Comprehensive Plans with Sustainability Elements

This webinar will begin shortly

April 14, 2016
Welcome!

Today’s topic: Comprehensive Plans with Sustainability Elements

Connect to the audio with your phone using

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which is available on the “Meeting Info” tab:
Welcome!

Today’s webinar topic:

Comprehensive Plans with Sustainability Elements

Questions?

Use WebEx chat function
Agenda

I. Introduction & Announcements - Dazzle Ekblad, NYSDEC

II. Comprehensive Planning, Climate Action, and the Town of Dewitt - Samuel C. Gordon, Director of Planning & Zoning, Town of Dewitt, NY


II. Q & A - Dazzle Ekblad
Announcements

• TBD in May and June: Consolidated Funding Application (CFA) Workshops across NYS

• Thurs. May 12: 10:30am: Climate Smart Communities Webinar – Community Choice Aggregation: Updates on Progress in NYS

• June 13-15: Clean Energy Economy Conference, Utica, NY
Aggregate Purchase Initiative

- Organized by DEC and OGS
- Open to any authorized user of state contracts
- Orders for Chevy Volts will be aggregated into one large bid to bring down purchase price
- Deadline to participate is May 31st, 2016
  - Vehicle deliveries in fall 2016
  - Contact Brendan Woodruff (brendan.woodruff@dec.ny.gov) for more information
CSC Certification

- Revised CSC Certification Workbook available by emailing climatechange@dec.ny.gov

- Today’s webinar relates to these actions:
  - # 6.1 – Develop and adopt a comprehensive plan with sustainability elements (9 points)
  - # 6.2 – Incorporate smart growth principles into land-use policies and regulations (9 points)
Sustainable landscape assessments analyze a series of ecological conditions and trends; natural and human influences; and opportunities for resource conservation, restoration, and development within a defined region or area. The assessment maps potential conservation elements, which are areas of high ecological value; and identifies areas that do not provide essential habitat, that are not ecologically intact or readily restorable, and where development activities can be directed to minimize impacts to important ecosystem values, as well as to enhance the relationships between already developed areas.

**LAND USE FRAMEWORK**

**ALTERNATIVE MOBILITY NETWORK**

**SUSTAINABILITY CONCEPT**

**SYRACUSE**

**ONONDAGA**

**LAFAYETTE**

**POMPEY**

**DEWITT**

**SALINA**

**CLAY**

**CICERO**

**MANLIUS**

**JAMES STREET**

**ERIE BLVD.**

**GENESEE STREET**

**Jamesville Quarry**

**South Campus**

**University Hill**

**Downtown Syracuse**

**Nottingham Plaza/TOPS**

**Clark Reservation**

**Jamesville Reservoir**

**GENESEE STREET**

**Shoppingtown Mall**

**Wegmans**

**Towne Center**

**BJs/Walmart**

**Widewaters**

**THOMPSON ROAD**

**Erie Canalway Trail**

**Butternut Creek**

**Limestone Creek**

**Ley Creek**

**Syracuse Airport**

**Carrier Circle**

**EAST SYRACUSE**

**GREENWAY CORRIDOR**

**CONSERVATION AREA**

**ENHANCED TRANSIT CORRIDOR**

**BIKEWAY**

**MIXED-USE NODE**

**INNOVATION ZONE**

**MIXED-USE DEVELOPMENT ZONE**

**RESIDENTIAL AREA (TOWN)**

**LEGEND**

**1** OPEN SPACE NETWORK

**2** A greenway corridor is a linear system of protected open space that typically provides recreational amenities as well as enhancing larger ecological networks.

**3** Conservation areas provide safeguards for and can unify cultural, natural, and recreational resources providing opportunities to experience our agricultural landscapes, forests, and wetlands.

**4** Improvements to transit service like dedicated busways, dedicated station stops, prioritization of buses (known as Bus Rapid Transit); or the development of light rail service along selected corridors could combine to increase transit ridership and reduce VMT.

**5** Bikeways contain dedicated bicycle infrastructure like bike lanes or bicycle parking and provide recreational and alternative mobility options connecting residential neighborhoods to employment and entertainment centers. These areas incorporate mixed-use zoning allowing for residential and commercial development. They can also reduce parking requirements and allow for the development of walkable, transit-oriented neighborhoods that are accessible by foot or bicycle to existing residential areas within the Town.

**6** Mixed-use nodes are areas of slightly higher densities that incorporate multi-story structures combining commercial and residential uses.

**7** Innovation Zones support the on-going research and development, light/heavy-manufacturing, as well as low-carbon or net zero-energy office and large-retail uses within the town.

**8** Residential areas preserve the existing residential neighborhoods within the Town.
Chapter 80. ENERGY CONVERSION SYSTEMS

[HISTORY: Adopted by the Town Board of the Town of DeWitt 5-9-2011 by L.L. No. 5-2011. Amendments noted where applicable.]

§ 80-1. Purpose.
The purpose of this chapter is to allow the construction of solar energy conversion systems in the Town of DeWitt in a manner that preserves the health, safety and welfare of the Town while facilitating the production of renewable energy. In so doing, this chapter establishes procedures for the use of generated energy by the principal user of a parcel with only ancillary sale of any excess energy to the public utility.

§ 80-2. Definitions.
As used in this chapter, the following terms shall have the meanings indicated:

ACCESSORY STRUCTURES
All ECS are accessory structures and are only allowed in rear yards, as defined in Chapter 192, unless mounted on the roof of the principal building as provided for herein.

DEPARTMENT
The Town of DeWitt Department of Development.

ENERGY CONVERSION SYSTEMS (ECS)
A system whereby solar or wind energy is converted to other energy forms.

SOLAR COLLECTION SYSTEM (SCS)
A device or system to absorb, accumulate or convert or otherwise use the sun's energy as a source of heat or electricity. A facility is only allowed in the Town if it supplies electrical power or heat solely for on-site use, except that when a parcel on which a SCS is installed also receives electrical power supplied by a utility company, excess...
Advise Town Board on environmental concerns, engage in public outreach and education activities, and coordinate tree planting and management program.

Advise Town Board on sustainability concerns, assist with the development of sustainability plan, and sustainability projects/initiatives.

Town Code - (Lighting, Energy Conversion Systems, Zoning Ordinance)

Design Guidelines - (sidewalks, trees, stormwater systems)

Policy Documents (Comprehensive Plan, Sustainability Policy, Sustainability Plan)
Figure 7 summarizes the results of the DeWitt GHG inventory, a 2010 baseline report, and a 2020 forecast based on current trends, impacts from the strengthened Federal CAFE standards, the cleaning of the electric grid in Upstate New York, as well as the reductions associated with the Climate Action Strategies that were analyzed for the Town of DeWitt Sustainability Plan.

DeWitt's total GHG emissions in 2010 were 522,300 MTCO2e, and it is projected that DeWitt's total GHG emissions in 2020 could be reduced by 24.6% if the Town implements all of the recommended community-wide and municipal operations measures. Reductions due to DeWitt actions are shown in green while changes in emissions that will occur regardless of this action are shown in orange. It is projected that DeWitt's total GHG emissions in 2020 will be 38,466 MTCO2e, a reduction of 67,665 MTCO2e since 2010.

Based on the Town's GHG inventory report, potential reductions due to suggested strategies and implementation of the Climate Action Strategies will be shown in Figure 8. The reductions made due to 2016 CAFE standards are 14,862 MTCO2e, and due to 2025 CAFE standards, the reductions are 14,527 MTCO2e. The cleaning of the electric grid in Upstate New York has caused DeWitt's emissions to decrease by 707 MTCO2e. It is estimated that there will be a 39.7% reduction in municipal emissions if all suggested strategies are implemented.
**Figure 7: Total Possible Reductions by 2020**

Figure 7 summarizes the results of the DeWitt GHG inventory, a 2020 emissions forecast based on current trends, impacts from the strengthening of Federal CAFE standards, the cleaning of the electric grid in Upstate New York, as well as the reductions associated with the Climate Action Strategies that were analyzed for the Town separated into community-wide measures as well as municipal operations measures. Reductions due to DeWitt actions are shown in green while changes in emissions that will occur regardless of this Plan are shown in orange. It is projected that DeWitt's total GHG emissions in 2020 could be reduced by 24.6% if the Town implements all of the recommended community-wide and municipal operations measures.

*2010 GHG inventory reported a forecast of 38,466 MTCO2e increase due to population increases and increased energy use by the commercial, industrial, transportation, and waste sectors.

**2010 Federal CAFE (Corporate Average Fuel Economy) standards have been set at 34.1 miles per gallon by 2016.

***2012 Federal CAFE standards raises average fuel economy to up to 54.5 mpg for the model year 2025. Reductions included in graph reflect calculated reductions by 2020.

****Since the 2010 base year, the electric grid for Upstate New York has become cleaner by using a higher percentage of cleaner burning and/or renewable energy sources. Therefore, since 2010, the changes in the electric grid alone have caused reductions of 67,665 MTCO2e.

**Figure 9: Potential Community Reductions from Strategy Implementation**

DeWitt's 2010 baseline community emissions as recorded by the GHG inventory report, potential reductions due to suggested strategies, and potential emissions in 2020 should each of the suggested community reduction strategies be implemented. It is estimated that there will be a 12.9% reduction in community emissions if all suggested community reduction strategies are implemented.

- **Conversion to Electric Vehicles:** 21,277
- **Energy Efficient Retrofits:** 14,361
- **Low-Carbon Transportation Education:** 11,471
- **Benefits with PACE loan Program:** 3,138
- **Transit Oriented Development:** 2,335
- **Energy Efficiency Education: Residents:** 2,199
- **Update Commercial Energy Code:** 2,099
- **Update Residential Energy Code:** 538
- **Electric Vehicle Charging Stations:** 686
- **Bus Rapid Transit:** 1,640
- **Geothermal Heat Pump:** 642
- **Biomass Heating:** 733
- **Other - Energy Efficiency:** 586
- **Organics Composting:** 53
- **Other - Transportation:** 264
- **Update Residential Energy Code:** 538

**Reduction Goals**

- **2010 Total GHG Baseline Emissions:** 504,157
- **2020 GHG Emissions:** 350,329
- **Reductions due to Strategy Implementation (See Figure 9):** 64,836
- **Reductions due to 2025 CAFE Standards:** 379,991

**Toward a Sustainable Future**

- **2010 Total GHG Baseline Emissions:** 437,539
- **2020 GHG Emissions:** 300,329
- **Reductions due to Strategy Implementation (See Figure 9):** 14,527
- **Reductions due to 2016 CAFE Standards:** 14,862
- **Reductions due to Cleaning of Electric Grid:** 67,665
- **Reductions due to Strategy Implementation:** 1,571
- **2010 Federal CAFE (Corporate Average Fuel Economy) standards have been set at 34.1 miles per gallon by 2016.**

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**TOTAL POSSIBLE REDUCTIONS BY 2020**

- **Total Reductions due to 2016 CAFE Standards:** 14,527
- **Reductions due to Cleaning of Electric Grid:** 67,665
- **Reductions due to Strategy Implementation:** 1,571
- ** Conversion to Electric Vehicles:** 21,277
- **Energy Efficient Retrofits:** 14,361
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- **Update Residential Energy Code:** 538
According to DeWitt’s GHG Inventory Report, transportation accounted for 52% of government emissions and 49% of community emissions in DeWitt in 2010. The largest amount of GHG reductions is possible and necessary in this sector. This Sustainability Plan addresses three main transportation emissions reduction goals: increase options for low-carbon transportation; increase use of alternative fuels; and reduce vehicle idling time.

### Increase Options for Low-Carbon Transportation

#### Education about low-carbon transportation: 11,471 MTCO2e annual reductions
This strategy assumes an 8% reduction in community VMT.

#### Transit Oriented Development: 2,335 MTCO2e annual reductions
This strategy assumes 500 residential units are built in TOD with an annual VMT reduction of 4,770 miles per person.

#### Implement Bus Rapid Transit: 1,308 MTCO2e annual reductions
This strategy assumes 800 new daily transit passengers with an average trip length of 10.1 miles.

#### Expand bicycling paths and facilities: 158 MTCO2e annual reductions
This strategy assumes 2,000 weekly trips of an average of 4 miles in length are switched from car to bicycle.

#### Increase bus ridership: 32 MTCO2e annual reductions
This strategy assumes there are an additional 150 daily bus passengers.

#### Acquire more fuel efficient government vehicles: 29 MTCO2e annual reductions
This strategy assumes 16 vehicles will be replaced by 2020.

#### Safe Routes to School Program: 27 MTCO2e annual reductions
This strategy assumes 500 students with average VMT of 3 miles to and from school are covered by the program.

#### Expansion of walking-friendly environments: 25 MTCO2e annual reductions
This strategy assumes 500 weekly trips, or 3% of trips, are switched from car to walking.

#### Provide bikes for daily trips: 20 MTCO2e annual reductions
This strategy assumes 20 bicycles are available with an average trip length of 4 miles and 20% of trips displacing car trips.

### Increase use of alternative fuels

#### Conversion to electric vehicles: 21,277 MTCO2e annual reductions
This strategy assumes that 20% of the community vehicle fleet is converted to electric vehicles.

#### Construct electric vehicle charging facilities: 686 MTCO2e annual reductions
This strategy assumes that 150 charging spaces are constructed.

#### Municipal conversion of diesel fleet to biodiesel (B20): 28 MTCO2e annual reductions
This strategy assumes that 10 of the municipal diesel vehicles are converted to biodiesel.

### Reduce vehicle idling time

#### Limit idling of heavy duty municipal vehicles (trucks): 27 MTCO2e annual reductions
This strategy assumes that municipal vehicles reduce idling time by about 35%.

#### Limit idling of light duty municipal vehicles: 4 MTCO2e annual reductions
This strategy assumes that municipal vehicles reduce idling time by about 30%.
There is a growing acknowledgement by scientists and policy analysts that a substantial part of the global warming challenge may be met through the design and development of cities and towns. The form and function of human settlements can either reduce or increase the demand for energy, and can also influence how energy is produced, distributed, and used. Planning and urban design measures can substantially reduce the number and distance of vehicle trips by organizing human activity in compact communities with a range of housing types, providing reliable transit to and from employment, and placing services within easy walking distance of home.

At the same time, there is a growing acknowledgement by scientists and policy analysts that a substantial part of the global warming challenge may be met through the design and development of cities and towns. The form and function of human settlements can either reduce or increase the demand for energy, and can also influence how energy is produced, distributed, and used. Planning and urban design measures can substantially reduce the number and distance of vehicle trips by organizing human activity in compact communities with a range of housing types, providing reliable transit to and from employment, and placing services within easy walking distance of home. For example, research has shown that miles driven are reduced by between 20 and 40 percent in compact urban development compared to miles driven in the auto-dependent suburbs that have predominated in North America since the Second World War.

Studies indicate that a GHG reduction of up to 10 percent may result from a change in land use approach alone, and additional reductions will result from employing other strategies such as investments in transit, encouraging development around transit stops, and parking charges. By one estimate, approximately two-thirds of all development in 2050 will be new or will have been redeveloped since 2007, suggesting that combined land use and transportation strategies could be quite powerful in mitigating the increases in GHGs.
Sustainable landscape assessments analyze a series of ecological conditions and trends; natural and human influences; and opportunities for resource conservation, restoration, and development within a defined region or area. The assessment maps potential conservation elements, which are areas of high ecological value; and identifies areas that do not provide essential habitat, that are not ecologically intact or readily restorable, and where development activities can be directed to minimize impacts to important ecosystem values, as well as to enhance the relationships between already developed areas.

**Land Use and Sustainability**

GREENWAY CORRIDOR
A greenway corridor is a linear system of protected open space that typically provides recreational amenities as well as enhancing larger ecological networks.

CONSERVATION AREA
Conservation areas provide safeguards for and can unify cultural, natural, and recreational resources providing opportunities to experience our agricultural landscapes, forests, and wetlands.

**ALTERNATIVE MOBILITY NETWORK**

**Enhanced Transit Corridor**
Improvements to transit service like dedicated busways, dedicated station stops, prioritization of buses (known as Bus Rapid Transit); or the development of light rail service along selected corridors could combine to increase transit ridership and reduce VMT.

**Bikeway**
Bikeways contain dedicated bicycle infrastructure like bike lanes or bicycle parking and provide recreational and alternative mobility options connecting residential neighborhoods to employment and entertainment centers.

**LAND USE FRAMEWORK**

**Mixed-Use Development Zone**
These areas incorporate mixed-use zoning allowing for residential and commercial development. They can also reduce parking requirements and allow for the development of walkable, transit-oriented neighborhoods that are accessible by foot or bicycle to existing residential areas within the Town.

**Mixed-use Node**
Mixed-use nodes are areas of slightly higher densities that incorporate multi-story structures combining commercial and residential uses.

**Innovation Zone**
Innovation Zones support the on-going research and development, light/heavy-manufacturing, as well as low-carbon or net zero-energy office and large-retail uses within the town.

**Residential Area (Town)**
Residential areas preserve the existing residential neighborhoods within the Town.

**OPEN SPACE NETWORK**

**Conservation Area**
Conservation areas provide safeguards for and can unify cultural, natural, and recreational resources providing opportunities to experience our agricultural landscapes, forests, and wetlands.

**LEGEND**

1. Greenway Corridor
2. Enhanced Transit Corridor
3. Bikeway
4. Mixed-Use Development Zone
5. Mixed-use Node
6. Innovation Zone
7. Residential Area (Town)

**SUSTAINABILITY CONCEPT**

**Toward a Sustainable Future**
Sustainable landscape assessments analyze a series of ecological conditions and trends; natural and human influences; and opportunities for resource conservation, restoration, and development within a defined region or area. The assessment maps potential conservation elements, which are areas of high ecological value; and identifies areas that do not provide essential habitat, that are not ecologically intact or readily restorable, and where development activities can be directed to minimize impacts to important ecosystem values, as well as to enhance the relationships between already developed areas.

LEGEND
OPEN SPACE NETWORK
A greenway corridor is a linear system of interconnected areas that connects private, public, or institutional amenities as well as enhancing regional ecological networks.
Conservation Area
Conservation areas provide safeguards for and use of cultural, natural, and historical resources providing opportunities to experience our natural landscapes, forests, and watersheds.

ALTERNATIVE MOBILITY NETWORK
Enhanced Transit Corridor
Improvements to local transit service like dedicated bus lanes, regional transit partnerships, and increased service frequency can encourage increased transit ridership.
Development of light rail service along select corridors could further enhance transit ridership and reduce VMT.

LAND USE FRAMEWORK
Greenway Corridor
A greenway corridor is a linear system of protected open space that typically provides recreational amenities as well as enhancing ecological networks.

Conservation Area
Conservation areas provide safeguards for and use of cultural, natural, and historical resources providing opportunities to experience our natural landscapes, forests, and watersheds.

Mixed-use Node
Mixed-use nodes are areas of slightly higher densities that incorporate walkable pedestrian-oriented development combining commercial and residential uses.

Innovation Zone
Innovation Zones support the ongoing research and development of emerging technologies and ideas in science and technology and are home to a mix of business, research, and education facilities.

Residential Area (Town)
Residential areas preserve the existing residential neighborhoods within the Town.

next steps
COMPREHENSIVE PLAN DRAFT UPDATE STRATEGIES:

DEVELOP A NEIGHBORHOOD DESIGN MANUAL THAT PROVIDES GUIDANCE ON APPROPRIATE LIGHTING, ENTRY AND STREET PLANTINGS, TRANSIT STOPS AND SHELTERS, TRAFFIC CALMING TECHNIQUES AND OTHER DESIGN FEATURES. ESTABLISH A TOWN-WIDE WAYFINDING SYSTEM.

EXPLORE POTENTIAL AREAS WHERE MIXED-USE DEVELOPMENT SHOULD BE INCORPORATED AS RELATED TO THE TOWN OF DEWITT LAND USE VISION AND DEVELOP APPROPRIATE UPDATES TO THE TOWN OF DEWITT ZONING CODE. REVIEW AND UPDATE MIXED USE DEVELOPMENT GUIDELINES IN THE EXISTING CODE TO ESTABLISH PREFERRED DEVELOPMENT DENSITIES AS WELL AS TO OPTIMIZE ALLOWED USES BASED ON EXISTING ZONING DISTRICTS.

IMPROVE LIGHTING, PEDESTRIAN, TRANSIT, AND BICYCLE AMENITIES ALONG MAJOR THOROUGHFARES AS NEEDED.

DEVELOP A PEDESTRIAN AND BICYCLE MASTER PLAN FOR THE TOWN THAT IMPROVES PEDESTRIAN AND BICYCLE SAFETY AND MOBILITY. IDENTIFY IMPORTANT PEDESTRIAN GENERATORS (SCHOOLS, CHURCHES, TRANSIT STOPS), ACTIVITY NODES (PLAYGROUNDS, COMMUNITY PARKS), AND DESTINATION POINTS (MUNICIPAL OFFICES, LIBRARY, TRAILHEADS) THAT COULD BE LINKED BY PEDESTRIAN WALKS AND BICYCLE PATHS TO COMPLEMENT THOSE INCLUDED IN THE CANAL RECREATIONWAY TRAIL AND OTHER EXISTING AND PROPOSED WALKS AND PATHS.
The creation of the Erie Canal was a paradigm shift for American progress in the nineteenth century, leveraging hundreds of miles of canal networks capable of generating cities out of swamps and ushering in a new era of exchange. Over a century later, what was the Erie Canal in the city has been capped over with unplanned urban development and sprawl. We are now presented with the opportunity to reposition Erie as the vehicle for a globally relevant, ecologically turbocharged urban corridor. The 'Elevating Erie' ideas competition seeks proposals that consider our current global biodiversity challenges in urbanized regions by developing.

**Competition Opens:** October, 2015
**Submission Deadline:** December 22, 2015

This poster announcement was prepared with funding provided by the New York State Department of State under Title 11 of the Environmental Protection Fund.
The Town of Geneva

Integrating Sustainability into the Comprehensive Plan

George R. Frantz, AICP, ASLA

Thursday, April 14, 10:30 a.m. – 12:00 p.m.
Where are We?

Rochester

Syracuse

Town of Geneva
Existing Land Use

LEGEND
- Residential
- Commercial
- Industrial
- Institutional
- Utility
- Agricultural
- Woodland
- Meadow & Brush
- Water Body
- Wetlands

George R. Frantz & Associates
Land Use & Environmental Planning
Ithaca, New York

New York State of Opportunity
Climate Smart Communities
Trends

• Overall low growth rate between 1960 & 2010;
• Highest growth between 1960 & 1980 = 18%;
• Slower growth between 1980 & 2010 = 7%;
• 40% of residents age 55+ in 2010, up from 33% in 2000.
Overall Plan Principles

- Promote a pattern of growth that is more environmentally & economically sustainable;
- Provide for continued economic development;
- Provide for a diverse mix of housing for a diverse population;
- Protect the quality of life in existing neighborhoods.
Overall Plan Principles

- Protect the agricultural land resources;
- Protect the water resource;
- Make efficient use of existing public infrastructure & services;
- Recognize the interconnection between the health and vitality of the City of Geneva & the Town of Geneva.
Future Land Use

• Most future residential and commercial uses in Town Center;

• Compact development that reduces the use of car;

• Increased bicycle & pedestrian infrastructure;

• Better manage stormwater runoff;

• Maintain the agricultural landscape;

• Promote a more environmentally sustainable community.
Town Center

- Re-purposing aging commercial area to compact urban village;
- Emphasis on creating walkable & bikable village center;
- Housing for aging in place;
- Road diet for 5&20/retrofitting pedestrian facilities.
Town Center

- Compact urban village;
- Variety of housing types:
  - Owner occupied young families;
  - Rentals & condos for downsizing empty nesters;
  - Specialized assisted living.
Kentlands MD

Transportation

• Improved accessibility and mobility for all users;
• Implement “Complete Street” concepts in retrofits of 5&20, CR6, all new streets;
• Functional network of bicycle & pedestrian linkages.
Transportation

• Functional network of bicycle & pedestrian linkages;

• Connect existing and future residential and activity centers:
  • Town Center;
  • High School/Middle School;
  • Geneva Community Center;
  • McDonough Park;
  • Geneva Experiment Station;
  • Ontario Pathways regional network.
Ecological Resources

• Develop and implement unified plan for better managing and treating stormwater runoff:
  • District approach to retrofitting large area of impervious surfaces;
  • Wetland Preserve to manage stormwater and provide public park & open space;
  • Reduce flooding in city of Geneva downstream;
  • Reduce urban stormwater pollutants entering Seneca Lake.
Ecological Resources

• Develop and implement design standards to promote Low Impact Development:
  • Green roofs/LEED building design;
  • Bioretention cells/rain gardens, infiltration trenches;
  • Permeable pavement designs;
  • Stormwater planters and tree box filters.
Energy & Climate

- Utilize the principles of climate-smart land use planning to create compact development to reduce carbon footprint;

- Establish a Climate Smart Task Force to coordinate Town initiatives toward renewable energy development;

- Ensure building & land use regulations are “clean energy friendly.”
Agriculture

- Establish new zoning and subdivision designed to recognizes and protects agricultural operations;
- Promote sustainable land and water resources stewardship and economic development initiatives;
- Utilize purchase/donation of development rights to permanently protect key agricultural lands.
Agriculture

• Provide new markets for agricultural products and opportunities for agricultural tourism;
• Provide for small scale farm based businesses.
Thank You!
Questions?
Climate Smart Communities Webinar

Thanks for joining us!

Webinar slides and recordings will be posted at


Contact email:  Dazzle Ekblad
dazzle.ekblad@dec.ny.gov