

Town of Irondequoit

Comprehensive Master Plan Update

September 2014

APPENDIX



Adopted October 16, 2014

Consulting services provided by:

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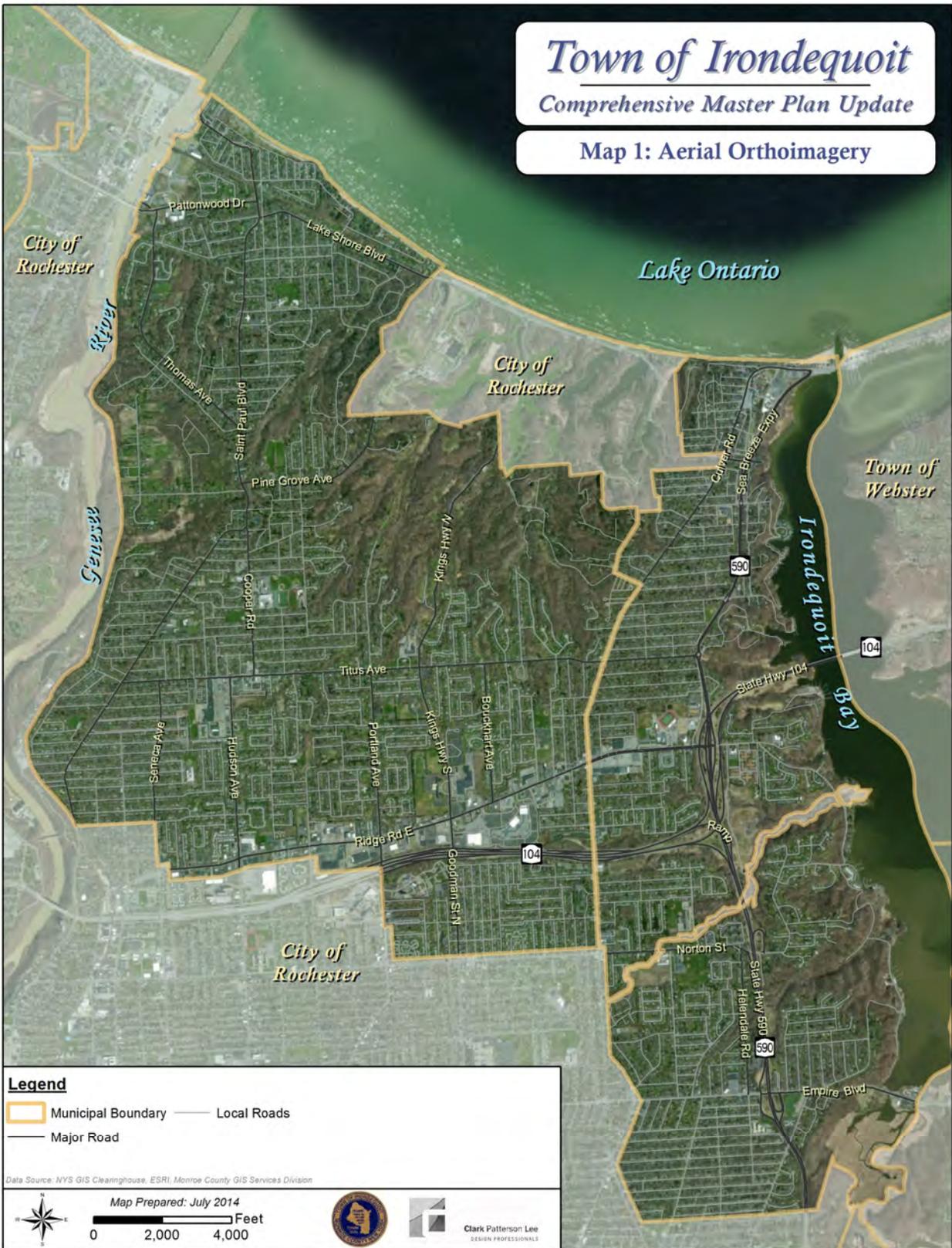
MLA
McCord
Landscape
Architecture

Clark Patterson Lee
DESIGN PROFESSIONALS

Phone: (518) 238-0200
Fax: (518) 238-0202
Douglas C. McCord, AIA
Landscape Architect

APPENDIX A

Existing Conditions
Mapping & Narrative

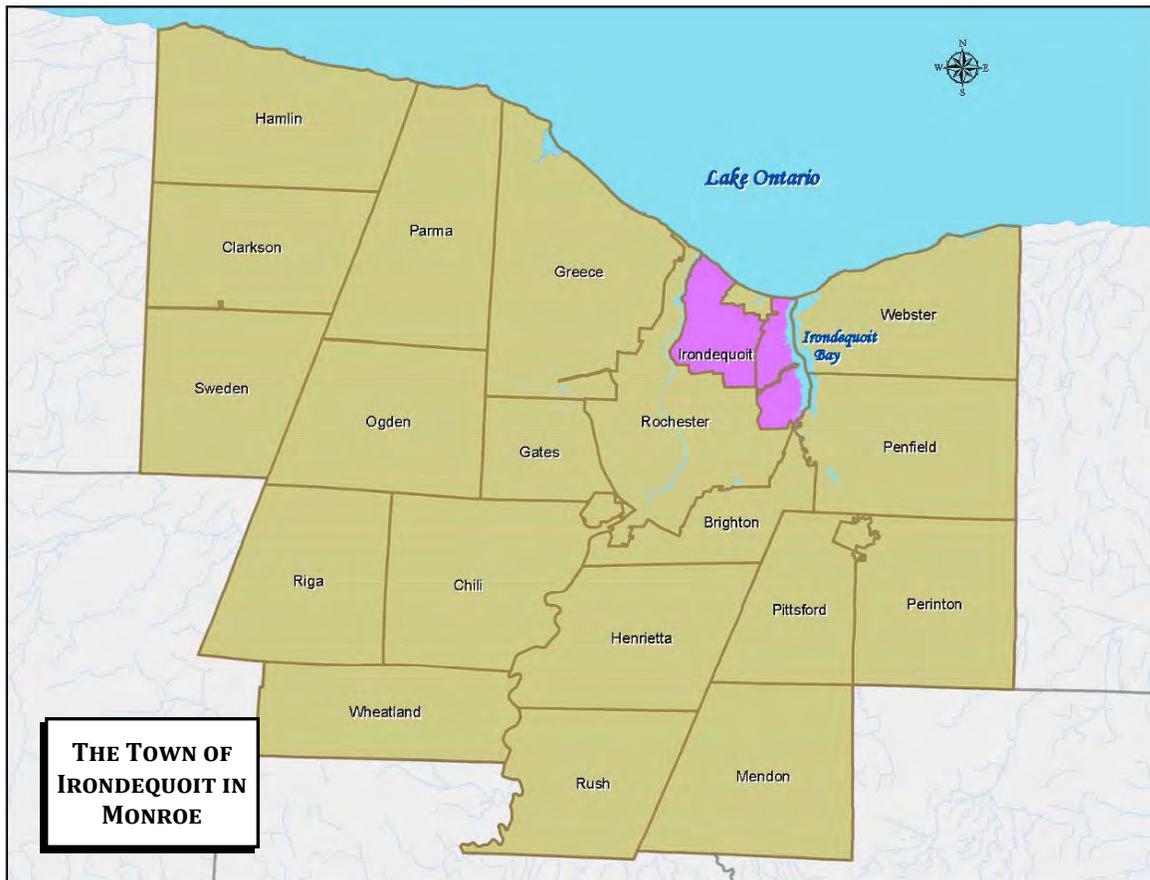


Introduction

The following maps illustrate the town's existing physical conditions, both man-made and natural. The mapping of these features in a community is equally valuable when determining long range development goals and plans. Mapping these features helps community leaders determine the extent of their sensitive environmental features, such as expansive stands of timber or forests, streams or steep slopes; State or Federally-regulated features, such as wetlands or floodplains; or locally-known features, such as prominent hills, bluffs or other features. In addition to features that are readily visible, existing conditions mapping also includes the subsurface elements that can impact development and site design, such as prime agricultural soils, underground aquifers, bedrock depth and other geological features. Man-made features such as roadways, sewers, waterlines, bridges and canals also impact development by limiting the extent of new construction and its density, but also help to identify areas where infrastructure may be desired by the community or require maintenance.

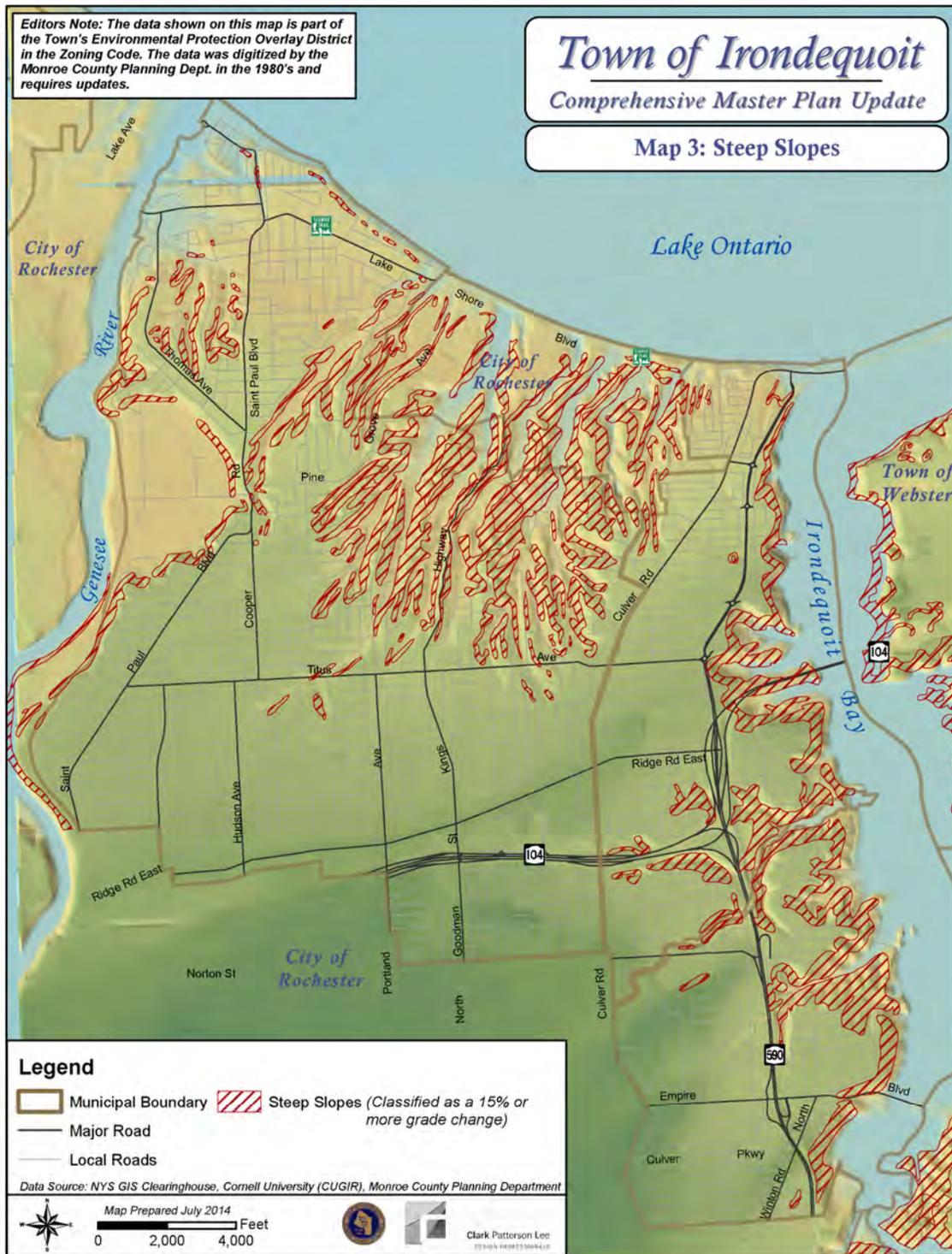
By incorporating these maps into the plan, community leaders can more accurately determine where new development should be encouraged, where is should not be allowed, what areas should be preserved for the good of the environment and community's quality of life and where improvements can be made.

The maps were created using data provided by Monroe County and the Town of Irondequoit as well as other agencies such as the Genesee Transportation Council, NYS Department of Transportation and the NYS Department of Environmental Conservation. To the extent possible, the data and corresponding maps has been updated to reflect current conditions and existing features. These maps are intended to show geospatial relationships among the town's natural and man-made attributes and are for reference.





The topography of the Town of Irondequoit was shaped over 10,000 years ago by a massive retreating glacier that formed the Irondequoit Bay into what is seen today in addition to the many steep slopes around Durand-Eastman Park. In addition, prior to the glacier, Irondequoit Bay was the mouth of the Genesee River. Due to the massive amounts of glacial debris deposited in the Town and the rebounding of the earth as the glacier retreated, various landforms were created. As shown in Map 2, the majority of the Town is located on a relatively flat plateau which surrounds the bay; the slopes in this portion of Irondequoit range from level to 7 percent.



The steeper areas are located adjacent to the Bay and surrounding Durand-Eastman Park as illustrated in Map 3. The slopes along the Bay range from 15 percent to well over 60 percent with many areas experiencing elevation changes in excess of 100 feet. The topography of Durand-Eastman Park is characterized by steep, wooded ravines that were formed from silt deposits from the Genesee River thousands of years and subsequently eroded by water draining from higher areas to the south. The slopes provide picturesque views of the both the Bay and the Park and important geological and ecological examples of the history and formation of the region.



The Town known as “where the land and water meet” is appropriately named as Irondequoit is bordered on three sides by very distinctive water bodies; the Genesee River, Irondequoit Bay, and Lake Ontario. Irondequoit Bay is fed from the south by Irondequoit Creek and empties into Lake Ontario. Irondequoit Bay was created as glaciers left the area and water flooded what once was the terminus of the Genesee River, causing the river to be rerouted to the west to its present-day location. The Bay possesses many important geological features, in addition to steep cliffs along its shoreline, expansive woodlots, and wetlands surrounding the southern tip.

At its deepest point, Irondequoit Bay is 68 feet deep and provides many recreational opportunities including year-round fishing and boating. Since the 1920’s, the Bay has also been a vacation spot for residents as seasonal cottages, marinas, and hotels were developed and constructed. Shoreline development declined in the 1930’s, following the Great Depression, but subsequently increased in the 1980’s after the U.S. Army Corps of Engineers opened the Bay to unrestricted boat travel between the Lake and the Bay. Today, a swing bridge at Culver Road remains open through the summer months to allow boat traffic out to the Lake; the Bay is closed during the winter as the bridge reconnects Culver Road to Lake Road in Webster.

Lake Ontario, one of the five Great Lakes, provides the region with fresh water and various recreational opportunities. In Irondequoit, these recreational opportunities are found primarily near the mouth of the Bay and along select spots near the Genesee River outlet. Most of the land along the lake is private property.

The NYS Department of Environmental Conservation (NYS DEC) regulates freshwater wetlands that are 12.4 acres (5 hectares) or greater or “if smaller, have unusual local importance as determined by the [NYS DEC] commissioner.” Wetlands play a vital role in the ecosystem from filtering groundwater and runoff, to absorbing flood waters, to providing a habitat for unique forms of wildlife. The Freshwater Wetlands Act of 1975 empowered the NYS DEC to preserve, protect, and conserve wetlands and they regulate development in and around wetlands through permits and project review. In addition to protecting the wetland itself, all land within 100-feet of the wetland boundary is also protected to provide a buffer. The U.S. Army Corps of Engineers (USACE) is also responsible for protecting wetlands, regardless of their size.

According to digital mapping, the Town has large expanses of wetlands found at the mouth of Irondequoit Creek, along Irondequoit Bay, within Durand Eastman Park, along the Genesee River, and a few other locations in proximity to the River. The extent of standards and regulations for wetlands are based on classification by NYS DEC according to their respective functions. Class I wetlands are the most valuable and have the most stringent standards, while Class IV are at the other end of the spectrum. The majority of the wetlands found in the Town of Irondequoit are Class I; some Class II wetlands are located in the northwestern portion of the Town.

In most cases, the boundaries for NYS DEC and USACE wetlands are identical. Additional mapping and delineation may required to determine the extent and exact location of wetlands should development occur near these areas. In order to avoid costly fines and penalties, developers should contact the NYS DEC Region 8 and/or USACE for permitting information. Development near wetlands should be discouraged so as to preserve these valuable resources.



The Federal Emergency Management Agency (FEMA) is responsible for the management of the National Flood Insurance Program which enables property owners to purchase flood insurance protection in participating communities in exchange for developing local regulations to reduce flood damage. FEMA maintains and updates maps that delineate the extent of floodplains in the Town which are areas that are adjacent to waterbodies that are prone to flooding at certain periods. According to digital flood mapping, 100-year floodplains exist at the south end of Irondequoit Bay and along the shoreline, along the Genesee River, and within some of the lower elevations in Durand Eastman Park extending down to Titus Avenue.

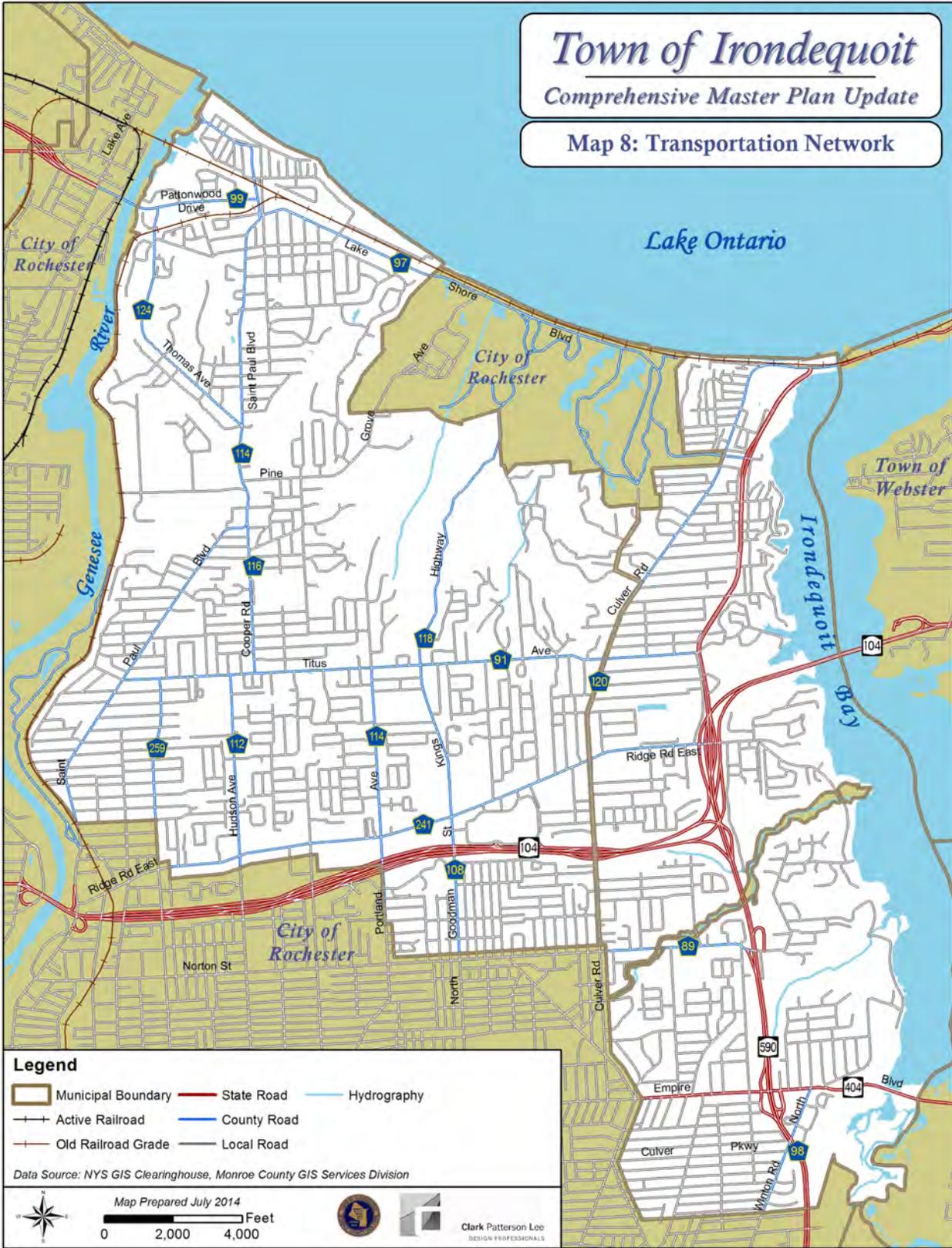
A 100-year floodplain is the area in which the maximum flood water is expected to occur on average once every one-hundred years or has a one-percent chance of occurring in any given year. Zones labeled AE have minimum base flood elevations that indicate the elevation resulting from a 100-year flood; the Town regulates site development and construction based on the base flood elevation in their Town Code. Those areas designated as Zone X500 are areas that have a 0.2-percent chance of a flood occurring each year.

Floodplains are a type of riparian area that contain diverse ecosystems whose soils are rich in nutrients and, like wetlands, help to improve water quality by filtering out contaminants and absorb excess floodwater. Due to these factors and a higher probability of flooding and damage associated with it, development in these areas should be discouraged.

Since 2003, FEMA has been in the process of updating their floodplain maps, many of which are 20 years old or more. Many of these older maps may not accurately reflect recent development and/or natural changes in the environment, which can impact the extent of flood boundaries. In the past, the agency has relied upon paper maps to determine the extent of floodplain and floodway boundaries. As part of their map update, FEMA has also converted their maps into an electronic/digital format that can be used with an internet-based mapping program. FEMA has updated their floodplain mapping for the Town of Irondequoit and provided the Town with digital maps in Adobe® PDF format only; digital files for mapping purposes are not yet available.



The Town has a wide array of community services located throughout, and include two libraries, and central Town Hall campus, religious center of various denominations, fire departments, trails and recreational areas. Durand-Eastman, Irondequoit Bay West and Tryon Park are all County-owned parks that offer a variety of recreational opportunities, both passive (hiking) and active (fields, golf courses). In addition, the Town owns and maintains various public parks that include recreational fields, playgrounds, picnic areas and pavilions. Additional park information and mapping is found in Section 7. A total of seven fire departments and one volunteer ambulance facility provide fire and emergency services throughout that Town, and the Town maintains its own dedicated police force which is located behind the Town Hall on Titus Avenue.



The Town of Irondequoit has a well-established transportation network that is owned or maintained on three municipal levels: State, County, and local. Of the approximately 200 miles of roadway, 82 percent, or 163.8 miles, are owned and maintained by the Town Department of Public Works. These streets are predominantly residential streets and are typically laid out in a linear fashion, with the exception of the roads found along Irondequoit Bay and on the outskirts of Durand Eastman Park. Monroe County maintains 24.7 miles of arterial roadways, which carry high volumes of traffic between major thoroughfares, neighborhoods, or urban centers. Routes 104, 404, and 590 are under the jurisdiction of the New York State Department of Transportation (NYS DOT). These primary highways typically have limited access and connect major urban centers.

As the major axial highways in the Town, Routes 104 and 590 carry large volumes of traffic and transport residents and visitors throughout the region. As the primary east-west route through the Town and across Irondequoit Bay, Route 104 officially begins near the Rainbow Bridge in Niagara Falls and terminates in Oswego County. Originally Route 104 traversed the Bay by way of Empire Boulevard until 1967 when the Irondequoit Bay Bridge was constructed. A secondary bay crossing is also located on Culver Road via a swing bridge; however it is open during the winter months only.

Route 590 begins at Culver Road near the mouth of the Bay and takes on multiple designations and road configurations along its length. This portion of 590 is designated as a New York State route and is also known as the Sea Breeze Expressway; south of I-490 along the Brighton-Rochester municipal boundary, 590 becomes an Interstate. With the exception of Route 104, Route 590 is a four-lane highway that crosses various County and local streets at-grade. Each of the intersections is controlled with traffic signals and traverse through neighborhoods. In some sections, a center concrete median divides north and south-bound traffic, while larger grassy medians divide the highway at major intersections.

The NYSDOT collects traffic volume data for Routes 104 and 590 at key locations in order to assess system performance and develop highway planning and transportation recommendations. In addition, the data is an important component in route planning and highway design. Route 104 consists of a four to six lane expressway that handles an average of over 70,000 vehicles each day, according to average annual daily traffic (AADT) counts by the NYS DOT. The AADT for Route 590 varies depending upon location; north of Route 104 the AADT is less than 25,000 vehicles per day, while the southern portion approaches and exceeds 100,000 vehicles. In 2008, the NYSDOT and private contractors began reconstructing Route 590 north of Route 104 to improve safety and traffic operations for both motorists and pedestrians. Upon completion sometime in 2010, the highway will be designated as Sea Breeze Drive and will utilize roundabouts at key intersections, incorporate a multi-use pedestrian trail system, improve drainage, and serve as a key gateway to the Sea Breeze area.

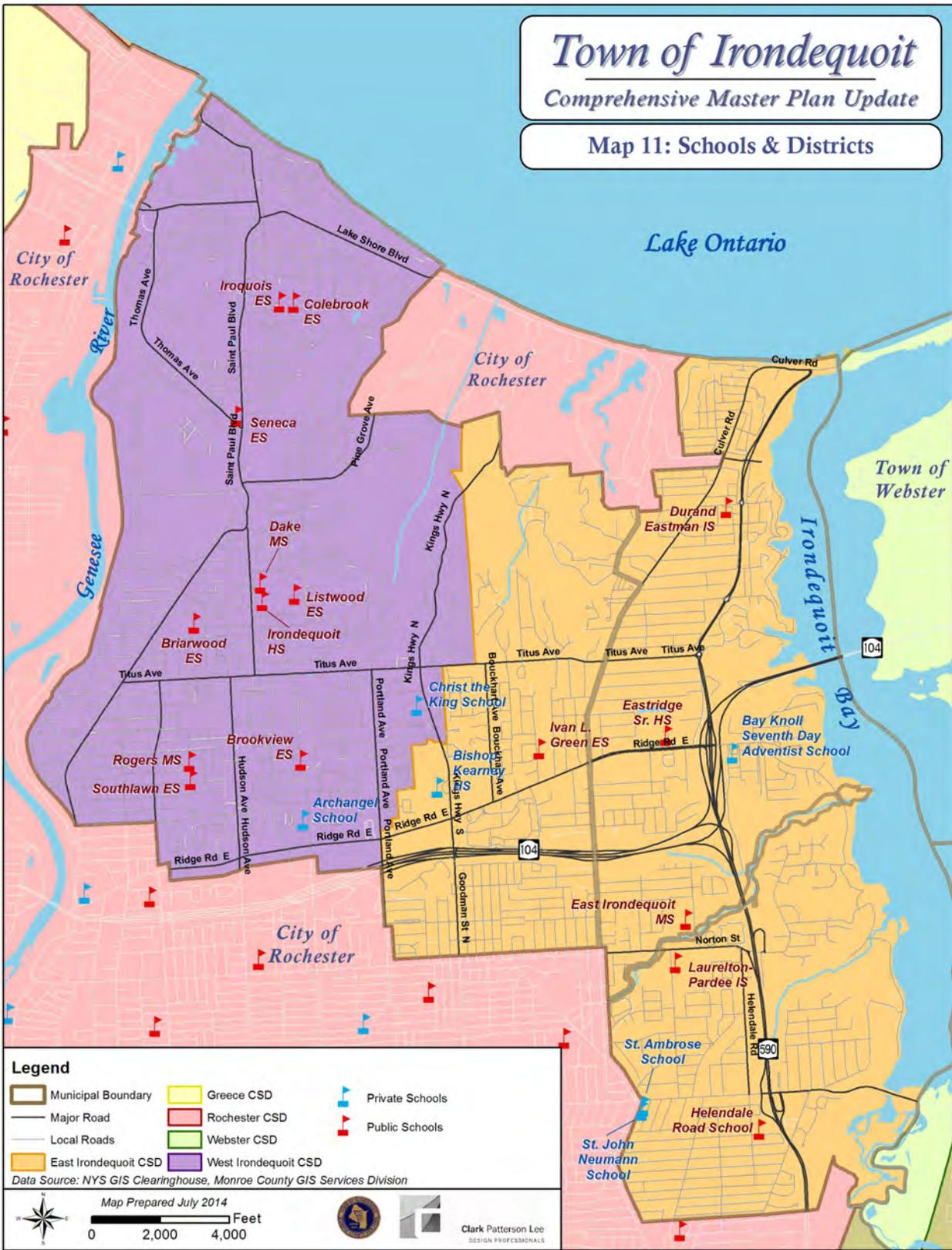
Other substantial transportation projects that have been proposed for the State roads, according to the NYS DOT, include improvements to Irondequoit Bay Bridge (completion slated for 2009) and repaving projects on Route 590 from Blossom Road to Norton Street (completion slated for 2009) and Norton to Titus Avenue (completion 2013).



In addition to private automobile transportation, the Rochester-Genesee Regional Transportation Authority (RGRTA) oversees public transportation throughout the Genesee-Finger Lakes region. Locally, the Regional Transit Service (RTS) provides public bussing throughout the greater Rochester area, including the Town of Irondequoit. Nine bus routes are located within the Town, with the higher concentration of bus routes found along the City of Rochester border. With the exception of the area north of Titus Avenue adjacent to Kings Highway, all portions of the Town are serviced. In addition to regular bus routes, RTS also provides a Lift Line[®] paratransit service for disabled residents within the service area.



The Town of Irondequoit boasts a very expansive network of sidewalks, as seen in the above map. The vast majority of these sidewalks are ADA (American with Disabilities Act) compliant, are five feet in width and constructed of concrete. Irondequoit Department of Public Works regularly maintains the system and has proposed several areas where sidewalks should or will be installed in the near future. In addition, with the completion of the Route 590 re-alignment, the Town will have a greater connection to the Lake and Bay with an improved sidewalk on the west and a multi-use trail on the east side of the road. An extensive sidewalk and trail system provides residents with greater transportation options, improves mobility, increases outdoor recreational opportunities, connects neighborhoods and further adds to the quality of life of residents.



According to Map 11, the Town of Irondequoit is divided into two districts, East Irondequoit Central School District and West Irondequoit Central School Districts. Within the District boundaries, there are 16 public school buildings and seven private schools.

In East Irondequoit CSD, the total school enrollment in 2006-2007 was 3,451 students, an increase from the 2005 school year and slightly less than 2004. The average class sizes have risen slightly over the past few years as the number of teachers has dropped from 2005-2006. The student to teacher ratio has remained relatively constant since the 2004-2005 school year at around 13 students for every one teacher. Overall, the district had an attendance rate of 96 percent since 2004 and in 2006 had a graduation rate of 74 percent, as identified in the Districts annual report card from the NYS Education Department.

The schools that make up the East Irondequoit CSD include Durand-Eastman and Laurelton-Pardee Intermediate Schools; Helendale Road and Ivan L. Green Primary Schools; East Irondequoit Middle School; and Eastridge Sr. High School. Also located within the district are four parochial schools - Bishop Kearney High School, St. Ambrose and St. John Neumann Schools, which are administered under the Roman Catholic Diocese of Rochester and Bay Knoll Seventh Day Adventist School. With the exception of Bishop Kearney, all of these schools provide preschool, elementary and middle school education; Bishop Kearney is for students in grades seven through twelve.

West Irondequoit CSD's enrollment in the 2006-2007 school year was 3,949 students, which has steadily risen since the 2004-2005 school year. However, according to the State's report card on the district, in the 2006-2007 school year, approximately 100 fewer teachers were working for the district. This has raised the student to teacher ratio from around 14 to 1 in 2004-2005 to 21 to 1 in 2006-2007. Although fewer teachers were available, class sizes remained relatively constant and the district achieved a 98 percent attendance rate and a 87 percent graduation rate.

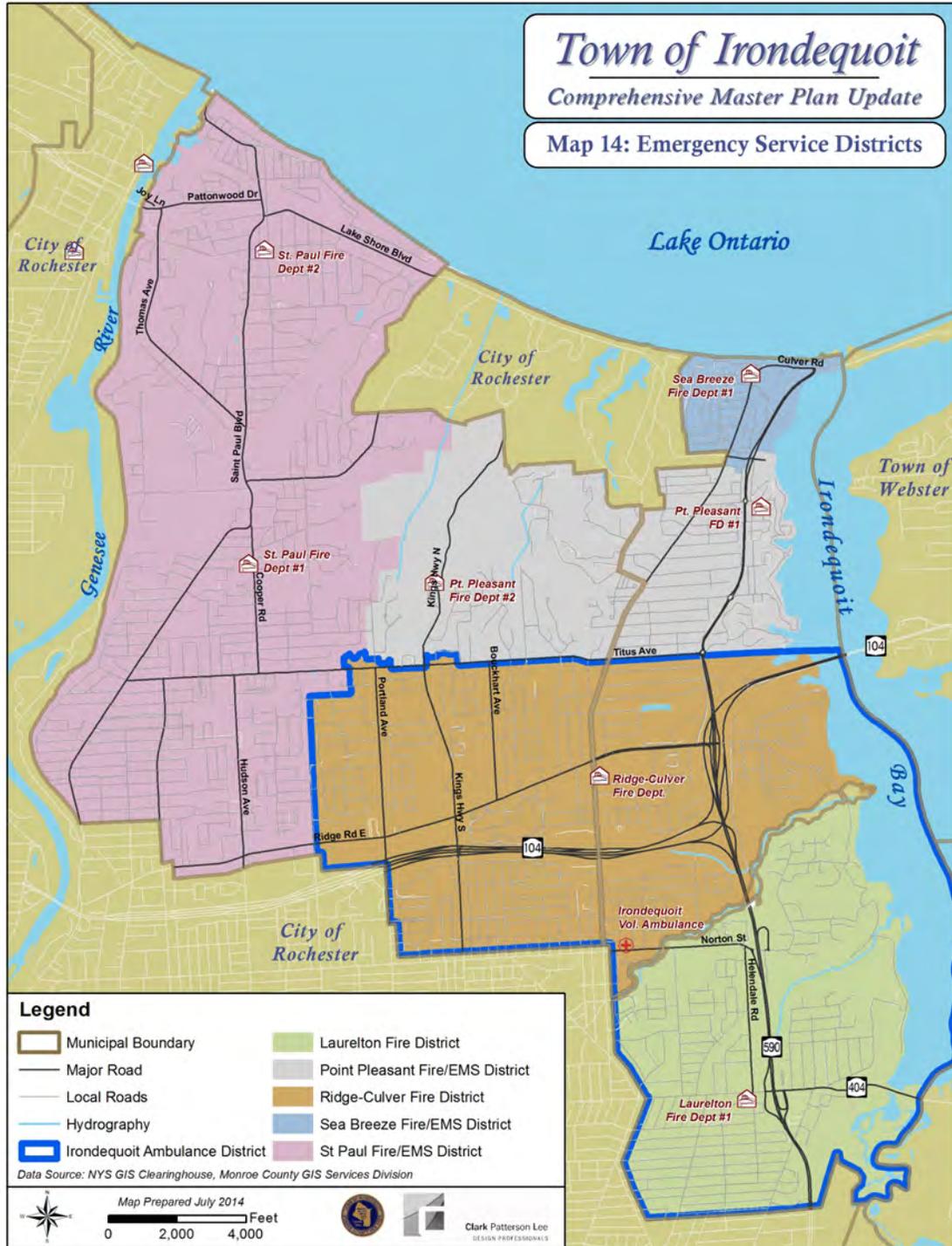
Ten schools are located in the district and they include Iroquois, Colebrook, Seneca, Briarwood, Listwood, Brookview and Southlawn Elementary schools; Dake and Rogers Middle school; and Irondequoit High School. Only two parochial schools are found in West Irondequoit CSD - Archangel School and Christ the King School. Although both schools offer Catholic-based education, only Christ the King School is administered by the Roman Catholic Diocese of Rochester. Archangel School is a private, independent school that is structured around a traditional Catholic education that relies on donations and support from outside organizations. Both schools provide preschool through elementary education.



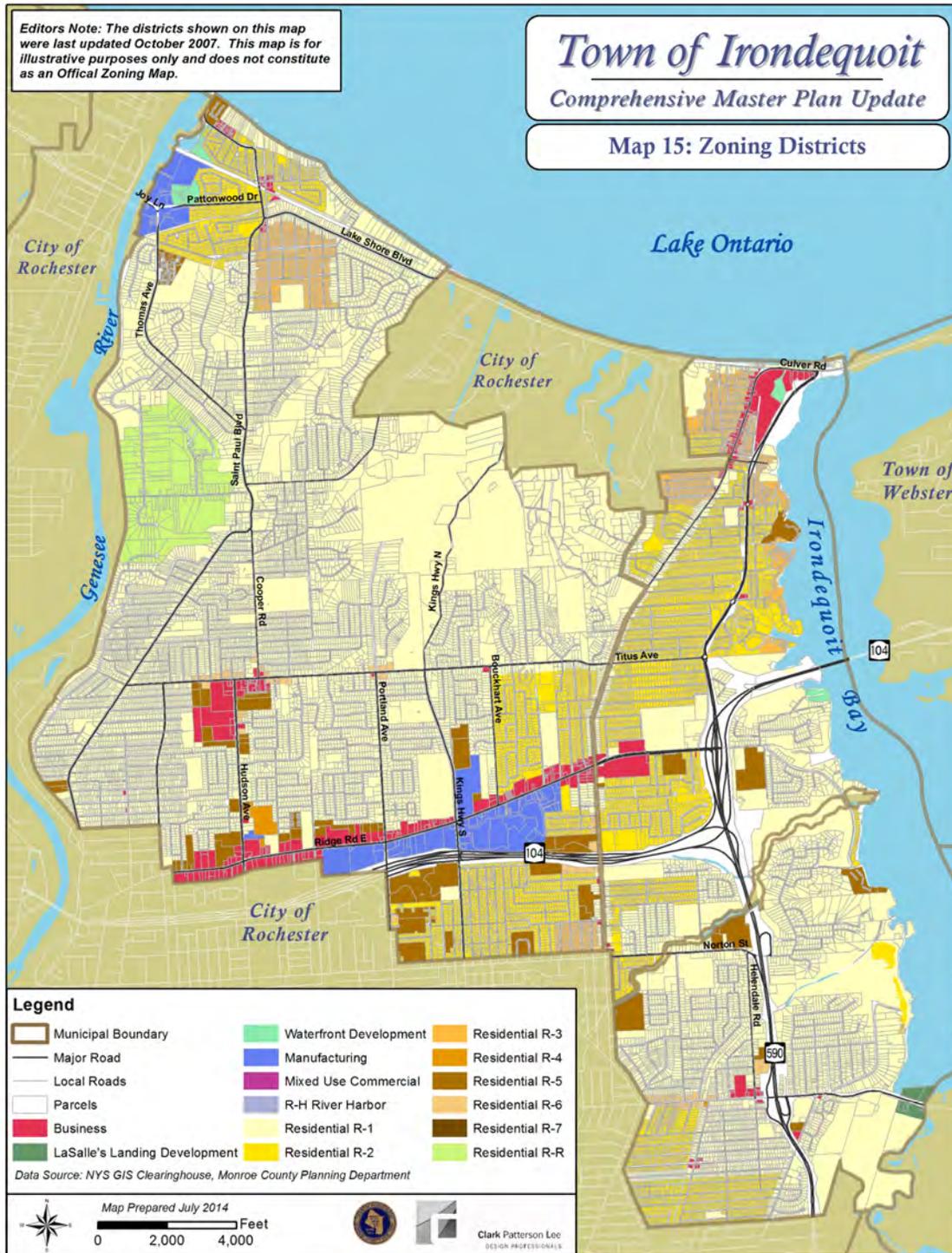
In 1967, the Pure Waters Agency was created within Monroe County and was charged with maintaining and operating four districts that contain two large wastewater treatment facilities, pump stations, and the sewer collection systems for both the City of Rochester and the Gates-Chili-Ogden area. Ten years later, the Irondequoit Bay Pure Waters District was created to eliminate the multiple discharges into Irondequoit Creek and its tributaries. The Frank E. VanLare Wastewater Treatment Facility (WWTF), formerly the Durand-Eastman Facility, intercepted sewage from outlying towns that previously discharged effluent into the Creek and treated it at one location. Following the creation of the new district, upgrades to the facility allowed it to treat more sewage and provide cleaner effluent. The plant is located in the western portion of the Durand-Eastman Park within the Rochester City limits.



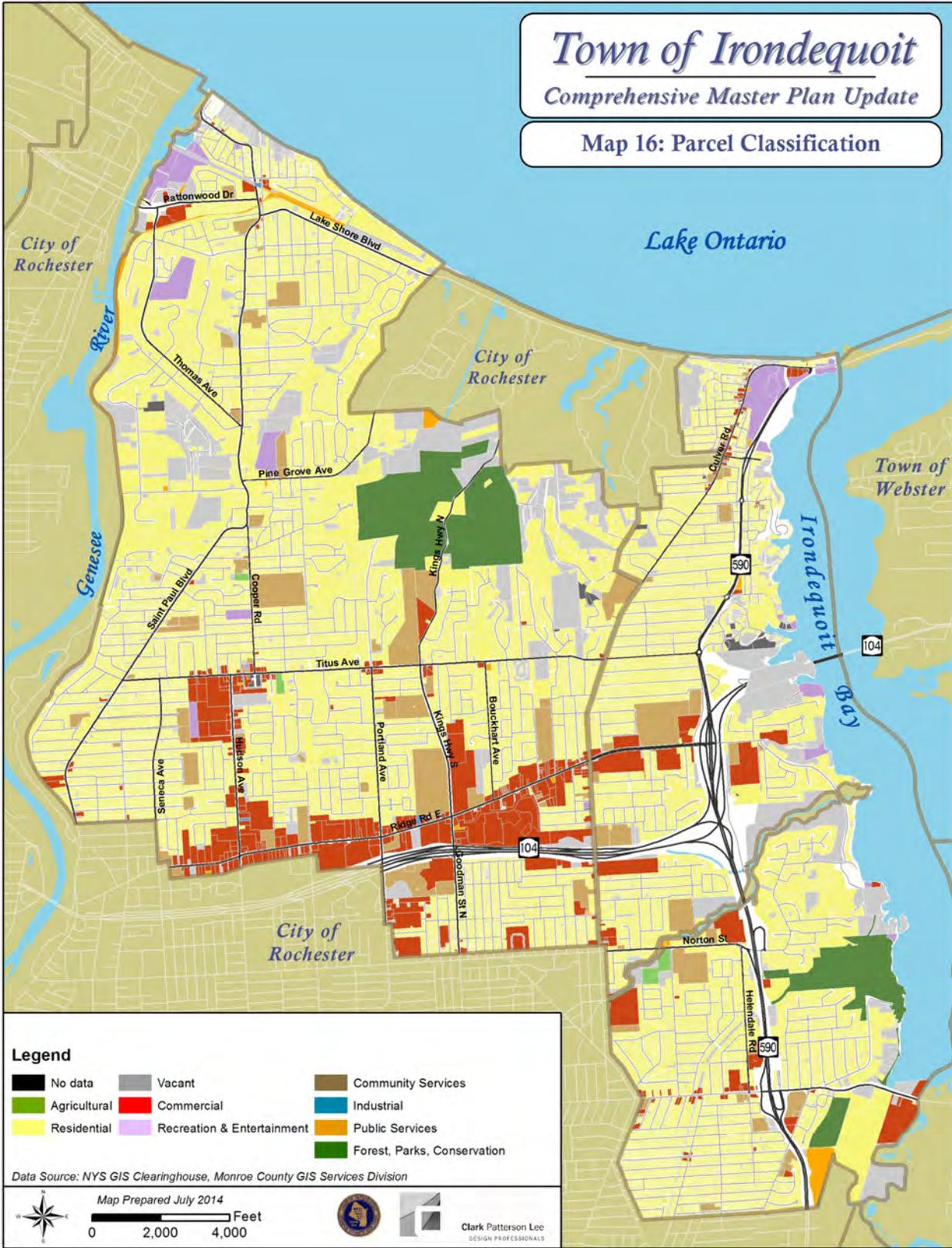
The Monroe County Water Authority provides potable and fire protection water service throughout the Finger Lakes region. In the Town of Irondequoit, residents and businesses receive water from the Authority that is treated from Lake Ontario at the Shoremont water treatment plant, located in the northeast corner of the Town of Greece. The Sea Breeze area has its own water district that purchases the water from MCWA at wholesale price and then conveys the water to its customers. This district also maintains its own water tank, which is located at just east of Route 590. Although MCWA provides service to the entire Town, the Town is divided up into three different pressure zones due to varying topography and service pressure service that is required.



As shown in Map 14, the Town is divided up into five fire districts that provide coverage to all residents and business in the Town - St. Paul, Ridge-Culver, Laurelton, Point Pleasant and Sea Breeze. These departments are part of the 1st Battalion in Monroe County, which encompasses the Towns of Irondequoit and Webster. Each of the districts are staffed 24 hours a day by a combination of volunteer and full-time, career firefighters. In addition to fire protection services, Sea Breeze, Point Pleasant and St. Paul Districts also provide emergency medical service (EMS) to residents and businesses. Irondequoit Volunteer Ambulance, based on Norton Street, provides emergency medical services at the basic and advanced life support levels to properties in the Ridge-Culver and Laurelton Fire Districts. These departments also provide mutual aid to each other as well as adjacent



Like many other communities, the Town of Irondequoit employs a Euclidean style of zoning, which divides the Town into distinctive districts, each with its own permitted uses. The zoning regulations were drafted and adopted by the Town in 1977, with subsequent revisions and amendments made over time. As a first-ring suburb of the City of Rochester, the predominant zoning district is residential, of which there are eight different districts. Each of these districts are catered towards certain residential styles of development, whether they be single-family, multi-family or assisted care facilities. The Business and Manufacturing districts encompass the area adjacent to Ridge Road East as well as the Cooper-Titus-Hudson area and Sea Breeze Amusement Park. Other districts in the Town include Waterfront Development, LaSalle's Landing Development, and the River Harbor district, which promote development while protecting nearby waterfront resources.



Parcel data is maintained by the Town of Irondequoit, in cooperation with Monroe County GIS Services Division, and it gives detailed data about each property in the Town, including value, size, classification, and ownership. According to the 2013 assessment data, Irondequoit encompasses just under 8,000 acres of land with approximately 21,290 parcels. The total assessed value of the land is over \$3 billion, which includes structures and other improvements to the land, while the value of the land itself is more than \$600 million. New York State Office of Real Property Services (NYS ORPS) maintains a property type classification system which consists of nine major three-digit categories that describe the primary use of real property throughout the State. Each class is broken down further to provide a more detailed description depending on how the property is used within the major class. The following is a breakdown of the land uses in the Town according to the categories defined by NYS ORPS.

Agricultural (100)

Only three parcels that are classified as an agricultural use are found in the Town. According to the parcel data, these parcels are used primarily as nurseries which deal with horticultural stock; they may or may not contain areas in which the actual stock is grown. Less than one-percent of the land and 0.1 percent of the total value of the Town is agricultural.

Residential (200)

As seen in Map 16, the predominant parcel classification in Irondequoit is residential, occupying approximately 90 percent of the land. Residential development exists throughout the Town, with no singular area seen as having a higher concentration of development. A closer analysis of the parcel classifications show that over 98 percent of the residential properties are single-family homes, which is typical for outer ring suburbs such as Irondequoit. Residential parcels classified as containing two-, three-, or multiple families encompass just under 0.1 percent.

Vacant (300)

The second largest land category in the Town, in terms of acreage, is vacant land. As illustrated in Map 16, the vacant parcels are found throughout the Town, with the greatest concentrations around the south end of Durand-Eastman Park, south of Thomas Avenue, and larger portions adjacent to Irondequoit Bay. The largest landowners of the vacant lands as of 2013 property data are the County of Monroe (49 properties), the Town of Irondequoit (46 properties), East Irondequoit Central School District (19 properties), West Irondequoit Central School District (19 properties), and North Coast Development, LLC (16 properties). The remaining properties are held by individuals, private business, or development companies. Some of the properties classified as vacant are also contained within the boundaries of Durand-Eastman Park or Irondequoit Bay Park West; therefore, not all properties classified as vacant could be classified as developable in the future. In total, the vacant properties potentially represent over \$22 million, or less than 0.1 percent of the Town's total value, worth of future development or redevelopment.

Commercial (400)

The largest concentration of commercial parcels is located along Ridge Road East with a smaller commercial core at the Titus-Hudson-Cooper intersections. The Medley Centre, located on the south side of Ridge Road East just east of North Goodman Street, is the single largest commercial use in the Town, encompassing only 6 parcels with over 62 acres of land. The total amount of commercial land dedicated to regional shopping centers, which the Medley Centre is classified as, is approximately 101 acres, or 14 percent. However, the largest amount of commercial land uses in terms of acreage, number of parcels, and total land value are apartments; 58 parcels at over 230 total acres and worth over \$114 million, or 27 percent of the total commercial uses. These uses are located just outside of the commercial core along Ridge Road East and Hudson Avenue.

The other top five commercial uses that are found throughout Irondequoit include neighborhood shopping centers such as Culver-Ridge Plaza and Irondequoit Plaza (84.25 total acres worth over \$37 million), offices such as Kings Park (52.34 total acres worth over \$42 million), and restaurants (33.16 total acres worth over \$7 million).

Recreation & Entertainment (500)

Sea Breeze Amusement Park is the largest single recreational use in the Town, encompassing over 25 percent of the total recreation & entertainment classified properties. The second largest land use, but the most valuable, is marinas. There are eight major marinas located in the Town, most of which are located in Irondequoit Bay. These marinas are worth over \$7.7 million according to 2013 parcel data, over two times the value of Sea Breeze. Other recreational and entertainment uses include social organizations (Irondequoit Fish and Game Club), playgrounds, athletic fields, and picnic sites.

Community Service (600)

Community services are typically uses that are either open for community use or serve a public interest. In the Town of Irondequoit, these uses include churches, which comprise the largest number of parcels; schools, by far the greatest amount of land and most valuable; libraries; elderly care facilities; government buildings; and public safety uses, including fire and police. Community services and schools are highlighted in Map 7 and 11, respectively.

Industrial (700)

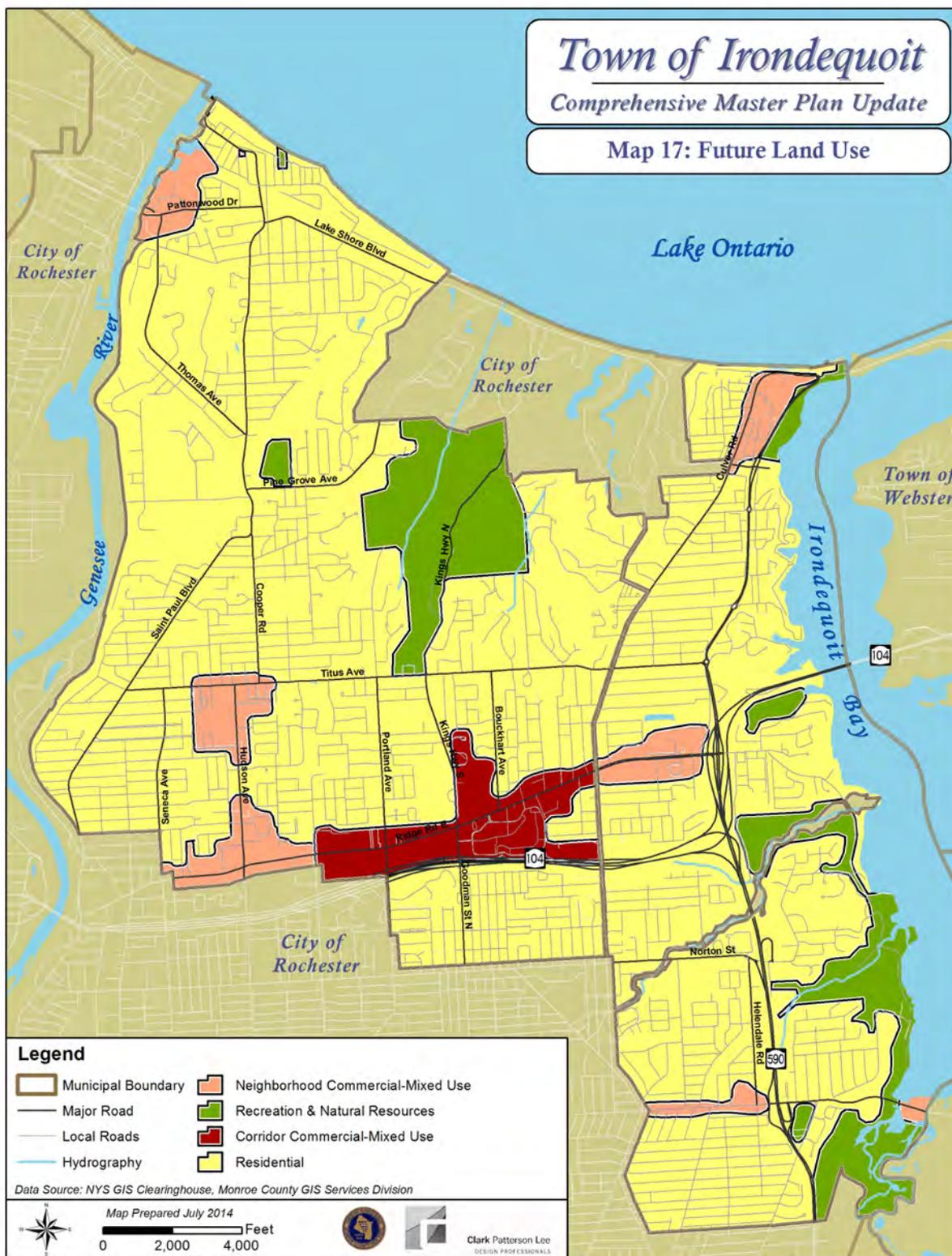
Industrial uses comprise the smallest land use in the Town both in the total acreage of land and value. The parcel on Hudson Avenue is classified as light industrial while the second is a manufacturing use, located on Ridge Road East. Industrial uses are generally uses that are associated with some type of manufacturing or research and development of products.

Public Services (800)

According to the NYS Office of Real Property Services, public services are classified as “parcels used in or as a necessary adjunct to the provision of public services.” These uses include water and sewer treatment facilities, electricity and gas transmission facilities and substations, and communication facilities. In the Town of Irondequoit, there are only 49 parcels classified as such; however, at least one of these parcels are classified as a public service but are actually part of a public park.

Forest, Parks, & Conservation (900)

Forest, parks, and conservation uses comprise only 5.1 percent of the total land in the Town, yet they are the largest single parcels in Irondequoit. Durand-Eastman Park, located just north of the Town Hall on Titus Avenue, and Irondequoit Bay Park West are both owned and maintained by the County of Monroe and encompass 310.2 and 122.7 acres of land, respectively. These parcels are the two largest parcels in Irondequoit. The Town owns and maintains a smaller quarter-acre municipal park on the west side of Culver Road, just north of Route 104.



* Detailed information on the future land use map above is found in Section 5 of the plan.

