**Section 1: LWRP Boundary**

**Revised: August 22, 2013**

**A. INTRODUCTION**

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

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

**(1) REGIONAL AND LOCAL CONTEXT**

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

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

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

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

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

**(2) LOCAL BOUNDARY CRITERIA**

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

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

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

(a) Boundaries should typically be aligned with physical or cultural features of the land such as roadways and railroad tracks. Boundaries should also follow municipal boundaries, property lines or topographic features where appropriate.

(b) Land areas should be included that will likely be directly affected by waterfront development, programming and preservation.

(c) Land areas should be included that will likely directly affect waterfront development, programming and preservation.

(d) Land areas visually connected to the waterfront should be included.

(e) Streets that are likely to have waterfront related streetscape or land use recommendations should have properties on both sides of the street included.

(f) Transportation corridors that may serve as connections between waterfront elements should be included.

(g) LWRP boundaries of adjacent municipalities should be recognized and considered in drawing Rochester’s boundaries and in reviewing LWRP recommendations.

**(3) FOCUS AREAS**

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

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

**B. LWRP BOUNDARY DESCRIPTION**

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

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

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

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

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

The boundary follows Scottsville Road to the Erie Canal. The boundary then follows the City of Rochester / Town of Chili / Town of Gates municipal boundaries in a northwesterly direction, along the western edge of the canal. This section of the boundary includes a buffer zone that includes the portion of all properties that front on the Erie Canal within the city to a depth of 500 feet from the eastern or southern edge of the canal. The entire western portion of the Erie Canal within the city of Rochester is, therefore, included within the boundary, along with properties that front on the canal to a depth of 500 feet.

At the intersection of Scottsville Road and the Erie Canal, the boundary follows the City of Rochester / Town of Chili / Town of Brighton municipal boundaries in a southerly and then easterly direction around Genesee Valley Park and then heads north again back to the Erie Canal. The boundary then follows the southern edge of the Erie Canal east to the City of Rochester / Town of Brighton municipal line. This section of the boundary includes a buffer zone that includes the portion of all properties that front on the Erie Canal within the city to a depth of 500 feet from the southern edge of the canal. The entire eastern portion of the Erie Canal within the city of Rochester is, therefore, included within the boundary, along with properties that front on the canal to a depth of 500 feet.

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

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

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

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

**Figure 1: LWRP Regional Context Map**

Map to be added later

**Figure 2: Original LWRP Boundary**

See attached PDF of map**Figure 3: New LWRP Boundary**

See attached PDF of map**Figure 4: LWRP Focus Area #1 (Lake Ontario waterfront)**

See attached PDF of map**Figure 5: LWRP Focus Area #2 (Genesee River waterfront)**

See attached PDF of map

**Figure 6: LWRP Focus Area #3 (Erie Canal waterfront)**

See attached PDF of map