

# **WAYNE COUNTY PARKS AND RECREATIONWAYS MASTER PLAN**



**ADOPTED  
July 17, 2012**

Wayne County Planning Department  
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14489

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## **INTRODUCTION TO THE PLAN**

Wayne County is located approximately half way between the Metropolitan areas of Rochester and Syracuse. Much of the county is rural in nature with a steady population over the past decade. Most of the County's population of 93,772 people live within the County's villages and on the western portion of the county as a result of suburban growth from Rochester into the western townships.

Wayne County has many potentially valuable recreational resources. The most dominant is Lake Ontario but there are many other interesting features, both natural and man-made. The Barge Canal and the Old Erie Canal are the most prominent man-made features. Natural features range from the unique drumlin formations to the many lagoons and bays along the lakeshore.

In order to best utilize the recreation potential of the County, two plans have been developed to manage these valuable resources. In 1971 the Wayne County Recreation Plan was developed as part of a County-wide Comprehensive Plan. This plan focused primarily on parks within the County. In 2001, the County received grant funding to develop the Wayne County Recreationways Plan that focused on trails within the County.

In 2011, Wayne County determined that the Recreationway Master Plan developed by Trowbridge & Wolf Landscape Architects in 2001 needed to be revisited and updated. The Wayne County Planning Department in conjunction with Trail Works, Inc. took on the task of updating this plan to reflect changes in the recreationways of Wayne County. In early 2012, it came to the attention of the Board of Supervisors that there was also a need to update Wayne County's Park Plan. The previous Recreation Plan that included parks was adopted in 1971 and many of the parks in this plan have become municipally owned parks, and many of the existing Wayne County parks were acquired after 1971.

The final draft of the Wayne County Parks and Recreationways Master Plan was prepared by the Wayne County Planning Department in the Spring of 2012. It reflects the current status of existing parks and trails, planning objectives for new parks and trails, and a prioritization of proposed improvements. As these improvements are completed, this plan should be updated and readopted every two to five years to reflect the current condition of the County's recreation areas.

Public meetings were held in June of 2012 to gain public insight to these recreation areas and to incorporate their ideas and recommendations. The public hearing was held by the Wayne County Board of Supervisors in July and the plan was adopted July 17, 2012. Records from both the public meetings and the public hearing can be found in Appendix F of this document.

## WAYNE COUNTY PARKS

### *Introduction*

Wayne County's first park acquisition was in 1955 with the acquisition of B. Forman Park on Lake Ontario. The remaining nine parks were all acquired between 1968 and 1979.

The Wayne County Parks are listed below along with their reference number for the accompanying map located in Appendix A.

<u>No.</u>	<u>Name</u>	<u>Municipality</u>	<u>Acreage</u>
1.	B. Forman Park	Town of Williamson	21 acres
2.	Sodus Point Beach Park	Village of Sodus Point	6 acres
3.	Palmyra Aqueduct Park	Town of Macedon and Village of Palmyra	53 acres
4.	Swift's Landing Park	Town of Palmyra	17 acres
5.	Wide Waters Canal Park	Town of Arcadia	4 acres
6.	Norsen Bridge Park	Town of Arcadia	38 acres
7.	Blue Cut Nature Center	Town of Arcadia	40 acres
8.	Abbey Park	Village of Lyons	1 acre
9.	Lock Berlin Park	Town of Galen	3 acres
10.	Black Brook Park	Town of Galen	20 acres

Also within Wayne County there are a number of municipal parks as well as both New York State Parks and New York State Wildlife Management Areas.

### *Needs Assessment*

Currently there are approximately 203 acres set aside for recreational use through the County Park System. There are also many potential recreation sites in the county which, if developed, would preserve some of the area's natural resources and increase the desirability of Wayne County as place to live and visit. In addition to parks within Wayne County, several county and state parks are located in adjacent counties.

Even though there are a large number of acres reserved for outdoor recreation, as population densities increase, the demands for recreational areas also increase. As a result, existing facilities may not be able to satisfy these demands in the future. There are many sites in Wayne County which have outstanding recreational potential, and many of the current lands owned by the County can be further developed for recreational purposes. In addition to developing conventional parks, consideration should be given to the recreational opportunities offered by utilization of some of the unique topographical features of the area. The drumlin formations create steep, wooded slopes which, though difficult to build upon, could provide interesting recreational areas and open space which would maintain the County's rural character.

County and regional parks serve the needs of a regional population and therefore should include unique and varied natural features worthy of preservation for future generations. Serving all age groups, county-regional parks may contain open field game areas, swimming and other water sports facilities, a golf course, camping areas and sufficient utilities and parking to serve the users of the park. The National Recreation and Parks Association would consider regional parks

to be Major Community Parks, which it defines as “large natural areas and/or landscaped areas that provide urban dwellers an escape from urban congestion without traveling a large distance. These parks are designed to accommodate a large number of people and a wide variety of activities. These parks provide for both intensive use and passive use.” (<http://www.nrpa.org/>)

The standards for these parks are that they should be located within 30 minutes of the majority of the population they serve and the parks should contain a land to population ratio of 5 acres per 1000 persons. The population in Wayne County for 2010 was 93,772, which would require approximately 468 acres of regional parkland to support the County’s population. The amount of actual parkland needed can vary due to natural conditions and the availability of County, State and Federal parklands within the County.

The regional parkland currently available is as follows:

Wayne County Parks	203 acres
New York State Parks	565 acres
Federal Parks	0 acres
Total Regional Parkland available in Wayne County	768 acres.

Based on the National Recreation and Parks Association Guidelines, Wayne County does have sufficient acreage dedicated to parkland to serve the current needs of the county’s population. As a result, it is recommended that unless an opportunity arises to acquire additional parkland within the County for minimal cost, the County should focus its fiscal resources on maintaining and developing the current county-owned parkland.

However, in addition to the above recommendation and in anticipation of potential future population increases within the County, if the opportunity arises to acquire additional parkland within the County for minimal cost the County should seriously consider those opportunities.

Opportunities should also be pursued for parks and park facilities that support segments of the County’s populations that are currently underserved. Where it is appropriate and feasible the County’s parks should conform to ADA requirements.

### ***Wayne County Owned Parks***

#### **B. Forman Park**

##### ***Location***

4507 Lake Road, Pultneyville, NY 14538, Town of Williamson

##### ***History***

This site was originally owned by Samuel Cuyler, a member of the New York State Legislature and an outspoken advocate for the abolition of slavery. In 1923 the property was acquired by Benjamin Forman, a prominent Rochester businessman, to develop as a retreat for his employees and in 1955, the Forman family donated the property to Wayne County. Wayne County has

owned and maintained this park since 1955.

### ***Current Features***

Today, Forman Park remains one of the most popular parks in the Wayne County Parks System. The park still has the original Community House that was built in 1920 and four pavilions. Both the House and the pavilions are available to reserve for a fee. The House seats 80 people and has a kitchen with an electric stove and refrigerator as well as outdoor grills available.

Pavilion #1 seats 150 people, can be fully enclosed and has outdoor grills available. Pavilion #2 and Pavilion #3 are both open and each can seat approximately 60 people. Pavilion #4 can seat approximately 50 people and is open on two sides.

In addition to the House and the pavilions, the park also contains two restrooms, swings, horseshoe pits, volleyball court, shuffleboard court, ball fields, picnic tables, benches and outdoor grills.

B. Forman Park also contains 1500 feet of Lake Ontario shoreline; however, swimming is not permitted at the park.

### ***Recommendations***

This park is well maintained; however, while Pavilions #2 and #3 were replaced in 2011, Pavilion #4 should be assessed to determine if replacement or repair is required.

The shuffleboard court has fallen into disrepair. As a result, it is recommended that the shuffleboard court be repaired as it is a popular feature of the park.

The Lake Ontario shoreline is continually receding and as a result the park is continually losing acreage. In order to preserve the park it is recommended that a stone revetment be built on the western 1200 feet of the park's shoreline to protect the park from future degradation. This is a priority project for Wayne County who has contracted with Fisher Associates to develop the design for the stone revetment. The design is scheduled to be complete in 2013.

## **Sodus Point Beach Park**

### ***Location***

7598 First Street, Sodus Point, New York 14555, Village of Sodus Point

### ***History***

Wayne County purchased the land formerly known as Sands Point Amusement Park for \$95,000 in 1968. This 6 acre park is unique in that it contains waterfront on both Lake Ontario and on Sodus Bay. As an amusement park, this property had been used as a public beach and recreation area for generations before being acquired by Wayne County.

### ***Current Features***

Sodus Point Beach Park is the only place that offers public swimming in Lake Ontario between Rochester and Fair Haven. In addition, it is the only park within the Wayne County Park System that allows swimming. On the north side of the park, users can enjoy the sandy beach, swim in Lake Ontario and utilize the bathhouse and the unique hexagonal pavilion. On the south side of the park on Sodus Bay there is another swimming area at the bayside beach along with benches. The park also has pier and lighthouse. Also located adjacent to the park is a US Coast Guard's station and a Wayne County Marine Patrol station.

Supervised swimming on both the lakeside and bayside beaches is available during park hours from 11AM-7PM from the end of June to Labor Day.

Other amenities available at the park are the bathhouse, greenway trail, playground, picnic tables and grills.

There is a boat launch and dock located on the bayside of the park. In order to ensure the safety of swimmers using the bayside beach, the boat launch is closed during the summer season while the bayside beach is open.

### ***Recommendations***

Sodus Point Beach Park is a well maintained park; however, on the bayside there is a boat launch and a dock available to the public adjacent to the Coast Guard station. The dock is in disrepair and needs to be replaced.

## **Palmyra Aqueduct Park**

### ***Location***

2685 Route 31, Palmyra, NY 14522, Town of Macedon and Village of Palmyra

### ***History***

The Palmyra Aqueduct Park is one of six County parks located on the former Erie Canal and was acquired by Wayne County in 1976. This park cost approximately \$50,000 to develop; however, half of that cost was reimbursed through federal funding. This park is located at one of the few preserved aqueducts on the Erie Canal in New York State.

### ***Current Features***

Palmyra Aqueduct Park provides for a number of activities. This park is one of the six County Parks on the Erie Canal and users can access the New York State Erie Canalway trail by this park. In addition, the park also contains an historic site of one of the few aqueducts that were preserved.

The park is divided into the east and west sides by an access road. On the west side you can find a three acre historic site containing the aqueduct as well as a parking lot, comfort station, drinking fountains, picnic tables, and grills. There is also a pavilion that can accommodate

approximately 60 people and is available for reservation for a fee.

On the east side of the park there is also a pavilion that can accommodate approximately 60 people and can be reserved for a fee. Other park amenities include a drinking fountain, grills, picnic tables, ball fields, boat launch and two parking areas. This side of the park also provides access to the New York State Erie Canalway trail and the Historic Aldrich Change Bridge that has been restored through the assistance of local community groups.

### ***Recommendations***

Overall this park has been well maintained; however, there is a lack of quality signage. There needs to be improved signage on NYS Route 31 as you approach the park to signal that drivers are approaching the entrance. Also, there is currently no signage stating the name and ownership of the park or to direct users to the various amenities the park provides.

In addition to signage, the restroom on the eastern side of the park needs additional maintenance so it can be re-opened for use. A port-a-jon has been placed near the ball fields on the east side of the park until the restroom can be repaired.

The boat launch at the Palmyra Aqueduct Park is heavily used as it enters into the calm waters of the Barge Canal (Erie Canal) spillway. However, due to the heavy usage of this launch, improvements should be made to the launch and a dock should be installed for the convenience of the users.

Boating signage is needed to provide information to users about both boating and canoe destinations that can be reached from the boat launch.

## **Swift's Landing**

### ***Location***

4100 Hogback Road, Palmyra, NY 14522, Town of Palmyra

### ***History***

Swift's Landing is one of three parks located on Ganargua Creek in south-central Wayne County. This site was acquired by Wayne County in 1972 and opened as a park in 1976. The park is named after John Swift who was one of the earliest settlers in Wayne County. John Swift and John Jenkins purchased the areas which are now Palmyra and Macedon in 1789. Swift established a log cabin and trading post on the banks of Ganargua Creek, which eventually became the Village of Palmyra.

### ***Current Features***

Swift's Landing Park is a long 17 acre park that connects Hogback Road with the Erie Canal and travels along the shoreline of Ganargua Creek. This park has a pavilion that seats approximately 60 people that can be reserved for a fee. The park also contains three parking areas, restrooms, benches, picnic tables, grills, and access to Ganargua Creek by a canoe/kayak launch.

One of the three parking areas provides parking and access to the New York State Erie Canalway Trail.

### ***Recommendations***

Overall this park has been well maintained; however, there is a lack of adequate and quality signage. There needs to be improved signage from NYS Route 31 to Hogback Road and for the approach to the park to signal that drivers are approaching the entrance. Also, there is currently no signage stating the name and ownership of the park or directing users to the various amenities the park provides.

In addition to signage, the canoe/kayak launch needs improvement and signage is needed to provide information to users about canoeing Ganargua Creek and possible canoe destinations, such as Norsen Bridge Park and Abbey Park, which is also located on Ganargua Creek.

### **Wide Waters Canal Park**

#### ***Location***

5271 Route 31, Newark, NY 14513, Town of Arcadia

#### ***History***

Wide Waters Canal Park was acquired from New York State in the early 1960's and in 1975 was completely refurbished to include a new dock, playground, picnic tables and grilling facilities.

#### ***Current Features***

This three acre park is located on the wide waters of the Erie Canal and is located south of the New York State Erie Canalway trail. This park provides a boat launch and dock that can launch two boats simultaneously. In addition there are picnic tables, grilling facilities, restrooms and parking available.

#### ***Recommendations***

There is a lack of adequate and quality signage. There needs to be improved signage on NYS Route 31 at the approach to the park to signal that driver's are approaching the entrance. In addition, the current sign greeting users is outdated and faded and should be updated.

This park formerly contained a playground that has since been removed. Given the number of young children using this park with their families, it is recommended that a small playground be re-established within the park.

As the number of users of the park has increased, the demand for a pavilion has become more pressing. It is recommended that a pavilion be installed that users can reserve for a fee.

A number of the guideposts along the driveway may need repair or replacement. These should be inspected annually and addressed as needed.

## **Norsen Bridge Park**

### ***Location***

6744 Pulver Road, Newark, NY 14513, Town of Arcadia

### ***History***

Norsen Bridge Park is the second of two parks located on Ganargua Creek in south-central Wayne County. This park was opened by Wayne County in 1975. The park is named after Norsen Bridge, which is located adjacent to the site. Since the bridge was closed several years ago, this park can only be accessed by Pulver Road.

### ***Current Features***

Norsen Bridge Park contains 38 acres and is located along the shoreline of Ganargua Creek. This park has a pavilion that seats approximately 60 people and can be reserved for a fee. The park also contains a large parking area, restroom, benches, picnic tables, grills, a small playground and a ball field. There is also access to Ganargua Creek by a canoe/kayak launch located near the old bridge.

### ***Recommendations***

Overall this park has been well maintained; however, there is a lack of adequate and quality signage. There needs to be improved signage from NYS Route 88 to Pulver Road as well as guiding motorists from NYS Route 31 to County House Road then to the park. In addition signage is needed as you approach the park to signal that driver's are approaching the entrance.

In addition to signage, the canoe/kayak launch needs improvement and signage is needed to provide information to users about canoeing on Ganargua Creek and possible canoe destinations, such as Swift's Landing Park and Abbey Park, which is also located on Ganargua Creek.

The restroom in the park needs additional maintenance so it can be re-opened for use. A port-a-jon has been placed in the park until the restroom can be repaired.

## **Blue Cut Nature Center**

### ***Location***

7210 Route 31 West, Lyons, NY 14489 (Town of Arcadia)

### ***History***

The name Blue Cut dates back to 1853 when a cut was made through a drumlin while building the railroad. The Vernon Shale had a bluish cast when exposed. In 1906-1907 the trolley bridge over the New York Central Railroad was dubbed the "Blue Cut" Bridge.

Blue Cut Road runs from Rt. 31 west into Newark. Later the Blue Cut Bridge was converted from trolley traffic to accommodate the new NYS Route 20, now NYS Route 31. The Blue Cut Rochester, Syracuse & Eastern Bridge was in the same location as the new NYS Route 31 Bridge and the trolley cars followed this same route.

The Blue Cut Nature Center was dedicated as a Nature Center in 1970 and was developed on land that was formerly part of the County Farm. During the 1970's the Wayne County Conservation Environment Council established trails, parking areas, and other facilities at this site. Trail guides and teacher-leader's guides were developed with the assistance of the Wayne County Soil and Water Conservation District.

### ***Current Features***

The Blue Cut Nature Center is located on NYS Route 31 in the Town of Arcadia in Wayne County. Situated on the south side of the road, the entrance is just east of a railroad overpass. The railroad tracks run through Blue Cut's property. Located on 40 acres of open land with marsh and pond, mixed hardwoods and red pine plantation, Blue Cut Nature Center offers three trails and a diversity of wildlife.

There are three hiking trails within the park, one is nearly level and the other two cover more hilly terrain. In addition, there are several picnic tables, grills and two comfort stations available in a shady clearing about 1000 feet southeast of the parking lot. Near the parking lot there are additional picnic tables.

### ***Recommendations***

The Blue Cut Nature Center is unique among the Wayne County parks in that it is the only property designed to be a nature center rather than a traditional park. This property has a lot of potential; however, it needs a number of improvements to restore the level of usage it experienced in the 1970's and 1980's.

The most significant improvement needed for this facility is signage. The sign by NYS Route 31 that welcomes users is very faded and needs to be replaced and updated. The signage at the parking lot currently only lists the park rules. Since this is one of the few parks that has trails that are entirely contained on the property it is recommended that a kiosk sign be placed at the parking lot showing the property and the three trails located on it. In addition, the signage on individual trails needs to be improved. Currently many of the trail signs are missing or are broken so they misdirect users. There are also a number of signs remaining that show stops in the previous self-interpreting guidebooks that accompanied these trails. As these guides are no longer in use, these signs should be removed to reduce confusion.

Another significant improvement required is the repair or replacement of the former Outdoor Education Center that is located near the comfort stations. This building has been condemned and needs to be brought back into compliance with NYS State Uniform Building Code. While this park is not used by school groups as often as it was in the 1970's and 1980's, there are still a number of groups that would like to use a shelter for events at the center.

The comfort stations are quite old and should be upgraded. The comfort station at Black Brook Park in the Town of Galen is a great example of a more modern comfort station. In addition, the

installation of a hand sanitizer dispenser should be considered.

The trail that leads to the wetland has the most potential for accommodating disabled users to the park. When this park was first established in the 1970's it was intended to include a wetland viewing platform and boardwalk in order to accommodate these users and to heighten user's enjoyment of the diverse wildlife the wetland ecosystem provides. These improvements were never made; however, there is still a need for these improvements and they should be considered if funding can be obtained.

The remaining recommendations are to evaluate the existing benches to see if any need to be replaced and repaired, and if new benches are needed, especially where there are steep slopes. Benches can also provide resting areas for users in these areas.

Fallen trees that are blocking the trails should be cleared and pot holes in the driveway and the parking lot should be repaired.

## **Abbey Park**

### ***Location***

177 West Water Street, Lyons, NY 14489, Village of Lyons

### ***History***

Acquired by Wayne County in 1978, this property formerly contained portions of both the Erie Canal and the Enlarged Erie Canal. When the Enlarged Erie Canal was developed an aqueduct was installed spanning Ganargua Creek on the westside of the park. The abutments of the former aqueduct are still visible.

### ***Current Features***

This 1.3 acre property contains a pavilion that seats approximately 60 people and can be reserved for a fee. In addition, there are picnic tables, grills, a playground, restrooms, fishing, parking lots and a boat launch. This section of the Erie Canal Trail is less developed than the New York State Erie Canalway trail; however, you can easily walk 1500' from Abbey Park to Leach Road in the Village of Lyons along the canal.

### ***Recommendations***

This park is very well developed; however, the sign greeting users is outdated and faded. This sign should be updated.

In addition, a dock should be installed by the boat launch. Many users of the canal could utilize the park if they had an opportunity to dock their boats. In addition signage is needed to provide information to users about canoeing Ganargua Creek and possible canoe destinations, such as Swift's Landing Park and Norsen Bridge Park, which are also located on Ganargua Creek.

## **Lock Berlin Park**

### ***Location***

9121 Peters Road, Lyons, NY 14489, Town of Lyons

### ***History***

Located between Lyons and Clyde this three acre linear park was developed to preserve the natural history of Clinton's Ditch and the Erie Canal. A gift from the State of New York to Wayne County in 1970, Lock Berlin Park became the first Canal Park developed in New York State. It includes one of the best preserved Erie Canal Locks in the State and the mechanical system that operated the lock is still evident.

This park provides views of the three phases of the Erie Canal. The first phase of the Erie Canal was built from 1817 to 1825 and was called Clinton's Ditch. At the east end of the park is a foot bridge from the old Clinton's Ditch. Lock 65 was an eight foot lock that was constructed in 1841. In 1888, the northern chamber was added as part of the Enlarged Erie Canal and became known as Lock 54.

This park is located on the towpath of the Erie Canal and as a result users can hike 2.5 miles to the West to the Village of Lyons, or hike .75 miles east to Black Brook Park.

### ***Current Features***

The main attraction of this park is the locks; however, there are also picnic tables, grills, and benches. The path along the Historic Erie Canal is mowed and fishing is permitted in the canal. There is no formal parking area at this site, but limited parking is available along Peters Road on the south side of the park.

### ***Recommendations***

There is a sign welcoming users to the park at the eastern end of the Canal Trail on Gansz Road. While technically this is part of the park, a sign should be placed on the south side of the park at Peters Road since this is the most common access point for the park. In addition, the signs on State Route 31 that direct users to the park, simply say Canal Park. Since this same sign is also used for Black Brook Park, users trying to find the park may become confused.

The sign within the park that provides history of the Erie Canal is faded. This is also the same sign that is located at Black Brook Park. It is recommended that this sign be replaced with a sign that not only discusses the historical importance of the Erie Canal but shows Lock Berlin Park's location along the Erie Canal and discusses the area's role in the history of the Erie Canal.

If the opportunity arises to acquire land adjacent to the park that would be suitable for parking, it is recommended that this be considered. A formal parking area may attract additional users and will increase safety for users driving to the park.

## **Black Brook Park**

### ***Location***

9472 Old Route 31, Clyde, NY 14433, Town of Galen

### ***History***

Wayne County received the 20 acre Black Brook Park as a donation from the Clyde Fish and Game Club in the early 1970's. This park is one of six located on the Erie Canal. Park users can walk along the historic Erie Canal west .75 miles to Lock Berlin Park.

### ***Current Features***

A distinctive feature of this park is the pond. Park users can sit at the picnic tables near the pond and it is a great place to take children fishing. This park has a pavilion that seats approximately 60 people and can be reserved for a fee. This park also contains grills, picnic tables, a ball field, trail access, and a comfort station.

### ***Recommendations***

There is a small sign at the base of the driveway that states the name of the park that should be larger and more attractive. In addition, the signs on NYS Route 31 that direct users to the park, simply say Canal Park. Given this same sign is also used for Lock Berlin Park, users trying to find the park may become confused. The sign within the park that provides history of the Erie Canal is faded. This is also the same sign that is located at Lock Berlin Park. It is recommended that this sign be replaced with a sign that not only discusses the historical importance of the Erie Canal but shows how Black Brook Park is located along the Erie Canal and discusses the areas role in the history of the Erie Canal.

The bridge along the Black Brook Trail fell into disrepair and was removed. The trail now travels through a gully making hiking along this trail dangerous. It is recommended that this trail bridge be replaced.

The comfort station provided is fairly new and in good overall condition. However, the installation of a hand sanitizer dispenser would be helpful.

## WAYNE COUNTY TRAILS

### *Introduction*

#### *The Partnership for Trail Development*

Trail development in Wayne County is coordinated by the Wayne County Planning Department. During the 1990's these efforts focused around the revitalization of the Erie Canal, and included the development of the Canalway Trail. The County continues to pursue the acquisition and development of other recreationway corridors throughout the county. Other organizations involved in this effort include:

- **Trail Works Inc.**, a key partner in county-wide trail development efforts, is a non-profit, membership organization formed to provide a unified voice for Wayne County trail users. They are committed to the coordination, development, and maintenance of high-quality, year-round, multi-use trails, and to heighten public awareness of trail issues.
- **Seaway Trail Inc.** develops trail facilities and interpretive displays and promotes the Seaway Trail, a scenic byway located on the shore of Lake Ontario along the northern boundary of Wayne County.
- **NYS Canal Corporation** is the division of the New York State Thruway Authority responsible for operations of the New York State Canal System which passes east-west through southern Wayne County.
- **Snowmobiling Organizations** – Wayne County has four snowmobiling organizations: Webster Ridge Runners, Lakeshore Snow Devils, Williamson Driftriders and the Canaltown Snowmobilers, who develop and maintain snowmobile trails and facilities in Wayne County.
- The **Montezuma Wetlands Complex** is a cooperative effort of Ducks Unlimited, the NYS Department of Environmental Conservation (NYSDEC) and the US Fish and Wildlife Service to develop new wetlands and associated trails and educational facilities in the southeast corner of Wayne County. NYSDEC is acquiring thousands of acres of agricultural and low lands for wetland restoration to add the Northern Montezuma Wetland Complex which is in conjunction with the Montezuma National Wildlife Refuge located across the County line in Seneca County.
- **New York Trail Riders Organization, Inc. (NYTRO)** is a non-profit organization of all-terrain vehicle (ATV) and dirt bike enthusiasts who share a common interest in the sport of off-highway vehicle (OHV) recreation. The purpose of the organization is to promote education, the safe use of OHVs and to advocate for the development of off-road trails and facilities.

The Wayne County Planning Department identified the following goals toward the development of a coordinated, County-wide recreationway program:

- Continue to update the County-wide Parks and Recreationway Master Plan
- Coordinate, develop, and maintain high-quality, year-round, multi-use trails
- Raise public awareness of trail issues through education, outreach and events.

#### *The Recreationway Master Plan*

Wayne County and Trail Works Inc. prepared a successful grant application in 1999 to the Rural New York Planning and Preservation Grant Program for funding to prepare a county-wide Recreationway Master Plan. The objectives of that Plan were as follows:

- Document existing and proposed recreationways in Wayne County.
- Link proposed recreationway corridors to significant tourist, cultural, recreational and commercial destinations.
- Link proposed trails to Statewide and regional trails.
- Develop policy recommendations and design standards that integrate the needs of diverse users.
- Facilitate workshops to gather the input of trail user groups represented by Trail Works Inc. and other residents of the county.

In 2011 Wayne County revisited the Trowbridge & Wolf Recreationway Master Plan. The County's efforts resulted in a revised Wayne County Recreationway Master Plan which reflected the County's most recent recreationway development efforts. Because this is a living plan and should be amended as circumstance and opportunity dictates, Trail Works and the staff of the Wayne County Planning Department met on three separate occasions in 2011 to review and update the plan to reflect current conditions.

### ***County Overview***

Wayne County has distinct zones with different natural features and land uses that impact the potential for recreationway development.

### **Lake Plain – Ridge Road to Lake Ontario Shore**

#### *West (Monroe County to Sodus Bay)*

Proximity to the City of Rochester and Monroe County has led to the intensive, suburban-style residential and strip commercial development of former agricultural lands in the Towns of Ontario and Williamson. Road networks are linear, generally gridded and traffic volumes are relatively high. Agriculture in the area consists predominantly of fruit orchards. Sodus has experienced less intensive growth, although lakefront property has been fully developed with residences and other areas of the Town are seeing increased pressures for suburban-style commercial and residential sprawl. Opportunities for off-road, east-west recreationway development north of the Route 104 corridor are limited due to the intensity of development that has occurred, except for the State-funded Snowmobile Route, which is located primarily on private land between Route 104 and Lake Road/Seaway Trail.

#### *East (Sodus Bay to Cayuga County)*

The Lake Ontario shoreline dominates landforms in the northeastern corner of the County creating embankments, wetlands, and scattered agricultural and residential development. Traffic is sparse and the road network is less patterned than that found in the western half of the County. Signage is essential if motorists and bicyclists are to successfully navigate these roads and access regional destinations. The Village of Wolcott, the northeastern region's center for commerce, is located at the south edge of the Lake Plain areas.

#### *Central Zone – Between the Canal Corridor and Ridge Road*

The landscape in this zone is dominated by drumlins that run north to south, and limit the potential for east-west recreationway development. The western third of this zone has undergone intensive suburban-style residential development. The middle zone is largely agricultural, with a mix of dairy, field crops, and fruit orchards. The eastern third has a number of attractive hamlets including South Butler, Rose and North Rose as well as others.

### *Southern Zone – The Canal Corridor and Montezuma Wetland Corridor*

#### *Erie Canal Corridor*

The southern portion of the County is dominated by the New York State Canal System. The canal consists of a man-made ditch west of Lyons and is located in the Clyde River east of Lyons. The villages of Macedon, Palmyra, Newark, Lyons and Clyde all located on the canal, are spaced out evenly across the County at approximately 8-mile intervals. These towns and villages, once thriving mid-nineteenth century canal towns, are eager to reap the economic benefits of canal development in hopes of regaining some of their mid-nineteenth century prosperity.

#### *Montezuma*

The Montezuma Wetlands Complex is a 50,000 acre complex of wetlands owned by a variety of government departments, non-profit agencies and private individuals. It is a nationally important destination for birding and offers many exciting opportunities for the development of hiking, biking, and muscle-powered boating facilities. In May of 2007, the Montezuma Audubon Center was opened on Route 89, one mile north of Savannah. The center offers education, interpretation and recreational activities connected to this sprawling wetlands complex. There is also a system of trails originating from the Center.

#### *Concepts for Trail Development*

Wayne County has natural east-west corridors for recreationway development. All three east-west corridors are linked to larger regional and statewide recreationway systems. Wayne County's three east-west corridors include:

- **Lake Ontario Lakeshore** – the Seaway Trail continues east to the St. Lawrence River and west past Buffalo to the shores of Lake Erie.
- **Ridge Road/Hojack (Route 104) Corridor** – Trails have been developed on this corridor in both Cayuga County (east) and Monroe County (west). The Towns of Ontario, Williamson and Sodus have developed a plan for the extension of the Route 104 corridor trail from Webster to approximately three miles into the Town of Sodus.
- **Erie Canal Corridor** – the State and local governments across the corridor are cooperating to develop the Canalway Trail, a planned 524-mile multi-use trail along the waterways of the NYS Canal System. The NYS Legislature created the Western Erie Canal Heritage Corridor Planning Commission in July 1999. In December 2000, the Federal Government designated the Erie Canal Corridor a National Heritage Area. The Erie Canal Trail extends from the western border of the town of Macedon to Route 88 in the Village of Newark. In the Spring of 2012, construction began on the section from Route 88 to the western boundary of the Village of Lyons. A NYS Recreational Trails Grant will allow the Village of Lyons to complete the trail to its eastern boundary with the Town of Lyons. Design plans are 95 percent complete for the section of trail from the eastern boundary of the Village of Lyons to the western boundary of the Village of Clyde.
- **Lakeshore Marshes State Wildlife Area** – A section of trail at the end of Dutch Street in the Town of Huron features approximately 5 miles of trail. This DEC land was the former Whistlewood Girl Scout Camp and will be maintained by the Town of Huron with the aide of Trail Stewards from Trail Works, Inc. membership. Trails also exist on the DEC land that is accessed from a small parking area on Rte. 104 just west of the town of Wolcott. These trails are also hunting access and appropriate seasonal signage must be in

place.

In order for these east-west corridors to be successful, they must be linked by a series of north-south corridors. Wayne County's north-south corridors loosely parallel a combination of roadways and rail corridors beginning near the lakeshore in the north and linking with adjacent trail systems in the south at the County border. The following are potential north-south corridor routes:

- **Rail Trail/Route 21 Corridor** – Pultneyville to Williamson to Marion to Newark and the Ontario Pathways network. This corridor follows the abandoned rail corridor in the southern half of the county and would loosely parallel Route 21 if extended in the northern half. The Towns of Williamson and Marion received funding from the Genesee Transportation Council to develop potential routes for this section of trail. Currently the study recommends going forward with the Marion to Williamson section of the trail where there are no landowner conflicts. The recommended trail from Pultneyville to Williamson Town Park has potential for an on-road trail but the committee is recommending seeking permits for an off-road trail which at the current time has some land-owner issues.
- **Rail Trail/Rail With Trail** – Sodus Point and Camp Beechwood to Wallington to Sodus to Newark and the Ontario Pathways network. This trail would be located exclusively along rail corridors.
- **Alasa Farms to Wallington to Sodus Point Trail** – Red Mill Road east to Glover Road to the connection on Glover Road with the Wallington to Sodus Point Trail.
- **Sodus Canal** – Chimney Bluffs State Park and Sodus Bay to North Rose to Rose to Clyde and the Canal Trail and Seneca Falls and Seneca Lake. This route includes the “Sodus Canal” route, connecting Sodus Bay south to Clyde, and loosely parallels the Route 414 corridor.
- **Spring Farm** – to Ontario Pathways and the Erie Canal
- **Route 350/Route 89 Corridors** – The western and eastern quarters of the county lack contiguous north-south corridors that are readily available for trail development. Were corridors to be developed they might loosely follow the Route 350 and Route 89 corridors. These Routes are located such that they would provide much needed connections between northern and southern trail systems for Wayne County's western and easternmost villages.

## MULTI-USE TRAILS

### *Introduction*

Wayne County will have two types of multi-use trails, those that allow motorized users and those that do not. Corridor use will depend on a number of factors including trail location, topography, proximity to residences, local demand, funding, and corridor width. Though motorized and non-motorized users typically do not share the same trail tread, it is possible for ATV's and equestrians, and snowmobilers and cross country skiers to share treads provided the rules are well posted and strictly enforced. Where other motorized uses are permitted, the trail corridor should be wide enough to accommodate two trail treads, one for motorized users and one for non-motorized users. Trails reserved for non-motorized users, including but not limited to bikers, hikers, cross-country skiers and, where possible, mobility-impaired users, can consist of one tread. Where appropriate, trail facilities can be shared between users for special competitive

or endurance races. For instance, equestrians or mountain bikers for special events can share ATV and dirt bike facilities. In such cases the facilities will be closed to users not participating in the event.

### **1. New York State Erie Canalway Trail**

The NYS Erie Canalway Trail, when completed, will be a 524-mile multi-use trail network along the New York State Canal System. The trail is being constructed by the NYS Canal Corporation in cooperation with numerous governments and non-profit organizations including the New York Parks and Conservation Association, the National Park Services Rivers, Trails and Conservation Assistance Program and numerous county and local governments located along the waterway. Funding for the construction of the Canalway Trail comes from a variety of sources, including Transportation Enhancement Grants, HUD Canal Corridor Initiative Funds, a variety of NY State funding sources, county, town and village governments and private funding sources.

#### ***Macedon and Palmyra***

The New York State Canal Corporation constructed 7 miles of trail in Wayne County in 1998 connecting NYS Erie Canalway Trail in Monroe County to Aqueduct Park in the Town of Macedon, just west of the Village of Palmyra. The trail has a 10' wide limestone dust surface with interpretive kiosks, signage, traffic control at intersections and trailhead parking areas.

The Village of Palmyra received HUD Canal Corridor Initiative funds to design and construct the NYS Erie Canalway Trail through the Village. Palmyra has some of the County's most significant Canal artifacts. The Village also received Canal Corridor Initiative funding to reconstruct the Aldrich Change Bridge, an historic iron bridge that was used to shift the towpath from one side of the canal to the other. The bridge has been restored in Aqueduct Park at the west end of the Village. In the 1970's, the Village cleared and rewatered a one-mile section of the Enlarged Erie Canal and developed a trail on the former canal towpath. This section has been surfaced and forms the centerpiece of Palmyra's Canalway Trail. A 6-mile section of the Canalway Trail, in the Town of Palmyra, east of the Village, was constructed under separate contract.

#### ***Arcadia and Newark***

The Town of Arcadia and the Village of Newark both received Canal Corridor Initiative funding to design and construct the NYS Erie Canalway Trail within their municipalities. The trail was completed from the eastern boundary of the Village of Palmyra through Swift's Landing Park and over the Harrison Spillway extending to Route 88 in the Village of Newark

#### ***Newark and Lyons***

The towns of Arcadia and Lyons along with the Village of Newark are currently working to upgrade this trail to become part of the NYS Erie Canalway Trail, from its current terminus in Newark to Abbey park in the Village of Lyons. The NYS Canal Corp is working to upgrade the section of trail between Abbey Park and NYS Route 14 in the Village of Lyons. The completion of these two segments will extend the NYS Erie Canalway Trail into the Village of Lyons.

#### ***Lyons and Galen***

Beginning in the Village of Lyons the existing trail heads east along the Canal and then follows the towpath of the Old Canal. This segment of trail connects Lock Berlin Park and Black Brook Park, which are located at historic lock remnants. Between Black Brook Park and Clyde the trail will continue along Old Route 31 in the County highway right-of-way. This segment includes

the South Side Canal Park, the historic Lock E 53, and the Clyde Boat Launch. East of the South Side Canal Park the trail continues along two separate routes. Design plans were prepared by the NYS Canal Corporation and are currently 95 percent complete for this section of trail. Funding for construction has not yet been secured.

The State Canal Trail will continue south along the Canal and into Seneca County. The exact route and rights-of-way are still being determined. This 7-mile section of proposed trail is intended to bridge the gap along the Statewide Canalway Trail between the Village of Clyde and the Hamlet of Montezuma in Cayuga County. At this time the proposed trail route follows the towpath of Clinton's Ditch, the original Erie Canal, which is currently owned by Niagara Mohawk Power Corp and heads southeast from the Village of Clyde to the Seneca County line.

Wayne County will continue its Canal trail east to Savannah and the Montezuma Wetlands Complex and develop a section of the Canalway Trail east from the remnant of the historic Lock E-53 in the Village of Clyde. Eventually this route will reach the Seneca River at the site of the Richmond Aqueduct, one of the region's best canal artifacts. Clearing, drainage improvements, grading, trail surfacing and signage will be required.

## **2. Wallington to Sodus Point Trail**

### ***Overview***

The Wallington to Sodus Point Trail is approximately four miles in length and links the Hamlet of Wallington and the Route 104 corridor to Lake Ontario at the Village of Sodus Point. The Village of Sodus Point is one of the County's most popular destinations with beaches, boating, Sodus Point Beach Park, fishing and numerous restaurants and shops.

### ***Proposed Treatment***

Three miles of the proposed trail are located on a County-owned section of abandoned railroad corridor that parallels North Geneva Road in the Town of Sodus and the Village of Sodus Point. Existing steel rails and ties have been removed and salvaged, leaving the ballast behind as trail surface. The area was also cleared of all undergrowth and trees, leaving generally a 10 foot wide path. One mile of the proposed trail is located in the Village of Sodus Point, between the Malt House and Sodus Point Beach. This section of the trail on or along the Village street network will require that sidewalks and road shoulders be upgraded and pedestrian-scale lighting be installed.

### ***Implementation***

There is significant local interest and support for the development of this trail and local snowmobile clubs have undertaken much of the annual maintenance. Snowmobile clubs access NY State Snowmobile grant monies awarded to Wayne County which are used for grooming and signing of the trail. Trail improvements within the Village of Sodus Point will require more detailed route selection and design, as well as funds for trail construction.

## **3. Newark-Marion Trail**

### ***Overview***

In the late 1990's the County surveyed portions of the 8-mile abandoned Newark-Marion railroad corridor for the purpose of developing a multi-use trail linking these two municipalities. As the corridor runs behind and very close to numerous adjacent residences, many of the

landowners oppose trail development in this location. Residents were however, willing to discuss the relocation of the trail to a point further away from their houses, yet on their own property. Trail Works has identified a possible route that utilizes the historic King's Bridge to cross Ganargua Creek, bypassing many of the residential properties. Trail Works Inc. is also working with Marion's Wastewater Treatment Facility to determine the trail route through their property and to develop opportunities for environmental education along the trail at the facility. Linkages from Newark south to Ontario Pathways in Ontario County should be developed as planning for the trail progresses.

#### ***Proposed Corridor Treatment and Implementation***

Route alternatives will have to be studied to address the concerns of adjacent landowners before funding can be secured for trail development. The route utilizing the historic King's Bridge would offer a solution. Grant funding will be required for the restoration of the bridge. If grants are awarded from state or federal governmental sources, restoration of the bridge will likely be required to conform to state and/or federal historic guidelines. Proposed improvements include the development of two trailheads; one in the north, potentially at either the Marion Wastewater Treatment Facility or at Seneca Foods off Pembroke Drive and one in the south, depending upon the route and if the King's Bridge is developed as the preferred option. The bulk of the trail would have to be brushed, signed and resurfaced. Interdepartmental cooperation within the County could provide a significant amount of labor and materials as in-kind matches for grant purposes. Design plans and bid documents for trail construction will have to be prepared as funding for trail construction is secured.

#### **4. Wallington to Newark Rail with Trail**

Wayne County owns the active railroad corridor between Newark and Wallington, which is operated by the Ontario Midland Railroad. The corridor is wide enough to support existing, active rail line and establish additional railway configurations. However, numerous wetlands limit the potential to develop a trail exactly parallel to the active rail line. Trail route alternatives should be studied to determine possible routes and required property negotiations. If railroad service were terminated, this corridor would make an excellent multi-use trail, completing the linkage between Newark, the county's largest village and Sodus Point, its most popular summer destination (See #2 – the Wallington to Sodus Point Trail).

#### **5. Route 104 Corridor**

##### ***Overview***

There are two parallel east-west corridors that comprise what is locally known as the Route 104 corridor. The first is the New York State Department of Transportation's Route 104 roadway right-of-way. Four lanes of traffic exist from the Wayne-Monroe County line east to Williamson where the road narrows to two lanes, creating greater potential for trail development in this corridor in the eastern part of the County. Snowmobiles currently ride the majority of this corridor within Wayne County. The second corridor is the Rochester Gas and Electric (RG&E) owned utility corridor which consists of an active railroad, operated by Ontario Midland Railroad, and electrical transmission lines.

The 104 corridor links with a network of trails in the Town of Webster, Monroe County, destinations in the vicinity of Sodus Point, and trails east in Cayuga County. If developed, it would become the main east-west spine for off-road motorized vehicles and could be

incorporated into the State Snowmobile Route. NYSDOT is amenable to trail development and has indicated a willingness to work with Wayne County and local trail organizations toward the development of trails and trail license agreements. RG&E prohibits trail development along the active rail line operated by Ontario Midland Railroad.

This corridor also hosts an active Ontario Midland Railroad, which rents the tracks located in the RG&E right-of-way. The railroad currently operates an increasing number of commercial trains.

### ***Ontario to Sodus***

The NYSDOT and RG&E corridors are used by snowmobilers. They ride along the south side of Route 104 for most of the distance across Wayne County. The snowmobile clubs in Wayne County have formalized agreements for the development of trails in the 104 right-of-way. Unfortunately bicyclists, hikers and other passive trail users are stopped from entering Wayne County from the Webster trail system. The Towns of Ontario, Williamson and Sodus secured a grant from the Genesee Transportation Council (GTC) to study this area and identify potential trail routes connecting the Town of Webster to the western part of the Town of Sodus.

### ***Proposed Treatment and Implementation***

The County applies annually for state funds and disburses the funds to snowmobile clubs for trail development and maintenance activities. Wayne County should explore funding options, possibly working with local trail groups in efforts to secure funding for the recommendations and implementation strategy identified in the GTC study. Trail design plans, including trailhead parking and intersection design, and bid documents need to be prepared once funding for trail construction is secured.

### ***Sodus to Wolcott***

Like the Ontario to Sodus section of the 104 corridor trail, this portion of the Route 104 corridor trail consists of snowmobile trails located within the NYSDOT Route 104 corridor. This section differs though, because it is a controlled access highway, which means that no other uses are permitted in the right-of-way. Due to the presence of trails and the nature of the corridor, having few conflicting uses, NYSDOT has declared this to be an official pilot project area, where NYSDOT has allowed snowmobile trail development within the corridor. ATV use is currently prohibited.

### ***Proposed Treatment and Implementation***

Wayne County should continue with the NYSDOT snowmobile trail pilot project. Proposed treatments will rely largely on regulations imposed by NYSDOT but should include the development of trailhead parking facilities, trail surfacing and signage. The hilly terrain has required some re-grading and drainage work in certain sections of the trail. The trail network should be designed with NYSDOT oversight to ensure that off-road improvements made at this time will be compatible with anticipated road widening at some future date. For the non-motorized component of this section of trail, Wayne County should seek to work with NYSDOT to coordinate a trail that traverses both properties taking advantage of the driest, most desirable terrain.

### ***Wolcott to Cato Trail***

West of the Village of Wolcott the 104 corridor splits into two separate corridors. The RG&E corridor runs north into the Village of Wolcott where it becomes an abandoned rail line and continues east for 8 miles to the Wayne-Cayuga County border and on to Cayuga County's

Hojack trail. This trail links the historic Village of Wolcott to the multi-use trail network in Cayuga County, including the Hojack Trail, the Cato-Fair Haven Trail, the Cato-Brutus Trail and the Finger Lakes Trail. It provides an off-road connection for Wayne County residents and visitors to Fair Haven Beach State Park on Lake Ontario; the region's most popular summer tourist destination. The trail is located on an abandoned section of the Ontario Midland railroad line, currently owned by the Rochester Gas & Electric Corporation. Large sections of the trail have been cleared and are currently governed by a license agreement between Wayne County and RG&E for use as a trail.

The Village of Wolcott and the Wolcott Historical Society have discussed restoring the privately owned Historic Train Depot located in the Village of Wolcott at the eastern terminus of the trail. This would be both a cultural asset to the Village and an ideal trailhead facility. There have also been discussions about improving the existing railroad tracks between Wallington and Wolcott so that train service could be upgraded from freight to freight and passenger service.

At the eastern end of the trail, in the Village of Red Creek, the County owns a lot on Exchange Street that sits adjacent to and runs parallel to the trail. Developed as a trailhead, this site would provide trail access for local residents and could serve as a gateway for trail users entering Wayne County.

### ***Proposed Treatment***

This corridor is ideally suited for use as a multi-use trail for non-motorized users and snowmobiles. Recent improvements include the removal and dry-pocket burial of non-salvageable railroad ties and rehabilitation of an existing County-owned railroad bridge. Additional development efforts might include trail resurfacing, trailhead development and signage.

### ***Implementation***

Wayne County has executed a trail license agreement with RG&E permitting the development of a trail along the corridor. The County works with local snowmobile clubs by disbursing funds to them in exchange for trail maintenance and development activities. The County should also assist the Wolcott Historical Society with development of the Historical Train Depot. Trail design plans and bid documents for trail construction will have to be developed once funding for trail construction is secured.

## **HIKING TRAILS AND DESTINATIONS**

Wayne County has many large publicly owned and privately owned natural areas with excellent opportunities for hiking, hunting and nature observation.

### ***Chimney Bluffs State Park (State)***

Chimney Bluffs State Park has been identified as a 'scenic resource of statewide significance' by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) due to the 40 to 120 foot high bluffs. OPRHP constructed hiking trails, restroom facilities and a picnic area in the park to allow visitors to experience spectacular views of Lake Ontario and the park's bluffs.

### ***Beechwood State Park (State)***

OPRHP purchased a 140+ acre Girl Scout camp on Lake Ontario, west of the Village of Sodus Point. The State completed historic resource and vegetation studies on the property and began

the process of developing a park master plan. The master plan process was suspended indefinitely and the property was minimally maintained, falling into a state of disrepair. In 2010, the Town of Sodus signed a long term lease with OPRHP for the operation and maintenance of Beechwood State Park. The Town of Sodus and numerous volunteers are now clearing trails, taking down dangerous trees and repairing buildings and structures so the land can be open once again for the enjoyment of residents and visitors to the area.

***Montezuma Wetlands Complex (State)***

The Montezuma Wetlands Complex is comprised of thousands of acres including the Montezuma National Wildlife Refuge, the NYSDEC-owned Northern Montezuma Wildlife Management Areas, and land owned by conservation groups and private landowners. The complex is a significant migratory bird stop on the Atlantic flyway, with more than 1,000,000 waterfowl passing through annually. The Montezuma Audubon Center was opened in the Spring of 2007. A LEED certified building; it serves as a recreational, educational and environmental resource. There are many miles of passive trails on the property with opportunities for hiking, bird watching, canoeing and kayaking. Trails in the Wayne County portion of the complex include the Turtle Pond Trail (1 mile), Malone's Creekside Trail (1.25 miles), Esker Brook Trail (1.5 miles), Marten's Tract Trail (3 miles) and Helmer's Marsh Trail (1 mile).

***Lake Shore Marsh Wildlife Management Area (State)***

The Lakeshore Marsh WMA includes more than 6,000 acres of wetlands in several different locations. These areas offer residents and visitors a chance to experience the region's unique combination of lake, bay and marsh environments. The WMA is perhaps best known for its hunting; however, birding and hiking are also encouraged on an informal network of trails. The Whistlewood Trail is approximately 5 miles of trail exist at the end of Dutch Street in the Town of Huron. Trails also exist on the DEC land that is accessed from a small parking area on NYS Route 104 just west of the Town of Wolcott.

***Galen Wildlife Management Area (State)***

The Galen Wildlife Management Area is comprised of more than 750 acres of marshland and woods in two parcels located southwest of the Village of Clyde in the Town of Galen. Hunting, birding and hiking are popular activities.

***Macedon Hiking Trail Network (Town)***

Hiking trails in the Town of Macedon are developed and maintained by the Macedon Trails Committee, in cooperation with the Town and Village of Macedon and the NYS Canal Corporation. The goal of the Trails Committee is to establish and maintain this trail network as an integral component of the regional trail system, including the Canalway Trail west to Monroe County and east to Palmyra. Trails located in Macedon are the: 1) Erie Canalway Trail; 2) Lock 60 Historic Site Trails; 3) Ganargua Creek Meadows Preserve and 4) Adjacent to Bullis Park off Commons Parkway (opening summer 2012). A butterfly trail is planned for the Lock 30 Canal Park.

***Sodus Ditch/Canal (Conceptual)***

The Sodus Ditch, otherwise known as the Sodus Canal, is an old drainage way that runs north from the old New York State Canal in the Village of Clyde toward Sodus Bay. Historically, this waterway was meant to link Sodus Bay with the Barge Canal. Though it was never completed, its course exists in the form of a drainage ditch flanked by agricultural fields. In part, the Sodus Canal was never made a reality because the cost of developing the approximately 18 required

locks was prohibitive. The concept of an adjacent trail remains valid.

***Bicentennial Trail (Town)***

The Bicentennial Trail is located in Pultneyville, off Lake Rd. onto Maken Rd. Parking is available at the Town of Williamson Water Treatment Facility. It is a gentle trail in a wooded area with added pond loops, and some boardwalks. The 1.2 mile long trail is accessible to walkers, bikers, equestrians and cross country skiers.

***Canandaigua Road Dolomite Trail (Town)***

Parking is off Canandaigua Rd. south of Atlantic Avenue and opposite the Walworth Town Barns, near Freewill Elementary School. The Trail begins through pampas grass marsh and meets up with a game trail on a ridge overlooking neighboring farms. The trail descends the ridge, and then heads south before turning back uphill via pine trees. The trail rejoins the main route and continues south-west to loop at end of property. Enter wetlands following path to marsh pond observation deck (to be added). Return to parking lot via winding wooded area. This trail is approximately 1.6 miles

***Ganargua Creek Meadow Preserve (Not-for-Profit)***

Ganargua Creek Meadow Preserve is located in the town of Macedon off Bunker Hill Drive. The trail can be very wet in the spring and poison ivy is also an issue. This preserve, donated to the Genesee Land Trust in 1966 by the Kesselring Family, is made up of an upland area of hardwoods, wildflowers and shrubs, the winding Ganargua Creek crossing a broad floodplain, and an open meadow where food and cover for birds and other animals is abundant. There is an exceptional butterfly habitat in the meadow. West Side (Bunker Hill Drive Trailhead): loop approx. 1 mile, with various spur trails throughout the meadow East Side (Victor Road Trailhead): 0.76 miles

***Kraai Preserve (Not-for-Profit)***

The Kraai Preserve trail north of the Village of Newark, off Rte. 88, offers a beautiful walk through native woodland and through a large variety of native wildflowers in the spring. The trail winds through the woodland parallel to Ganargua Creek and, at several points throughout the trail, offers overlooks on the stream bank itself. The property directly west of the Preserve can also be seen at various spots along the trail – this property is leased by Peacework Organic Farm – which adds beautiful farmland vistas to the walk. This trail is approximately 0.7 miles in length.

***Huckleberry Swamp (Not-for-Profit)***

Huckleberry Swamp is located outside the hamlet of North Rose, off Brick School House Road as it ends at Catchpole Rd. This site has 79 acres of diverse, high quality wetlands for bird and wildlife habitat conservation. A wildlife observation deck and boardwalk meanders through a variety of wetland habitats including emergent marsh, Green Ash Wetland, and Red Maple Wetland. Huckleberry Swamp provides significant functions including storm water retention, groundwater recharge, wildlife habitat, and possibly rare plant habitat and a heron rookery. Hiking takes approximately one hour or more depending on stops. The Trail is closed on Mondays and winters.

***Williamson Town Loop Trail (Town)***

Trail access and parking is available at the Williamson Town Park on Eddy Rd; Route 104 by Sundaze Restaurant; or at the Town Hall/Library Complex on Rt. 21. The loop traverses woods,

fields, and village streets. There are wonderful views of Lake Ontario on a clear day and rolling farmlands from the top of “Herbert’s Hill”. Access to town, services, and restaurants is available at several points. There are a few steep hills – with great views, but much is easy walking. The trail is 4.2 miles and the amount of time to hike varies.

***Blue Cut Nature Center (County)***

The Blue Cut Nature Center is a Wayne County Park. It has been operated as a nature center with interpretive trails, self-guided walks and educational programs. While the active programming has temporarily stopped, nature trails are still open to the public. Birding, hiking and observation in the adjacent wetland are popular uses.

***Palmyra Wetlands Nature Trail (Village)***

Located west of Church Street in the Village of Palmyra, this one-mile trail is rich in both natural and historical interest. Wetlands were formed in excavations of the original Erie Canal. There is a self-guiding Trail Booklet which describes flora and fauna at each of the 14 sites along the trail. This trail is also included in the Wegmans Passport to Wayne County as item #12. This trail provides access to Palmyra Aqueduct Park, which contains the Aldrich Change Bridge and Lock 29.

***Lockville (Village)***

This is a short 1/4 mile hiking trail with access on North Clinton Street in the Village of Newark. The path winds beside and through structures of the Old Enlarged Erie Locks 58 and 59.

***Enlarged Erie Canal Lock 56 (State)***

A linear trail of 1.44 miles with access on County House Rd. NW of Route 31 in the Town of Lyons. Features include Enlarged Erie Canal Lock No. 56 (Poor House Lock). The eastern end of the trail features a working dry dock operated by New York State and is winter home to the Colonial Belle and the Tugboat Urger.

***Erie Canal Park (County)***

This trail is approximately 2.75 linear miles (5.5 round trip) and access is available from several locations: Lock Berlin Park, Peters Rd. or Black Brook Park. A wooded trail parallels Clinton’s Ditch and the Enlarged Erie Canal, crossing old foundations and locks.

***Casey Park Ore Beds (Town)***

A 2+ mile trail surrounds the abandoned iron ore bed that is included in Casey Park in the Town of Ontario. Hiking on the southern shore begins at the swimming area. The wide path is packed dirt. At the west edge of the ore bed, the path narrows and climbs to return on the north shore, high on a narrow ridge.

***Sherburne Park Nature Trail (Town)***

The 1 mile trail is located on Sherburne Rd. directly across from the Lorraine Drive in Walworth. The trail is an easy walk around and through Sherburne Road Park. The park and trail feature birding, an observation deck of the local wetlands, various native plants, trees and a snake board.

***Historic Village of Lyons Trail (Village)***

A 1.5 mile walking trail features canal locks, historic buildings/museums, parks, and murals of historic Lyons.

### ***Lyons Community Center - Trail of Hope (Not-for-Profit)***

The one-mile trail, accessible from the Lyons Community Center on Manhattan St., meanders through planned gardens and into a natural wooded area where native plants predominate. A viewing platform overlooks Black Brook. Plans are being made to connect this trail by a spur to the Erie Canal Trail as it passes through Lyons.

### **ON-ROAD BIKEWAYS**

On-road bikeways, the preferred trail of many experienced cyclists, are an important component of Wayne County's recreationway system. On-road bikeways form a network of continuous, smooth, linkages between a region's significant destinations that can be linked with fragmented off-road trails to provide biking facilities for cyclists of all levels.

Typically, on-road bikeway routes are evaluated and selected according to the following factors:

- **Safety and Comfort:** Consider the number of traffic lanes, width of travel lanes and paved shoulders (if they exist), traffic volume and speed, variation in terrain and obstacles or hazardous areas.
- **Directness and Continuity:** Consider route length, type and frequency of traffic control devices, discontinuities, narrowing, and connections to other routes.
- **Attractiveness:** Consider the scenic quality of the landscape and the destinations on or near the route.
- **Topography and Terrain**
- **Traffic Volume**

Types of on-road bikeway facilities include:

- **Road shoulder:** Road shoulders are common bikeway treatment in rural areas of upstate New York. Shoulders should be a minimum of four feet wide, however widths of 6-8' are recommended where motor vehicle speeds exceed 35 MPH or the average annual daily traffic is 2,000 vehicles or more. Fortunately, New York State's highways typically have 6-8' paved shoulders that are in very good condition.
- **Bike Lane:** A bike lane is a portion of the roadway designated for bicycle use by striping, signing and pavement markings. Bike lanes are more common in urban and suburban settings, often occurring on curbed roads. They should be at least 5' wide.
- **Wide Outside Lane:** A wide outside travel lane (sometimes referred to as a wide curb lane if the road is a curbed urban/suburban road) should be at least 14' per side. They are considered an acceptable bikeway facility for inexperienced, recreational cyclists if traffic speeds are low (30 mph and below) and the traffic volume is low.
- **Shared Lanes:** Shared lanes have no special provisions for bicyclists. However, it is acceptable for bicyclists to use shared lanes provided traffic speeds are 30 mph or below, traffic volume is low and the lane is at least 12' wide.

Because of its rural nature, Wayne County has wonderful opportunities for on-road bicycling routes. Many local roads offer exceptional vistas for varied skill levels. In order to provide the cyclist with comprehensive route information, it is recommended that the County develop and provide promotional information locating points of interest, facilities such as food and lodging and indicating degree of difficulty in terms of topography and terrain.

## **WATERWAY TRAILS**

Wayne County offers the possibility of numerous water experiences, from boating and fishing on Lake Ontario to canoeing and kayaking on many of its creeks, the Clyde river and the historic Erie Canal. The following list is not a comprehensive list of waterways and facilities. Rather, it offers a sampling of experiences that were discussed by workshop participants. A more comprehensive study of existing waterways and their potential as recreationways is recommended.

### ***Lake Ontario Water Taxis***

Lake Ontario offers many opportunities for boating and fishing that are beyond the scope of this study. However, the development of tour boats and water taxi services between lakefront destinations, such as Pultneyville, Sodus Point and Fair Haven Beach State Park, should be explored. Such services would provide bicyclists and trail users with transportation to get supplies or for one leg of a day trip. This concept could be extended to the Erie Canal and other waterways in the County.

### ***Ganargua Creek***

Ganargua Creek waterway trail begins at Palmyra Aqueduct Park just west of the Village of Palmyra and ends on the westside of the Village of Lyons in Abbey Park. It was once a major transportation route for Native Americans and early settlers in the area. There is formalized creek access at Palmyra Aqueduct Park, Swift's Landing Park, Abbey Park and Norsen Bridge Park, all County Park facilities. The creek is popular for canoeing and kayaking.

### ***Erie Canal***

The New York State Canal System is undergoing transformation from a transportation corridor to a recreationway for both boaters and landside users. It is an excellent waterway for muscle-powered boating – canoes and kayaks – due to the scenic quality and 5-mph speed limit that reduces conflicts with and wake production from motor boats. Villages along the canal are improving their port facilities to include more transient docking, boater services and connections to parks and village centers. Major port improvements have been implemented in the Villages of Palmyra, Newark and Lyons. Amenities include restrooms and showers, laundry facilities and electricity for transient boaters.

Access to the canal for canoes is found at Macedon Canal Park, Palmyra Aqueduct Park, the Port of Palmyra, Swift's Landing Park, Wide Waters Canal Park, Abbey Park, the Clyde Boat Launch, and Erie Mid Lakes Marina in Macedon.

### ***Clyde River***

The Clyde River flows through the NYSDEC Galen Marsh Wildlife Area where there are excellent opportunities for bird watching and nature observation. A car-top launch is located in the Wildlife Management Area. Though the Wildlife Management Area offers wonderful opportunity for waterway recreation, accessibility from the Canal remains an issue. Access to Clyde River is also available from the Canal just west of the Canal access in the Village of Clyde.

### ***Seneca River/Crusoe Creek/Howland's Island***

This waterway offers an excellent opportunity for boating in the Montezuma Wetlands Complex, the region's most important natural area. Access to the Seneca River/Crusoe Creek is located off of NY Route 89, north of the hamlet of Savannah.

### ***Port Bay/Beaver Creek***

Port Bay is the largest embayment east of Sodus Bay and forms part of the Lake Shores Marshes State Wildlife Management Area. The Port Bay Improvement Association dredges the channel entering the Bay in order to remove heavy sedimentation and restore clear boating. Access to this waterway from Lake Ontario is off of the barrier bar or via car-top boat launches adjacent to Sanford Creek. The Port Bay Barrier Bar was completely rebuilt and fortified with a large revetment in the 1990's. Concurrently, NYSDEC rebuilt its fishing access site which includes a boat launch, parking and handicap fishing access.

### ***East Bay***

East Bay is another embayment located between East Bay Park, Chimney Bluffs State Park and the Lake Shore Marshes State Wildlife Management Area. A car-top launch is located off of East Bay Road.

### ***Black Creek***

Black Creek also flows into the Lake Shore Marshes Wildlife Management Area. Access is north of the Village of Red Creek.

### ***Maxwell Creek***

Maxwell Creek, located west of the Village of Sodus Point, is an excellent fishing creek. Wayne County made improvements to its Fishing Access site located on Lake Road between Halcus and Maxwell Roads. This creek runs adjacent to New York OPRHP's Camp Beechwood and is located just west of the DEC fishing access site on the north side of Lake Road.

### ***Blind Sodus Bay***

Blind Sodus Bay is an embayment located at the northeastern-most corner of the County. Access is off Blind Sodus Bay Road.

### ***Sodus Bay***

Sodus Bay is the largest bay on the south shore of Lake Ontario and is Wayne County's most popular spot for boating and fishing. Its shoreline is in the Towns of Sodus and Huron and the Village of Sodus Point. The Bay hosts three islands, two that are accessible only by boat. Public access to the Bay is located at Harriman Park on Route 14 and at the Sodus Point Beach Park, both located in the Village of Sodus Point and at numerous private marinas.

### ***Canandaigua Outlet (Town of Lyons)***

The Canandaigua Outlet, located in central Wayne County in Lyons is a tributary of Canandaigua Lake. The Outlet exhibits seasonal water level fluctuations largely because it merges with the Canal. Though there is no official public access to the Outlet, it is a popular fishing stream and is navigable by canoe and kayak.

### ***Sanford Creek***

Sanford Creek, a tributary of Port Bay, is located remotely in northeastern Wayne County and is neighbored by a Lakeshore Marshes State Wildlife Management Area and a seasonal community of cottages. It is well known locally for its birding and fishing. There is a public car-top boat launch and parking area located off East Port Bay Road. Recently, due to heavy sedimentation, Port Bay and northern Sanford Creek have become shallow and precarious for boaters. Local citizens have lobbied for dredging in order to restore clear navigation to the Creek and Bay,

however to date they have not been successful in their efforts.

### ***Mudge Creek***

Mudge Creek is a local favorite kayak and canoe route that is rich with local flora and fauna. It is a small creek that runs low at times and is best used by small boats. The creek is located in northern Huron and is a tributary to East Bay. Access to the creek is via car-top launch on Bay Road near the turn to Chimney Bluffs or via a New York State ramp on Slaughter Road.

### **SNOWMOBILE TRAILS**

Snowmobiling is a very popular winter activity for many Wayne County residents. There are four snowmobiling organizations in the county – the Webster Ridge Runners, Lakeshore Snow Devils, Williamson Driftriders and the Canaltown Snowmobilers. Many Wayne County snowmobile riders trailer their vehicles to the Tug Hill and Adirondack regions, where snow cover is more predictable and where a more extensive trail network has been developed. Developing better local facilities – trails, parking and services – would encourage local snowmobilers to stay in the region and help promote Wayne County as a destination for out-of-County snowmobilers.

All snowmobiles operated in New York State must register with the New York State Department of Motor Vehicles. A portion of the registration fee, collected by local Motor Vehicle Departments and dispersed by the State, is granted to Wayne County for disbursement to snowmobile clubs for trail development and maintenance. The trails then become part of the State Snowmobile Trail system and are promoted by the State. Local clubs are responsible for the maintenance of both State and private club trails. Club responsibilities include the development and maintenance of facilities and snowmobile trails within Wayne County, including tasks such as clearing, signing and grooming trails.

The State Snowmobiles Trail Route, located largely on private property where permissions have been secured, is shown on the plan. Club trails, also located almost exclusively on privately owned land, are not shown. These private club trails have not been mapped at the request of club members and some landowners. To find out about these trails individuals should contact club members. The following are the major existing and proposed public snowmobile trail facilities in Wayne County.

### ***New York State Snowmobile Route***

The New York State Snowmobile Trail is a statewide route on both public and private lands that is maintained by local snowmobiling organizations. Though local clubs are responsible for maintenance, the State provides maintenance and development guidelines. The entire system is shown on a map, developed and dispersed by the State and available through clubs, government offices, and retailers. Many private club trails link into the State route to form a more comprehensive regional trail network. These trails however, are not illustrated.

### ***Route 104 (NYSDOT and RG&E Corridors) Corridor***

The Route 104 Corridor runs east to west through Wayne County. The NYSDOT owned corridor has been heavily used by snowmobiles for years and is currently governed by a pilot agreement allowing its use as a snowmobile trail. The regional NYSDOT office, Wayne County, and the Wayne County Federation of Snowmobile Clubs and its member organizations operate a trail program in this corridor. Heavy use of this trail demands that trail heads be developed at key nodes along the corridor. Strategically placed trailhead facilities will enhance the trail

experience and increase access to the main east west corridor. Trailheads should be large enough to allow for snowmobile trailers. No specific sites have been identified at this time, but consideration should be given to the following areas along the corridor: Ontario Center, Williamson, Sodus, Wallington, Route 414, Route 89 and at Route 104A/Seaway Trail.

### ***Wolcott-Cato Trail***

The Wayne County section of the Wolcott to Cato Trail runs from Town and Village of Wolcott east to the Wayne and Cayuga County border along an abandoned RG&E owned rail corridor. It is contiguous with the RG&E property that parallels Route 104. Local snowmobilers currently use small sections of this corridor. Wayne County and RG&E have executed a license agreement that provides Wayne County permission to develop and maintain a multi-use trail along the corridor. Trail development included the renovation of the Red Creek Railroad Bridge, the removal of several bridge abutments, and numerous road crossings.

### ***Sodus Point – Wallington Trail***

The Sodus Point to Wallington Trail links the two communities via an abandoned Wayne County owned railroad corridor. It is a level, straight corridor with few houses nearby. There has been great support for the development of this trail. All rails and ties have been removed and salvaged and the area cleared of all trees, brush and overgrowth. The trail is generally 10 feet wide and unimproved. The base is the remaining hardpacked ballast that supported the rail line.

### ***Newark-Marion Trail Corridor***

The Newark to Marion Corridor, which connects the Village of Newark and the Hamlet of Marion, runs along a County-owned abandoned railroad corridor. Sections of the corridor are currently used for snowmobiling and there are numerous local club trails in the area. A small section of the trail near the hamlet of Marion is used for non-motorized purposes. Many trail neighbors oppose the trail due to its proximity to their homes. Trail Works has identified an alternate route utilizing the historic King Bridge that would direct the trail away from their homes.

## **ATV/DIRT BIKE TRAILS AND FACILITIES**

ATV's and dirt bikes are commonly ridden in Wayne County and throughout Upstate New York. Snowmobilers and off-road motorized vehicle operators comprised the largest block of attendees at public meetings discussing trails. These users are however, restricted from non-motorized multi-use trails, like the Canalway Trail and most State and County park facilities. Trail managers, trail users and landowners that live adjacent to abandoned railroad corridors often view ATV's and dirt bikes as a nuisance due to the noise and potential conflicts with non-motorized users that they generate.

New York Trail Riders Organization (NYTRO) advocates for the development of more facilities designed specifically for off-highway recreational vehicle use, where they can legally and more safely operate their vehicles and not interfere with bikers and hikers who want a different type of trail experience. Currently, they use dredge spoil areas in the Port Gibson area owned by the NYS Canal Corporation and many other privately-owned lands for riding. Although they use the Route 104 corridor, there is no formal agreement with NYS DOT and consequently ATV uses is prohibited. NYTRO has more than 1000 acres of land with formal and informal use agreements throughout the Central New York area where ATV and dirt bike use is permitted.

### ***NY Route 104***

The Route 104 Corridor is a proposed motorized and non-motorized trail. NYSDOT's Route 104 has adequate width in which to develop two separate treadways, one for motorized trail users and one for non-motorized trail users. This would provide the optimal multi-use trail situation. The specific configuration of the trails will depend on rights-of-way, terrain, road crossings and other matters. Wayne County should consider including provisions for motorized trails should future negotiations arise with NYSDOT.

### ***Off-Road Motorized Vehicle Park***

Development of a large, centralized location for ATV and dirt bike use is a priority project identified in the Recreationway Master Plan. Facilities for centralized off road recreational vehicles facilities will help alleviate unauthorized recreational vehicle use elsewhere in the County. Such a facility could be used for both individual trail riding as well as large organized off road events and should provide a network of trails, parking and support facilities. The Port Gibson dredge spoil site, or another sufficiently large parcel, may be a suitable location for this type of facility.

### ***Port Gibson Dredge Spoil Area***

The NYS Canal Corporation has a large dredge spoil site north of the Erie Canal and Port Gibson, between Palmyra and Newark. The area is heavily used by ATV's and dirt bikes. Wayne County should negotiate with the NYS Canal Corporation to formalize the use of this site for off-road recreational vehicles, including BMX and mountain bikers. This site can also provide an important linkage between the Newark-Marion Trail and the Canalway Trail for non-motorized trail users.

## **EQUESTRIAN TRAILS**

Equestrians can successfully coexist with other non-motorized trail users on a multi-use trail with adequate trail corridor width and proper design and trail management. Hard surfaces, such as asphalt and concrete are not suitable for equestrian use – they prefer softer, natural surfaces like grass, dirt, and railroad ballast, gravel or limestone dust. Equestrians are happy to occupy a wide (5' minimum) grass shoulder of a surfaced trail. Attendees at public meetings indicated that abandoned railroad lines are very uninteresting trails for equestrian users. Where possible, equestrians may prefer to select their own trail route off of the more formal trail.

If equestrians are to share sections of a multi-use trail, where the corridor is very narrow or at bridge crossings, for instance, the trail should have adequate base and surface to withstand their use. Limestone dust is often the racetrack surface at fairgrounds and, if properly prepared and compacted, will withstand modest levels of equestrian use. Where equestrians' use of the trail is allowed, horses should have the right-of-way. It is most common that bicyclists yield to horses and pedestrians and pedestrians yield to horses. Or, more succinctly put, "Wheels yield to heels yield to horses". Bicyclists should give a clear audible warning before passing a horse. Signs should clearly indicate where horses are allowed on the trail and describe appropriate protocol for these trail sections. Parking and staging facilities for equestrians should be located near heavily traveled roads as fast moving vehicular traffic can scare horses.

Wayne County has numerous areas where equestrians gather to ride on informal trail networks on privately owned land. These areas though, are not shown on the Recreationway Master Plan. Many of the multi-use trails described above may be suitable for equestrian use. As plans are developed for these trails, equestrian requirements should be considered to determine their

suitability for equestrian use. Multi-use trails being considered for equestrian use include the following:

- Wolcott to Cato Trail
- Wallington to Sodus Point Trail
- Newark to Marion Trail

Note that a statewide policy prohibits equestrian use on the Canalway Trail.

Publicly owned sites where equestrian use is allowed include:

- Town of Williamson Park – the Phillips parcel has equestrian trails
- Chimney Bluffs State Park
- NYSDEC Wildlife Management Areas – Lake Shore Marshes and Galen
- Camp Beechwood State Park - Equestrian allowed, trails to be designated

### **MULTI-MODEL TRAIL EXPERIENCES**

Multi-model trail experiences are those that combine different modes of travel for a varied and stimulating travel experience. Opportunities, such as the following, should be explored:

#### ***Ferry and Biking Excursions***

There are a number of small bays on Lake Ontario within Wayne County. Transportation between these bays and their respective attractions is via existing roadways. Many vacationers and locals alike would prefer to park the car and enjoy the water. The development of a water ferry, whether on Lake Ontario or the Canal, would provide a much needed transportation and tourist service to a number of Wayne County communities. Once developed, a ferry could be combined with biking routes toward a multi-modal land and water experience.

A ferry, docked in Sodus Bay for example, could provide service east to East Bay, Port Bay and Fair Haven Beach State Park or west to Pultneyville and Irondequoit Bay. A ferry linkage between Fair Haven Beach and Sodus Point could be complemented by an on-road bike trip on the Wolcott to Cato, Route 104 and Wallington to Sodus Point Trails. On-road bikeway linkages along the Seaway Trail/Lake Road could complement a ferry to Pultneyville. This concept should be explored along many sections of the Erie Canal and in the Montezuma Wetlands Complex as well.

### **THEMATIC TRAILS**

The Seaway Trail has developed guides and displays about the natural history, the War of 1812 and agri-touring along the trail. Wayne County should coordinate with the Seaway Trail to further develop and promote opportunities for themed tours within the County. For instance, the Wayne and Cayuga Counties Tourism Development Action Plan developed by Seaway Trail in 1996 proposed the development of a Lakeshore Ecology Trail linking Fair Haven Beach State Park to Sodus Point and along local roads that pass through the Lake Shore Marshes Wildlife Management Area. As discussed above, this could be combined with a water ferry return trip. The Lake Ontario Wine Trail connects wineries throughout Central and Western NY, including many in Wayne County. Over the last several years, communities within Wayne County have also been a large part of Mural Mania, a community art project where historical murals are placed strategically within communities. These murals provide visual depictions of significant local and national historical events and have subsequently developed into a mural trail. A new

trail developed in 2012 is the War of 1812 Peace Garden Trail which travels through Niagara, Erie, Genesee, Monroe, Wayne, Ontario and Oswego counties. This trail is the result of collaborating tourism offices along with the international peace garden association. The plan also recommends the development of thematic agri-tourism based trails such as farmstands. Other thematic trails may include cobblestone houses, the War of 1812, the Erie Canal and tours of other Wayne County natural and cultural resources.

Incorporation of a region's natural and cultural resources into trail planning efforts strengthens the capability to generate funding for trail development and results in the development of a richer trail experience.

### **BMX/MOUNTAIN BIKE PARK DEVELOPMENT**

BMX bicycle racing and mountain biking are both increasingly popular. BMX events occur at sites throughout the State and are well attended on weekly basis throughout the season. Mountain biking has also become a very popular activity for youth and young adults. Wayne County should identify a site for development of a park facility for these activities. The Port Gibson dredge spoil site may be suitable and large enough to accommodate both motorized and non-motorized users.

**APPENDIX A**

Appendix A contains two maps, one showing the Parks in Wayne County and the other showing the Recreationways within Wayne County. These maps are provided on the following pages.

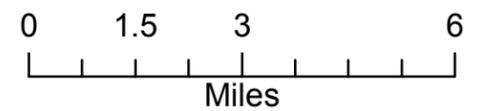
- 1 B. Forman Park
- 2 Sodus Point Beach Park
- 3 Palmyra Aquaduct Park
- 4 Swift's Landing Park
- 5 Wide Waters Canal Park
- 6 Norsen Bridge Park
- 7 Blue Cut Nature Center
- 8 Abbey Park
- 9 Lock Berlin Park
- 10 Black Brook Park

# Wayne County Parks and Recreationways Master Plan 2012

## Parks

### Legend:

-  Wayne County Parks
-  Town and Village Parks
-  New York State Parks
-  Seaway Trail
-  Lake Ontario Wine Trail
-  State Lands



### Data Sources:

Wayne County Planning Department  
NYS GIS Clearinghouse

**ADOPTED**

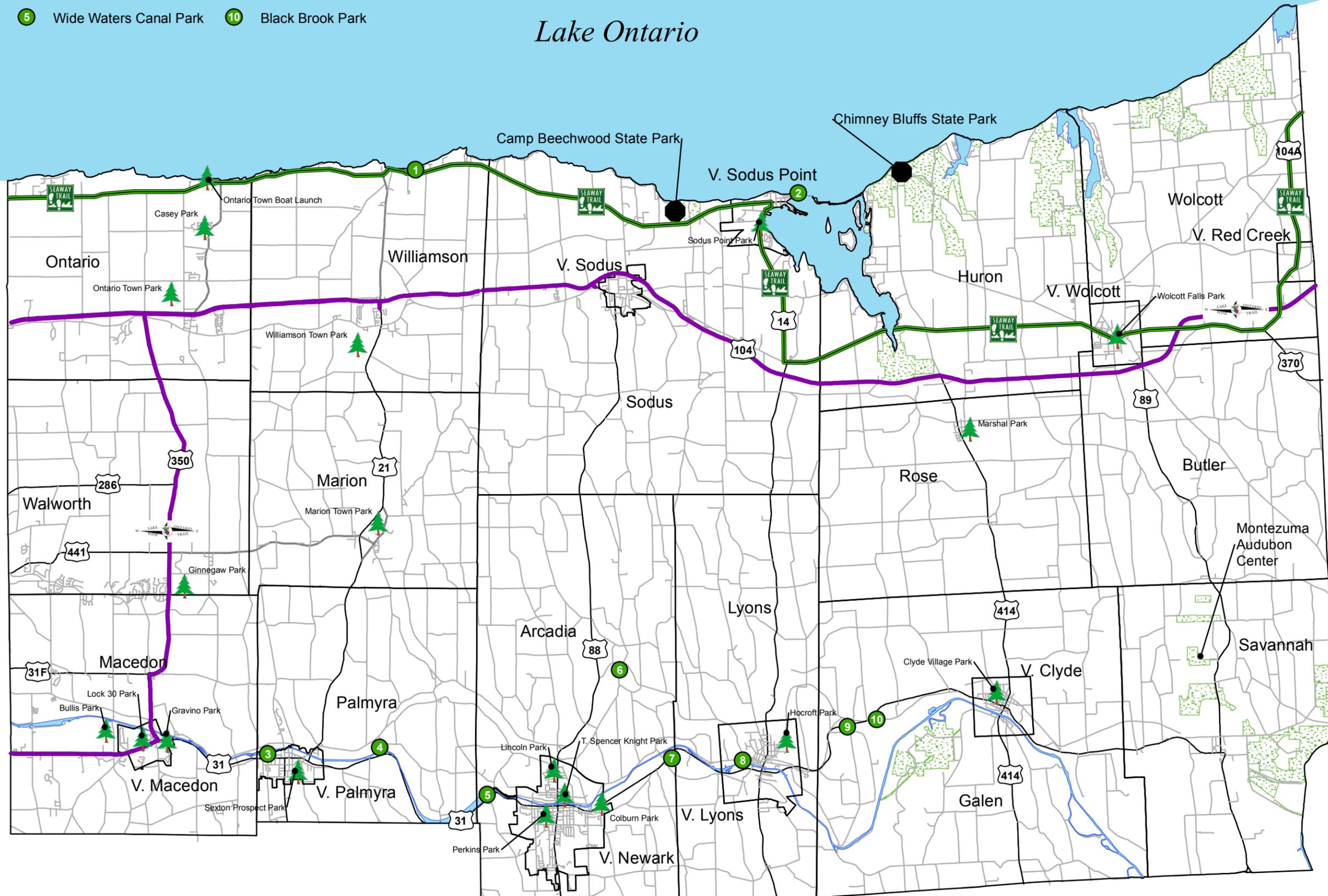
July 17, 2012

### Map Prepared By:

Amy D'Angelo, Senior Planner



Wayne County  
Planning Dept.  
9 Pearl St.  
Lyons, NY 14489



# Wayne County Parks and Recreationways Master Plan 2012

## Recreationways

### Legend:

-  Existing Multi-use Trail
-  Proposed Multi-use Trail
-  Locally Maintained Hiking Trails
-  Canoe/ Kayak Waterway Trails
-  State Funded Snowmobile Trails
-  Seaway Trail
-  Lake Ontario Wine Trail
-  Area for Trailhead Development
-  OMID Railroad Lines
-  CSX Railroad Lines
-  RG&E Corridor
-  State Lands



### Data Sources:

Wayne County Planning Department  
NYS GIS Clearinghouse

**ADOPTED**

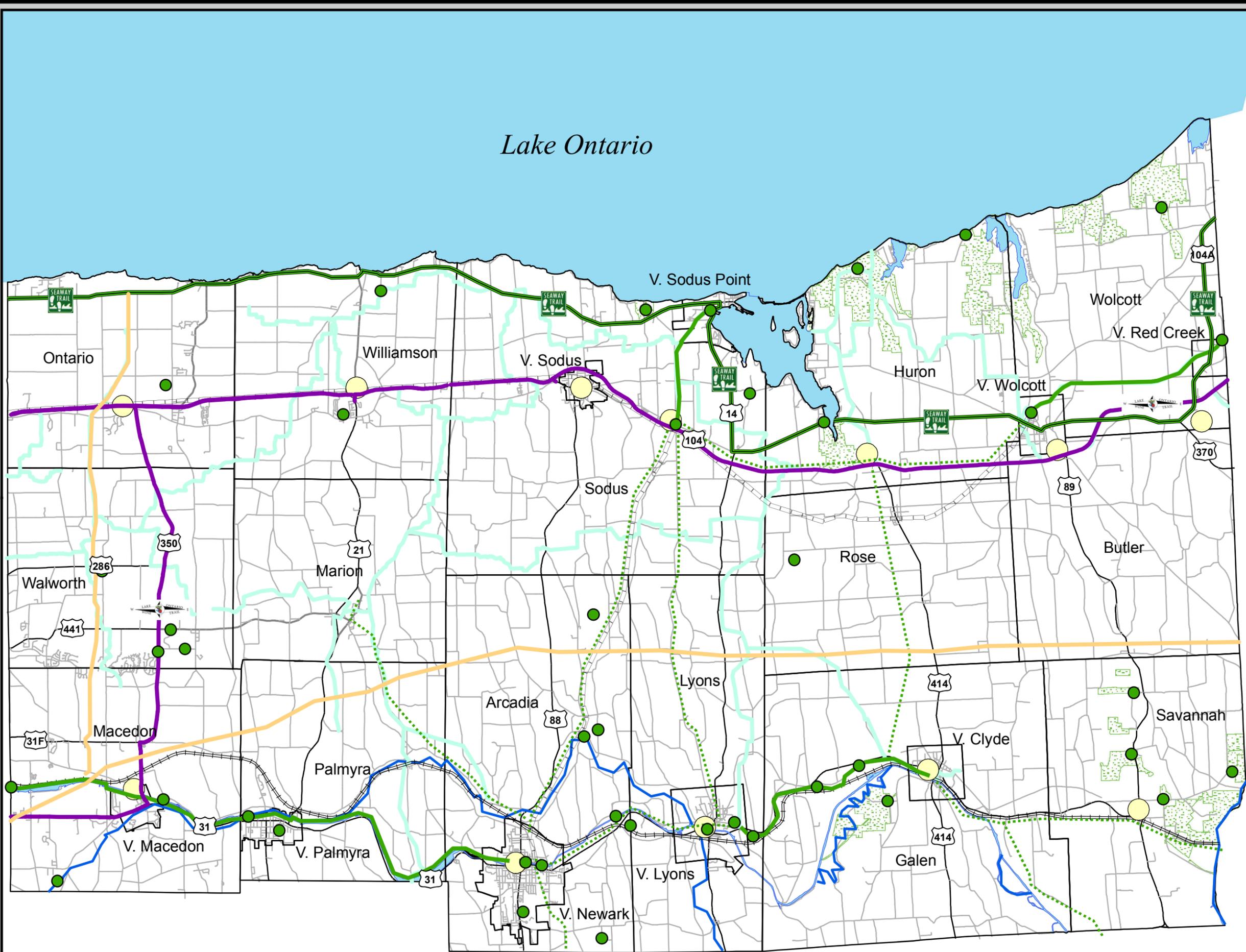
July 17, 2012

### Map Prepared By:

Amy D'Angelo, Senior Planner



Wayne County  
Planning Dept.  
9 Pearl St.  
Lyons, NY 14489



## APPENDIX B

### IMPLEMENTATION RECOMMENDATIONS FOR PARKS

*Agencies tasked with implementation of this plan:*

PW Wayne County Department of Public Works  
 AY Wayne County Department of Aging and Youth  
 PLAN Wayne County Planning Department  
 BOS Wayne County Board of Supervisors

<b>Park</b>	<b>Recommendations</b>	<b>Agencies Responsible</b>	<b>Timeframe</b>
Recommendation for All County Parks	Attendance needs to be documented so that increases or decreases in attendance due to improvements or economic decline can be noted.	PW AY	Continuous
Recommendation for All County Parks	Any restroom facilities that do not have running water should have hand sanitizer dispensers installed.	PW	1-2 Years
Recommendation for All County Parks	Develop County rules signage that positively conveys the rules while encouraging visitation to the parks.	PW PLAN	1-2 Years
B. Forman Park	Pavilion #4 should be assessed to determine if replacement or repair is required.	PW	1-2 Years
B. Forman Park	The shuffleboard court should be repaired.	PW	1-2 Years
B. Forman Park	A stone revetment should be constructed on the western 1200 feet of the park's shoreline to protect the park from Lake Ontario erosion.	PW PLAN BOS	1-2 Years
Sodus Point Beach Park	The Bayside dock at the boat launch is in disrepair and needs to be replaced.	PW	1-2 Years
Palmyra Aqueduct Park	Improved signage on NYS Route 31 as you approach the park to signal that drivers are approaching the entrance. Also, signage is needed stating the name and ownership of the park, and to direct users to the various amenities the park provides.	PW	1-2 Years
Palmyra Aqueduct Park	The restroom on the eastern side of the park needs additional maintenance so it can be re-opened for use	PW	2-4 Years
Palmyra Aqueduct Park	The boat launch needs to be evaluated to see if re-surfacing is needed.	PW	1-2 Years
Palmyra Aqueduct Park	Dock should be installed by the boat launch.	PW	1-2 Years

Palmyra Aqueduct Park	Boating signage is needed to provide information to users about both boating and canoe destinations that can be reached from the boat launch.	PW	1-2 Years
Swift's Landing Park	Improved signage from NYS Route 31 to Hogback Road and as you approach the park to signal that drivers are approaching the entrance. Also, signage is needed stating the name and ownership of the park, and to direct users to the various amenities the park provides.	PW	1-2 Years
Swift's Landing Park	Boating signage is needed to provide information to users about canoeing Ganargua Creek and possible canoe destinations.	PW	1-2 Years
Swift's Landing Park	The boat launch needs improving to provide canoe and kayaker better access to the creek.	PW	2-4 Years
Wide Waters Canal Park	Improved signage is needed on NYS Route 31 as you approach the park to signal that drivers are approaching the entrance. In addition, the sign greeting users is outdated and faded. This sign should be updated.	PW	1-2 Years
Wide Waters Canal Park	A small playground should be re-established within the park.	PW	2-4 Years
Wide Waters Canal Park	Annual inspection and repair or replacement of guideposts as needed.	PW	1-2 Years
Wide Waters Canal Park	A pavilion should be installed within the park.	PW	2-4 Years
Norsen Bridge Park	Improved signage from NYS Route 88 to Pulver Road and guiding motorists from NYS Route 31. In addition signage is needed as you approach the park to signal that drivers are approaching the entrance.	PW	1-2 Years
Norsen Bridge Park	Boating signage is needed to provide information to users about canoeing Ganargua Creek and possible canoe destinations.	PW	1-2 Years
Norsen Bridge Park	The boat launch needs improving to provide canoe and kayaker better access to the creek.	PW	2-4 Years
Norsen Bridge Park	The restroom in the park needs additional maintenance so it can be re-opened for use	PW	2-4 Years

Blue Cut Nature Center	The sign by State Route 31 that welcomes users is very faded and needs to be replaced and updated.	PW	1-2 Years
Blue Cut Nature Center	Development of a kiosk with park signage showing property and hiking trails.	PW	2-4 Years
Blue Cut Nature Center	Signage on individual trails needs to be improved.	PW	1-2 Years
Blue Cut Nature Center	Repair or replacement of the former Outdoor Education Center/Pavilion.	PW	1-2 Years
Blue Cut Nature Center	The comfort stations are quite old and should be upgraded to facilities similar to Black Brook Park.	PW	2-4 Years
Blue Cut Nature Center	Construction of wetland viewing platform.	PW	4-6 Years
Blue Cut Nature Center	Construction of boardwalk along wetland trail.	PW	4-6 Years
Blue Cut Nature Center	Evaluate benches and replace and/or repair as needed.	PW	1-2 Years
Blue Cut Nature Center	Clear fallen trees that block trails.	PW	Continuously
Abbey Park	The sign that welcomes users is very faded and needs to be replaced and updated.	PW	1-2 Years
Abbey Park	Dock should be installed by the boat launch.	PW	1-2 Years
Abbey Park	Boating signage is needed to provide information to users about canoeing Ganargua Creek and possible canoe destinations.	PW	1-2 Years
Lock Berlin Park	There is a sign welcoming users to the park at the eastern end of the Canal Trail on Gansz Road. While technically this is part of the park, a sign should be placed on the south side of the park at Peters Road since this is the most common access point for the park. In addition, the signs on State Route 31 that direct users to the park, simply say Canal Park. Given this same sign is also used for Black Brook Park, users trying to find the park may become confused.	PW	1-2 Years

Lock Berlin Park	The sign within the park that provides history of the Erie Canal is faded. This is also the same sign that is located at Black Brook Park. It is recommended that this sign be replaced with a sign that not only discusses the historical importance of the Erie Canal but shows how Lock Berlin Park is located along the Erie Canal and discusses the area's role in the history of the Erie Canal.	PW	2-4 Years
Lock Berlin Park	Acquisition of land adjacent to the park that would be suitable for parking.	PW BOS	4-6 Years
Black Brook Park	There is a small sign at the base of the driveway that states the name of the park; this sign should be larger and more attractive. In addition, the signs on State Route 31 that direct users to the park, simply say Canal Park. Given this same sign is also used for Lock Berlin Park, users trying to find the park may become confused.	PW	1-2 Years
Black Brook Park	The sign within the park that provides history of the Erie Canal is faded. This is also the same sign that is located at Lock Berlin Park. It is recommended that this sign be replaced with a sign that not only discusses the historical importance of the Erie Canal but shows how Black Brook Park is located along the Erie Canal and discusses the areas role in the history of the Erie Canal.	PW	2-4 Years
Black Brook Park	Replace the trail bridge	PW	4-6 Years

## APPENDIX C

### IMPLEMENTATION RECOMMENDATIONS FOR TRAILS

The Wayne County Recreationways Master Plan represents the beginning of an ongoing comprehensive recreationway planning and development process in Wayne County. The following priorities indicate ensuing steps, many of which are independent, in this planning and development effort:

- Cooperate with State, County, Town and Village Government Agencies to Implement Recreationway Projects and Develop Maintenance Agreements. Focus efforts on the following corridors in order of priority:
  - Erie Canal
  - Wallington to Sodus Point
  - Marion to Pultneyville
  - Route 104 Corridor
  - Wolcott to Cato
  - Montezuma Wetlands Complex
  - Seaway Trail

Wayne County Tourism should continue to promote Wayne County recreational facilities both in outreach and on their website. Wayne County and Trail Works, Inc. should also work together to develop kiosks and signage for our parks and recreationways to encourage visitation to other parks and recreationways within our County.

- Develop community trails that link destinations of natural and/or cultural importance and help support healthy lifestyles within the County.
- Develop a Fundraising Strategy to take advantage of Government and Private Fundraising Opportunities. Identify Grants and other Trail Design and Construction Funding Sources.
- Develop and implement a community education program to promote rules, regulations, safe trail use, and community policing of the trails whereby individuals and organizations take ‘ownership’ of the trails and help to enforce trail policies. Coordinate with existing regional and State trail programs such as the Heritage Corridor, Freedom Trail, and Canal Trail programs.
- Utilize the Recreationway “Brand”, Logo and Signage Program developed by Trail Works, Inc..
- Develop a Comprehensive Study of the County’s Waterways, including existing uses, potential for development and required facility improvements.
- Utilize the County’s GIS-based mapping system to the fullest extent possible to map all County Recreationways. Use the mapped information for Comprehensive Planning, Information Collection and Dissemination and Promotion. Disburse information through the Wayne County Office of Tourism, local Chambers of Commerce, business and civic organizations and through public media outlets such as the Wayne County public information channel and local print news media.

### PRIORITY RECREATIONWAY DEVELOPMENT PROJECTS

Following is a list of the key recreationway development projects that are achievable in the short to mid-term. Priority projects typically meet the following criteria: 1) Land in public ownership or agreements have been made with owners for public use; 2) Trail connects to

key destinations in Wayne County or adjacent counties; and, 3) Trail corridor has significant natural or cultural resources or scenic beauty.

- **Canalway Trail**

Continue the development of a continuous Canalway Trail throughout Wayne County. This project is a priority because of its unique historic significance. It is critical to improve the Canalway Trail within the County to complement the aggressive ongoing Canalway Trail development efforts in Monroe County to the west, Cayuga County to the east and statewide efforts. The Canalway Trail is the primary east-west corridor on the southern border of the County.

- **Wallington to Sodus Point**

The Wallington to Sodus Point trail traverses the County owned abandoned rail corridor from Wallington to Sodus Point. The corridor has been cleared of all brush and undergrowth and the rails and ties have been removed. This trail is a priority in that it connects the Route 104 corridor to the Village of Sodus Point, the Seaway Trail and the Wolcott to Cato trail thereby creating a loop around Sodus Bay and through north-eastern Wayne County.

- **Route 104 Corridor**

The Route 104 corridor connects key destinations across the County. The width of the corridor may offer future opportunities for non-motorized and motorized trail development. A formal use agreement is in place for snowmobiles only.

- **Marion to Pultneyville**

A recent study funded by a grant from the Genesee Transportation Council recommends a 2-phase development of a trail. Phase 1 would link the Marion Town Park to the Williamson Town Loop Trail by way of primarily off-road trails. Phase 2 would link the Williamson Town Loop Trail to The Bicentennial Trail in Pultneyville. A number of landowner issues have arisen in the development of these trails. An off-road trail is the preferred option, but the landowner issues would need to be resolved. A future expansion of this trail has been proposed to Newark via King Bridge and Wide Waters.

- **Wolcott to Cato Trail**

This Rochester Gas and Electric owned abandoned railroad corridor links the Village of Wolcott to the Hojack Trail and then to the Cato-Fair Haven Trail in Cayuga County. It provides an off-road trail connection to Fair Haven Beach State Park, the most heavily visited destination in the region. Wayne County executed a trail license agreement with RG&E to facilitate the development of a trail along this corridor. The Village of Wolcott and the Wolcott Historical Society hope to restore the abandoned railroad depot, which would become the trailhead facility at the beginning of the trail. Railroad track upgrades along the active rail, RG&E owned portion of the corridor, between Wallington and Wolcott, would allow the Ontario Midland Railroad to extend passenger service to Wolcott and facilitate the development of an expanded tourist train service.

- **Montezuma Wetlands Complex**

The Montezuma Wetlands Complex offers unique opportunities for trail development. Several trail loops are completed and the Montezuma Audubon Center opened in May of 2007. An extensive dike system is a ready-made trail network that provides unique

viewing opportunities for existing and proposed marshes. Although this project is well underway, it remains a priority.

- **Seaway Trail**

Support and coordinate with Seaway Trail, Inc. toward continued improvement of the Seaway Trail. The development of better bikeway facilities along the Trail is critical to the overall development of a County-wide recreationway plan. The Seaway Trail is the primary east-west corridor along the northern, lake edge of the County. Seaway Trail Inc. continues to develop thematic trails, interpretive displays and signage for the Trail corridor. They are one of the most active agencies for developing and promoting tourism resources in the region, offering both support and funding opportunities for trail development.

## **APPENDIX D**

### **POTENTIAL FUNDING SOURCES FOR FUTURE DEVELOPMENT**

The following is a list of potential funding sources for the planning, design, construction, and promotion of parks and recreationways in Wayne County:

#### ***New York State Sources***

##### Local Waterfront Revitalization Program

The NYS Department of State encourages local waterfront communities to participate in the Local Waterfront Revitalization Program (LWRP). The development of waterfront trail or waterway trail projects should be considered for funding through this program. However; a Local Waterfront Revitalization Plan should be in progress or adopted by a community to successfully compete for these funds. The Village of Sodus Point completed an LWRP grant and the Towns of Huron and Williamson are currently completing LWRP grants for their Town. The State will provide 50% of the required funding to be matched by local cash or in-kind contributions.

##### Environmental Protection Fund

New York State seeks grant applications on an annual basis for funds from the Environmental Protection Fund. Like the LWRP Implementation Grants, EPF grants are generally a 50/50 matching grant program, although certain distressed areas are eligible for 75/25 grants. Most funds for trail development are applied for through the regional office of the NYS Office of Parks, Recreation and Historic Preservation. Information for the program is available through OPRHP's regional grant administrator or their website.

##### The NYS Recreational Trails Program

This program is administered by the NYS Office of Parks, Recreation and Historic Preservation. Grants are provided on a competitive basis to community for actual trail development and construction. The maximum grant is \$200,000 and communities must provide a 50 percent match.

#### ***Federal Funding Sources***

##### Transportation Enhancement Program

The Transportation Enhancement Program (TEP) has been and continues to be the most common funding source for bicycle and pedestrian projects. This program requires states to utilize 10% of their Federal Surface Transportation Program allocation for enhancing the transportation system. SAFETEA-LU spells out eligible purposes, which include bicycle and pedestrian facilities historic preservation, scenic beautification and others. Unique among federal transportation programs, the TEP permits the non-federal match to be in-kind contributions; all other programs require cash match. Funds are distributed by the federal government to the NYS Department of Transportation, who then conducts a competitive application process before awarding funds to the highest ranking projects.

##### Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) was enacted by Congress in 1964 as a dedicated fund to provide grants to states for outdoor recreational facilities and to provide funds

for federal land management agencies to acquire holdings for their systems. Funding for the program was authorized at \$900 million a year through revenues from offshore oil and gas leases. The grant-in-aid program to states requires a 50/50 local match to LWCF funds. At its high point in 1979, New York received about \$24 million, which was used to provide grants to municipalities and to undertake state development and land acquisition projects. Between 1965 and 1995 New York State received nearly \$200 million. Projects funded included land acquisition, construction and repair of park facilities, trail development and wildlife protection and management. New York has received only one round of funding for the state grant-in-aid program since 1995. In November 1999 the House Committee on Resources approved the Conservation and Reinvestment Act that included \$900 million in LWCF funding. The program is administered by the NYS OPRHP.

### ***Foundations and Private Funding Sources***

Funding from local, state and national private foundations can be a significant source of funding for planning, constructing and promoting the trail. Donations from private may also be available. Following is a list of potential foundation, private and non-profit funding sources for trail development:

- American Conservation Association
- Foundations that represent corporations and sports equipment manufacturers such as REI (Recreation Equipment Inc.), NIKE, Reebok, and various bicycle manufacturers.
- Foundations that represent high technology companies such as Microsoft, Oracle, Real Networks, Google, etc.
- The Conservation Fund's Kodak American Greenway Award Program provides small grants of \$2,500 to \$5,000 to non-profit organizations for trail development efforts.
- Rochester Area Community Foundation.
- Parks and Trails NY provides small capacity building grants to local non-profit organizations.
- American Hiking Society's National Trail Fund Grant Program awards small grants of \$500 to \$5,000 per project.

### ***Local Government***

County and local government will be required to provide matching funds and/or in-kind contributions for all state (50% match) and federal grants (20% match). They can, of course, choose to take on trail construction with their own funding, if unsuccessful with state and federal funding applications. Local funds may be required to construct trails within local park facilities.

### **Municipal Parks/Transportation/Public Works Departments**

Town, city, and village staff members, along with elected and appointed officials, must build local interest in trail development projects and develop funding proposals. Staff time will often provide in-kind contributions toward the local matching funds required.

## APPENDIX E

### TRAIL MANAGEMENT GUIDELINES

Wayne County's trail system is the framework that connects adjacent county, town and village trail systems. The successful management of the County's trails is critical to the success of the entire trail system. The following guidelines, developed cooperatively by the Wayne County Planning Department and Trail Works, Inc. form the basis for the management of County owned trails and may be modified as conditions warrant. The guidelines are consistent with AASHTO and ADA guidelines and requirements.

In developing a management strategy, it is important to note the types and character of trails involved. Wayne County's trails are primarily:

- Rural
- Multi-use, including non-motorized uses year-round and snowmobiling in the winter
- Handicap accessible only where posted as such
- For public use

#### *Trail Surface Design*

- A ten-foot (10') wide single tread with stone dust or mowed grass surface is typical of rural trails. The ten-foot minimum allows for two-way single lane traffic. It may not be possible to have ten feet in width in all locations.
- Shoulder width should be a minimum of two feet on both sides of the trail and graded away from the trail tread. The shoulders should provide a safe zone where trail users can leave the trail tread to avoid obstacles or other trail users.
- Cross Slopes should be an approximate minimum of two percent.
- Where trails are handicap accessible grades of 5% or less may be continuous. Grades between five and eight percent should have level rest stops at least every thirty feet. For additional information, consult AASHTO and ADA guidelines.
- When considering drainage, preserve natural and pre-existing manmade drainage ways, protect water quality, and facilitate safe trail use.

#### *Trail Surface Maintenance*

- Maintain a uniform trail surface. Repair dips, eroded gravel, wet spots, large rocks, encroaching tree roots, and erosion, etc., as soon as possible.
- Maintain a uniform trail width when possible.
- Trail-bed lawn areas should be kept at a reasonable height.
- Maintain shoulder grass at a height no longer than that which is reasonable for a person to step into from the main trail tread for purposes of letting others pass, bypassing obstacles or to rest.
- Clear nuisance vegetation and obstructions.
- Clear overhanging branches, vegetation, and other obstacles from within approximately ten feet of the trail surface.
- Develop a routine litter pick-up incorporating volunteer help when possible.

#### *Signage*

The purpose of signage, as stated in the New York State Snowmobiling Trail signage Handbook, is to "regulate the flow of traffic along the trails, warn (users) of trail characteristics and potential

hazards, (and to) provide information necessary to the enjoyment of recreation.” There are three types of signs; regulatory, warning, and trail markers or informational signs. The most important considerations in developing signage are clarity, visibility, and consistency. Additionally, signage should be posted for all traffic. This means that different types of signs may necessarily need to be aimed at traffic coming from different directions.

#### Signage Design and Placement

- Regulatory signs, such as stop signs, speed limit signs, and one way or do not enter signs, should be approximately 12”x12” square (except for stop signs which should be octagonal) and should reflect highway signage in appearance.
- Warning signs, such as caution, stop ahead, slow, right or left turn, and winding trail signs, etc., should be approximately 12”x12” yellow diamond with black lettering and should reflect highway signage in appearance.
- Trail marker and informational signage may be of varying, but should be of consistent size and appearance. For example, trail blaze signs might all be 5”x7” rectangle of a bright color with a light colored diamond insignia, whereas, trail identification signs might be 6”x6” square in another color. Visibility, clarity, and consistency are of the utmost importance.
- Develop a sign template incorporating County logos and identification; use signs of consistent quality and design.
- Place informational, interpretational, and/or promotional signage at trailheads and other locations that are easily and safely accessed. Locate signs in areas where trail users can safely stop to read signage.
- Post all trails with directional signage.
- Post all intersections from both the trail and intersecting roadway or trail with stop or yield signs and directional markers.
- Post warning signs, such as bridge ahead, steep slope, etc., as needed.

#### Sign Maintenance

- Maintain signs in a legible condition.
- Repair and replace damaged, missing, and vandalized signs as quickly as possible.
- Clear all obstructing vegetation.
- Develop and incorporate a sign inventory as part of the trail inspection process.
- Stock informational displays as necessary.

#### Structure and Amenity Design and Placement

- Design and locate railings and fences such that they are aesthetically pleasing, safe and effective.
- Trails may be posted with informational, interpretational, and/or promotional signage.
- Locate benches at key locations along the trail such as trailheads, scenic overlooks, and intersections where they will not obstruct trail traffic. They should be aesthetically pleasing yet made of durable material and as theft and vandal proof as possible. Clear vegetation from around benches to facilitate bicycle and stroller parking, etc.
- Kiosks and Shelters can be placed at trailheads and other stopping points as necessary. They should be aesthetically pleasing while as vandal and theft proof as possible.
- Incorporate native plantings, where appropriate and feasible, to enhance built structures and amenities. Construct bridge surfaces of solid materials such as wood (with wood decking at a 45-degree angle), concrete or asphalt (avoid grating).

- Install fly fencing at bridge approaches, where necessary.

### ***Structure and Amenity Maintenance***

- Periodically inspect all site furniture for safety and appearance.
- Maintain site furniture and amenities in working order, free of carving and graffiti.
- Minimize the potential for splinters where possible.
- Repaint peeling paint.
- Replace stolen pieces.

### ***Corridor Inspection***

- Conduct inspections as frequently as trail use and season dictate, so as to ensure the safety of trail users.
- Inspect trails for damage following heavy storms.
- Develop and implement an inspection checklist that calls for the assessment and repair of trail surface conditions, signage, litter, built structures and erosion, etc.
- Report to appropriate authorities all hazards that exist on the trail or near the trail on adjacent properties.
- Develop a volunteer trail police program to facilitate inspections, the enforcement of regulations and the reporting of hazards.

### ***General Considerations***

- All trails are “Carry-in, Carry-out” facilities.
- Enlist the perpetrators of vandalism and graffiti in clean-up efforts as often as possible.
- Conduct a community education campaign to encourage safe and responsible trail use, and to discourage litter, graffiti, and vandalism.

## **COMMUNITY INVOLVEMENT AND EDUCATION**

The development and management of a successful trail system requires the cooperation of several County Departments, civic organizations, and strong community support. Community education is a necessary, on-going step in the development of a thriving trail system. The public can help deter and report vandalism, encourage responsible use, and suggest trail improvements.

The following recommendations should be employed as a means of encouraging community support and involvement:

- ✓ Develop and implement an educational program for local schools, civic organizations, and government agencies that instills a sense of ownership, stresses the need for self-policing of all local trails and encourages respect of property owners.
- ✓ Coordinate with the Wayne County Sheriff’s Department, NYS Police and municipal police forces in the development of a trail police program.
- ✓ Establish a hotline for trail issues and reporting, perhaps through Wayne County’s toll-free tourism number.
- ✓ Publicize the County’s trail system through local media and County publications.
- ✓ Host ribbon cutting ceremonies for trail openings. Invite notable guests of honor.
- ✓ Enlist the aid of volunteer organizations, such as the Scouts, Snowmobile Clubs, Trail Works Inc., Rotary and so forth, in trail maintenance, development and use.
- ✓ Host special trails events for National Trails Day, at certain times of year, or in conjunction with local festivals.

- ✓ Coordinate promotional efforts with local merchants such as sporting goods suppliers, bed and breakfasts, and touring companies, etc.
- ✓ Continually emphasize responsible trail use.

## **APPENDIX F**

### **RECORD OF PUBLIC MEETINGS AND HEARINGS**

Two public informational meetings were held to receive public comments on this plan. The meeting on June 27, 2012 was held at the Public Safety Building in the Town of Lyons from 6:30pm to 8pm. This meeting was attended by 11 people.

The second meeting was on June 28, 2012 was held at the Community House at B. Forman Park in the Town of Williamson from 6:30pm to 8pm. This meeting was attended by 9 people.

Comments received from these two meetings as well as written comments received were incorporated into the draft plan to create the Final Draft, which was posted on the Wayne County Planning Department's website on July 6, 2012.

The public hearing held by the Wayne County Board of Supervisors was held at 9:15am on July 17, 2012. One person spoke during the hearing in support of the plan, no additional changes were proposed during the course of the hearing.

Sign in sheets from the two public meetings; minutes from the public hearing, SEQR documents and the adopting resolution are included in this appendix.

Attendance - Wayne County Parks and Recreationways Master Plan Information Meeting June 27, 2012

Name	Address	Affiliation (optional)
Christine Work	WCTownism	Townism
Ken Miller	Palmyra	Town Village
Vicky Daly	Palmyra	CCE Trailworks
Sandy Basford	CCE Newark	Town Supervisor
Bob Kelsch	1850 Ridge Rd Ontario	Town Supervisor
Brian Manktelow	Lyons	Town Supervisor
Carol May	Trailworks. 4043 Wilkinson	TW Board
Kevin Baldridge	North Park	Town of Heron
Dawnie Crane		Trailworks board
Barbara DeRo	PO Box 53 Putneyville	
Amy D'Angelo	Wayne County Planning	

Attendance - Wayne County Parks and Recreationways Master Plan Information Meeting - June 28, 2012

Name	Address	Affiliation (optional)
Kevin Rooney		Wayne Co. Parks
Jameso Hoffman	1267 Lake Ave	Wayne County WYNSCW
Lenore Youngman	14537 Harbor View	Trail works, Inc
Peter Evans	Washington St Williamson	Trail works Inc
Carol May	PO Box 43 Williamson 14589	County Historian Trail Works
JOY BENEDICT	6701 Miller Rd. Newark, NY 14513	Trail Works
Terry Lanker	3458 Bush Rd Nansom NY 13021	Medical Provider Community Region
Amy D'Angelo	Wayne County Planning	

**Complete Minutes of the Board of Supervisor's Meeting for July 17, 2012 are available through the Clerk of the Board for Wayne County.**

**PUBLIC HEARING:**

The Clerk read the following Notice of Public Hearing regarding the Wayne County Parks and Recreationways Master Plan Update scheduled for 9:15 a.m.

WAYNE COUNTY BOARD OF SUPERVISORS  
NOTICE OF PUBLIC HEARING  
REGARDING THE  
WAYNE COUNTY PARKS AND RECREATIONWAYS  
MASTER PLAN UPDATE

NOTICE IS HEREBY GIVEN that a public hearing will be held by the Board of Supervisors of Wayne County, State of New York, on July 17, 2012 at 9:15 A.M. in the Supervisors Chambers, Wayne County Courthouse, 26 Church Street, Lyons, New York, regarding the WAYNE COUNTY PARKS AND RECREATIONWAYS MASTER PLAN.

This hearing will be held to consider the approval of this updated Plan following a process that included input from staff and Trailworks, Inc., two public informational meetings, editing, review and discussion.

The Plan Update is available for examination during regular business hours, in the Wayne County Planning Department, Second Floor, 9 Pearl St., Lyons, N.Y. 14489, and online at [www.co.wayne.ny.us](http://www.co.wayne.ny.us).

Prior to opening the hearing for the public's opportunity to comment, Chairman Hoffman read the Rules and Procedures that this board follows for conducting public hearings.

The Chairman opened the floor and requested persons interested in addressing the Board with their concerns on the proposed update to come to the podium.

Peter Evans, Wayne County Historian and a member of Trailworks, Inc, made comment that he fully endorses the work of the County Planning Department and their efforts on this plan update.

Chairman requested if anyone else wished to come forth with comment on today's public hearing. No other requests were made, therefore, the Chairman requested for a motion to close the hearing at 9:48 a.m. Mr. Kelsch moved, seconded by Mr. Hammond, that the hearing be closed. Motion carried.

**RESOLUTION NO. 446-12: MAKING A DETERMINATION UNDER THE STATE ENVIRONMENTAL QUALITY REVIEW ACT**

Mr. Spickerman presented the following:

WHEREAS, pursuant to Article 8 of the Environmental Conservation Law, Chapter 43-B of the Consolidated Laws of New York, as amended (the “SEQRA Act”) and the regulations adopted pursuant thereto by the Department of Environmental Conservation of the State, being 6 NYCRR Part 617, as amended (the “Regulations”), the Wayne County Board of Supervisors (the “Board”), as lead agency, desires to determine whether the following single-agency action may have a “significant effect on the environment” (as said quoted term is defined in the SEQRA Act and the Regulations) and therefore require the preparation of an environmental impact statement: An action to approve that the Wayne County Parks and Recreationways Master Plan be modified and adopted (“the Project”); and

WHEREAS, to aid the Board in determining whether the Project may have a significant effect on the environment, the County Planning Director has caused to be prepared an Environmental Assessment Form (the “EAF”), a copy of which is on file with the Clerk of the Board of Supervisors; and

WHEREAS, the County has examined the EAF in order to make a determination as to the potential environmental significance of the Project; now, therefore, be it

RESOLVED, as follows:

1. Based upon examination of the EAF, and based further upon the Board’s knowledge of the area surrounding the Project and such further investigation of the Project and its environmental effects as the County has deemed appropriate, the Board makes the following findings with respect to the Project:
  - (a) the Project consists of those components described in the first “Whereas” clause of this resolution; and
  - (b) there are no known potentially significant impacts on the environment other than those noted in and addressed and/or mitigated by the County as set forth in the EAF.
2. Based upon the foregoing investigation of the potential environmental impacts of the Project and considering both the magnitude and importance of each environmental impact therein indicated, the Board makes the following findings and determinations with respect to the Project:
3. (a) The Project constitutes an Type 1 Action (as defined in the Regulations); and
4. The Project will not result in any large and important impacts and, therefore, is one which will not have a significant effect on the environment, and the Board will not require an environmental impact statement with respect to the Project; and
5. This determination constitutes a negative declaration for the purposes of the SEQRA Act.

Mr LeRoy moved the adoption of the resolution. Seconded by Mr. Miller. Upon roll call, adopted.

**RESOLUTION NO. 447-12: APPROVE ADOPTION OF WAYNE COUNTY PARKS AND RECREATIONWAYS MASTER PLAN**

Mr. Spickerman presented the following:

WHEREAS, the Wayne County Parks and Recreationways Master Plan was prepared to document the parks and recreationways in Wayne County and to provide recommendations for the maintenance and future development of recreation areas within the County; and

WHEREAS, Wayne County adopted the Recreation ways Master Plan with Resolution No. 714-01 which was an update of the 1971 Recreation Plan that included Parks; and

WHEREAS, Wayne County Planning Board on June 27, 2012 reviewed and recommended approval of this plan, and

WHEREAS, the Wayne County Planning Department was tasked to update previous recreation plans and develop the "Plan" and has done so with assistance from Trailworks, Inc., local community groups and public information meetings; and

WHEREAS, the Board of Supervisors has also conducted a public hearing; now, therefore, be it

RESOLVED, that Wayne County approves the adoption of the Wayne County Parks and Recreationways Master Plan.

Mr. LeRoy moved the adoption of the resolution. Seconded by Mr. Kelsch. Upon roll call, adopted.

**Board of Supervisors**  
WAYNE COUNTY

**RESOLUTION NO. 446-12: MAKING A DETERMINATION UNDER THE STATE ENVIRONMENTAL QUALITY REVIEW ACT**

Mr. Spickerman presented the following:

WHEREAS, pursuant to Article 8 of the Environmental Conservation Law, Chapter 43-B of the Consolidated Laws of New York, as amended (the "SEQRA Act") and the regulations adopted pursuant thereto by the Department of Environmental Conservation of the State, being 6 NYCRR Part 617, as amended (the "Regulations"), the Wayne County Board of Supervisors (the "Board"), as lead agency, desires to determine whether the following single-agency action may have a "significant effect on the environment" (as said quoted term is defined in the SEQRA Act and the Regulations) and therefore require the preparation of an environmental impact statement: An action to approve that the Wayne County Parks and Recreationways Master Plan be modified and adopted ("the Project"); and

WHEREAS, to aid the Board in determining whether the Project may have a significant effect on the environment, the County Planning Director has caused to be prepared an Environmental Assessment Form (the "EAF"), a copy of which is on file with the Clerk of the Board of Supervisors; and

WHEREAS, the County has examined the EAF in order to make a determination as to the potential environmental significance of the Project; now, therefore, be it

RESOLVED, as follows:

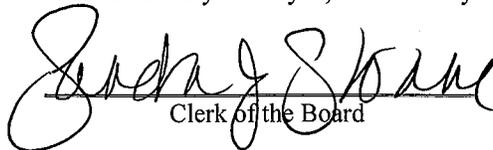
1. Based upon examination of the EAF, and based further upon the Board's knowledge of the area surrounding the Project and such further investigation of the Project and its environmental effects as the County has deemed appropriate, the Board makes the following findings with respect to the Project:
  - (a) the Project consists of those components described in the first "Whereas" clause of this resolution; and
  - (b) there are no known potentially significant impacts on the environment other than those noted in and addressed and/or mitigated by the County as set forth in the EAF.
2. Based upon the foregoing investigation of the potential environmental impacts of the Project and considering both the magnitude and importance of each environmental impact therein indicated, the Board makes the following findings and determinations with respect to the Project:
3. (a) The Project constitutes an Type 1 Action (as defined in the Regulations); and
4. The Project will not result in any large and important impacts and, therefore, is one which will not have a significant effect on the environment, and the Board will not require an environmental impact statement with respect to the Project; and
5. This determination constitutes a negative declaration for the purposes of the SEQR Act.

Mr LeRoy moved the adoption of the resolution. Seconded by Mr. Miller. Upon roll call, adopted.

WAYNE COUNTY  
**Board of Supervisors**  
LYONS, NEW YORK

**This is to Certify** that I, the undersigned, Clerk of the Board of Supervisors of the County of Wayne, have compared the foregoing copy of resolution with the original resolution now on file in this office and which was duly adopted by the Board of Supervisors of said County at a session held on the 17th day of July 2012 and that the same is a true copy of said original and of the whole thereof.

**In Witness Whereof**, I have hereunto subscribed my name and affixed the official seal of the Board of Supervisors of the County of Wayne, this 17th day of July 2012.

  
Clerk of the Board

**617.20**  
**Appendix A**  
**State Environmental Quality Review**  
**FULL ENVIRONMENTAL ASSESSMENT FORM**

**Purpose:** The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may not be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible enough to allow introduction of information to fit a project or action.

**Full EAF Components:** The full EAF is comprised of three parts:

- Part 1:** Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.
- Part 2:** Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.
- Part 3:** If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

---

**THIS AREA FOR LEAD AGENCY USE ONLY**

**DETERMINATION OF SIGNIFICANCE -- Type 1 and Unlisted Actions**

**Identify the Portions of EAF completed for this project:**



Part 1



Part 2



Part 3

Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

- A. The project will not result in any large and important impact(s) and, therefore, is one which **will not** have a significant impact on the environment, therefore **a negative declaration will be prepared.**
- B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore **a CONDITIONED negative declaration will be prepared.\***
- C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore **a positive declaration will be prepared.**

\*A Conditioned Negative Declaration is only valid for Unlisted Actions

Wayne County Parks and Recreationways Master Plan

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Name of Action

Wayne County Board of Supervisors

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Name of Lead Agency

James Hoffman

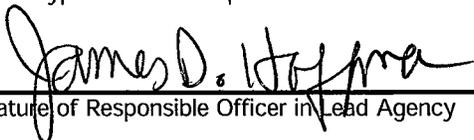
Chairman, Board of Supervisors

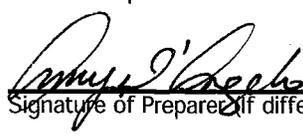
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Print or Type Name of Responsible Officer in Lead Agency

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Title of Responsible Officer

  
Signature of Responsible Officer in Lead Agency

  
Signature of Preparer (if different from responsible officer)

7/17/2012

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Date

website

## PART 1--PROJECT INFORMATION

### Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

Name of Action Wayne County Parks and Recreationways Master Plan

Location of Action (include Street Address, Municipality and County)

Wayne County, NY

Name of Applicant/Sponsor Wayne County Board of Supervisors

Address 26 Church Street

City / PO Lyons State NY Zip Code 14489

Business Telephone 315-946-5400

Name of Owner (if different) NA

Address \_\_\_\_\_

City / PO \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Business Telephone \_\_\_\_\_

Description of Action:

The proposed action discussed in this Full EAF is the adoption of the 2012 Wayne County Parks and Recreationways Master Plan. The Wayne County Parks and Recreationways Master Plan updates the two prior plans, the 2001 Recreationways Plan that governed future development and maintenance of County Trails and the 1971 Recreation Plan which was a portion of the 1971 Wayne County Comprehensive Plan and primarily focused on the future development of the County Park System.

The Wayne County Parks and Recreationways Master Plan offers guidance in the development of future Wayne County Parks and Trails and provides recommended maintenance for those facilities already in existence. This Plan will guide the County's future decision making in the area of Parks and Trails and will create a framework for future capital expenditure decisions by County government.

**Please Complete Each Question--Indicate N.A. if not applicable**

**A. SITE DESCRIPTION**

Physical setting of overall project, both developed and undeveloped areas.

1. Present Land Use:  Urban  Industrial  Commercial  Residential (suburban)  Rural (non-farm)  
 Forest  Agriculture  Other Recreational, Institutional

2. Total acreage of project area: 391,968 acres.

APPROXIMATE ACREAGE	PRESENTLY	AFTER COMPLETION
Meadow or Brushland (Non-agricultural)	<u>unknown</u> acres	<u>same</u> acres
Forested	<u>177,821</u> acres	<u>177,821</u> acres
Agricultural (Includes orchards, cropland, pasture, etc.)	<u>168,471</u> acres	<u>168,471</u> acres
Wetland (Freshwater or tidal as per Articles 24,25 of ECL)	<u>37,053</u> acres	<u>37,053</u> acres
Water Surface Area	<u>5,880</u> acres	<u>5,880</u> acres
Unvegetated (Rock, earth or fill)	<u>unknown</u> acres	<u>same</u> acres
Roads, buildings and other paved surfaces	<u>2,743</u> acres	<u>2,743</u> acres
Other (Indicate type) _____	_____ acres	_____ acres

3. What is predominant soil type(s) on project site? NA

- a. Soil drainage:  Well drained \_\_\_\_\_% of site  Moderately well drained \_\_\_\_\_% of site.  
 Poorly drained \_\_\_\_\_% of site

b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? NA acres (see 1 NYCRR 370).

4. Are there bedrock outcroppings on project site?  Yes  No

a. What is depth to bedrock variable (in feet)

5. Approximate percentage of proposed project site with slopes:

- 0-10% NA%  10- 15% NA%  15% or greater NA%

6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or National Registers of Historic Places?  Yes  No

7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks?  Yes  No

8. What is the depth of the water table? variable (in feet)

9. Is site located over a primary, principal, or sole source aquifer?  Yes  No

10. Do hunting, fishing or shell fishing opportunities presently exist in the project area?  Yes  No

11. Does project site contain any species of plant or animal life that is identified as threatened or endangered?  Yes  No

According to:

US Fish and Wildlife Service

Identify each species:

Bald Eagle (*Haliaeetus leucocephalus*), Bog Turtle (*Clemmys [=Glyptemys] muhlenbergii*), Eastern Prairie Fringed Orchid (*Platanthera leucophaea*), Indiana Bat (*Myotis sodalis*)

12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes, other geological formations?)

Yes  No

Describe:

Drumlins, Chimney Bluffs, Lake Ontario Shoreline, Zurich Bog

13. Is the project site presently used by the community or neighborhood as an open space or recreation area?

Yes  No

If yes, explain:

There are several open space and recreation areas within Wayne County.

14. Does the present site include scenic views known to be important to the community?  Yes  No

Lake Ontario Shoreline, Agricultural Lands, Drumlins, and the Erie Canal

15. Streams within or contiguous to project area:

Yes, various

a. Name of Stream and name of River to which it is tributary

NA

16. Lakes, ponds, wetland areas within or contiguous to project area:

Yes, various

b. Size (in acres):

NA

17. Is the site served by existing public utilities?  Yes  No
- a. If **YES**, does sufficient capacity exist to allow connection?  Yes  No
- b. If **YES**, will improvements be necessary to allow connection?  Yes  No
18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304?  Yes  No
19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617?  Yes  No
20. Has the site ever been used for the disposal of solid or hazardous wastes?  Yes  No

**B. Project Description**

1. Physical dimensions and scale of project (fill in dimensions as appropriate).

- a. Total contiguous acreage owned or controlled by project sponsor: NA acres.
- b. Project acreage to be developed: NA acres initially; NA acres ultimately.
- c. Project acreage to remain undeveloped: NA acres.
- d. Length of project, in miles: NA (if appropriate)
- e. If the project is an expansion, indicate percent of expansion proposed. NA %
- f. Number of off-street parking spaces existing NA; proposed NA
- g. Maximum vehicular trips generated per hour: NA (upon completion of project)?
- h. If residential: Number and type of housing units:

	One Family	Two Family	Multiple Family	Condominium
Initially	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>
Ultimately	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>

- i. Dimensions (in feet) of largest proposed structure: NA height; NA width; NA length.
- j. Linear feet of frontage along a public thoroughfare project will occupy is? NA ft.
2. How much natural material (i.e. rock, earth, etc.) will be removed from the site? NA tons/cubic yards.

3. Will disturbed areas be reclaimed  Yes  No  N/A

a. If yes, for what intended purpose is the site being reclaimed?

b. Will topsoil be stockpiled for reclamation?  Yes  No

c. Will upper subsoil be stockpiled for reclamation?  Yes  No

4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? NA acres.

5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project?

Yes  No

6. If single phase project: Anticipated period of construction: NA months, (including demolition)

7. If multi-phased:

a. Total number of phases anticipated NA (number)

b. Anticipated date of commencement phase 1: NA month NA year, (including demolition)

c. Approximate completion date of final phase: NA month NA year.

d. Is phase 1 functionally dependent on subsequent phases?  Yes  No

8. Will blasting occur during construction?  Yes  No

9. Number of jobs generated: during construction NA ; after project is complete NA

10. Number of jobs eliminated by this project NA .

11. Will project require relocation of any projects or facilities?  Yes  No

If yes, explain:

12. Is surface liquid waste disposal involved?  Yes  No

a. If yes, indicate type of waste (sewage, industrial, etc) and amount \_\_\_\_\_

b. Name of water body into which effluent will be discharged \_\_\_\_\_

13. Is subsurface liquid waste disposal involved?  Yes  No Type \_\_\_\_\_

14. Will surface area of an existing water body increase or decrease by proposal?  Yes  No

If yes, explain:

15. Is project or any portion of project located in a 100 year flood plain?  Yes  No

16. Will the project generate solid waste?  Yes  No

a. If yes, what is the amount per month? \_\_\_\_\_ tons

b. If yes, will an existing solid waste facility be used?  Yes  No

c. If yes, give name \_\_\_\_\_ ; location \_\_\_\_\_

d. Will any wastes not go into a sewage disposal system or into a sanitary landfill?  Yes  No

e. If yes, explain:

17. Will the project involve the disposal of solid waste?  Yes  No

a. If yes, what is the anticipated rate of disposal? \_\_\_\_\_ tons/month.

b. If yes, what is the anticipated site life? \_\_\_\_\_ years.

18. Will project use herbicides or pesticides?  Yes  No

19. Will project routinely produce odors (more than one hour per day)?  Yes  No

20. Will project produce operating noise exceeding the local ambient noise levels?  Yes  No

21. Will project result in an increase in energy use?  Yes  No

If yes, indicate type(s)

22. If water supply is from wells, indicate pumping capacity NA gallons/minute.

23. Total anticipated water usage per day NA gallons/day.

24. Does project involve Local, State or Federal funding?  Yes  No

If yes, explain:

The project is funded by Wayne County.

**25. Approvals Required:**

			Type	Submittal Date
City, Town, Village Board	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
City, Town, Village Planning Board	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
City, Town Zoning Board	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
City, County Health Department	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
Other Local Agencies	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Wayne County Board of Supervisors	6/26/2012
			_____	_____
			_____	_____
Other Regional Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
State Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
Federal Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____

**C. Zoning and Planning Information**

1. Does proposed action involve a planning or zoning decision?  Yes  No

If Yes, indicate decision required:

- |   |   |   |                                      |
|---|---|---|--------------------------------------|
| <input type="checkbox"/> Zoning amendment | <input type="checkbox"/> Zoning variance    | <input checked="" type="checkbox"/> New/revision of master plan | <input type="checkbox"/> Subdivision |
| <input type="checkbox"/> Site plan        | <input type="checkbox"/> Special use permit | <input type="checkbox"/> Resource management plan               | <input type="checkbox"/> Other       |

2. What is the zoning classification(s) of the site?

Varies by Town or Village

3. What is the maximum potential development of the site if developed as permitted by the present zoning?

NA

4. What is the proposed zoning of the site?

NA

5. What is the maximum potential development of the site if developed as permitted by the proposed zoning?

NA

6. Is the proposed action consistent with the recommended uses in adopted local land use plans?  Yes  No

7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?

Wayne County includes 15 Towns and 9 Villages, each of these possessing their own land use regulations. While these regulations vary based on municipality, the zoning classifications are predominately Agricultural, Residential, Commercial and Industrial. In addition, numerous Towns are adjacent to Wayne County and they also have similar land use regulations.

8. Is the proposed action compatible with adjoining/surrounding land uses with a ¼ mile?  Yes  No

9. If the proposed action is the subdivision of land, how many lots are proposed? NA

a. What is the minimum lot size proposed? \_\_\_\_\_

10. Will proposed action require any authorization(s) for the formation of sewer or water districts?  Yes  No

11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)?

Yes  No

a. If yes, is existing capacity sufficient to handle projected demand?  Yes  No

12. Will the proposed action result in the generation of traffic significantly above present levels?  Yes  No

a. If yes, is the existing road network adequate to handle the additional traffic.  Yes  No

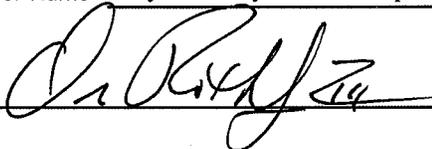
**D. Informational Details**

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

**E. Verification**

I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name Wayne County Board of Supervisors Date 6/26/2012

Signature 

Title Interim Director, Wayne County Planning Department

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.

## PART 2 - PROJECT IMPACTS AND THEIR MAGNITUDE

### Responsibility of Lead Agency

**General Information** (Read Carefully)

- ! In completing the form the reviewer should be guided by the question: Have my responses and determinations been **reasonable**? The reviewer is not expected to be an expert environmental analyst.
- ! The **Examples** provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.
- ! The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
- ! The number of examples per question does not indicate the importance of each question.
- ! In identifying impacts, consider long term, short term and cumulative effects.

**Instructions** (Read carefully)

- a. Answer each of the 20 questions in PART 2. Answer **Yes** if there will be **any** impact.
- b. **Maybe** answers should be considered as **Yes** answers.
- c. If answering **Yes** to a question then check the appropriate box(column 1 or 2)to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.
- d. Identifying that an Impact will be potentially large (column 2) does not mean that it is also necessarily **significant**. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.
- e. If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
- f. If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the **Yes** box in column 3. A **No** response indicates that such a reduction is not possible. This must be explained in Part 3.

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

### Impact on Land

1. Will the Proposed Action result in a physical change to the project site?

NO  YES

**Examples** that would apply to column 2

- |  |                          |                          |                              |                             |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction on land where the depth to the water table is less than 3 feet.   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction of paved parking area for 1,000 or more vehicles.   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface.   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction that will continue for more than 1 year or involve more than one phase or stage.  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year.                         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

	1	2	3	
	Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change	

- Construction or expansion of a sanitary landfill.    Yes  No
- Construction in a designated floodway.    Yes  No
- Other impacts:    Yes  No

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.)

NO  YES

- Specific land forms:    Yes  No

**Impact on Water**

3. Will Proposed Action affect any water body designated as protected? (Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL)

NO  YES

**Examples** that would apply to column 2

- Developable area of site contains a protected water body.    Yes  No
- Dredging more than 100 cubic yards of material from channel of a protected stream.    Yes  No
- Extension of utility distribution facilities through a protected water body.    Yes  No
- Construction in a designated freshwater or tidal wetland.    Yes  No
- Other impacts:    Yes  No

4. Will Proposed Action affect any non-protected existing or new body of water?

NO  YES

**Examples** that would apply to column 2

- A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease.    Yes  No
- Construction of a body of water that exceeds 10 acres of surface area.    Yes  No
- Other impacts:    Yes  No



1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

6. Will Proposed Action alter drainage flow or patterns, or surface water runoff?

NO       YES

**Examples** that would apply to column 2

- |  |                          |                          |                              |                             |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action would change flood water flows                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action may cause substantial erosion.                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action is incompatible with existing drainage patterns. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow development in a designated floodway. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts:   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

**IMPACT ON AIR**

7. Will Proposed Action affect air quality?

NO       YES

**Examples** that would apply to column 2

- |   |                          |                          |                              |                             |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action will induce 1,000 or more vehicle trips in any given hour.  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in the incineration of more than 1 ton of refuse per hour.  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Emission rate of total contaminants will exceed 5 lbs. per hour or a heat source producing more than 10 million BTU's per hour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow an increase in the amount of land committed to industrial use.                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow an increase in the density of industrial development within existing industrial areas.               | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts:  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

**IMPACT ON PLANTS AND ANIMALS**

8. Will Proposed Action affect any threatened or endangered species?

NO       YES

**Examples** that would apply to column 2

- |   |                          |                          |                              |                             |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Reduction of one or more species listed on the New York or Federal list, using the site, over or near the site, or found on the site. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Removal of any portion of a critical or significant wildlife habitat.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Application of pesticide or herbicide more than twice a year, other than for agricultural purposes.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

9. Will Proposed Action substantially affect non-threatened or non-endangered species?

NO  YES

**Examples** that would apply to column 2

• Proposed Action would substantially interfere with any resident or migratory fish, shellfish or wildlife species.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

**IMPACT ON AGRICULTURAL LAND RESOURCES**

10. Will Proposed Action affect agricultural land resources?

NO  YES

**Examples** that would apply to column 2

• The Proposed Action would sever, cross or limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction activity would excavate or compact the soil profile of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• The Proposed Action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than 2.5 acres of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• The Proposed Action would disrupt or prevent installation of agricultural land management systems (e.g., subsurface drain lines, outlet ditches, strip cropping); or create a need for such measures (e.g. cause a farm field to drain poorly due to increased runoff).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

**IMPACT ON AESTHETIC RESOURCES**

11. Will Proposed Action affect aesthetic resources? (If necessary, use the Visual EAF Addendum in Section 617.20, Appendix B.)

NO  YES

**Examples** that would apply to column 2

• Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed land uses, or project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Project components that will result in the elimination or significant screening of scenic views known to be important to the area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

**IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES**

12. Will Proposed Action impact any site or structure of historic, prehistoric or paleontological importance?

NO  YES

**Examples** that would apply to column 2

• Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of historic places.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Any impact to an archaeological site or fossil bed located within the project site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1	2	3
	Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

- Other impacts:    Yes  No

**IMPACT ON OPEN SPACE AND RECREATION**

13. Will proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities?

- NO  YES

**Examples that would apply to column 2**

- The permanent foreclosure of a future recreational opportunity.    Yes  No
- A major reduction of an open space important to the community.    Yes  No
- Other impacts:    Yes  No

The adoption of the Wayne County Parks and Recreationways Plan will have a positive impact by recommending maintenance for those facilities already in existence and guiding future decision making in the area of Parks and Trails.

**IMPACT ON CRITICAL ENVIRONMENTAL AREAS**

14. Will Proposed Action impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6NYCRR 617.14(g)?

- NO  YES

List the environmental characteristics that caused the designation of the CEA.

**Examples that would apply to column 2**

- Proposed Action to locate within the CEA?    Yes  No
- Proposed Action will result in a reduction in the quantity of the resource?    Yes  No
- Proposed Action will result in a reduction in the quality of the resource?    Yes  No
- Proposed Action will impact the use, function or enjoyment of the resource?    Yes  No
- Other impacts:    Yes  No

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

**IMPACT ON TRANSPORTATION**

15. Will there be an effect to existing transportation systems?

NO       YES

**Examples** that would apply to column 2

- |  |                          |                          |                              |                             |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Alteration of present patterns of movement of people and/or goods. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in major traffic problems.             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts:   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

**IMPACT ON ENERGY**

16. Will Proposed Action affect the community's sources of fuel or energy supply?

NO       YES

**Examples** that would apply to column 2

- |   |                          |                          |                              |                             |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality.   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts:  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

**NOISE AND ODOR IMPACT**

17. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action?

NO       YES

**Examples** that would apply to column 2

- |  |                          |                          |                              |                             |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Blasting within 1,500 feet of a hospital, school or other sensitive facility.  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Odors will occur routinely (more than one hour per day).   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will remove natural barriers that would act as a noise screen.   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts:   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |



	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Proposed Action will set an important precedent for future projects.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will create or eliminate employment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

20. Is there, or is there likely to be, public controversy related to potential adverse environment impacts?

NO     YES

**If Any Action in Part 2 Is Identified as a Potential Large Impact or If you Cannot Determine the Magnitude of Impact, Proceed to Part 3**

## Part 3 - EVALUATION OF THE IMPORTANCE OF IMPACTS

### Responsibility of Lead Agency

Part 3 must be prepared if one or more impact(s) is considered to be potentially large, even if the impact(s) may be mitigated.

**Instructions** (If you need more space, attach additional sheets)

Discuss the following for each impact identified in Column 2 of Part 2:

1. Briefly describe the impact.
2. Describe (if applicable) how the impact could be mitigated or reduced to a small to moderate impact by project change(s).
3. Based on the information available, decide if it is reasonable to conclude that this impact is **important**.

To answer the question of importance, consider:

- ! The probability of the impact occurring
- ! The duration of the impact
- ! Its irreversibility, including permanently lost resources of value
- ! Whether the impact can or will be controlled
- ! The regional consequence of the impact
- ! Its potential divergence from local needs and goals
- ! Whether known objections to the project relate to this impact.

**Board of Supervisors**  
**WAYNE COUNTY**

**RESOLUTION NO. 447-12: APPROVE ADOPTION OF WAYNE COUNTY PARKS AND RECREATIONWAYS MASTER PLAN**

Mr. Spickerman presented the following:

WHEREAS, the Wayne County Parks and Recreationways Master Plan was prepared to document the parks and recreationways in Wayne County and to provide recommendations for the maintenance and future development of recreation areas within the County; and

WHEREAS, Wayne County adopted the Recreation ways Master Plan with Resolution No. 714-01 which was an update of the 1971 Recreation Plan that included Parks; and

WHEREAS, Wayne County Planning Board on June 27, 2012 reviewed and recommended approval of this plan, and

WHEREAS, the Wayne County Planning Department was tasked to update previous recreation plans and develop the "Plan" and has done so with assistance from Trailworks, Inc., local community groups and public information meetings; and

WHEREAS, the Board of Supervisors has also conducted a public hearing; now, therefore, be it

RESOLVED, that Wayne County approves the adoption of the Wayne County Parks and Recreationways Master Plan.

Mr. LeRoy moved the adoption of the resolution. Seconded by Mr. Kelsch. Upon roll call, adopted.

WAYNE COUNTY  
**Board of Supervisors**  
LYONS, NEW YORK

**This is to Certify** that I, the undersigned, Clerk of the Board of Supervisors of the County of Wayne, have compared the foregoing copy of resolution with the original resolution now on file in this office and which was duly adopted by the Board of Supervisors of said County at a session held on the 17th day of July 2012 and that the same is a true copy of said original and of the whole thereof.

**In Witness Whereof**, I have hereunto subscribed my name and affixed the official seal of the Board of Supervisors of the County of Wayne, this 17th day of July 2012.

  
Clerk of the Board