff to review informational boards about the LWRP, including information on the LWRP program, the public process moving forward, related local and regional plans, land use, water quality, connectivity between local amenities, and current

bike and pedestrian issues. Additionally, attendees reviewed and gave feedback at interactive boards soliciting feedback on the strengths and challenges facing the Waterfront Revitalization Area. Attendees also provided overall comments on the LWRP. Continuing social media opportunities were also presented, including the Elevating Erie Ideas Competition, which had been recently launched and featured an interactive survey where users could rate and review various conceptual designs proposed for the Erie Boulevard Corridor.

Comments received from the visitors listed the following components as local waterfront assets: safe routes along the Old Erie Canal State Park via bicycle & walking, areas of wildlife habitat (which included rare and endangered species) and local interest in active transportation across the community. Comments also expressed local issues and challenges, including encroaching development on important open and natural areas, flooding, lack of public access points, and a lack of public art celebrating the area's connection to waterways. The audience was encouraged to monitor the town LWRP website to learn more about the LWRP and to keep up to date on its progress. All written comments were collected. The meeting closed at 8:00 pm.



# OPEN HOUSE

**RESCHEDULED**

**Tuesday, June 21<sup>st</sup>,  
6:00-8:00**

**Moses DeWitt  
Elementary School  
201 Jamesville Road**

The Town of DeWitt, in partnership with the New York State Department of State, will host a public open house to discuss the development of a Local Waterfront Revitalization Plan (LWRP).

This plan will help the town to advance the concepts generated by the Elevating Erie Ideas Competition, as well as other public policies and projects aimed at reconnecting the Town of DeWitt with its canal heritage and existing waterfront assets.

**Please join us on June 21<sup>st</sup> to share your feedback and help move these ideas forward!**



**Department of State**

This project is being developed with funding provided by the New York State Department of State under Title II of the Environmental Protection Fund.



**moving DeWitt**

### 7.1.4 Elevating Erie Ideas Competition Exhibition



## AN EXHIBITION of BIG IDEAS

**PROGRAM**  
4:30pm - Doors open  
5:45pm - Panel Discussion

Considering the upcoming bicentennial of the Erie Canal in 2017, the City of Syracuse and Town of DeWitt launched Elevating Erie, a competition to identify innovative ideas that could stimulate and guide the future development of the Canalway corridor within both the Town and the City. This jointly-sponsored exhibition of ideas, made possible with funding from the New York State Department of State and the Central New York Community Foundation, will present 64 different proposals received from teams representing ideas from 16 different countries.

The Town of DeWitt and the City of Syracuse will showcase the Elevating Erie proposals during a public exhibition at the Erie Canal Museum in Downtown Syracuse. A panel discussion featuring national experts Chris Reed of the design firm Stoss of Boston and Jeff Olson a principal with ALTA, one of the premier alternative transportation planning firms in North America will discuss these ideas and their application along the Erie Boulevard East corridor.



NEW YORK  
STATE OF  
OPPORTUNITY

Department  
of State

This announcement was prepared with funding provided by the New York State Department of State under Title 11 of the Environmental Protection Fund and the Brownfield Opportunity Area Program.

### Elevating Erie Ideas Exhibit Summary

### **Date of Event: May 5, 2016**

The purpose of the event was to showcase ideas, announce the jury selections for winning ideas, and receive input from the public on ways to reconnect Erie Boulevard with the broader community and its history as the site of the former Erie Canal. At minimum, 65 people were in attendance. The event was held at the Erie Canal Museum in nearby Syracuse and featured an exhibition of nearly 70 design ideas submitted from teams across the world, representing sixteen (16) different countries. Design ideas focused on areas along the Erie Canal Boulevard, including Widewaters Pond and the Kinne Street Bridge areas. Attendees reviewed the designs, which ranged from outdoor café plazas along Widewaters Pond to bike trail designs along the median of Erie Boulevard. Attendees and the general public had the opportunity to provide feedback by ranking and commenting upon each idea through an interactive online survey at [ElevatingErie.com](http://ElevatingErie.com), which reflected the winning ideas.

All ideas presented at the Elevating Erie Ideas Exhibit had been submitted and reviewed by the Design Jury, which was composed of eighteen (18) local leaders and thinkers. The Jury voted to select four (4) winners, one from each category, that best addressed the issues and requirements of the competition, and the challenges of the individual sites, while maintaining a sense of pragmatism.

### **7.2 7.2.5 Elevating Erie Ideas Competition Outreach**

Ideas provided during the Elevating Erie Ideas Competition were also presented to stakeholders across the region at various events. Concepts included the improved connectivity to the city of Syracuse through improved bike and pedestrian infrastructure, reinvigoration of Erie Boulevard through place-making projects, and the economic revitalization of Erie Boulevard through mixed-use development along Widewaters Pond. Outreach events included:

- Saturday, July 10, 2016: 60+ participants at the Syracuse Regional Farmers Market. This pop-up event gave public attendees a chance to learn about the Elevating Erie Ideas Competition and to vote on the ideas using the digital platform.
- Friday, February 16, 2016: the Focus Greater Syracuse Forum. This public forum, featuring representatives from the town of DeWitt, city of Syracuse and Syracuse Metropolitan Transportation Council, addressed efforts to improve active transportation options along the Canalway.
- Thursday, December 1, 2016: Syracuse University's Thursday Morning Round Table. This public form, broadcasted on WCNY Public Media, addressed the collaborative efforts between the city of Syracuse and the town of DeWitt to close a portion of the 14-mile gap in the Erie Canalway Trail system.
- Saturday, May 19, 2018: 100+ participants at the Climate Solutions Summit panel discussion "Successes at the Local Level". This event showcased the innovative approaches toward the revitalization of the Erie Canal in the town of DeWitt and links to climate change goals.
- Saturday, July 7th, 2018: listeners of the Campbell Conversations on WRVO Public Media. This local radio show discussed to the economic and transportation connectivity between city and suburbs along the Erie Canal.

#### **7.2.1 Public Open House #2**

[Insert Meeting Flier and Summary Notes Upon Completion]

### 7.3 Adoption

The draft LWRP and supporting draft local laws were reviewed and accepted by the Waterfront Advisory Committee, the New York State Department of State, and the DeWitt Town Board as ready for agency 60-day review and comment. The town then resolved to formally submit the draft LWRP and supporting documentation to the New York State Department of State for 60-day review. The Department of State initiated a 60-day public review period for the draft program on XX Date, pursuant to the requirements of the Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Article 42 of NYS Executive Law). Copies of the draft LWRP were distributed to all potentially affected State and local agencies, the Central New York Regional Planning and Development Board, and to Onondaga County and the city of Syracuse. A copy of the draft LWRP was posted on the Department of State register with a copy accessible on the website to provide public notice that 60 Day review had been initiated.

Concurrently, the DeWitt Town Board initiated the State Environmental Quality Review Act (SEQRA) process by completing a full Environmental Assessment Form, passing a resolution designating the Town of DeWitt as lead agency, and passing a resolution determining significance for the LWRP and supporting local laws. Public notice of the SEQRA review was published in the DEC Environmental Notice Bulletin on XX Date

On XX Date the 60-day review period closed, and comments received from affected entities on the draft document were reviewed by the town and the Department of State. After discussions with the commenters some changes were made to the document as appropriate to reflect substantive comments.

Thereafter, the final revised LWRP, law XX, and law XX, and supporting SEQRA decisions were adopted by the DeWitt Town Board and the LWRP and supporting local legislation was presented to the New York State Secretary of State for approval and incorporation into the Inland Waterways Local Waterfront Revitalization Program. As required by Section 27 of Municipal Home Rule Law, local laws XX and XX were filed with the Secretary of State on XX Date within 20 days of being enacted. The fully adopted LWRP was posted on the town of DeWitt and New York State Department of State websites on XX Dates. A paper copy of the fully adopted LWRP was filed by the Town of DeWitt Department of Planning & Zoning and is publicly available upon request.