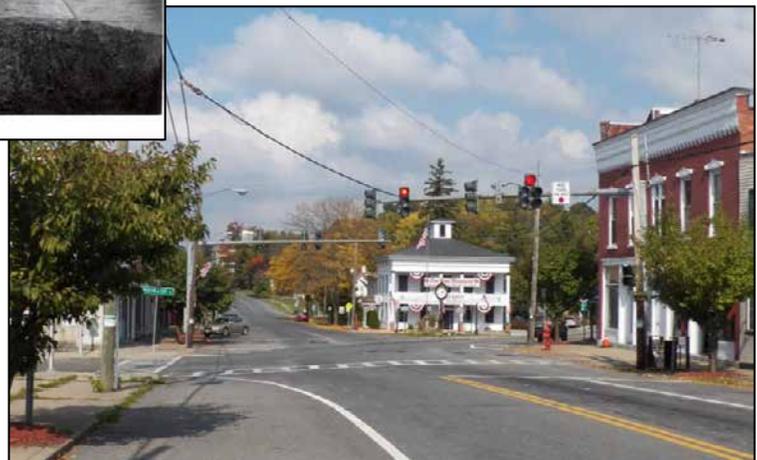


TOWN OF MENTZ VILLAGE OF PORT BYRON COMPREHENSIVE MASTER PLAN

Adopted: Town of Mentz 02-17-15

Village of Port Byron 03-09-15



ACKNOWLEDGEMENTS

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REFERENCES	
<i>The following materials are available at either the Town or Village Offices</i>	
1966 Comprehensive Plan	
1980 Port Byron Downtown Study	
1999 Land Use Plan Update	
2005 NYS Route 31 Corridor Strategic Plan: Port Byron/Mentz	
2008 Engineering Report for the Re-Watering of the Erie Canal: Port Byron to Weedsport	
2008 Comprehensive Plan Survey Questionnaire and Summary of Results	
2008 Port Byron Central School District Strategic Plan	

EXECUTIVE SUMMARY

The purpose of adopting a comprehensive plan is to plan for future development of a community; and in doing so, plan for the protection of the health, safety, and general welfare of the citizens of the community. This Joint Comprehensive Plan for the Town of Mentz and the Village of Port Byron includes analytic documents, maps, strategies, and tools for use in the guidance of future land use and development and community well-being. Review of future projects shall occur in consideration of the community vision and the Comprehensive Plan. In addition, all other governmental agencies must consider this Plan when directing or funding capital projects that occur within the Town or Village.

VISION STATEMENT

Preserve and enhance the rural characteristics of the Town of Mentz and the urban-village characteristics of the Village of Port Byron in a compatible manner. Encourage sustainable economic growth while protecting the community's quality of life, by preserving the distinctive natural, cultural, historic, and scenic resources.

GOALS

The following is a list of the overarching goals for the community through which the vision for the future of the town and village will be realized:

1. Encourage Cooperation Between the Town and Village Governments.
2. Preserve the Rural Character of the Town of Mentz.
3. Promote Farmland Protection and Support Economic Development in the Farming Industry in the Town of Mentz.
4. Encourage Commercial Development that Supports the Preservation of Rural Character and Discourages Corridor Sprawl and Strip Mall Development.
5. Revitalize Downtown Port Byron to Re-establish it as the Commercial Center of the Town and Village and Create a Renewed a Sense of Pride in the Community.
6. Encourage Residential Development that Supports the Urban-Village Character of Port Byron.
7. Protect, Preserve, and Restore Natural, Historic, and Scenic Resources.
8. Encourage and Support Programs and Agencies Which Help Residents Who Want To Remain in Their Homes as They Age.
9. Work with the Cayuga County Economic Development Agency (CEDA) to Attract New Businesses and Industries to the Town That Will Provide New Employment Opportunities and Help Increase the Local Tax Base.
10. Promote the Expanded Use of Green and Renewable Energy Systems for Agricultural, Residential, and Commercial Buildings Within the Town and Village.
11. Capitalize on this Community's History and Connection to the Historical Erie Canal System and the Finger Lakes Region as a Means to Increase Tourism Opportunities within the Community.

The recommendations included herein are accompanied by a series of action steps. Many of these steps fall into one of three categories: revisions to local zoning law or other land use regulations; the continued support of existing programs and initiatives; and the identification of new opportunities for collaboration, development, or improvement. As the implementation matrix suggests, these action steps can be carried out by the appropriate town or village boards along or in partnership with other boards or committees to establish strategic planning objectives. In doing so, the town and village will coordinate its efforts as necessary and appropriate with stakeholders, public agencies, and public officials throughout the region and at every level of government. In the end, however, much of the oversight required to follow through with implementation is the responsibility of the Town and Village's elected leaders.

PART I

INTRODUCTION

Towns across America, as a result of an evolving story of settlement, bare unique physical and cultural characteristics reflected in their villages and along their roadsides. Rural towns like Mentz contribute to, and are affected by regional centers of social, cultural, and economic activity. Rural life offers residents, employees and visitors a wealth of opportunities and experiences to enjoy every day. Rural character and identity rests upon both tangible and intangible elements such as sights, sounds, scents, and experiences that combine to provide the Mentz and Port Byron community with a familiar sense of place, and for many, a profound sense of meaning.

This Comprehensive Plan, the first since 1966, provides a framework for future land use policies in Mentz and Port Byron, within which the unique characteristics and elements of the town and village will be drawn upon to create or preserve an environment supportive of the community's vision for itself. Through careful analysis, including direct community involvement in the process, this plan addresses problems and takes advantage of opportunities to create a unique, viable and pleasant rural community.

REGIONAL FRAMEWORK

Various community-based planning initiatives contributed to the development of the Town of Mentz and the Village of Port Byron's Comprehensive Plan. Many of the neighboring towns and villages over the course of the past ten years have been re-evaluating or creating new Comprehensive Plans. Many of these neighboring plans contain similar issues and opportunities to those found in the Town of Mentz and Village of Port Byron. Including, the importance of recognizing and protecting scenic assets along roadways; the preservation of wildlife habitat, farmland, rural character, recreation and community space; downtown historic preservation; and water resources protection.

Relevant federal and state planning initiatives were reviewed in the development of this Plan as well. The New York Statewide Comprehensive Outdoor Recreation Plan (SCORP) is prepared periodically by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) to provide statewide policy direction and to fulfill the agency's recreation and preservation mandate. The updated SCORP serves as a status report and as an overall guidance document for the recreation resource preservation, planning, and development through 2019. The document is also used to guide the allocation of state and federal funds for recreation and open space projects and provides guidance for the allocation of municipal and not-for-profit funds to local areas and facilities with the greatest needs. The plan references the federal Coastal and Estuarine Land Conservation Program (CELCP) established in 2002 to protect important coastal and estuarine areas that have significant conservation, recreation, ecological, historical, or aesthetic values, or that are threatened by conversion from their natural or recreational state to other uses¹. Priority status is given to lands which can be effectively managed and protected and that have significant ecological value. The Town and Village will reference these plans when developing strategies for protecting the community's open space and natural areas, providing enhanced trails and recreational areas, and will look to OPRHP for funding opportunities.

¹ Public Law 107-77, Department of Commerce, Justice, and State Appropriations Act of 2002

PRIOR PLANNING INITIATIVES

The community has had one previous Comprehensive Plan, written in 1966 by consultants hired by the Village and Town. Funding for the 1966 Comprehensive Plan was provided by a Federal grant from the Department of Housing and Urban Development, and by assistance from the State of New York. The consultants were Candeub, Fleissig and Associates. In addition to the 1966 Comprehensive Plan, the consultants developed Subdivision Regulations, a Zoning Ordinance, and Land Use Plan. The Land Use Plan was updated by a citizen committee in 1999, updated the information in the 1966 Comprehensive Plan, and studied the recommendations made in that plan. The 1999 Land Use Plan Update then made suggestions based on new information, but surprisingly found that many of the 1966 Comprehensive Plan recommendations remained valid. A third “sub” plan was made in 2005 by the Cayuga County Department of Planning & Economic Development. This plan, titled the NYS Route 31 Corridor Strategic Plan, Port Byron / Mentz, examined only the NYS Route 31 corridor through the town and village and made recommendations based on community meetings and focus groups. Many of the recommendations made in this report generally reflect what was presented in the 1999 Land Use Plan Update.

CURRENT PLANNING PROCESS

In 2004 the Town and Village Boards created a comprehensive planning committee comprised of members of the Town and Village Planning Boards that were tasked with developing a new comprehensive plan. Committee members sorted through available sources to update categories in the 1966 Comprehensive Plan and the 1999 Land Use Plan Update. Key to the rewriting of the comprehensive plan was the input of local citizens, both from the town and the village. In 2006, surveys were mailed out to gather input from the citizens and then tabulated by the committee. Once the background for the new plan was in place, the committee asked the Town and Village Boards to review and make comments on the background findings, as well as posing questions and concerns that were brought up during this review. The Committee then worked with Jane Rice from EDR, an environmental design and research company based in Syracuse, from 2011-2012 to begin drafting the Comprehensive Plan; and then with the Cayuga County Department of Planning and Economic Development during the Fall of 2014 to finalize the draft plan before presenting it to the community and the Town and Village Boards for adoption.

This Plan provides guidance as to where and how future development should occur in the Village and Town. In addition, all other government agencies must consider this plan when directing or funding capital projects that occur within the Village or Town.

INPUT FROM TOWN AND VILLAGE RESIDENTS

Throughout the development phase of this comprehensive plan, input was solicited from residents, local business owners and government officials. This input was gathered through surveys and public meetings. All survey results and input data are available at the Town and Village Offices. The data gathered attempted to evaluate:

- Current attitudes about the community environment
- What community characteristics are most valued
- What are the community’s most valuable resources
- What residential development is most favored
- What commercial development is most favored
- How restrictive zoning should be
- The community’s general concerns and desires

RESULTS OF RESIDENT SURVEY

Surveys were mailed to all 1,100 households within the Town and Village. 144 surveys were returned with responses. Of the 144 surveys collected, each of the 21 questions asked had a response rate of at least 80%. The survey responses gave insight into how the community currently looks at itself, as well as how it would prefer to see its future development.

PERCEPTIONS OF THE CURRENT COMMUNITY

Residents perceive the community as being made up of residential dwellings, within a rural setting, with a mix of small agricultural and commercial entities. Sixty percent of the public survey respondents stated that the reason they live in the community is due to its rural character.

Most respondents see Mentz and Port Byron as a mostly residential area with a strong historical influence dating from the period of the Erie Canal's operation. Eighty nine percent of the public survey respondents indicated that the Erie Canal's heritage was very important to them.

PERSPECTIVES ON NEW DEVELOPMENT IN THE FUTURE

A repeated theme voiced throughout the community input process was concern over the lack of progress in revitalization of downtown Port Byron. Of the public survey respondents, 97% stated that this issue was a very important concern for them. Seventy two percent of respondents would prefer residential growth in the community, while 50% indicated a preference of more commercial growth.

When considering the community's future growth it is important to keep in mind that the highest scored reason (50% of respondents) for living in the community, was its "rural character". This preference is also supported by the majority of responses favoring linear type housing development with building lots no smaller than one acre in the Town, and one-half acre in the Village.

While planning for future development, there is concern over meeting the community's public infrastructure expectations. Of the survey respondents, 94% felt that well maintained roads and highways were very important to them. While linear type housing development on large building lots, in order to maintain the community's rural character, was also preferred. These development preferences may result in accelerated future highway maintenance costs. This scenario may run counter to the 65% of survey respondents who believe that local tax relief is necessary.

FUTURE GOALS AND DESIRES FOR THE TOWN AND VILLAGE

The community is eager to see commercial development and revitalization of the business district in the Village. Ninety four percent of the survey respondents would like to see expanded shopping and service businesses within the community. At the time this comprehensive planning process was started, many significant projects were in their early stages of development; and since then, a few have been completed.

The most notable are the Port Byron Hotel restoration project, the New York State Canal Trail project, and the Erie Canal Historical Park. All of these projects have secured significant amounts of funding and support from various private and government entities and are currently at different stages of construction. These projects, once complete, are expected to spur additional commercial development and investment in the community.

While community input indicated a strong desire for change, the consensus of the feedback also indicated that any change should be done slowly. Most of the residents seemed to desire to live in a small community within a rural setting.

PART II

OUR STORY: TOWN OF MENTZ AND VILLAGE OF PORT BYRON

LOCATION

The Town of Mentz is located in the central part of the state in Cayuga County, thirty miles west of the city of Syracuse and seven miles north of Auburn. Two state highways cross the town and village, NYS Route 31 from east to west and NYS Route 38 from north to south. The village sits at the convergence of these two roads, about in the middle of the town so that the town completely surrounds the village. Nearby towns include Brutus to the east, Conquest to the north, Montezuma to the west, and Throop to the south. The town has a land and water area of 10,337 acres and the village contains a total of 627.9 acres of land and water.

Distances to Major Cities	
Auburn	7 miles
Syracuse	30 miles
Rochester	60 miles
Buffalo	125 miles
Albany	169 miles
NYC (by shortest route)	275 miles
NYC (by Thruway)	340 miles

Table 1

POPULATION CHARACTERISTICS

Like many communities across Upstate New York, the Town of Mentz and the Village of Port Byron saw a boom in population growth for decades up until the late 1990's; and since then the population has remained relatively stable with a slight decline. However, recent regional trends suggest that young adults and families are moving back to their home towns and seeking out walkable urban-village environments with a tight-knit community to raise their families. Senior citizens are also moving back to urban centers to be in a walkable community that serves their needs by providing services such a local grocery stores, medical facilities and community centers. The town and village should take advantage of the opportunity to redevelop their downtown into a walkable community that provides the housing types and services that both young families and senior citizens are seeking.

The following tables and charts utilize US Census data to illustrate the recent population trends in the town and the village. This data should be used to help guide community decision makers.

Total Population (2010 Census Data)			
<i>Town of Mentz</i>		<i>Village of Port Byron</i>	
Total	2,378	Total	1,290
Males	1,162	Males	612
Females	1,216	Females	678
Median Age	40.5	Median Age	38.0
Population Change from 2000	- 4.7%	Population Change from 2000	- 0.06%

Table 2

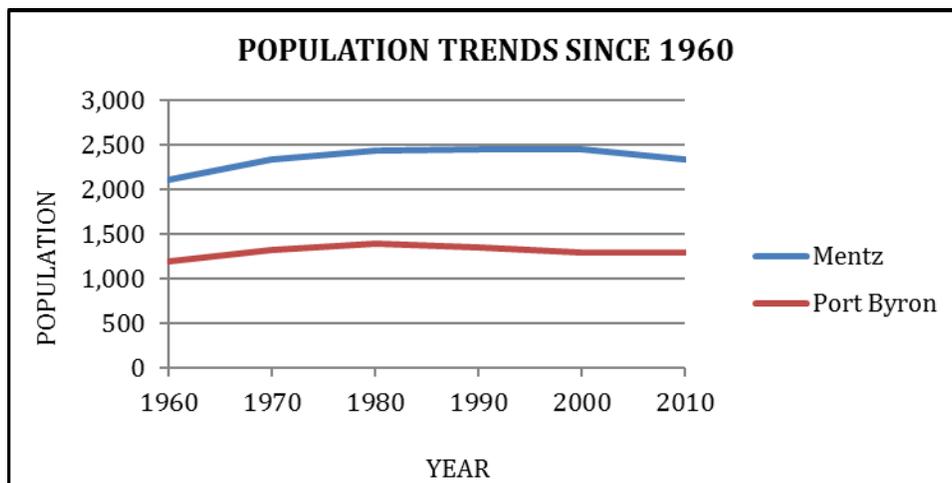


Figure 1

HOUSING CHARACTERISTICS

The Town of Mentz and Village of Port Byron have very similar housing characteristics to many of the smaller canal communities in upstate New York. There is an aging housing stock in both the town and the village with few new homes constructed in the community in the past 20 years. Tables 3 and 4 below illustrate the recent housing trends in both the town and the village. According to 2010 Census data, the village has a 14% vacancy rate of all housing units (single family and apartments) with the same percentage of individuals living below the poverty level. While the town has a slightly better vacancy rate, at 11%, there are just as many people living under the poverty level in the town as in the village.

Housing Characteristics 2010 Census Data		
	<i>Town of Mentz</i>	<i>Village of Port Byron</i>
Total Number of Households	933	499
Average Household Size	2.53	2.55

Table 3

Housing Characteristics and Poverty Status 2012 American Community Survey Data		
	<i>Town of Mentz</i>	<i>Village of Port Byron</i>
Total Housing Units	1,005	526
Occupied	889	451
Vacant	116	75
<i>Year Structure Built</i>		
2010 or later	0	0
2000 to 2009	32	6
1990 to 1999	65	15
1980 to 1989	163	34
1970 to 1979	130	61
1960 to 1969	87	52
1950 to 1959	46	41
1940 to 1949	17	6
1939 or earlier	465	311
Median House Value	\$86,900	\$83,200
Average Household Income	\$45,152	\$44,848
Persons Below Poverty Level	348 (14.9%)	167 (14.1%)

Table 4

Local Revenues 2014 Budget Figures		
	<i>Town of Mentz</i>	<i>Village of Port Byron</i>
Assessed Value for All Property	\$60,650,363	\$49,521,300
Real Property Tax Revenue*	\$ 224,540	\$ 277,000
Sales Tax Revenue*	\$ 163,000	\$ 118,000

* Estimated

Table 5

Given the housing conditions and number of people that are living below the poverty level in the community, the Town and Village should engage with affordable housing agencies to help provide quality affordable housing in the community. Agencies like Homsite, based in Auburn, which rehabilitates and/or rebuilds affordable housing in communities throughout Cayuga County can help support the needs of the residents in the town and village and offer additional housing options for aging community members.

PHYSICAL CHARACTERISTICS

The physical characteristics of the Town of Mentz and the Village of Port Byron, such as the topography of the land and the underlying geology of the soils, and the location and availability of natural water resources, has had a significant impact on how development has occurred in the community over time.

GEOLOGY AND TOPOGRAPHY

The Town of Mentz and the Village of Port Byron are in the physiographic province known as the Erie-Ontario Plain. The Erie-Ontario Plain is made of three distinctly different physiographic areas that extend across the county in a general east-west direction. The northern part, where the town and village are located, is characterized by numerous drumlins. This drumlin area is divided into two sections by the broad, low valley of the Seneca River. A relatively level lake plain begins at the southern edge of the drumlin area and extends southward to a smooth, moraine area. The moraine area merges gradually with the high hill section that forms the northern extension of the Allegheny Plateau.

The drumlins, which occur both singly and in groups, consist of elongated, symmetrical hills oriented in a general north-south or northwest-southeast direction. They are separated by gently rolling, undulating, or flat areas and by depressions that, in many places, contain poorly drained lacustrine material or peat deposits. The drumlins rise from seventy to one hundred twenty-five feet above the general level of the plain, and at their crest is from four hundred fifty to five hundred feet above sea level. Their northern end is commonly steep and the southern end tapers gradually to the plain.

The Seneca River, which flows through this drumlin area and this community, is bordered on both sides by smooth flat land consisting mostly of lake-laid material, glacial outwash and recent alluvium.

NATURAL DRAINAGE

The natural drainage-ways in Cayuga County eventually flow north into Lake Ontario. The Seneca River captures the majority of the water from the smaller tributaries in the county and distributes a significant amount of water into Lake Ontario. The Seneca River cuts across the northern boundary of the town and still receives water from streams and creeks that were part of the original Erie Canal System.

Much of the land along the Seneca River is wet, and there are many small swamps and wet areas throughout the northern part of the county. In this part of the county, streams are sluggish, and their channels are only a few feet below the level of the adjacent terraces and bottom lands. Flooding hazards are prominent in this area during heavy rainfall and from ice jams during the spring thaw.

NATURAL WATER SUPPLY

Cayuga County is well supplied with water. The annual precipitation of about thirty-six inches normally is sufficient to recharge ground water supplies. In addition, Owasco Lake is entirely within the county, and two other large finger lakes border the county. Owasco Lake supplies most of the water for the city of Auburn and the villages of Port Byron, Weedsport, and Towns of Sennett and Owasco. Most other villages obtain water from springs and wells.

Deposits of sand and gravel above bedrock are considered excellent aquifers because of the amount of pore space for water to accumulate. Such deposits occur along the Seneca River; north of the river along the Wayne County line: in the valleys of the Owasco Inlet and Dresserville Creek. Wells dug or drilled into these deposits usually have a high yield in gallons of water per minute.



View from NYS Route 31 in Mentz



View from Thompson Rd looking down Maiden Lane Rd in Mentz

NYS Route 38 Bridge Over the Seneca River



Source: https://marinas.com/view/marina/1728_Eagle_Bay_Marina_Port_Byron_NY

Cayuga County Annual Precipitation (30 year normal: 40.05")

Highest		Lowest	
58.17"	1976	27.10"	1964
55.41"	1972	27.81"	1963
52.58"	1973	28.39"	1965
51.90"	1975	29.72"	1953
50.23"	1974	30.64"	1962

Table 6

Bedrock formations that have many open joint planes or numerous solution cavities are fair aquifers because water is stored in the voids. From north to south, the better bedrock aquifers in Cayuga County are the Lockport formation, which occurs as a belt five to six miles wide north of Victory; the Camillus and Bertie formations which occur as a belt four to six miles wide across the county north of Auburn; and a series of limestone formations south of the Bertie formation, among which are the Cobleskill, Rondout, Manlius and Onondaga.

SOILS

There are three soil types listed in the Cayuga County Soil Survey (1971). The land south of Port Byron rises out of the Seneca River valley and is made up of Ontario soils. There is also a high area to the north west of the village made up of Ontario soils. (#5 on map) These are classified as deep and well drained that have a medium texture to moderately coarse textured subsoil. To the north and east of the village, the soil is classified as Palmyra – Wampsville; deep and well drained, high lime, with a medium texture or moderately fine textured subsoil over sand and gravel. (#11 on map) The low lands to the northwest of the village are classified as Muck – Warners; deep to shallow, very poorly drained organic soils, and very poorly drained to moderately well drained soils that developed in alluvium over marl (# 19 on map).

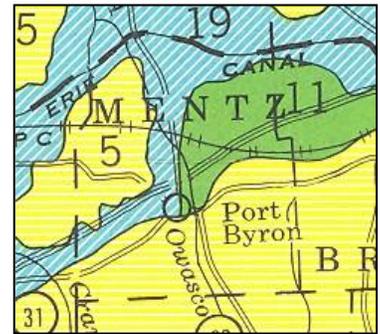


Figure 2
Soil Survey: Cayuga County, NY
USDA, May 1971

DEVELOPMENT HISTORY

The Town of Mentz and Village of Port Byron have a long and varied development history similar to many of the historic Erie Canal communities in Upstate New York.

EARLY SETTLEMENTS

The earliest European settlement of Cayuga County came as a direct result of the end of the American Revolution and the defeat of the Onondaga and Cayuga Indians. Early in the war, each new recruit for the American Army was promised one hundred acres of land upon enlisting in New York Regiments, and each officer was promised an even larger parcel based on his rank. Following the war, the State purchased 1.75 million acres in central New York from the Onondaga and Cayuga Indian Nations. Referred to as the “Onondaga Military Tract”, the land was surveyed in 1790 and drawn into twenty eight lots to be granted to veterans of the Revolutionary War in fulfillment of the State’s obligations. Many of these Veterans, having served in the Cayuga County area during General Sullivan’s 1779 campaign against the British-allied Cayuga and Onondaga Indians, had recognized the potential of the area’s vast lakes, rivers and other natural resources and were too willing to settle in the region. Cayuga County was formed from Onondaga County on March 8, 1799 and initially included parts of what are now Seneca and Tompkins Counties. The first settler to the county was Roswell Franklin in Aurora in 1789.

Howard House



Source:http://archiver.rootsweb.ancestry.com/th/read/NY_CAYUGA/2006-10/1161042405

Mentz was not one of the first townships; rather it belonged to the township of Brutus. On March 5th, 1794, the State government consolidated Cato and Brutus into the township of Aurelius. Then on March 30, 1802, the old townships of Brutus and Cato were detached and formed into separate new townships. However, the new Brutus was smaller than the old Brutus because a new township was formed, that being the town of Jefferson. On April 6, 1808, Jefferson was renamed as Mentz. On April 8, 1859, the town was divided again when the Town of Montezuma was formed from Mentz. This is why old deeds will state that land sold in the Town of Mentz once belong to Brutus. The village of Port Byron was incorporated on March 2, 1837. Pre-village names for this settlement include King’s Settlement and Bucksville.

**Lock 52 on the Erie Canal
In Port Byron**



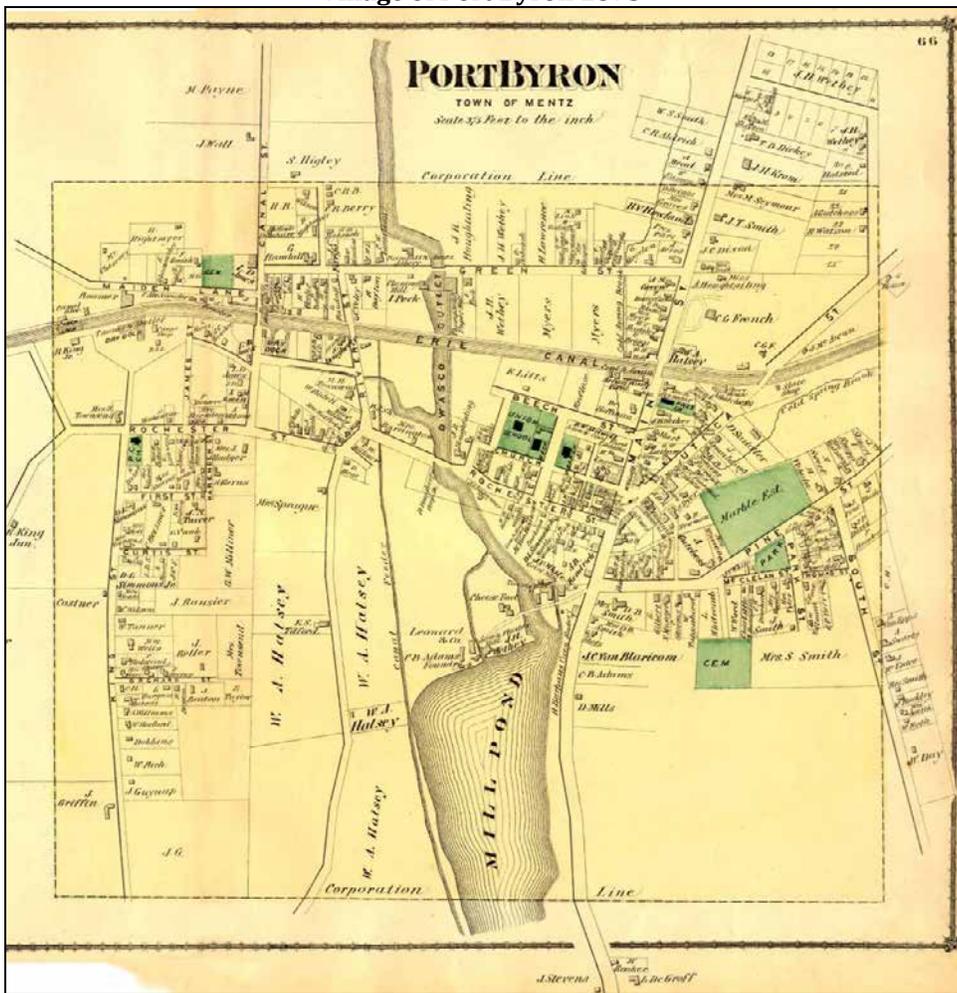
Source:<http://lock52hs.blogspot.com/2012/12/lock-52-on-erie-canal.html>

The early settlers chose to settle in the area because of the mill seat possibilities of the Owasco Outlet, a stream that flows out of Owasco Lake to the Seneca River. The village lies at the mouth of a valley cut by the Owasco Outlet, which offered many good sites to build water powered mills.

Much of the growth of the area came from the building of the Erie Canal. Construction of the canal within Cayuga County was finished in 1819 and it was placed into operation in 1820, with service between Montezuma and Rome. The entire canal was opened in 1825, with service between Buffalo and Albany. Growth was spurred when business interests from Auburn and Rochester built a large flour mill on the Owasco Outlet and the Canal in 1830. This growth continued until the 1850's when the larger mills in Rochester began to take over the flour trade. In the 1850's, the route of the canal was moved slightly within the village, causing a loss of trade to the many businesses that had built up along the route of the canal in the business district of the village.

In the early 1850's, the New York Central Railroad was formed to consolidate a number of rail lines throughout the state. Previous to 1853, trains between Syracuse and Rochester had to pass through Auburn. In 1853, a direct line was opened in direct competition to the Erie Canal. This line passed within a mile of Port Byron. The re-routing of the canal, the movement of flour mills to Rochester and the new railroad all served to slow the growth of the village.

Village of Port Byron 1875



Source: www.portbyronhistory.com

Figure 3

The route change of the canal and the new railroad did not stop all innovation and business in the village and town. Port Byron was the site of many small mills and factories. The process of drying and canning mincemeat began in the village and there was a plant in the village for many years. The village continued to have an active downtown for many years, with stores, shops, restaurants, hotels and small manufacturers.

From 1906 to 1931, the Rochester, Syracuse and Eastern Trolley operated between the two cities, with a side line from Port Byron to Auburn. This line made it possible for people to work in Syracuse or Auburn, but continue to live in the village or town.

In 1918, the Erie Canal closed forever within the village as it was moved for a second time, this time to the Seneca River along the northern border of the town. This change in route left the village without a canal for the first time in ninety eight years. No businesses moved to be along the new canal as it was two miles north of the village. The village does have many remains of the enlarged canal within its borders.

From the beginning of the automobile age up to the 1950's, NYS Route 20 in Auburn and NYS Route 31 were both direct routes for traffic heading east and west across the state. Businesses such as motels and restaurants opened to serve this traffic. The New York Thruway was built in the early 1950's and opened in 1955, passing through the town in an east-west direction, skirting the northern edge of the village. The nearest entry point is in Weedsport. This modern highway lead to the decline of most of the businesses that had operated for the benefit of the NYS Route 20 and NYS Route 31 traffic.

Most of the physical remains of this industrial and commercial history of the community have been lost in the later part of the 20th century. Today, three mills (not in use) remain along the outlet and the vestiges of a once busy downtown can be seen in many mid to late 1800's buildings near the intersection of NYS Route 31 and NYS Route 38 in the heart of downtown Port Byron.

MENTZ AND PORT BYRON TODAY

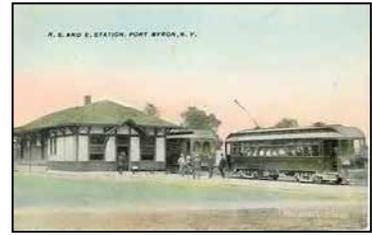
Over the last 50 years, the character of the village has greatly changed since the bygone days of a busy downtown business district. The last true department store closed in the 1960's and over the following years, many of the downtown stores closed as residents began their weekly shopping in Auburn, Syracuse and beyond. The decline of the village is well documented in the 1966 Comprehensive Plan. The village and town have become a true bedroom community, where people live, children attend school, parents attend school functions and sporting events, and almost all other aspects of living goes on elsewhere.

As of 2011, the downtown business district was home to a pizzeria, a restaurant, a hardware store, a hairdresser, a bottle return store, a consignment store, an auto parts supplier, an insurance office, a bank, two auto repair facilities, a gas station with a convenience store, and a pharmacy. Also located within the downtown area is a local American Legion, a post office, a public library, and the Lock 52 Historical Society of Port Byron. The town and village offices are also located in the downtown area. Located within a quarter mile, but out of the downtown area is a full service grocery store. Over the last five years, some small businesses have attempted to open with little local support. A computer store, a doll shop, and a tattoo parlor all opened and closed along the main commercial corridor.

NYS ROUTE 31 CORRIDOR

There are a number of business, residential homes and a few agricultural parcels east of the village along NYS Route 31. This development is partially due to the public waterline that runs from the village east to Weedsport. This corridor has seen some turnover in occupancy of existing buildings and some newer construction. Max 200, a company that manufacturers dog agility apparatus, had located in a building that once housed a plastics company. Next door a filter reseller is located in a new warehouse, relocating from Cato. Also located along the corridor is a self-storage facility, a marine repair business, and a motorcycle repair shop. West of the village, the terrain is rolling and the corridor is not served by public water. The only business is a thruway rest stop, located about a half mile north of NYS Route 31.

RS & E Station



Source: <http://www.flickr.com/photos/jnos363/4217460146/>

"The commercial structures in the area are obsolete, and in need of major repair. Many buildings are vacant and several have collapsed. The backs of several of the buildings are of frame construction, originally erected in the late 1800's and early 1900's, kept in a state of disrepair and having little or no maintenance."

~1966 Comprehensive Plan.

"As a focal point for the entire village, a neighborhood center should be provided...In order for the downtown area to become competitive with other shopping areas, extensive improvements must be made to both the parking facilities and private property. There is sufficient space in the downtown to provide adequate parking, an efficient street system and sites for new stores. Before these improvements can be made, however, an extensive redevelopment program must be inaugurated."

~1966 Comprehensive Plan.

THE MUCKLANDS

In the western and northern areas of the town are mucklands that farmers use to grow onions, cabbage and potatoes. These lands are not suitable for building due to their wet nature, but they are well suited to farming. Two large operations farm most of these lands. Martens Farms, grows, harvests, processes and ships potato products; and Guidone Farms, grows potatoes, onions and cabbage.

Martens Farms



Source: <http://www.spudsrus.com/farms.htm>

TRANSPORTATION

Little has changed since the 1966 Comprehensive Plan surveyed and described the local transportation system. Optimistic views of growth and use of transportation routes did not materialize over the last forty years.

The area continues to be served by two State Highways and many local town and village roads. There are a total of 42.6 miles of roads in the town and 9.8 miles of roads in the village. Most of the roads in the town are rural in nature with a covering of chip stones and oil.

STATE HIGHWAYS

NYS Route 31 is the east-west highway through the region. To the east, it connects to the larger metropolitan region of Syracuse and Onondaga County. It takes about thirty minutes to travel by NYS Route 31 to the Syracuse area. To the west, NYS Route 31 passes through many small communities before passing through the larger region of Rochester and Monroe County. It takes about ninety minutes to travel by NYS Route 31 to Rochester.

Road Ownership	
<i>In Mentz</i>	<i>In Port Byron</i>
NYS: 10.5 mi	NYS: 2.9 mi
County: 17.9 mi	County: 1.8 mi
Town: 14.2 mi	Village: 5.0 mi

Table 7

NYS Route 38 is the north-south highway through the region. To the south, the highway passes through Auburn on its route to the southern region of the state. It takes about ten minutes to travel to Auburn. To the north, the highway passes through several small communities and “cross roads” before ending in the northern part of the county in the Town of Sterling near Fair Haven State Park.



These two routes converge in the downtown area of the Village with Main Street, which has created an intersection that can be cumbersome for drivers to navigate. Long truck-trailer combinations have a difficult time negotiating the intersection, especially when traveling west on NYS Route 31 or when attempting to turn south from NYS Route 31 onto NYS Route 38. The layout of the roads and the intersection also creates a problem with the location and availability of on street parking.

The latest New York State Department of Transportation traffic counts (2003) show an Annual Average Daily Traffic (AADT) count of 5,450 vehicles on combined NYS Routes 31 and 38 where they cross over the Owasco Outlet. Table 4 illustrates the AADT count of vehicles traveling to and from Port Byron to neighboring communities and to the City of Auburn. This data was not broken down by vehicle type or size; and these numbers have remained relatively flat over the last ten years, with no notable increases or decreases.

NYS Route 38 & 31 AADT Trips From Port Byron (2012)	
<i>Destination</i>	<i>Vehicles</i>
Auburn	3,191
Weedsport	4,469
Conquest	2,527
Montezuma	3,350

Table 8

There are two local roads that carry traffic from the town and or village into Auburn. Centerport Road, along the eastern side of the town, and the Halsey / King / Powers Road on the western side of the town are used to bypass NYS Route 38 by local commuters.

The New York State Thruway passes through the town, cutting across the northwest edge of the village. There is no direct connection between the town or village and the Thruway. Anyone wishing to use the Thruway needs to drive to Exit 40 in Weedsport, (three miles east), or to Exit 41 north of Seneca Falls (16 miles west). As noted in the 1966 Comprehensive Plan, the major effect of the Thruway has been to divert a large amount of commuter and truck traffic away from NYS Route 31. The location of the Thruway has another negative impact on the community with the

level of noise and light that is generated by the 36,000 plus cars, trucks and busses that pass by daily.

RAILROADS

The main line of the CSX transportation system passes through the town, just north of the village. There are no sidings or local use of the line at the present time, nor has there been since the closing of the North Port Byron passenger and freight station in 1950. However, the main line does carry all types of freight and passenger trains through the town, which can include hazardous waste. Between 70 and 75 trains a day use this line, making it one of CSX's busiest routes. This line is also used to move oil trains from the Bakkans Oil Reserve which poses a major safety concern for the town.

AIRPORTS

The region is served by two major airports and one small local airport. Passenger service is available through Hancock International Airport in Syracuse (a 25 mile drive) and the Greater Rochester International Airport (a 65 mile drive). Both are large passenger airports used by local travelers. Whitford Airport, a small private airport, is located just to the north of Weedsport. This airport has both a turf and 3,630 foot asphalt runway, along with fueling facilities. It is used by private pilots and medium sized business planes.

BUS SERVICE

Currently, there is not a local bus service for commuters, the nearest bus stop is in the Village of Weedsport. This service is run by Centro of Cayuga which is the local branch of the Central New York Regional Transportation Authority serving the City of Auburn and surrounding communities. Two morning buses and two afternoon buses make a run between Auburn and Syracuse. Riders are picked up at various points along the route, including in downtown Weedsport.

WATERWAYS

The region is home to two major transportation waterways. The Erie division of the barge canal passes along the northern edge of the town, serving as the governmental boundary between Mentz and Conquest. The Cayuga Seneca division of the barge canal connects the Erie barge canal to Cayuga Lake on the western edge of the county, although not directly connected to the town nor village. There is no public dock or other use of the canal with the exception of one small boat launch on NYS Route 38. Weedsport does have one docking wall for commercial and large pleasure craft.

UTILITIES

The Town and Village have a fairly extensive utility network and while some utility lines are old and may need replacing, much of the infrastructure has been upgraded over the past decade or so.

PUBLIC WATER

The entire village and the hamlet of Centerport is served by municipal water, which is purchased from the Cayuga County Water and Sewer Authority (CCWSA), who in turn purchase it from the City of Auburn. The source of water is Owasco Lake. The village water was transported by a small main line located along NYS Route 38, however this line was replaced by a 12" line in 1998. This line has the capacity to handle over 300,000 gallons per day. This new line follows a route along NYS Route 38 to South Street and then into the village. It then leaves the road right-of-way, crossing private parcels and coming out on NYS Route 31 near the school. From there it follows NYS Route 31 east to Weedsport. A new water line has been approved to be constructed along NYS Route 31 west from Village line, through the Town and extending service to the Town of Montezuma.

**CSX Railroad and Train
at Codfish Rd, Port Byron**



Source: http://biglittlerr.blogspot.com/2009_10_01_archive.html

The old line along NYS Route 38 was capped off at the village line but remained in service to supply water to homes and businesses along that road from South Street north to the village. This line, with its age, suffered from numerous breaks until 2008, when then Town replaced it with a new line with additional hydrants. The Town formed a water district along this section and then leased it back to the CCWSA for daily operations.

The Village purchases water from the Water Authority by means of an 8" meter located on South Street. The Village maintains its own pipes and service within the village lines. Homes outside the village on populated streets such as Baptist Hill Road, King Street and Halsey Road are served by selling the homes water through water meters located at the village line. Reservoir tanks are located on Halsey Road, on the highest point in the village. Typical use is 100,000 gallons per day, but can vary from 94,000 to 135,000 gallons per day.

The Village also acts as a pass through for water supply to the Town of Montezuma. This water exits the village system on Maiden Lane and travels along the NYS Thruway, where it is used by the Port Byron Thruway Service Plaza before going to Montezuma. Approximately 40,000 gallons per day are passed through the village system to service the Thruway and Montezuma.

SEWER SERVICE

The Village maintains its own sewer system, servicing all homes and businesses in the village and along the town streets noted above. Sewage flows to the treatment plant located on Clark Street and the banks of the Owasco Outlet. This plant was put into service in 1968, soon after the 1966 Comprehensive Plan noted that work was underway for a municipal system. However, age and new state regulations placed the plant in need of upgrades, which were completed in 2002. The village covered the costs of the upgrades by bonding the money, and then paying for the bond by imposing an additional fee to the quarterly water bill.

The system has the capacity to treat 285,000 gallons of waste per day. At present, the system is treating about 60 – 70,000 gallons per day in the summer and about 124,000 gallons per day in the wet months, with a high of 194,000 gallons in a March thaw.

NATURAL GAS SERVICE

Natural gas service is provided throughout the village by New York State Electric & Gas (NYSEG). Service is also available from NYSEG along NYS Route 38 from Auburn to Port Byron.

TRASH DISPOSAL

The Village provides trash disposal to all residents within its governmental boundaries. This service is provided as part of local taxes; however, at this time, trash removal services are no longer provided for commercial businesses. The Town does not provide any trash service and residents purchase this service through local providers. The town does provide a place to dispose of recycling materials at the old landfill on Berger Road. Plastic, glass, metal, and newspaper can be brought to the recycling center for free. This service is open to all town and village residents.

A major change from the 1966 Comprehensive Plan is that the town and village no longer run their own landfills. All the landfills noted in that Plan have been closed, and another (not noted in the 1966 plan as it had yet to be built), the Town landfill on Berger Road, have been closed and sealed since 1990. The Town does monitor the Berger Road landfill through a private monitoring service. All trash is now taken to either the Auburn City Landfill or Seneca Meadows Landfill in Waterloo. Both of these locations also take refuse from private homeowners for a fee.

COMMUNITY SERVICES

As with any community, the institutional services that are provided and available to residents are very important. While many of these services are paid for with local tax dollars and can become burdensome in tough financial times, they are essential to the everyday quality of life for the community.

SCHOOLS

There is one school district in the Town of Mentz, the Port Byron Central School District. The school provides Universal Pre-K through 12th Grade classes in two buildings on one campus on the east side of the village on NYS Route 31. The A.A. Gates Elementary School serves Universal Pre-K through 6th Grade students and the Dana L. West, Jr.-Sr. High School serves 7th through 12th Grade students. The school campus lies on the border of the village and is partially in both the village and town. The school district serves Mentz and Port Byron as well as the Towns of Throop, Conquest and Montezuma, and the southern part of the Town of Cato. The school had a total enrollment of 960 students for the 2013-2014 school year. Figure 4 below illustrates the general decline in enrollment at the school between 1979 and 2014.

Port Byron Central School



Source: <http://www.newyorkschoo.com/districts/port-byron-central-school-district.html>

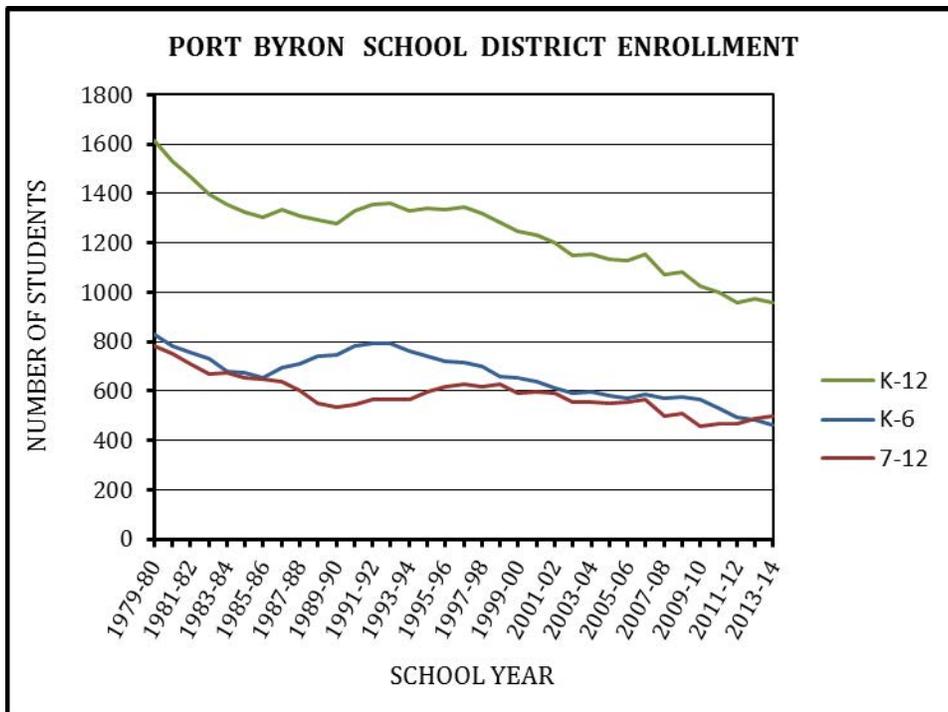


Figure 4

The Port Byron school district is one of nine area school districts that are members of the Cayuga Onondaga BOCES. The BOCES program currently offers a variety of courses for high school students including applied electrical technology, automotive technology, construction and building trades, cosmetology, criminal justice, culinary arts, graphic design and new media, and plant, animal and life sciences. Students are bussed to the BOCES campus in Auburn.

A Superintendent's notice, mailed in early February, 2008, spoke of a restructuring of the school, in part due to a decreasing school population. The original projection was that by 2018, the total school enrollment would be less than eight hundred students. The notice spoke to the need to reduce the number of teachers, support personnel and administration as a result of this decrease. The projected enrollment figures have been updated since 2008, and now indicate a slightly less dramatic decrease in total enrollment as seen in Table 9 below.

PORT BYRON SCHOOL DISTRICT ENROLLMENT PROJECTIONS				
Grade	2014-2015	2015-2016	2016-2017	2017-2018
K	62	58	55	56
1	52	56	52	49
2	60	58	62	58
3	79	60	58	62
4	57	81	61	59
5	65	55	78	59
6	81	64	54	77
7	69	82	64	54
8	91	69	82	65
9	96	86	65	77
10	96	109	98	75
11	82	107	121	108
12	61	86	111	127
TOTAL	951	970	963	927
K-6	456	431	420	421
7-12	495	538	542	506

Table 9

LIBRARY

The community is served by the Port Byron Free Library, located in the Town's office building on Sponable Drive in the Village of Port Byron. The library offers a full range of services and is a member of the Finger Lakes Library System. The library offers internet access to those who do not have computers or internet at home. The library is open 30 plus hours per week and employs one part time librarian and one part time assistant librarian. Other staff positions are filled by volunteers.



SOCIAL SERVICES

All mental health, aid to the poor, care for the disabled and other social services are provided by the Cayuga County Government in Auburn, NY. Local churches do maintain a local food bank that is open at least once a week.

MEDICAL SERVICES

The nearest major medical facility is in Auburn at the Auburn Community Hospital, seven miles away. Local citizens also use hospitals in Syracuse and Rochester for operations and outpatient care. However, there is a small medical facility in the community. In 2007, the Finger Lakes Migrant Health Care Project, Inc., based in Penn Yan, NY, took over operations of the Town owned health clinic on Main Street (NYS Route 38). In March of 2009, with a grant from the Federal Stimulus Program, the existing building was enlarged and the scope of services increased creating a full service extension clinic of the Penn Yan company. The clinic employs adult and family doctors and nurse practitioners, provides dental services, and offers mental health care. The name of the business was changed to the Port Byron Community Health Center and the medical center now employs approximately ten people.



SENIOR CITIZEN SERVICES

The local senior citizen group is an all-volunteer organization that receives some program funding from the Village and Town budgets. For many years, the group met at the Village Office Building on Utica Street. In 2004, the Town government offered the seniors the use of space in the west end of the Town Office Building on Sponable Drive. The group finished construction of a dedicated meeting room in 2006 with funding gathered from government and private donations. With this new space, the seniors have expanded their programming and increased their hours of operation.

The Cayuga County Office for the Aging offers a variety of services for the senior residents of the town and village. Seniors in need of transportation can call the local SCAT (Senior Citizen Alternate Transportation) van for free transportation within the county. The Town also participates with the Meals On Wheels program that provides meals to the elderly and shut-ins. The Town makes a yearly contribution to this program.

POLICE

The Village of Port Byron has a part time police force that employs five officers on an average of fifty-five hours per week. The Mayor acts as the Chief of Police, although one officer has been given the title “Officer in Charge”. The Village owns two police cars which are stored at the Village Office Building. The Police Department participates in a 911 pact with other police departments, responding to emergencies in case of being the “closest car”. Police services for the Town of Mentz are provided by the Cayuga County Sheriff’s Department and the New York State Police, both of which are dispatched from Auburn.

FIRE AND AMBULANCE

The Village of Port Byron owns the Port Byron Fire Department, an all-volunteer department. This Department provides services to the Village and to the Town of Mentz through a yearly fire protection contract, as well as ambulance coverage for the Town of Montezuma. The Port Byron Fire Department currently has 32 active volunteer firemen and 10 Emergency Medical Technicians. In 2013, the Fire Department handled 406 calls and of those, 235 were medical emergencies. The Department is dispatched from the 911 center in Auburn. The Fire Department participates in the county mutual aid plan, coordinated through the Cayuga County Office of Emergency Management. Additional ambulance service is provided by Rural Metro and the Auburn City Ambulance, both of which are professional full time EMT services, dispatched from Auburn. In most medical calls, the 911 center will call out the local fire department and one of the paid services at the same time.



PARKS AND RECREATIONAL FACILITIES

The Town and the Village have many recreational facilities, mostly geared toward outdoor related activities. With the exception of the school, there is a notable lack of indoor facilities.

SCHOOL FACILITIES

The Port Byron Central School has many outdoor related sports facilities, such as tennis and basketball courts, baseball fields, a running track and football grounds. The school does have three gymnasiums which are made available to the public for organized team sports primarily on nights after the school’s sports teams are finished. They are not available on weekends or during holiday breaks. The town and village also work together to fund a summer recreational program to school age children. In 2014, this program was offered for four weeks during the summer. A total of 50 children took advantage of this program, with an average of 20-30 children attending each day. Additionally, the school district operates a community fitness center that is open to the public; and memberships for local residents are offered at a reduced rate.

LOCAL PARKS

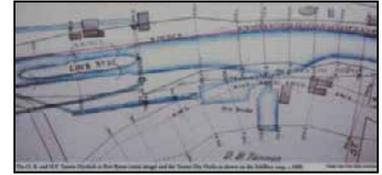
There are a couple of small municipal public parks in the community including Schasel Park in the village, located on a watered section of the old Erie Canal. It includes parking, picnic facilities, a small playground, a covered pavilion, and it is within walking distance of downtown. The Pine Street Park is a small neighborhood park on Pine Street in the Village that serves as open space for the immediate neighborhood. At this time there are no physical amenities or recreational structures on the property. The old school grounds located between Green Street and Sponable Drive contain four baseball fields. It is well used by the local Little



League in the spring but little used in other seasons.

THE OLD ERIE CANAL

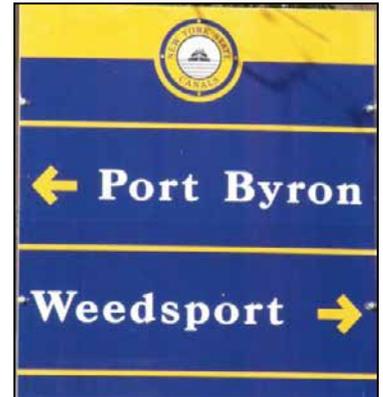
The town and village have short unconnected lengths of the historic towpath canal. To the east of the village, a two mile section of semi watered canal exists between Schasel Park and Aqueduct Park in Brutus. In 2008, the Village collaborated with the Towns of Mentz and Brutus to study the possibilities of re-watering the canal for recreational and tourism purposes. This report has been completed, and is included in the Appendices of this plan.



CANALWAY TRAIL

The New York State Canalway Trail System is comprised of a network of more than 260 miles of existing multi-use, recreational trails across upstate New York. Major segments are adjacent to the waterways of the New York State Canal System or follow remnants of the historic original canals of the early 1800s that preceded today's working Canal System.

The Canalway Trail System is comprised of four major segments: the 100-mile Erie Canal Heritage Trail in Western New York; the 36-mile Old Erie Canal State Park Trail in Central New York; the 60-mile Mohawk-Hudson Bikeway in the eastern Capital Region, and the eight-mile Glens Falls Feeder Canal Trail in the foothills of the Adirondacks near Lake George. In addition, there are smaller segments of Canalway Trail, including the trail from Port Byron to Camillus.



These trail segments and other areas of the Canalway Trail System connect with trails leading throughout New York State, providing one of the most extensive trail networks in the country.

THE SENECA RIVER AND OWASCO OUTLET

The Seneca River is part of the New York State Canal system and is used by numerous boats. A small park and boat launching facility are located in the town on NYS Route 38. NYS DEC provides a class and standard designation for every water body in the state based on existing or expected best usage of each water or waterway segment ranging from AA to D. The Seneca River is a Class C waterway

The Owasco Outlet flows from south to north adjacent to NYS Route 38. The outlet south of the village flows down through a rocky valley with many pleasant areas for fishing and recreation. North of the village, the outlet is slower moving and is somewhat muddy. Uses are limited to fishing and canoeing. The outlet is listed as a success story on the NYS DEC's website, listing that the stream has improved since 1992 and is now listed as a Class C waterway. The definitions for the NYS DEC classifications are as follows:

- Classification AA or A is assigned to waters used as a source of drinking water.
- Classification B indicates a best usage for swimming and other contact recreation, but not for drinking water.
- Classification C is for waters supporting fisheries and suitable for non-contact activities.
- The lowest classification and standard is D.

HISTORIC ATTRACTIONS AND NATURAL RESOURCES

There are many historic and natural resources in both the Town and the Village that draw tourists and nature lovers alike while also contributing to the rural character that the local residents cherish. The following sections highlight some of the most notable historical attractions and natural resources in the community that can be used to promote increased tourism opportunities. However, environmental stewardship and conservation of these important resources should be a priority.

HISTORICAL ATTRACTIONS

The Lock 52 Historical Society of Port Byron, located in downtown Port Byron, is an excellent source of historical data for Port Byron and Mentz and a great resource for tourists that want to learn more about the Erie Canal history as it relates to port Byron. While the Erie Canal certainly is one of the largest historical influences with remnants still remaining in the community, it is not the only one. The following includes brief descriptions of some of the major historical attractions in the community:

- **Remnants of the old canal.** There are significant remnants of the old canals (1820-1917) within the community that are attractive to both fans of history and nature. To the east of the village, the Erie Canal Trail follows the old towpath, allowing people to see watered sections of old canal. Other sections of the canal exist however; they may not be recognizable as pieces of the canal to the untrained eye and can be easily missed.
- **Erie Canal Heritage Park.** The new Erie Canal Heritage Park being built around Lock 52 and the Erie House will be a major attraction to the town and village. The park will offer visitors a unique view of an authentic life on the Erie Canal between the mid-19th and the early 20th century by featuring the remnants of Lock 52; and the restored 1895 Erie House tavern, blacksmith shop and mule barn. The site will also feature an educational visitor's center as well as access from the NYS Thruway and NYS Route 31. See Appendix C for a site plan and complete project description.
- **The Underground Railroad.** Although always a part of local folklore, recent studies have tied the region to stops along the Underground Railroad. For example, Haiti Island got its name for being the stopping place for escaped slaves, and Fredrick Douglas stayed in Port Byron with friends.
- **Downtown Port Byron.** The majority of the existing building stock in downtown is from the 1850-1875 period, and the broad visual aspect of the downtown is one of history. While individual storefronts might be empty, taken as a whole, the downtown can play a part in telling the history of the area. The old Port Byron Hotel (now the Pharmacy), and the Rochester, Syracuse and Eastern depot (now the American Legion hall), are both excellent examples of adaptive reuse. Other building stock, such as the old Warren Mill, the old school house, and the Brigham Young's house are also key pieces to the history of the town. A revitalized downtown, including restoration and reuse of these local landmarks will bring more tourists and charm to downtown Port Byron.
- **Cemeteries.** The Town has five cemeteries that appeal to genealogists, historians, and those looking for a quiet place to walk. These cemeteries are also the final resting place of people who figure highly in the history of the town and village, and who were also nationally famous. Kitty Rhoades, an early woman actor is buried in the Mount Pleasant Cemetery, as are the parents of Clara Barrus, who went on to become the doctor and biographer for naturalist John Burroughs.

Historic Erie Canal Mural in Port Byron



Lock 52 Site



View from north side of the NYS Thruway

Restored Port Byron Hotel



NATURAL RESOURCES

There is an abundance of natural resources in the town and the village which contribute to the places and view sheds that reinforce the community's ideal of a rural country like setting and thus should be maintained and protected. The following includes brief descriptions of some of the most notable natural resources in the community:

- **Seneca River.** The Seneca River flows from west to east along the northern boundary between Mentz and Conquest and can be used in many ways, by many people. The river attracts sportsmen who wish to fish and hunt; and the increase in Bald Eagles nesting and hunting along the river has attracted birders. Boaters, both power and paddlers, use the river for day trips or as part of a recreational route across the state. A NYS DEC maintained boat launch is available at the Route 38 bridge crossing.
- **Owasco Outlet.** The town is divided almost in half by the Owasco Outlet which is the outflow from Owasco Lake that flows south to north across the county, ultimately feeding into Lake Ontario. People find flowing water pleasing and evocative of nature, and any setting that provides a view of a natural water body should be protected. In the community, there are several bridges across the outlet including at Hayden Road, New York Central Road, NYS Routes 31 and 38, and Green Street that provide travelers with a glimpse the Outlet. Pedestrians and bicyclists can also stop to rest and soak in the beauty of this waterway alongside many of these same bridges.
- **The Erie Canalway Trail.** The Erie Canal Trail is a cross state recreational route that should be thought of as a 350 mile linear park, which includes all of Port Byron and Mentz. The trail is comprised of both on roadway sections, following the shoulder of a designated State Highway; and off roadway sections, where the old Erie Canal towpath or an abandoned railroad is used to create an independent trail segment. Currently, one such segment is complete east of the village, from Port Byron to Camillus. To the west, along NYS Route 31, the trail is still under development. NYS Route 31 closely follows the path of the Erie Canal and makes an acceptable on highway route. The trail is about 75% complete between Albany and Buffalo. The trail has been branded with kiosks and signage at major stopping points that tell users to "stop here and take a look". One such kiosk is located in Schasel Park in the village.
- **Rolling Hills and Farm Fields.** Travelers along NYS Route 31, west of the village; and NYS Route 38, north of the village, can experience many of the rolling hills and farmer fields that have captured the feel that people wish to have in rural settings. In addition to these two major thoroughfares, many of the winding narrow country roads in the town provide an even more ethereal experience, especially during the fall when the hills are full of brilliant colors.
- **Howland Island Wildlife Management Area- Town of Conquest.** Howland Island in the neighboring Town of Conquest is a 3,500 acre island surrounded by the Seneca River and the Erie Canal that is managed by the NYS DEC as a Wildlife Management area that has been under state ownership since 1932. This area is a popular destination for birders, hunters and nature lovers. Visitors of the Montezuma Wildlife Management Area to the south west, also owned and operated by NYS DEC, often also travel to Howland Island. Although this natural area is not in the Town of Mentz, residents of the community and tourists often travel through Port Byron and Mentz on their way to the island.



View of the Owasco Outlet, looking north, from NYS Route 31 in Port Byron



View of farm fields and hills west of the village.

PART III

UNDERSTANDING OUR PLACE: A PLAN FOR THE FUTURE

It is the intent of this Plan to shape the community, while still maintaining private property rights, to make the town and village an attractive place to live. From the 2006 community survey, it is clear that a majority of the respondents wish to protect the rural character of the town; however, as seen from the recent planning board requests for subdivisions, it also appears that people wish to live in the country. By designating certain sections of the town as development areas, places where waterlines and utilities will be developed, the low density sprawl development that has been the pattern of the past can be reduced in the future. The Town and Village can protect and preserve valuable open space by using tools such as Conservation Subdivision design and by promoting Farmland Protection.

VISION STATEMENT

From this day forward the Town of Mentz and the Village of Port Byron will work together to: preserve and enhance the rural characteristics of the town and the urban-village characteristics of the village in a compatible manner; and will encourage sustainable economic growth while protecting the communities' quality of life, by preserving the distinctive natural, cultural, historic, and scenic resources within the borders of the town and village.

GOALS

The following is a list of the overarching goals for the community through which the vision for the future of the town and village will be realized:

1. Encourage Cooperation Between the Town and Village Governments.
2. Preserve the Rural Character of the Town of Mentz.
3. Promote Farmland Protection and Support Economic Development in the Farming Industry in the Town of Mentz.
4. Encourage Commercial Development that Supports the Preservation of Rural Character and Discourages Corridor Sprawl and Strip Mall Development.
5. Revitalize Downtown Port Byron to Re-establish it as the Commercial Center of the Town and Village and Create a Renewed a Sense of Pride in the Community.
6. Encourage Residential Development that Supports the Urban-Village Character of Port Byron.
7. Protect, Preserve, and Restore Natural, Historic, and Scenic Resources.
8. Encourage and Support Programs and Agencies Which Help Residents Who Want To Remain in Their Homes as They Age.
9. Work with CEDA to Attract New Businesses and Industries to the Town That Will Provide New Employment Opportunities and Help Increase the Local Tax Base.
10. Promote the Expanded Use of Green and Renewable Energy Systems for Agricultural, Residential, and Commercial Buildings Within the Town and Village.
11. Capitalize on this Community's History and Connection to the Historical Erie Canal System and the Finger Lakes Region as a Means to Increase Tourism Opportunities within the Community.

FOCUS AREAS

The following focus areas were identified as priorities for the community. Each topic provides guidance and background for all of the goals, recommendations and actions of this plan.

TOWN OF MENTZ ZONING AND LAND USE REGULATIONS

Historically the most dominant land use within the town was agricultural with small to moderate sized farms. Even within the village, many acres of land were farmed and one farm still works within the northern village limits. This land use practice has contributed to the town's rural landscape and agrarian lifestyle. Over the last decade, the existence of farms and the pattern of farming within the town has changed for two dominant reasons. First, active farms are being sold for non-agricultural land uses by aging farmers and their families who no longer wish to continue farming. This has contributed to an alarming reduction in the number of working farms within the town. Working farms and other open spaces are essential to ensuring the rural character of the town and region. The loss of working farms coupled with an increase in residential subdivisions has had an impact on the overall rural agrarian character for the town and village.

The second reason is that many of the remaining active farms are growing significantly larger in size. Regionally, animal based farms are now larger, more mechanized operations, with many hundreds or thousands of animals housed in barns. Crop farms can cover thousands of acres, with additional acreage rented from local land owners. These are not the typical envisioned farms that people in this community idealize. These large scale farms, if not planned and operated correctly can degrade the land, water and the quality of life for those who live nearby. While there are currently no Consolidated Animal Feeding Operations (CAFOs) in the Town of Mentz, there is potential in a few select areas for such operations to exist. Fortunately, in New York State, CAFOs are heavily regulated by the NYS Department of Agriculture and Markets as well as by NYS DEC in order to minimize the adverse impacts on neighboring uses and water quality. A large percentage of the Town is located in the Cayuga County Agricultural District and is thus protected under the State's Right-to-Farm Law. This law protects the rights of farmers with any size operation from a small niche farm on one acre or less all the way to a large CAFO operating on several hundred acres from unreasonable restrictions in local municipal laws and ordinances. The Town will continue to support agriculture of all sizes, but especially smaller family-farm operations similar to those that helped build this community.

In our surveys, it was expressed that preserving the rural character of the town and village was most important to all those who responded. And the question then becomes, what does "rural" mean to people? Is it open spaces with woods and grasslands, working farms, clean streams, or scenic vistas? Or is it the single family home on a one or two acre plot of land, with neighbors nearby, but not too close? Rural character is the combination and balance of both of these "rural visions". Protecting farmland and preventing the construction of homes and businesses in certain areas is one way to preserve the rural character. Another is to revise the Town's Subdivision Regulations to allow for and promote the use of conservation subdivisions that will protect not only unbuildable areas such as wetlands and floodplains, but areas of mature forests and prime agricultural soils as well. In order to do this, building lots will be smaller and "clustered" together which will also reduce the cost of installing and maintaining infrastructure such as roads and utilities.

As most of the farmland falls within the towns borders, the Town Board should appoint a committee to review Agriculture and Farmland Protection Plans adopted by many towns and counties in the State and seek funding that will aid in the writing of such a plan for Mentz. Also, the Town should update their Zoning Ordinance and

GOAL 1: Encourage Cooperation Between the Town and Village Governments.

GOAL 2: Preserve the Rural Character of the Town of Mentz.

Map based on the Future Land Use Map (page 26) in this Plan to reflect the desire for future residential development to occur where the Town and Village can efficiently provide services for the following reasons;

1. Preservation of rural character by reducing the extensions water, sewer, and utility services; and by limiting the construction of new roadways where feasible.
2. Reduction in conflicting land uses in a given area.
3. Increased opportunity for commercial development in the designated corridors.

GOAL 3: Promote Farmland Protection and Support Economic Development in the Farming Industry in the Town of Mentz.

Additionally, the town’s current zoning regulations allow minimum lot sizes which promote a suburban-type residential pattern, rather than a rural pattern with significant open space. The Town should research and consider updating the zoning regulations to include a maximum lot size for residential-use parcels within the Agricultural Zoning District (A-1) to combat future suburban-like sprawl. Currently the minimum lot sizes for each zoning district are the following:

Zoning District		Minimum Lot Size
R-1	Low Density Residential	30,000 square feet (0.7 acres)
R-2	Medium Density Residential	12,750 square feet (0.3 acres)
C-1	Highway Commercial	20,000 square feet (0.5 acres)
M-1	Limited Industry	43,560 square feet (1 acre)
M-2	Extensive Industry	435,000 square feet (10 acres)
A-1	Agricultural	43,560 square feet (1 acre)
F-1	Flood Plain	N/A

Table 10

The water line currently being installed along NYS Route 31 west to the Town of Montezuma will make land more attractive for development, and farmland will be sold off unless certain regulations are put into place. Imposing lateral restrictions in a new water district is one tool that has been successful in prohibiting future sprawl and development. In general, properties within the Cayuga County Agricultural District, which are developed at the time the waterline is constructed, will be allowed to connect and receive water. However, parcels which are vacant or not developed with a house may not connect to the waterline in the future, thus reducing the development of land in that water district. In addition to revising the Zoning Map to steer future residential development in areas that are already served by water and sewer, or where the expansion of such services is deemed reasonable, the Town should consider imposing lateral restrictions on all future water districts and waterline extensions as a mechanism to protect agriculture and preserve the rural character of the community.

It is important to the economic health of the community that commercial and manufacturing businesses are encouraged and maintained. Currently there are three commercial areas within the town and village. As it happens, these areas all fall along the NYS Route 31 east-west corridor. To the east and west of the village, the Town currently has land zoned as C-1 or M-1, allowing businesses to build along the State Highway. The County Water and Sewer Authority maintains a water line along this route, from the village east to Weedsport. The current waterline extension project that will serve areas from the village west to the Town of Montezuma, combined with the waterline running east to the Village of Weedsport and the history of the NYS Route 31 corridor as the center of commerce for both communities, makes this area prime for future commercial development. There are however, some active farms along this corridor which should be protected against encroaching commercial strip development to also preserve the rural character of the community and the historic view shed along NYS Route 31 surrounding the village.

GOAL 4: Encourage Commercial Development that Supports the Preservation of Rural Character and Discourages Corridor Sprawl and Strip Mall Development.

DOWNTOWN REVITALIZATION

The comprehensive plan's public survey indicated that 97% of the respondents considered downtown revitalization as a very important concern for them. The entire community needs to work together to reinvent and revitalize the downtown. A renewed sense of pride in the appearance and maintenance of the downtown commercial corridor by not only individual property owners and business owners, but by all residents of the community will help to erase the sour image of a dilapidated downtown. Revitalization doesn't happen overnight, but small steps by a few will have a domino effect on the rest of the area. Downtown Port Byron has the potential to become more attractive and inviting and to draw in more business and tourists.

The 1999 Comprehensive Plan Update suggests that many of the deficient buildings in the downtown be removed and replaced with open space, parking, or newer buildings. A more positive option for change in downtown is for the Village Board of Trustees to appoint a Downtown Revitalization Committee. This committee would be tasked with developing a Main Street program that includes a strategy for economic development and for the revitalization of the overall aesthetics of downtown including buildings facades, sidewalks, landscaping and public spaces. This committee should also apply for NYS Main Street Program Grant funding to help property and business owners rehabilitate and save the remaining historic building fabric in downtown. One additional task for the Downtown Revitalization Committee should be marketing. The committee should become the face of downtown to the community and should be the biggest cheerleaders and champions for the area. Motivation and pride in a community can be contagious and as long as the community leaders maintain a positive attitude and outlook for the future of downtown, the community will follow and Port Byron will once again be an attractive place that people want to frequent.

The changing work environment does offer an opportunity for this type of revitalization effort. As gas prices increase and more people work from home, either by telecommuting or in home based businesses, there will be a need for some locally based businesses to serve these people. Restaurants, computer repairs, and professional office space are a few possibilities. The desire and need for apartments and housing units within the central commercial district of a community is an emerging trend across the region and the state tied to the revitalization of historic downtowns. The Village can take advantage of this trend by encouraging and permitting upper-story residential and mixed used buildings in the village center. Bringing residential uses and commercial uses back to downtown will help to create a viable sense of place and community; and re-establish the Village of Port Byron as a place where people want to live, work and play.

The village has good links to its canal past and it should attempt to make the most of these connections. The 1999 Comprehensive Plan Update, as well as the Route 31 Corridor Plan, and citizen surveys call for a re-watering and re-use of the old canal from Port Byron to Weedsport. In 2007 the Village studied the feasibility of carrying out this plan. Also, in 2006 the NYS Canal Corporation rebuilt the old canal towpath into a safe, stone dust covered walking trail, which is part of the NYS Canalway Trail. Efforts must be made to link the downtown business district with the park like setting of the canal and trail so that trail users feel invited to visit the downtown.

NATURAL AND CULTURAL RESOURCE PROTECTION

It is important to preserve the natural and cultural resources as we develop the residential and commercial areas of the town and village. Environmental safeguards need to be updated and used during planning and construction, and care used when dealing with the cultural elements that add to our sense of place and pride in the community.

***GOAL 5: Revitalize
Downtown Port Byron to
Re-establish it as the
Commercial Center of the
Town and Village and
Create a Renewed a Sense
of Pride in the Community.***

***GOAL 6: Encourage
Residential Development
that Supports the Urban-
Village Character of Port
Byron.***

***GOAL 7: Protect, Preserve,
and Restore Natural,
Historic, and Scenic
Resources.***

HOUSING

Housing, its quality and availability, is an issue that everyone experiences every day. The quality of the housing in the town and village affects the property values and pride of the entire community. According to a local survey conducted in 2008 and recent housing statistics, residents of this community desire to maintain the rural character in the Town and the more urban character in the Village. The survey also indicated that residents are interested in maintaining the opportunity for an active life style for all adults regardless of age. This will allow residents to age gracefully in their neighborhood of preference. Both the village and town have a large percentage of private residences in what could be considered advanced-age dwellings. Forty-nine percent of the village and forty-four percent of the town's residential structures were built prior to 1940. These residences often have higher maintenance costs and have higher utility costs due to their level of energy efficiency. Coupled with statistics that show a trend toward an aging population in Cayuga County, with fewer school aged children families, the aging housing needs to be addressed to allow residents to age in place. Some of the older manufactured homes located in the town and village have raised concerns of their quality and safety.

Unfortunately, a few poorly kept properties can impact an entire neighborhood. Some properties exhibit excessive outdoor storage causing concern over the health, safety, and security of the adjacent neighborhood and greater community. Disorganized and uncovered outdoor storage of trash, vehicles (cars, boats, and RV's), and other materials create an unkempt and not-cared-for appearance. This issue is addressed in neighboring communities through the adoption and enforcement of local zoning regulations that address outdoor storage, with the assistance of a code enforcement system that uniformly enforces the local regulations. Although there is a strong preference to maintain the community's rural character, such character does not include outdoor clutter and blight.

INDUSTRY

The town has many advantages when considering industrial development. The land along NYS Route 31 east of the village is flat, well drained, and supplied with water from the County Water and Sewer Authority line. Exit 40 on the New York State Thruway is within four miles, and the area is crossed by the CSX Railroad; and the New York State Barge Canal runs along the northern border of the town on the Seneca River. In addition, the Port Byron School System is well ranked among small schools, an asset to attracting young families. However, there is no local agency promoting the advantages of the town to possible developers.

GREEN AND RENEWABLE ENERGY SYSTEMS

There are a variety of reasons that people wish to invest in green or renewable energy systems. Currently, the Town and Village leave the decision of use and placement to the Code Enforcement Officers. The Town and Village Boards should adopt zoning regulations that encourage or at the very least, not discourage the use of solar and wind systems for residential and agricultural use. Limited commercial and institutional green energy systems should also be permitted for commercial and institutional uses as long as they are constructed in a manner and scale which is compatible with the rural character of the community. It is understood that there are legitimate concerns with the use of some systems, such as height, shadowing, and noise with windmills. However, regulations have been adopted by other Towns and Villages that should be studied and considered.

TOURISM AND RECREATION

The economic potential of tourism was not a big a factor in 1966, although the 1966 Comprehensive Plan does mention possible tourism opportunities. The 1999 Comprehensive Plan Update does recognize the potential impact of tourism and the community must make the most of this area. Tourism can be an economic engine, if the community, both residents and businesses, wish it to be. Much of the "infrastructure" is already in place. The old Erie Canal, wildlife preserves, genealogical resources, and the Owasco Outlet, are all examples of resources that exist and could be used to draw in tourists.

GOAL 8: Encourage and Support Programs and Agencies Which Help Residents Who Want To Remain in Their Homes as They Age.

GOAL 9: Work with CEDA to Attract New Businesses and Industries to the Town That Will Provide New Employment Opportunities and Help Increase the Local Tax Base.

GOAL 10: Promote the Expanded Use of Green and Renewable Energy Systems for Agricultural, Residential, and Commercial Buildings Within the Town and Village.

Most people who live in a bedroom community want an environment where they can play and live safely, with many opportunities for fun and exercise. Mentz and Port Byron are rich with many attractions that can be used for recreation and tourism. However as more land is set aside into parks, the maintenance of these lands becomes a funding issue for the County, Town and Village. Parkland, while enhancing the quality of life, is often seen as easy targets in budget cuts. However, these recreational areas are essential to the community and for tourism opportunities and the town, village and residents should carefully weigh their importance to the overall community when making budget decisions.

GOAL 11: Capitalize on this Community's History and Connection to the Historical Erie Canal System and the Finger Lakes Region as a Means to Increase Tourism Opportunities within the Community.

FUTURE LAND USE CLASSIFICATIONS

The Town of Mentz and Village of Port Byron future Land Use maps call for several different land use classifications. While many future land use areas were chosen to transition nearly seamlessly between the Village and the Town especially along commercial corridors, the specific zoning requirements will not necessarily be the same in the Village and the Town for a similarly named district, the Town and Village Joint Planning Board will need to work together when developing new zoning laws and future amendments to ensure that major conflicts are not created between abutting districts. The following is a list of the future land use classifications for both the Town and the Village and the general purpose for each district.

Central Business District *(Village district)*

The Central Business District within the Village of Port Byron is a mixed-use district that allows and promotes the development of commercial and residential uses within the traditional area of the historic downtown. This district will promote a walkable neighborhood by permitting upper-story residential units in commercial buildings and commercial/office uses that are appropriate for the historical context of the district. If a Downtown Revitalization Committee and Main Street Program are developed for this area there may be additional design guidelines and streetscape requirements for this district.

Commercial *(Town and Village district)*

The district is intended to be a general commercial district that may have slightly different lists of permitted uses for the town and the village. In both instances this district shall serve as the transitional extension of the Central Business District along NYS Routes 31 and 38 where future commercial development is appropriate.

Residential *(Village district)*

This district is the residential district within the Village that should have similar criteria to the Medium Density Residential district in the Town. Due to the fact that the entire Village is served by both water and sewer, and because of the "urban-like" context of the Village, it is appropriate to have a more densely developed residential area than in the outlying areas in the Town.

Residential- Medium Density *(Town district)*

Similar to the Residential district in the Village, this district in the Town will allow slightly more dense development of housing than elsewhere in the Town and has been designated in areas that are either currently served by water or that have already been experiencing a pattern of more dense development.

Residential- Low Density *(Town district)*

The Low Density Residential district in the Town will be established to allow for future residential development while still preserving the rural character of the Town. This district will have larger minimum lot sizes than the Medium Density Residential and may not permit multi-family housing except under special circumstances.

Public Parkland *(Town and Village district)*

The Public Parkland district has been used to identify areas of existing public parks or trails; as well as areas that are either currently under development as a public park/amenity or are owned by the Town or Village that can be used for parks or trails. This district shall not permit the development of structures that are not directly related to the function of a public park or trail system.

Conservation *(Town and Village district)*

The Conservation district is designed to protect some of the most valuable natural resources in the Town and Village. These areas are located along major water bodies such as the Owasco Outlet, the Seneca River and the Erie Canal. These areas are also located in the Flood Plain Overlay and are highly susceptible to seasonal flooding and as such should not be built upon. Some acceptable permitted uses in this district are “light” farming practices such as the planting and harvesting of row crops, passive recreational trails, nature preserves and general open space. No new building permits should be issued in these areas due to their seasonal and storm related flooding potential.

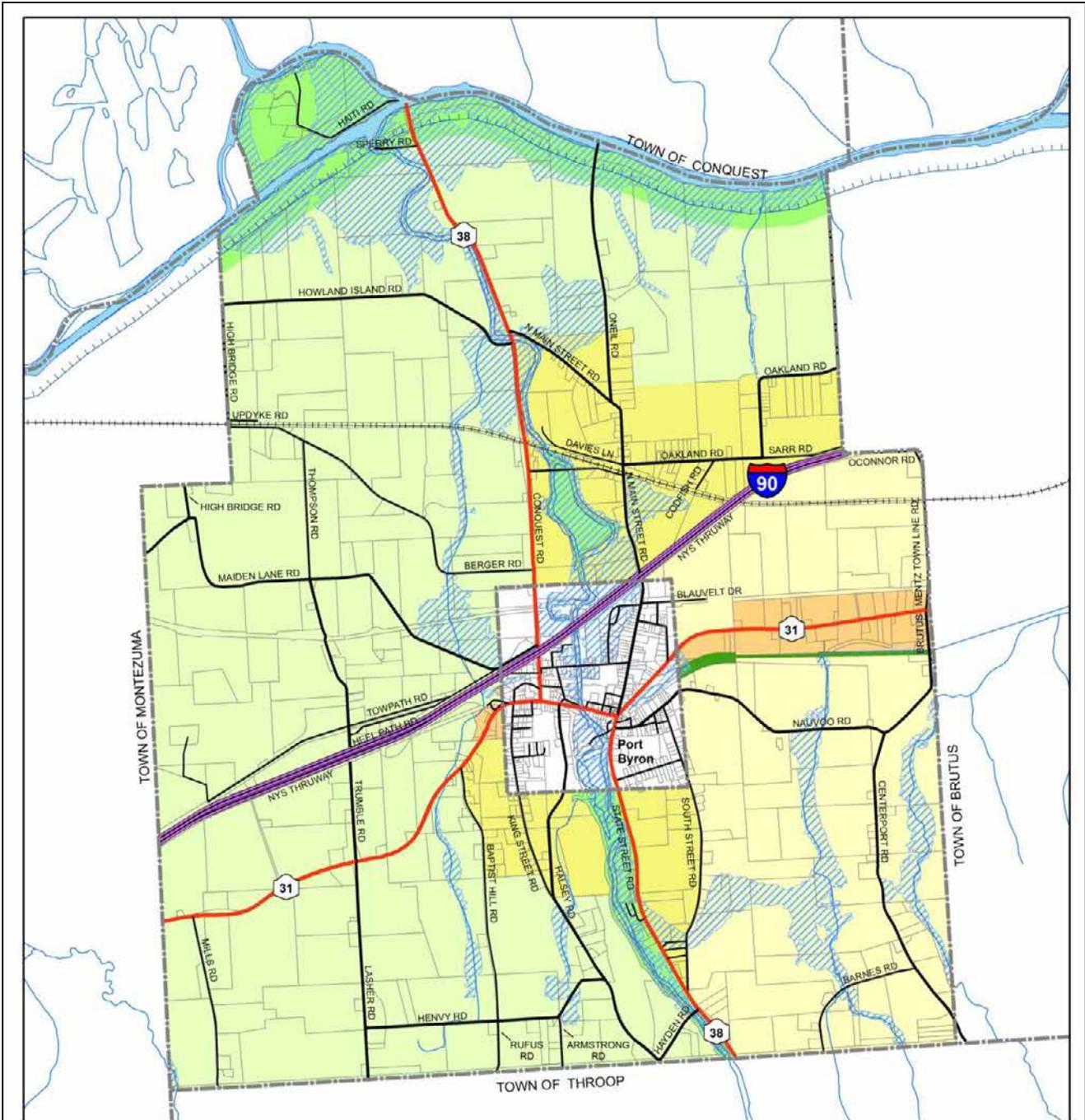
Agriculture *(Town and Village district)*

The Agriculture district shall promote the continued use of the land for agricultural production of all scales and also protect the rural character of the Town by limiting the number of new housing permits issued for non-farm related worker housing and by requiring additional criteria for subdivisions. While some new growth is expected over time, new single family housing development should primarily occur in the Low Density Residential areas.

Flood Plain Overlay *(Town and Village district)*

The Flood Plain Overlay district follows the boundaries of the 100-Year Flood Plain as determined by FEMA and should have restrictions on development including, but not limited to, requiring that new structures be built at least two feet above base flood elevation and that property owners may be required to purchase flood insurance. Some of the most susceptible and remote locations in the community within the Flood Plain Overlay are also located in the Conservation district for just those very same reasons: they are hard to get emergency vehicles to and flood more regularly than other areas in the Town and Village. New construction should be prohibited in these areas.

FUTURE LAND USE MAPS



TOWN OF MENTZ Future Land Use

LEGEND

Mentz Future Land Use

Commercial

Residential- Medium Density

Residential- Low Density

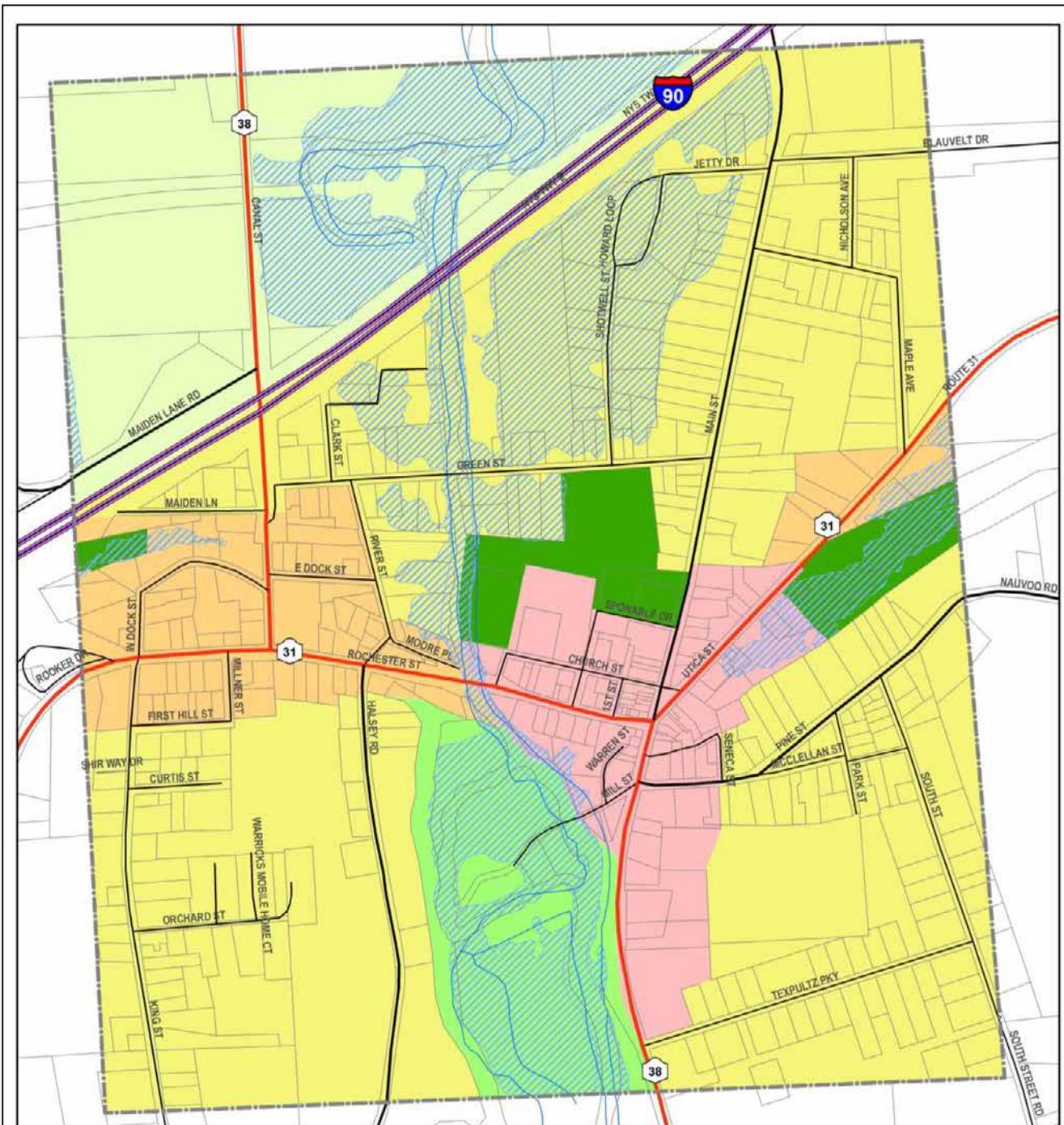
Public Parkland

Conservation

Agriculture

Flood Plain Overlay





VILLAGE OF PORT BYRON

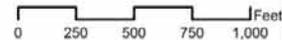
Future Land Use

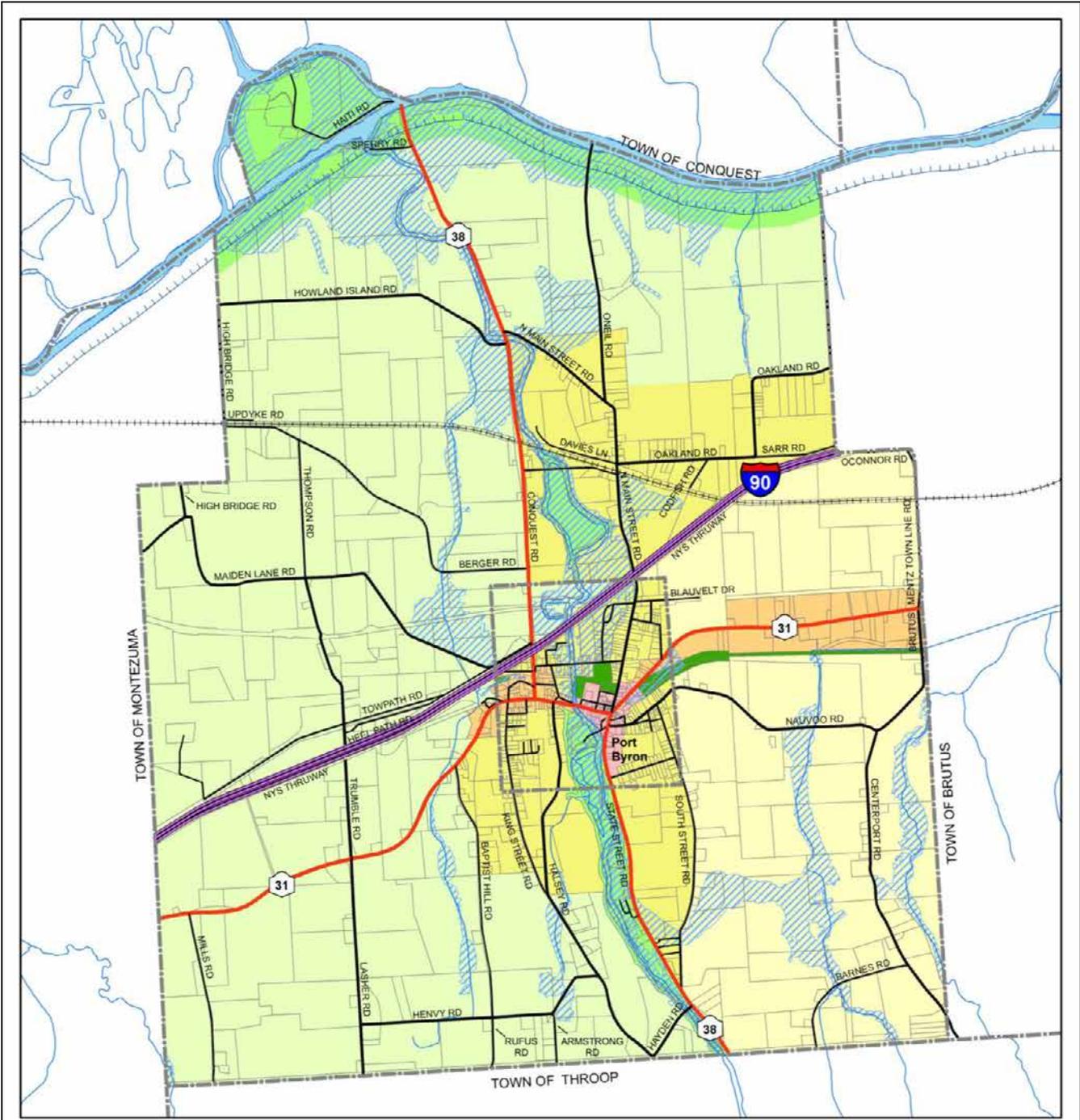
LEGEND

Village Future Land Use	Residential	Agriculture
Central Business District	Public Parkland	Flood Plain Overlay
Commercial	Conservation	



Cayuga County Department of Planning and Economic Development





TOWN OF MENTZ & VILLAGE OF PORT BYRON Future Land Use

LEGEND

Mentz Future Land Use

- Commercial
- Residential- Medium Density
- Residential- Low Density

- Public Parkland
- Conservation
- Agriculture
- Flood Plain Overlay

Village Future Land Use

- Central Business District
- Commercial
- Residential

- Public Parkland
- Conservation
- Agriculture
- Flood Plain Overlay



PART IV

PLAN IMPLEMENTATION

PLAN RECOMMENDATIONS

The recommendations included herein are accompanied by a series of action steps. Many of these steps fall into one of three categories: revisions to local zoning law or other land use regulations; the continued support of existing programs and initiatives; and the identification of new opportunities for collaboration, development, or improvement. The list of action steps is not exhaustive, but should provide the town and village with the foundation needed to carry the principal goals forward. As the implementation matrix suggests, these action steps can be carried out by the appropriate town or village boards along or in partnership with other boards or committees to establish strategic planning objectives. In doing so, the town and village will coordinate its efforts as necessary and appropriate with stakeholders, public agencies, and public officials throughout the region and at every level of government. In the end, however, much of the oversight required to follow through with implementation is the responsibility of the Town and Village's elected leaders.

While implementing this Comprehensive Plan the Town and Village Planning Boards should be committed to monitoring its implementation progress. To monitor the success of plan implementation, it is recommended that the town and village engage in a formal strategic planning process, whereby action items are prioritized, further actions are proposed, and implementation is officially evaluated. It is recommended that semi-annual meetings of all involved parties, at a minimum, be required. Simple quarterly progress reports should be distributed to all parties, and should be reviewed at semi-annual meetings. Consensus on the process should be achieved shortly after the adoption of this Comprehensive Plan, and should include a framework for the evaluation of all implementation efforts.

The primary desired outcomes of plan implementation are threefold:

1. To improve the effectiveness and efficiency of local regulations;
2. To identify and capitalize on opportunities for sustainable economic growth and resource conservation; and
3. To establish productive collaboration with neighboring communities and other levels of government.

The town and village boards are ultimately responsible for seeing that adequate measures are in place to achieve the community's common vision. Given adequate resources, creativity, commitment, and leadership, it is expected that these desired outcomes can be achieved through the recommended action steps for each goal of the plan. Finally, it is recommended that the town and village review the Comprehensive Plan and make necessary amendments every five to ten years to keep up with emerging trends and community desires.

REVIEW AND MAINTENANCE OF THE COMPREHENSIVE PLAN

Because communities are continually changing and adjusting to new conditions, this Plan is a work in progress, and can be thought of as a temporary Constitution of the Town and or Village; a document that provides the guiding principles for the future development and growth. This Plan should be reviewed regularly to ensure its continued relevance with the existing conditions, goals and objectives of the Town of Mentz and Village of Port Byron. Circumstances that may warrant a revision to the Plan include:

- A finding of significant change within the community or substantial unforeseen circumstances or impacts;

- A finding of significant public benefit associated with the proposed revision or a need to maintain and protect public investments and resources; or
- The need to maintain compliance with new laws, regulations, court actions, or other mandates.

IMPLEMENTING THE COMPREHENSIVE PLAN

All of the work that the community has done thus far in preparing the Comprehensive Plan can be lost without a solid framework for implementation based on available funding resources and realistic expectations. Some recommendations in this Plan may be implemented over a long time horizon, others will be a concentrated, short-term effort, but all elements of the Plan should be considered in terms of budgets and time frame.

A Comprehensive Plan is a valuable resource a community can use to win significant grant funding from a wide variety of sources. Forming partnerships with various public agencies at the local, county, state, and federal levels is advisable. These agencies can often assist communities in their implementation efforts. Special committees may be established by the Town and Village Board's to address specific focus areas identified in the Plan. These committees should include members of the community most familiar with the Comprehensive Plan and its guiding principles. Examples of such committees are a Downtown Revitalization Committee, a Conservation Committee, an Open Space Committee, or a Business Improvement District Committee.

Through all of these efforts, the Town and Village Board's should pursue joint relationships with other agencies and neighboring municipalities. Community efforts can often be strengthened and community benefits broadened by cooperative planning and promotional strategies among neighboring communities.

ADOPTION OF THE PLAN

The first step in implementing this comprehensive plan starts when the Town and Village Boards formally adopt the document. Legal adoption means that these boards accept this plan as the guide to the Town and Village's future development. Once passed, all other local laws including zoning regulations must be adopted or amended in accordance with this plan. Public agencies and citizens alike should use this document to help guide decisions concerning future growth in Mentz and Port Byron.

AMEND ZONING REGULATIONS

The zoning ordinance and zoning map will need to be revised and brought into conformance with this plan. The Town and Village Boards have the legal authority to pass or amend a zoning law. However, a zoning commission (which should have representatives from both Planning Boards and Zoning Boards of Appeal) can research zoning tools and draft a zoning law or amendment to be considered by the governing boards. The following general zoning changes are recommended by this plan. Specific details can be found in the Implementation matrix of this plan. They include;

- Update the zoning maps for the town and village with respect to the future land use maps in this plan (page 26-28).
- Protect scenic, environmentally sensitive and important farmland and open space locations through overlay zones, performance standards for development, buffer zones, or other tools.
- Amend zoning regulations to ensure that residential requirements do not create conditions that preclude affordable housing.
- Adopt design standards for downtown Port Byron as a result of the Main

Street Program that the Downtown Revitalization Committee will create.

- Provide for a clear process for the administration of the zoning regulations. The roles of and processes used by the Code and Zoning Enforcement Officer, planning officials, applicants, and citizens should be clearly articulated.
- Ensure that the new zoning regulations are written in easy to understand language and with illustrations as appropriate.

PASS NEW OR AMEND OTHER EXISTING LAND USE REGULATIONS

Any new or amended local law must also be passed by the Town and or Village Boards. However, the Planning Boards, other appointed officials or committees have important roles in advising the Boards as to necessary changes as outlined in this plan. Most amendments and or new laws will require an environmental review (SEQRA) along with appropriate public notice and hearings. Local laws that will need to be revised include subdivision regulations and the Town Highway Law. New laws recommended by this plan include Conservation/Open Space Subdivision Regulations, a Local Right-to-Farm Law, Site Plan Review Standards for Commercial Development, and an Impact Fee Law.

It is important that residents and businesses feel that enforcement of land use and zoning regulations is consistent and equitable. Therefore, the following zoning amendments and actions shall also be made:

- Ensure that no conflicts between the Town and Village zoning regulations exist.
- Clearly define the permit process for all types of permits (building, special use, etc.) including time lines and fees.
- Clearly define the roles and powers of the Zoning Enforcement Officer, Zoning Boards of Appeals, Planning Boards and the Town and Village Boards.
- Specify when the Zoning Enforcement Officer takes action on violations.
- Set up a timeline for notification of zoning violations and issuance of fines or legal actions.
- A clear set of performance and or design standards leaves little room for “discretion” and therefore it is important to incorporate them into zoning, subdivision or other future laws such as site plan review. All special permit uses should have a rigorous review based on design standards.
- Small scale projects should have less complicated review than large-scale ones, and could be considered “use permitted after review”, but should be consistent with all performance and environmental standards.
- Ensure that Town and Village Planning and Zoning Boards of Appeals review development proposals with regards to potential impacts on historic resources.
- Consider revocable special use permits with required conditions of approval for commercial uses.
- Revise zoning regulations to include the requirement for surety or performance bonds to ensure compliance with permit requirements and conditions.
- The Code Enforcement Officer should be present at planning and zoning board meetings so they are aware of all decisions.
- The Town and Village Boards should require monthly reports from the Planning Boards, Zoning Boards of Appeals, and the Code Enforcement Officer
- The Code Enforcement Officer should have regular “office hours” to be more

available to residents.

- Actively involve Town and Village residents, land owners and businesses in zoning and other land use issues by improving communications between these individuals and the planning and zoning boards.
- Acquaint residents with information as to “whom” to go for rules and regulations. Both the Town and Village should make full use of the internet and websites, ensuring that content is current and updated as needed.

SET UP AD-HOC COMMITTEES AS NEEDED

This plan makes a number of recommendations that may need further review before adoption by the Town and Village Boards. It might be necessary to create some “ad-hoc” or short term committees to guide this process. This will be left to the Boards to make this decision.

PLANNING BOARD ROLE

The Village and Town shall strive to improve cooperation and communication between the planning and zoning boards; and should consider creating a joint Planning Board and Zoning Board of Appeals to serve both the town and village. A joint Planning Board may reduce financial expenses and improve enforcement and consistency of this plan and land use regulations. The Town and Village should each be represented as members on any future committees. The Town and village should also continue to require and provide training for planning and zoning officials.

The Town and Village Joint Planning Board will serve as the plan's “custodian” and will work together to review this joint comprehensive plan. It is their role to review the plan periodically to make sure that the policies and recommendations remain current with the conditions in the Town and Village. Another important role of this board is to ensure that the goals and objectives of this plan are integrated into land use and development decisions. The Joint Planning Board must be actively involved in the decisions of the Town and Village Boards, and have excellent communication with other Town and Village agencies and personnel. The Joint Planning Board and Zoning Boards of Appeals should use this comprehensive plan, including the future land use maps, as they review all development applications including variances, subdivisions, special use permit approvals, and site plans.

IMPLEMENTATION MATRIX

All of the Goals, Recommendations, Actions, Assigned Boards, and Time Frames for completion for this plan can be found below in the implementation matrix. As mentioned previously, this matrix will inform the Town and Village of the necessary actions to take to achieve the goals of the Comprehensive Plan and with whom they should partner with to implement said actions. The time frames provided in the matrix are a suggestion based on the priority of the action to the community and the anticipated time for completion. However, they are not set in stone and items should be moved up or down the priority list as needs of the community change or as funding opportunities become available.

TOWN OF MENTZ & VILLAGE OF PORT BYRON COMPREHENSIVE PLAN: IMPLEMENTATION MATRIX

GOALS	RECOMMENDATION	ACTION STEP	ASSIGNED BOARD(S)	POTENTIAL PARTNERS	TIME FRAME FOR COMPLETION*
GOAL 1: Encourage Cooperation Between the Town and Village Governments	The Town and Village will work together on future development plans for the community and share services where feasible.	Establish a Joint Planning Board that will serve and have active members from both the Town and the Village.	Town Board and Village Board of Trustees	Town and Village Planning Board Members	Immediately
GOAL 2: Preserve the Rural Character of the Town of Mentz.	Revise the Town’s current land use, zoning, and subdivision regulations to more effectively protect the town’s rural character. Improve the administrative process for all land use, zoning, and subdivision related applications and approvals.	Establish a Zoning and Land Use Committee (ZLUC) responsible for drafting and recommending to the Town Board targeted revisions to the town’s current zoning and land use regulations to more effectively protect the town’s rural character.	Town and Village Joint Planning Board	Cayuga County Department of Planning & Economic Development	3 Years
	The Town of Mentz and Village of Port Byron zoning codes and land use regulations should be updated and amended to comply with and effectively advance the vision and goals of the Town’s Comprehensive Plan as stated herein. Professional assistance and advice should be obtained when updating the local zoning code and land use regulations.	The Planning Boards should consult with the Cayuga County Planning Department and Cayuga County Soil and Water District to update the local zoning codes, land use regulations, and zoning maps for the Town of Mentz and Village of Port Byron. The Town and Village should also consider creating site plan review standards for commercial development and an impact fee law to help pay for future infrastructure improvements.	Town and Village Joint Planning Board	Cayuga County Department of Planning & Economic Development; Cayuga County Soil & Water Conservation District Natural Resource Center	3 Years
GOAL 3: Promote Farmland Protection and Support Economic Development in the Farming Industry in the Town of Mentz.	Establish a Farmland Protection Plan for the Town of Mentz	The Town Planning Board should appoint a Farmland Protection Committee to collaborate with the Cayuga County Planning Department to develop a Farmland Protection Plan. As a result of the plan, the Committee should work with the Zoning and Land Use Committee to amend the zoning ordinance to help protect open space and farmland, and to promote agricultural economic development and agri-tourism by removing overly burdensome restrictions from the zoning ordinance; and by establishing new overlay zones, performance standards for development, buffer zones or other tools.	Town and Village Joint Planning Board	Cayuga County Department of Planning & Economic Development; Cornell Cooperative Extension; NYS Department of Agriculture & Markets	5 Years
		Adopt a local “Right-to-Farm” law.	Town and Village Joint Planning Board	Cayuga County Department of Planning & Economic Development	5 Years
GOAL 4: Encourage Commercial Development that Supports the Preservation of Rural Character and Discourages Corridor Sprawl and Strip Mall Development.	Work closely with the Cayuga County Planning Department to advance the completion of the draft NYS Route 31 Corridor Plan, which currently addresses land use and development along NYS Route 31 Corridor. Create a new NYS Route 31 Committee that will collect new and relevant data regarding commercial development along NYS Route 31. The completed plan should support the vision and development goals of this Comprehensive Plan.	Appoint a NYS Route 31 Committee to advance and complete the NYS Route 31 Corridor Study.	Town and Village Joint Planning Board	Cayuga County Department of Planning & Economic Development	1 Year
	Remove the C-1 zoning that is currently in place between Lasher Road and Mills Road, and rezone into A-1. This will serve to preserve the farmland and help to preserve the rural nature of the town. Instead the town should rezone additional areas along NYS Route 31 east of the village to C-1 and M-1, and investigate making use of the old West Shore Railroad line off Townline Road as a new area for development.	Have the ZLUC look into the issues with industrial development along the NYS Route 31 corridor and rezone to foster growth while carrying out the objectives of this Comprehensive Plan.	Town and Village Joint Planning Board	Cayuga County Department of Planning & Economic Development	1 Year

TOWN OF MENTZ & VILLAGE OF PORT BYRON COMPREHENSIVE PLAN: IMPLEMENTATION MATRIX

GOALS	RECOMMENDATION	ACTION STEP	ASSIGNED BOARD(S)	POTENTIAL PARTNERS	TIME FRAME FOR COMPLETION*
	The new waterline along NYS Route 31, between Port Byron and Montezuma, will make home building more attractive along this corridor. Zoning should reflect this change. However it should be the goal to protect the farmland along the town roads that branch off NYS Route 31.	Prohibit the expansion of additional sections of waterline along the NYS Route 31 and adopt a lateral restriction law for the current NYS Route 31 waterline project.	Town Board and Village Board of Trustees	Cayuga County Department of Planning & Economic Development	Immediately
Goal 5: Revitalize Downtown Port Byron to Re-establish it as the Commercial Center of the Town and Village and Create a Renewed a Sense of Pride in the Community.	The Village should consult with the Cayuga County Planning department to help create a Downtown Revitalization Committee that would be tasked with developing a Main Street program that includes a strategy for economic development and for the revitalization of the overall aesthetics of downtown including buildings facades, sidewalks, landscaping and public spaces.	Create a Downtown Revitalization Committee tasked with developing a Main Street Program for the Village including Design Guidelines and Streetscape Standards. The Committee should also pursue funding options through the NYS Main Street Program to help foster revitalization of the buildings and public spaces in downtown.	Village Board of Trustees	Cayuga County Department of Planning & Economic Development	1 Year
Goal 6: Encourage Residential Development that Supports the Urban-Village Character of Port Byron.	Update the zoning code to distinguish residential building lot sizes within the village from the rural town setting. Establish a set of urban design standards for residential structures in the village and a set for structures within the town.	Determine the pattern of residential form that is preferred for the Village of Port Byron. Review the village zoning code regarding residential lot sizes, structures and site details (such as front yard setbacks) to determine how the code is ineffective in allowing/encouraging the preferred form. Revise the zoning code to include specific form-based standards.	Town and Village Joint Planning Board	Cayuga County Department of Planning & Economic Development	3 Years
	Review all sections of the zoning code that address outdoor storage for residential and commercial properties. Understand how those sections are enforced. Revise the zoning code to either more effectively control outdoor storage and/or improve the process for code enforcement.	Conduct an inventory of the number of properties that fall within the description of outdoor clutter and/or visual blight. Review the Village and Town zoning codes to determine if these properties are currently in violation. Amend the zoning codes to address outdoor storage and the enforcement of such code provisions so that they at least meet the minimum requirements found in the property maintenance section of the NYS Building Code.	Town and Village Joint Planning Board	Town and Village Code Enforcement Officers	3 Years
Goal 7: Protect, Preserve, and Restore Natural, Historic, and Scenic Resources.	Effectively use the State Environmental Quality Review (SEQRA) process in all planning and zoning decisions. All board members should be receiving adequate SEQRA training on an annual basis.	Ensure that all review boards for the Town and Village are complying with the SEQR regulations.	Town Board and Village Board of Trustees	Cayuga County Planning Board Training Series; Cayuga County Department of Planning & Economic Development	3 Months
	Develop a natural resources conservation map, which would identify the resources of value for the Town of Mentz. This map would then be used as a reference for all planning, zoning or other land use decisions.	Collaborate with Cayuga County Planning and interested natural conservation advocacy groups to prepare a natural resource conservation map.	Town and Village Joint Planning Board	Cayuga County Department of Planning & Economic Development; Cayuga County Soil & Water Conservation District Natural Resource Center	1 Year

TOWN OF MENTZ & VILLAGE OF PORT BYRON COMPREHENSIVE PLAN: IMPLEMENTATION MATRIX

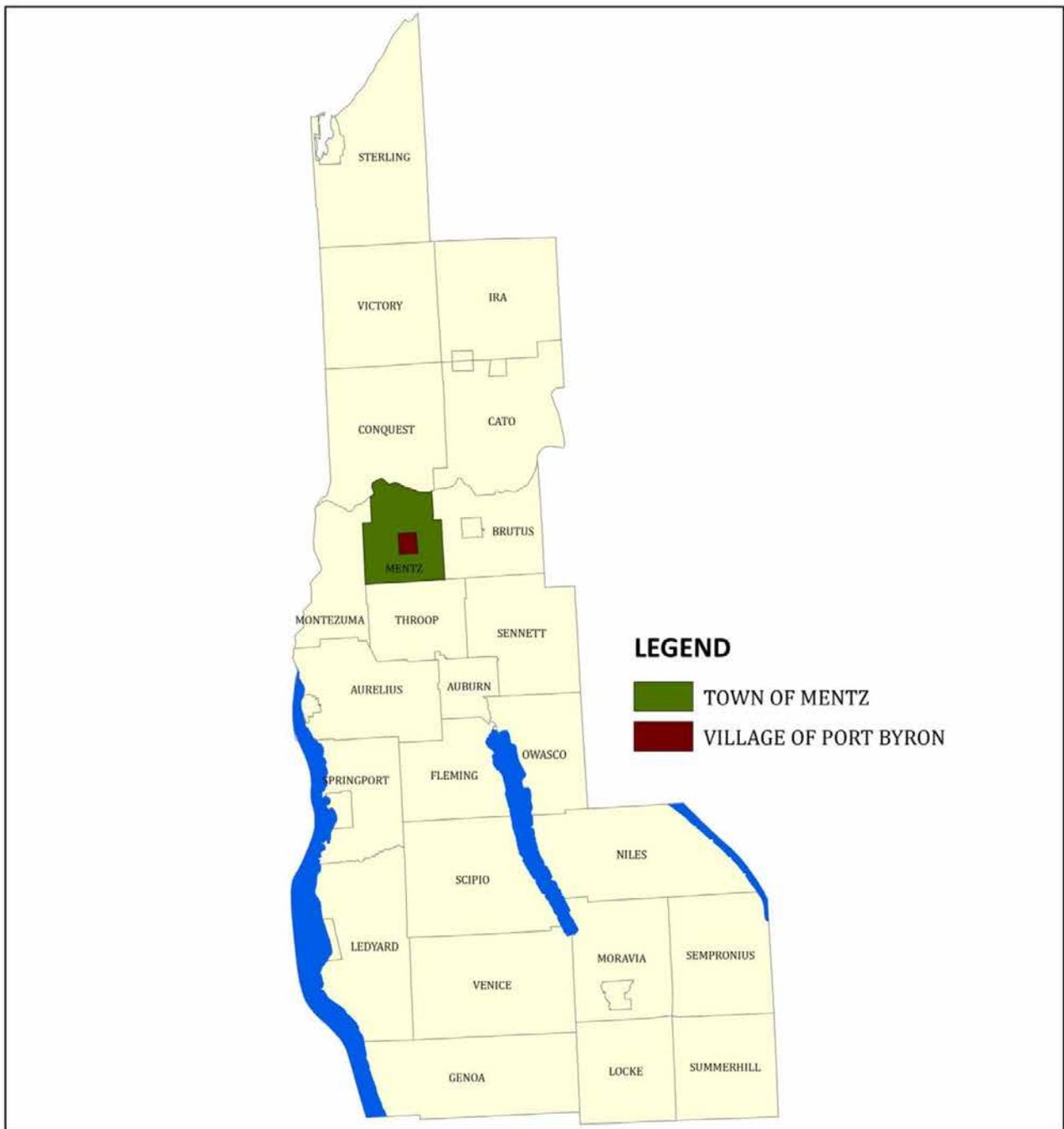
GOALS	RECOMMENDATION	ACTION STEP	ASSIGNED BOARD(S)	POTENTIAL PARTNERS	TIME FRAME FOR COMPLETION*
Goal 7: Protect, Preserve, and Restore Natural, Historic, and Scenic Resources <i>(continued)</i>	The Town of Mentz and Village of Port Byron should adopt and enforce best practices for stormwater management.	Review the current stormwater regulations currently in place by the NYS DEC, become informed on these requirements, as well as the Best Management Practices (BMP) that are in place in several nearby communities.	Town and Village Joint Planning Board	Cayuga County Department of Planning & Economic Development	2 Years
	The Town and Village should establish an Owasco Outlet Corridor Plan. This plan would serve to protect the natural environment of the stream and while it is being used for safe recreational purposes.	Create an ad-hoc committee to prepare the local Owasco Outlet Corridor Plan which aims to protect the water quality and integrity of the river while still permitting passive recreational uses. This plan, once completed, will be adopted by both the Town and the Village Board.	Town and Village Joint Planning Board	Cayuga County Department of Planning & Economic Development	2 Years
	The Town and Village should adopt new Subdivision Regulations that allow and encourage Conservation/Open Space subdivision development to preserve natural resources and protect against sprawl-like development.	Have the ZLUC work with the Cayuga County Planning Department to create new conservation/open space subdivision regulations that are appropriate for the community.	Town and Village Joint Planning Board	Cayuga County Department of Planning & Economic Development	3 Years
Goal 8: Encourage and Support Programs and Agencies Which Help Residents Who Want To Remain in Their Homes as They Age.	Continue to pursue government grants to assist local town and village residents who are interested in upgrading their homes. Support the development of programs to educate residents about tax credit programs designed to assist homeowners in exterior upgrades	Work closely with county and state agencies relative to energy efficiency, green infrastructure, and façade improvement programs for residential properties	Town Board and Village Board of Trustees	Cayuga County Department of Planning & Economic Development	1 Year, then continuous
	Review the local building and zoning codes for standards on construction and energy efficiency for newly constructed residences to ensure that they are in line with the NYS Uniform Building Code standards and HUD’s requirements for manufactured and mobile homes.	Have the ZLUC look at these issues when drafting other updates to the local zoning codes.	Town and Village Joint Planning Board	Town and Village Code Enforcement Officers	2 Years
	Determine the future need for senior housing and how best to proactively establish senior housing alternatives within the town and village, with a focus on allowing residents to-age in-place.	Review examples of similar rural communities that have effectively established options for senior residents to age-in-place. Determine the model that best works for the Town of Mentz and Village of Port Byron.	Town and Village Joint Planning Board	Cayuga County Office for the Aging	1 year
		Revise the local zoning code to allow and/or encourage senior friendly housing where preferred in the community; and to ensure that residential requirements do not create conditions that preclude affordable housing.	Town and Village Joint Planning Board	Cayuga County Office for the Aging	1 year
Goal 9: Work with CEDA to Attract New Businesses and Industries to the Town That Will Provide New Employment Opportunities and Help Increase the Local Tax Base.	The Town and Village should be actively promoting itself as a good place to build a business; and should work with the County Economic Development Agency (CEDA) and the County Office of Tourism to market the community to investors to attract new businesses.	Form a committee tasked with investigating ways to promote the Town and Village within the business community including creating a joint town and village website. This committee should work with the County Economic Development Agency, but not rely solely on CEDA to do its work.	Town Board and Village Board of Trustees	Cayuga County Economic Development Agency (CEDA)	5 Years
		The Zoning Officers and Planning Boards should review the zoning regulations and propose necessary amendment to permit possible business developments that falls outside the standard large industry model that may be prohibited by the current zoning regulations. An example of this would be the creation of a campground or even a small shipping area along the Barge Canal.	Town and Village Joint Planning Board	Town and Village Code Enforcement Officers; Cayuga County Economic Development Agency (CEDA)	5 Years

TOWN OF MENTZ & VILLAGE OF PORT BYRON COMPREHENSIVE PLAN: IMPLEMENTATION MATRIX

GOALS	RECOMMENDATION	ACTION STEP	ASSIGNED BOARD(S)	POTENTIAL PARTNERS	TIME FRAME FOR COMPLETION*
Goal 10: Promote the Expanded Use of Green and Renewable Energy Systems for Agricultural, Residential, and Commercial Buildings Within the Town and Village.	The Zoning Regulations need to be updated to reflect the growing trends in and use of renewable energy systems for residential, agricultural, commercial and institutional applications.	Have the ZLUC look at these issues when drafting other updates to the local zoning codes.	Town and Village Joint Planning Board	New York State Energy Research and Development Authority (NYSERDA)	2 Years
Goal 11: Capitalize on this Community's History and Connection to the Historical Erie Canal System and the Finger Lakes Region as a Means to Increase Tourism Opportunities within the Community.	The town and village should promote and encourage the development of new businesses for all areas of tourism such as agri-tourism, recreational, historical (Erie Canal), etc.	A committee of interested citizens and business owners should work with the County Office of Tourism to develop a marketing strategy for the community to draw more tourists to the area. This group, along with town and village officials should also work with neighboring communities to capitalize on shared tourist and recreational resources.	Town Board and Village Board of Trustees	Cayuga County Office of Tourism	1 Year, then continuous
	The town and village should find ways to get tourists to "stop and stay", even if just for overnight.	Investigate what other communities along the Canal Trail are doing to attract these travelers and try to provide similar activities, events, amenities, etc.	Town Board and Village Board of Trustees	Cayuga County Office of Tourism	1 Year, then continuous
	The Town and Village Boards should engage with the residents of the community to determine the level of service and maintenance of public parks, trails and recreational facilities that the community is willing to contribute tax money to and seek additional funding opportunities to provide these services.	Where possible, the Town, Village and County should work with local volunteers on plans for the maintenance of these quality of life facilities.	Town Board and Village Board of Trustees	Cayuga County Department of Planning & Economic Development; Cayuga County Department of Parks and Recreation	1 Year, then continuous

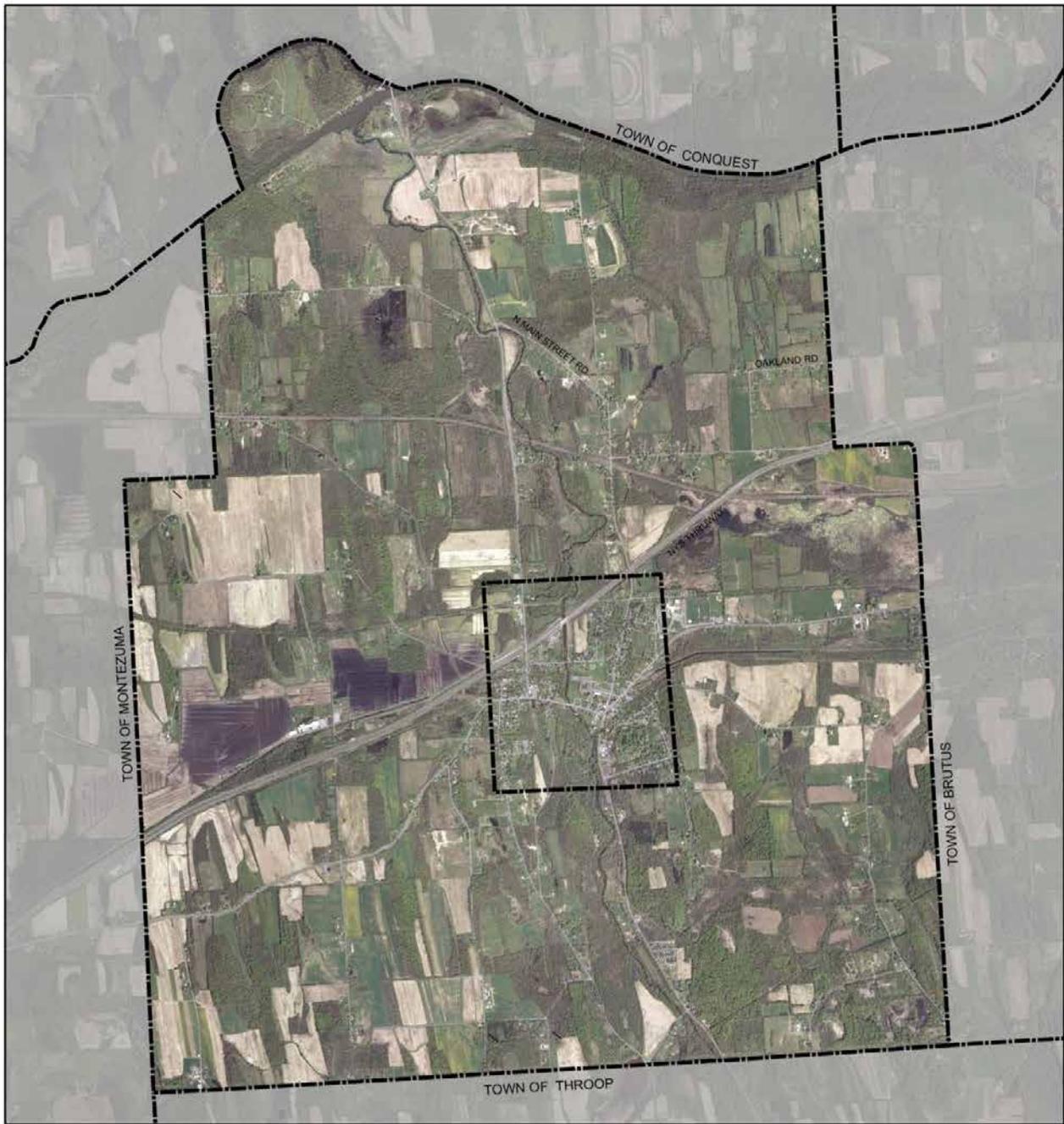
**From the date of adoption of the Comprehensive Plan*

APPENDIX A:
INVENTORY MAPS



TOWN OF MENTZ & VILLAGE OF PORT BYRON
 Cayuga County, New York

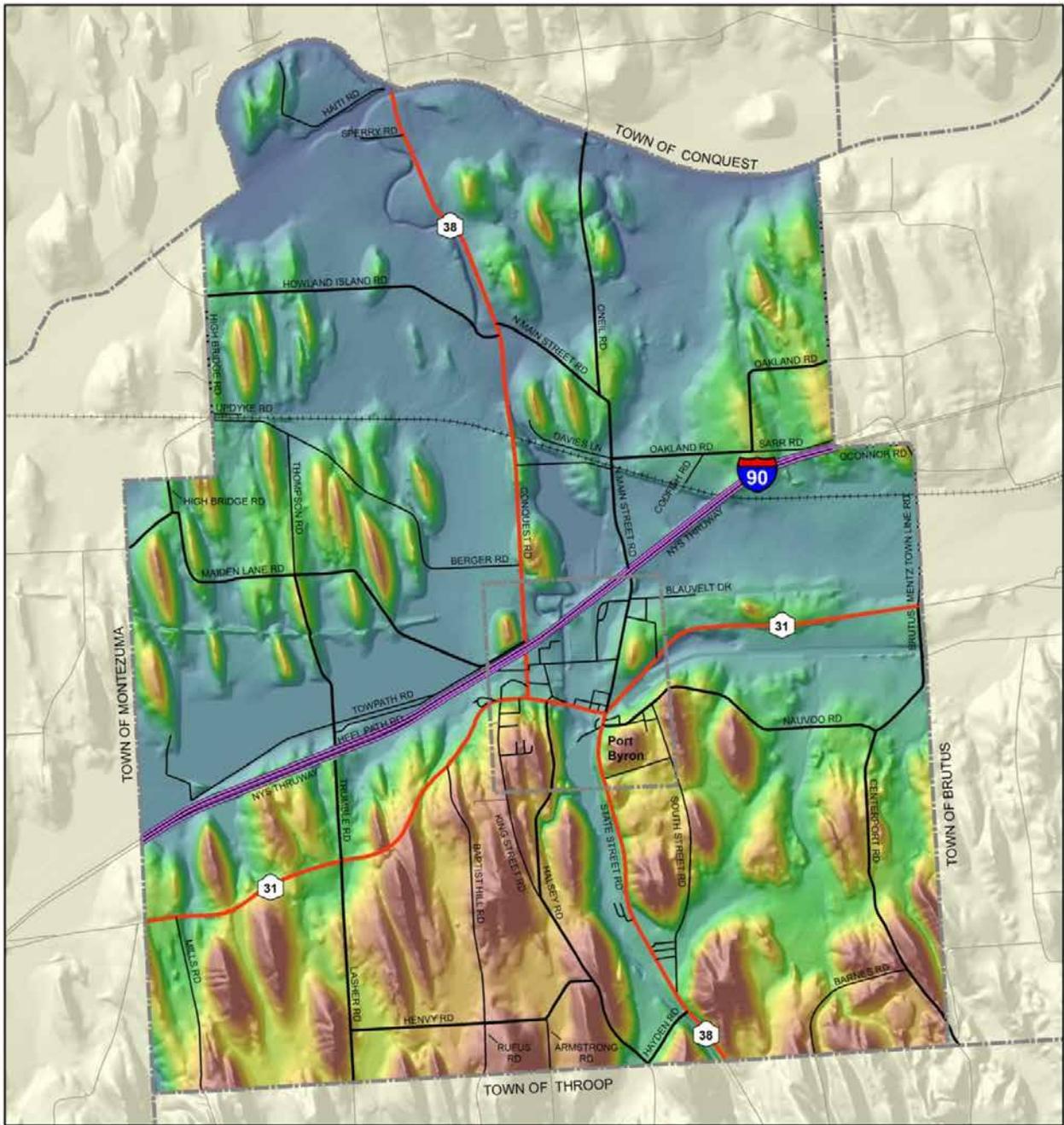




TOWN OF MENTZ & VILLAGE OF PORT BYRON

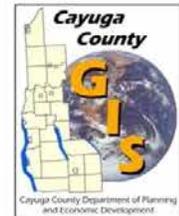
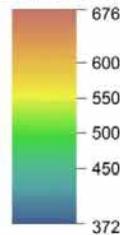
Aerial Imagery

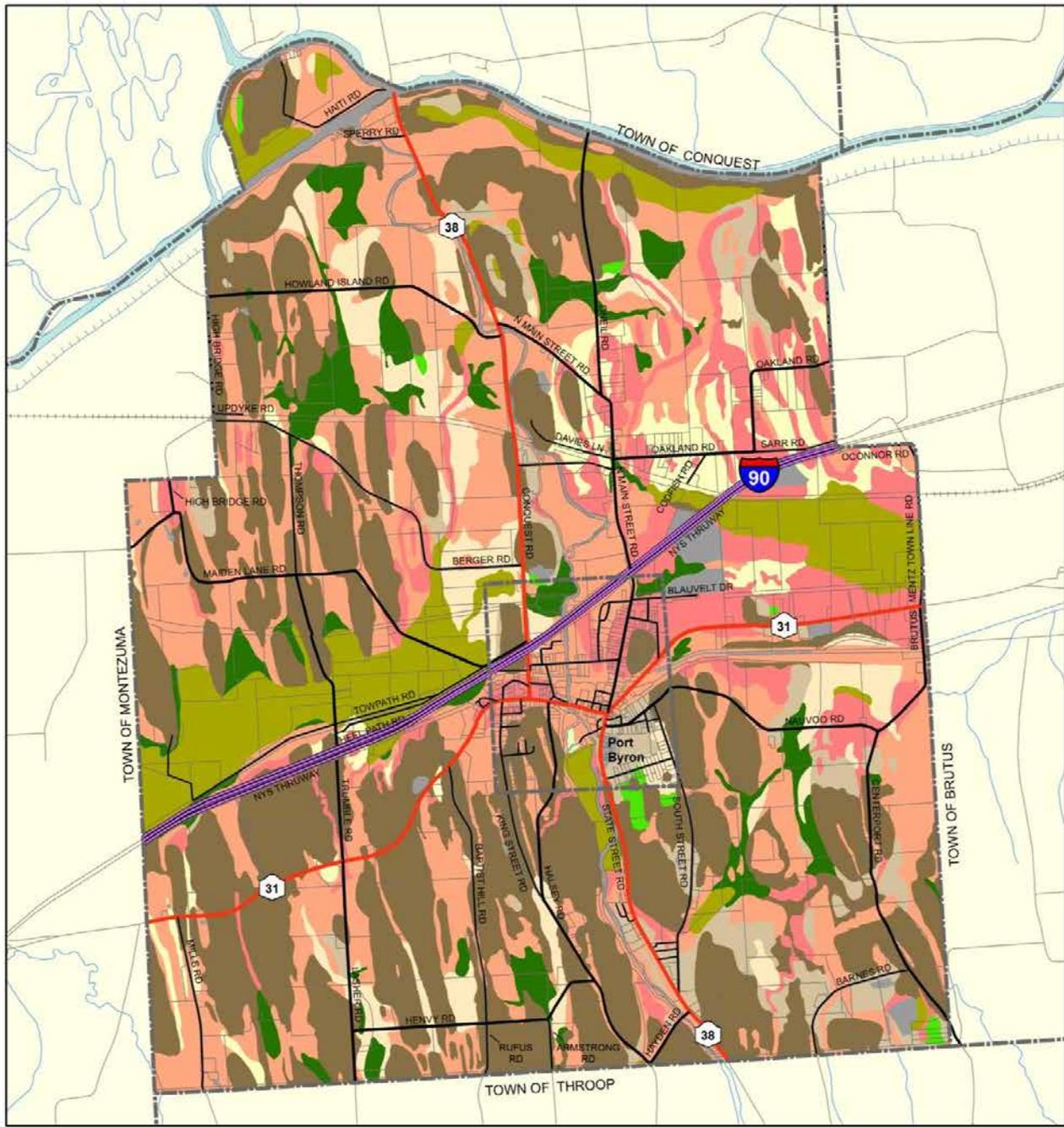




**TOWN OF MENTZ &
VILLAGE OF PORT BYRON
Topography/Elevation**

ELEVATION (FEET)

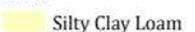
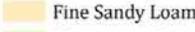
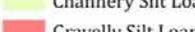
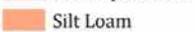
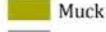




TOWN OF MENTZ & VILLAGE OF PORT BYRON

Soil Texture

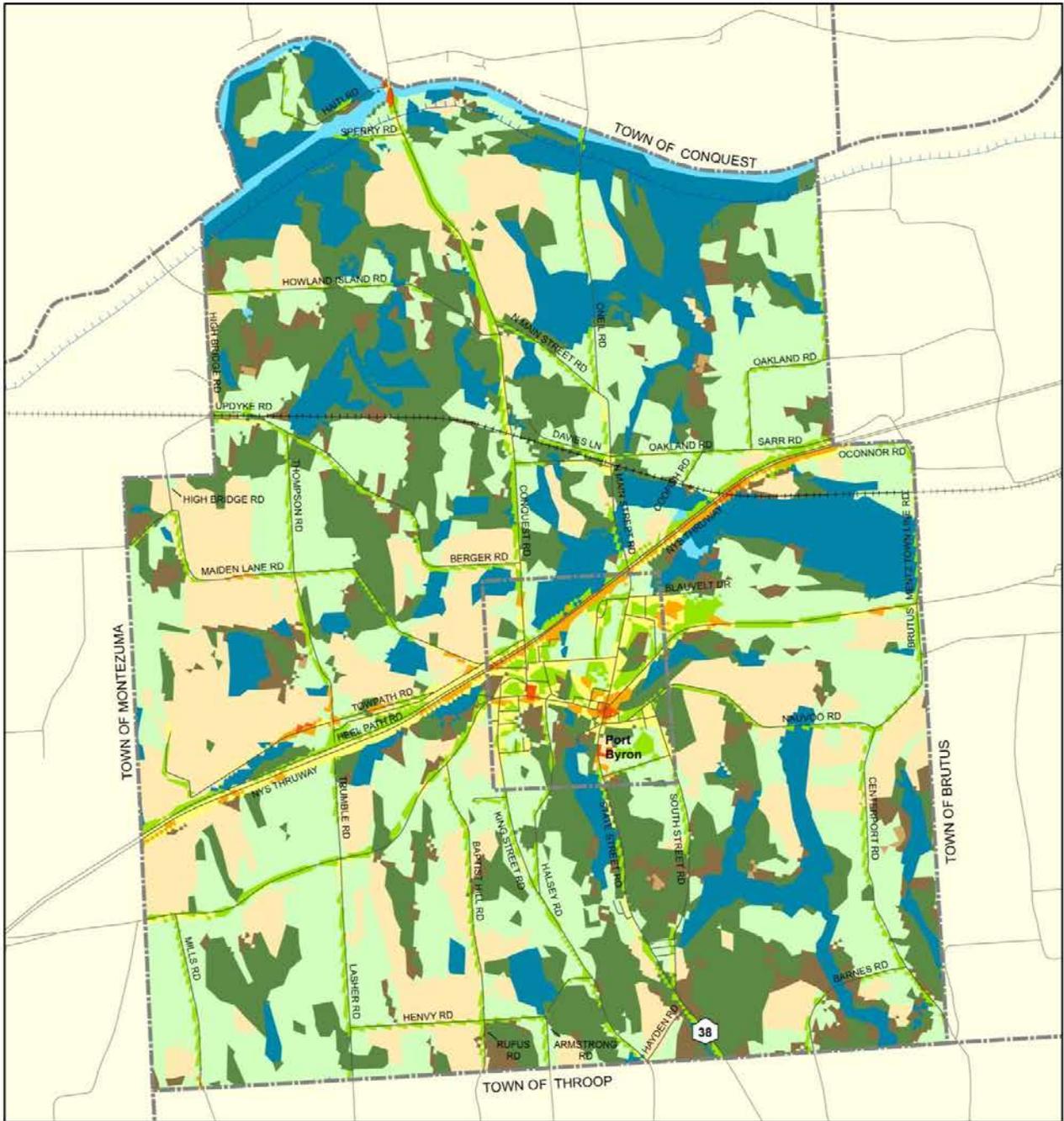
LEGEND

Soils	
	Silty Clay Loam
	Fine Sandy Loam
	Channery Silt Loam
	Gravelly Silt Loam
	Silt Loam
	Loam
	Gravelly Sandy Loam
	Gravelly Loam
	Mucky Silt Loam
	Muck
	Unclassified

Source: Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Soil Survey Geographic (SSURGO) Database for Cayuga County, New York. Available online at <http://soildatamart.nrcs.usda.gov>. Accessed April 2014.







TOWN OF MENTZ & VILLAGE OF PORT BYRON

Land Cover

LEGEND

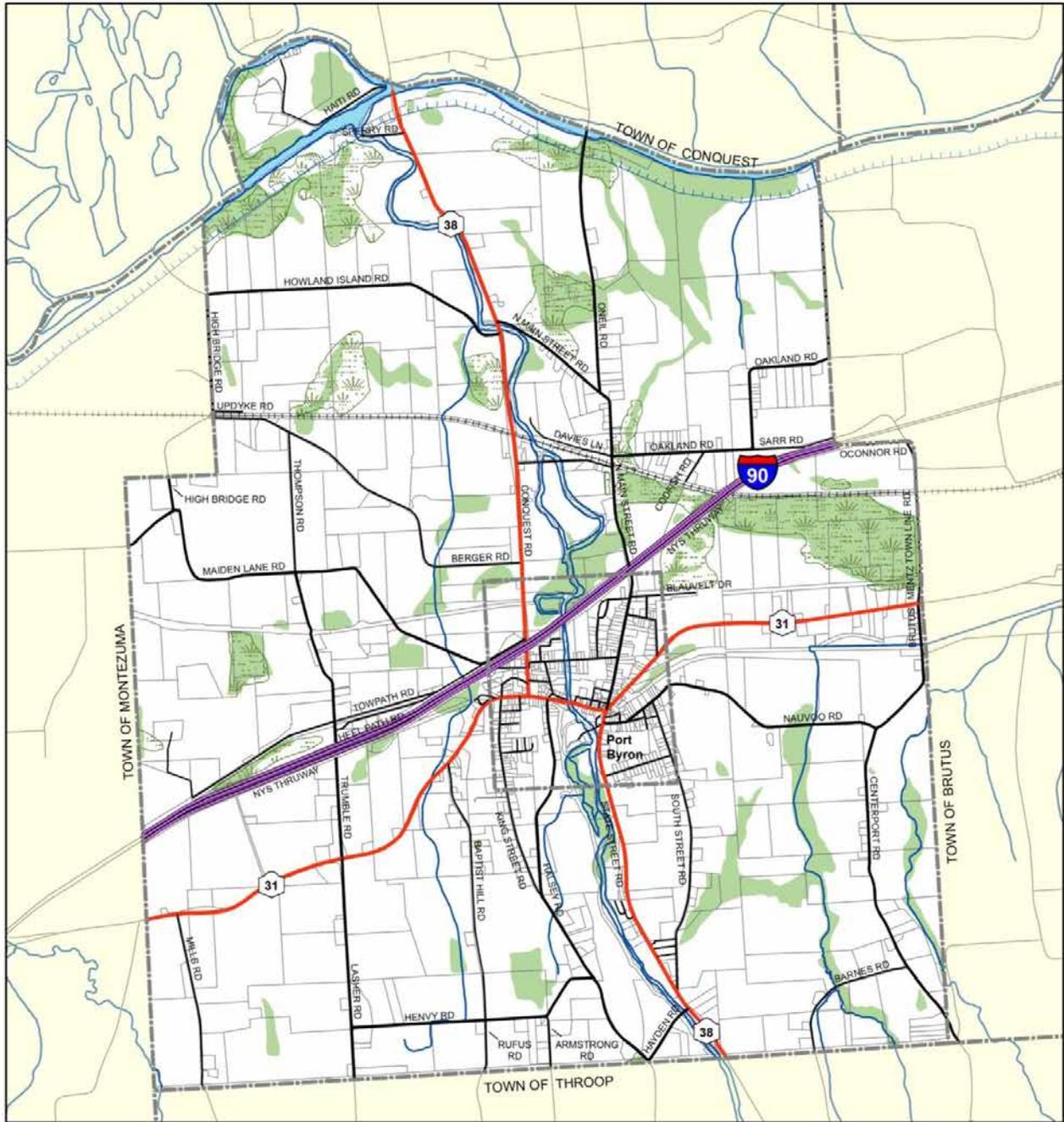
2011 Land Cover

- | | |
|---|--|
|  Developed, Open Space |  Forest |
|  Developed, Low Intensity |  Open Water |
|  Developed, Medium Intensity |  Wetlands |
|  Developed, High Intensity |  Grassland/Herbaceous |
|  Hay/Pasture |  Shrub/Scrub |
|  Cultivated Crops | |



Cayuga County Department of Planning and Economic Development



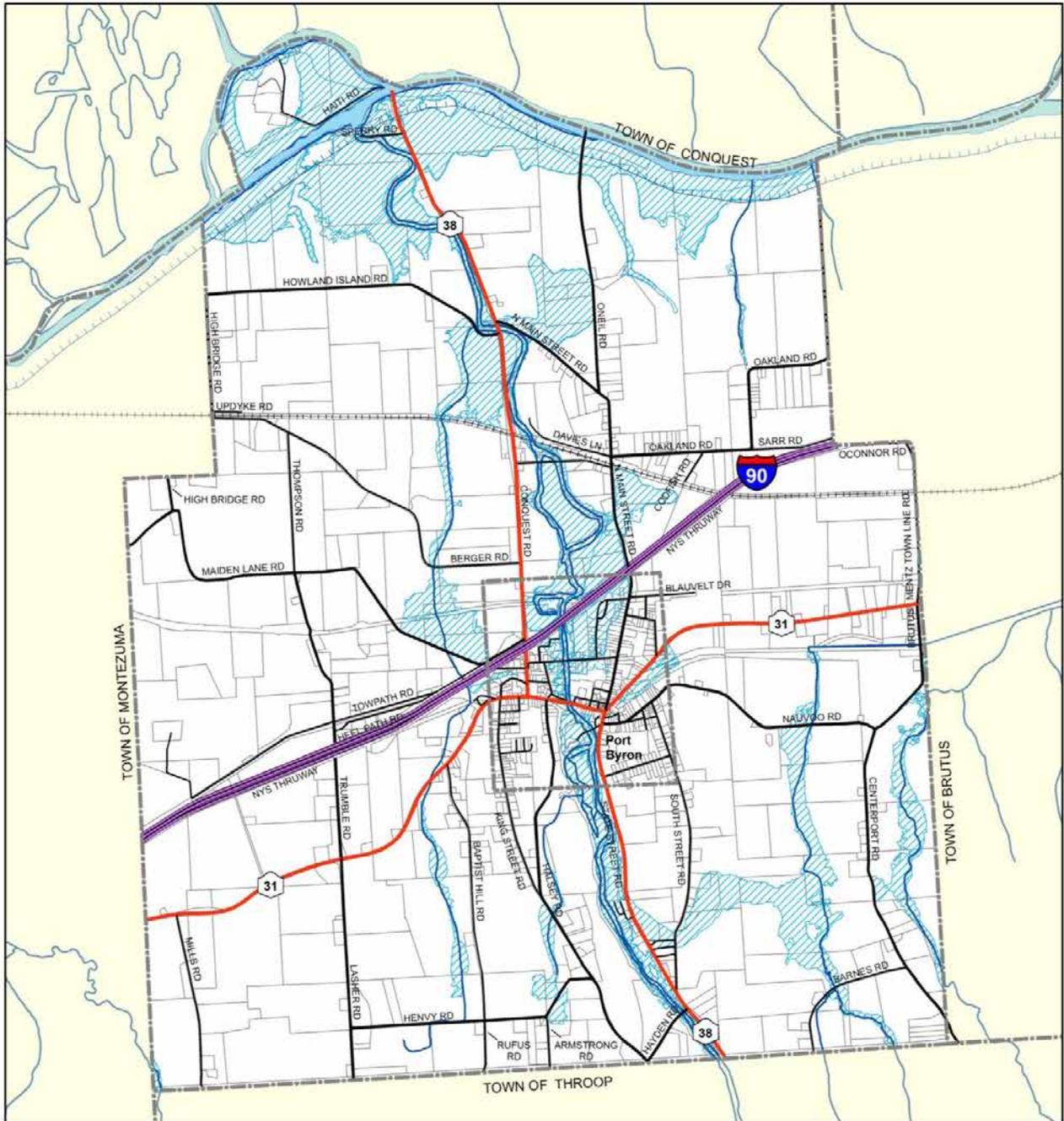



TOWN OF MENTZ & VILLAGE OF PORT BYRON Wetlands

LEGEND

-  Wetlands Mapped by the NYS DEC
-  Wetlands Mapped by the US Fish & Wildlife Service



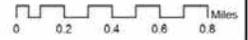


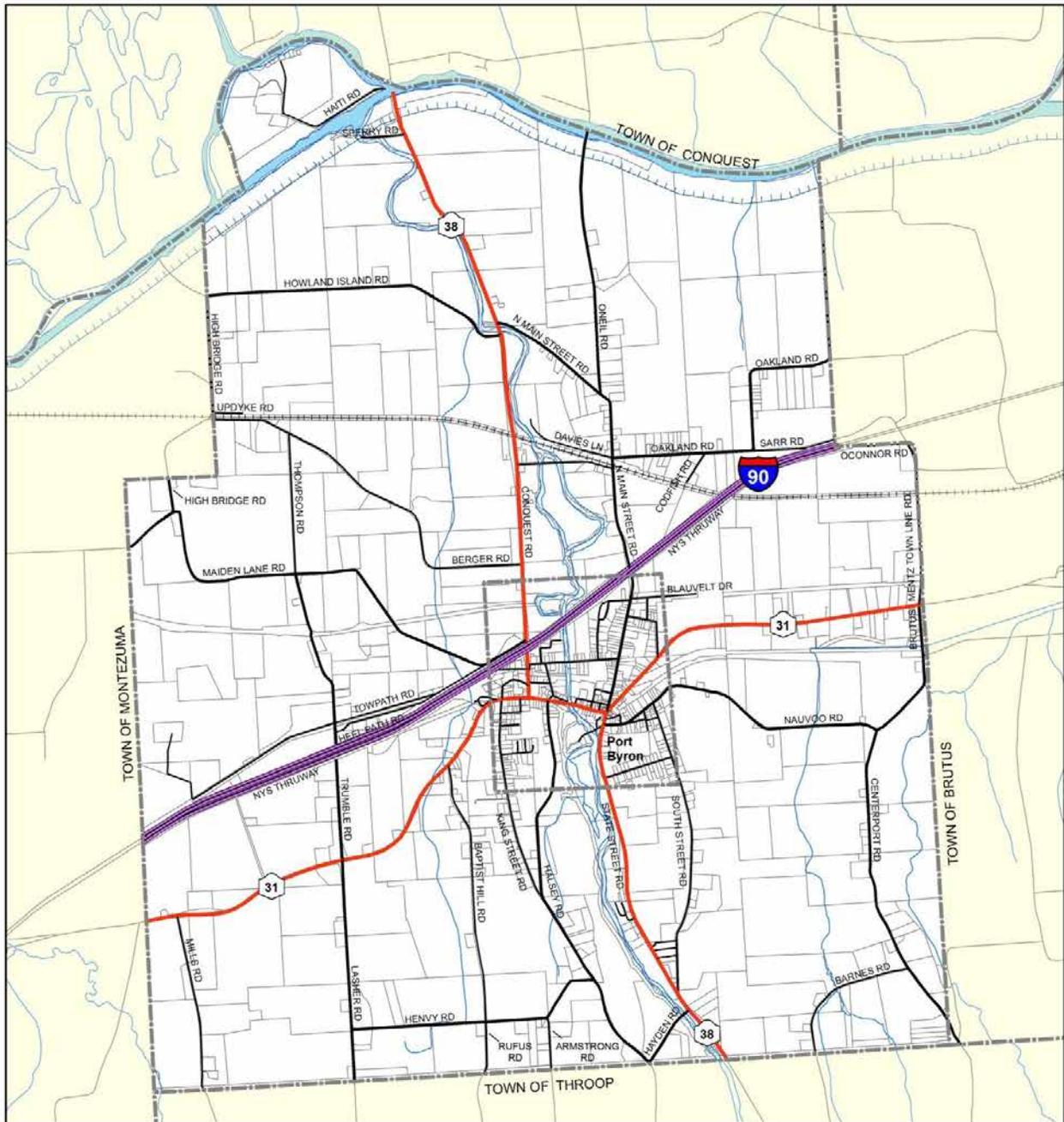
TOWN OF MENTZ & VILLAGE OF PORT BYRON

Flood Hazard Areas

LEGEND

- Erie Canal
- 100 Year Floodplain
- Seneca River
- 500 Year Floodplain
- Streams





TOWN OF MENTZ & VILLAGE OF PORT BYRON

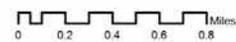
Transportation Network

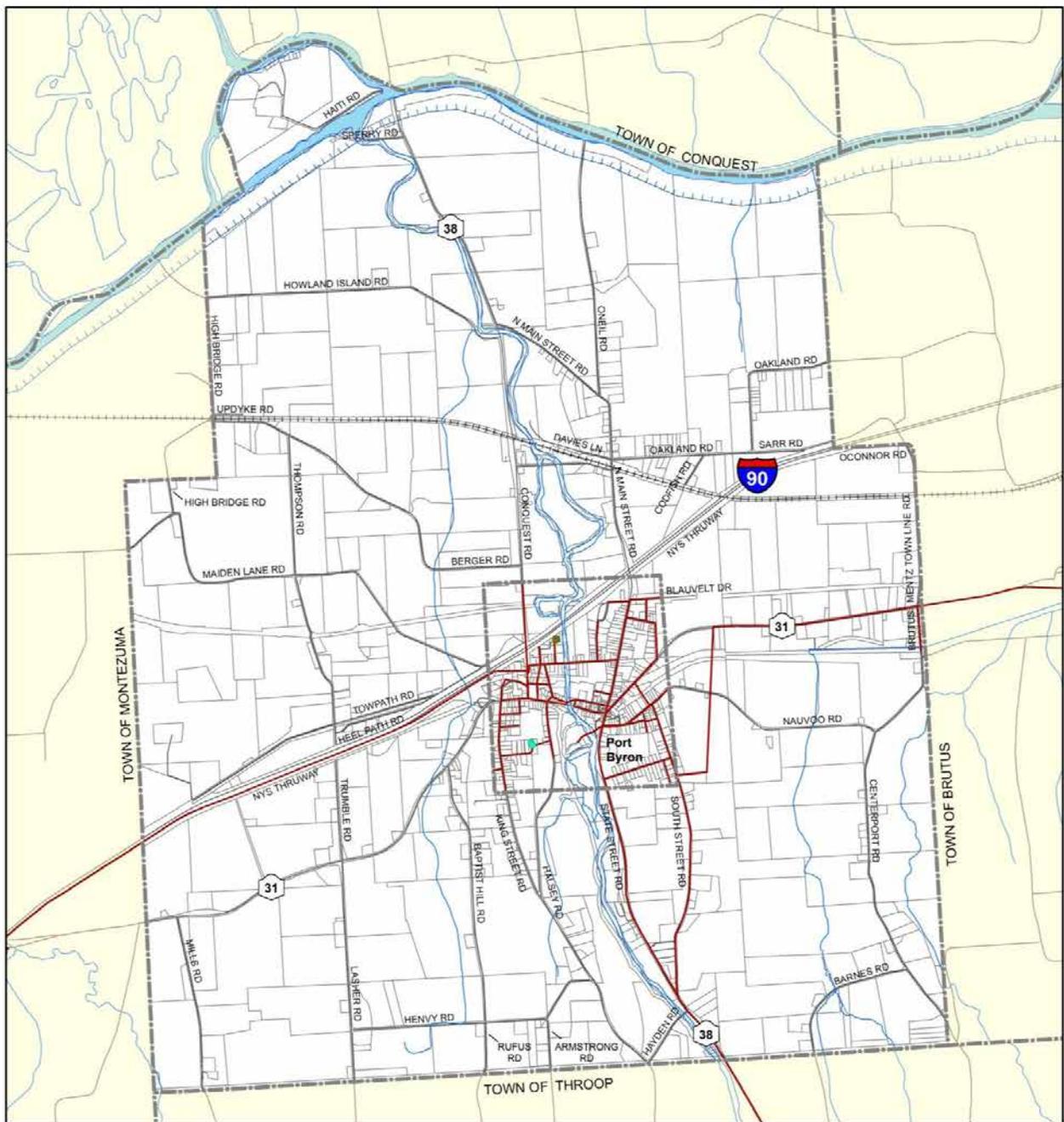
LEGEND

- | | | |
|----------------|------------------|--------------|
| Interstate Hwy | Local Road | Erie Canal |
| State Route | Private Road | Seneca River |
| County Hwy | Conrail Railroad | Streams |



Cayuga County Department of Planning and Economic Development





TOWN OF MENTZ & VILLAGE OF PORT BYRON

Existing Water Lines

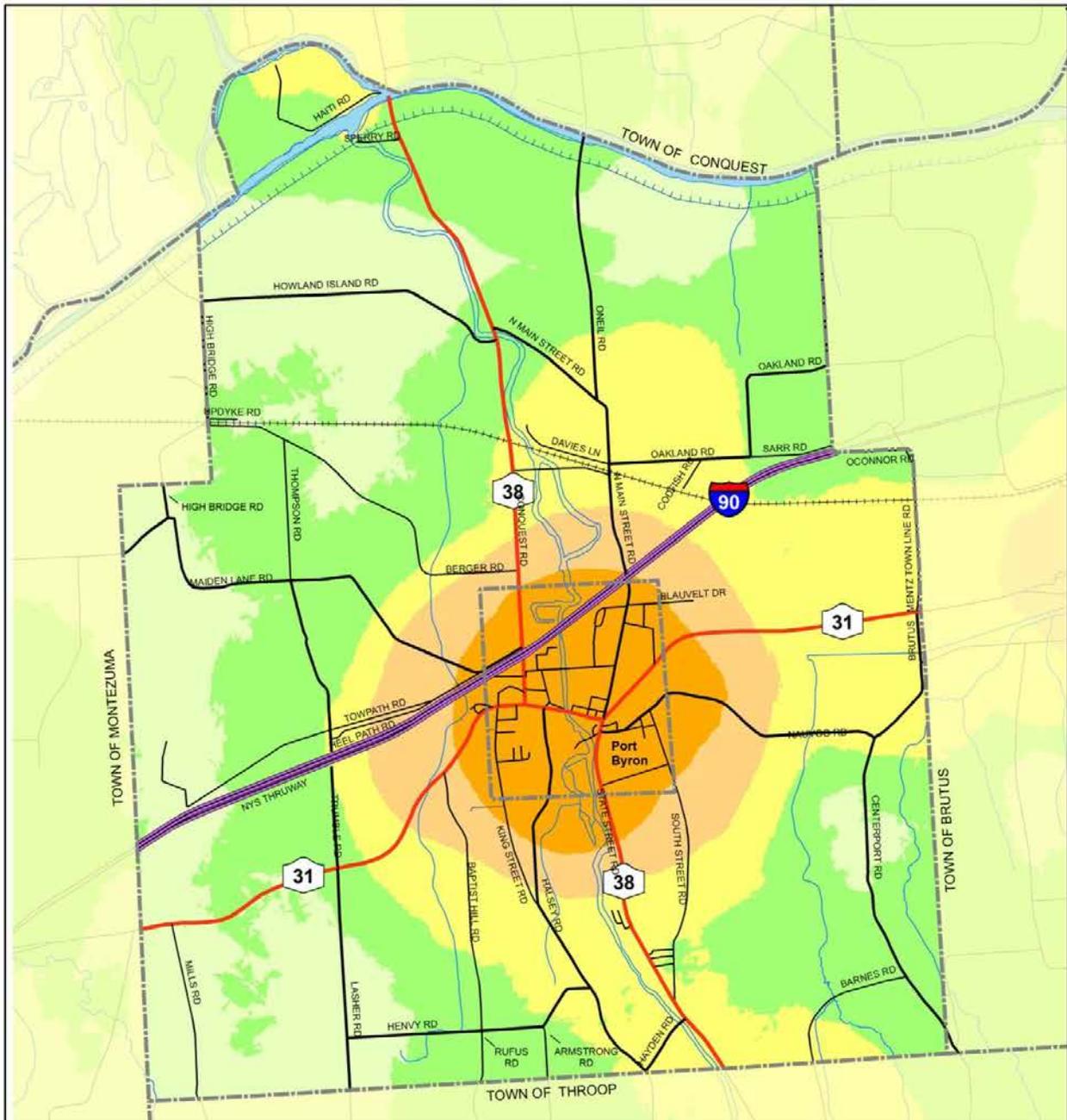
LEGEND

- Wastewater Treatment Facility
- Water Storage Facility
- Water Lines*



*Location of water lines as of September 2013.



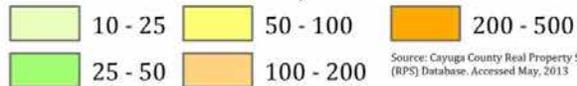


TOWN OF MENTZ & VILLAGE OF PORT BYRON

Parcel Density

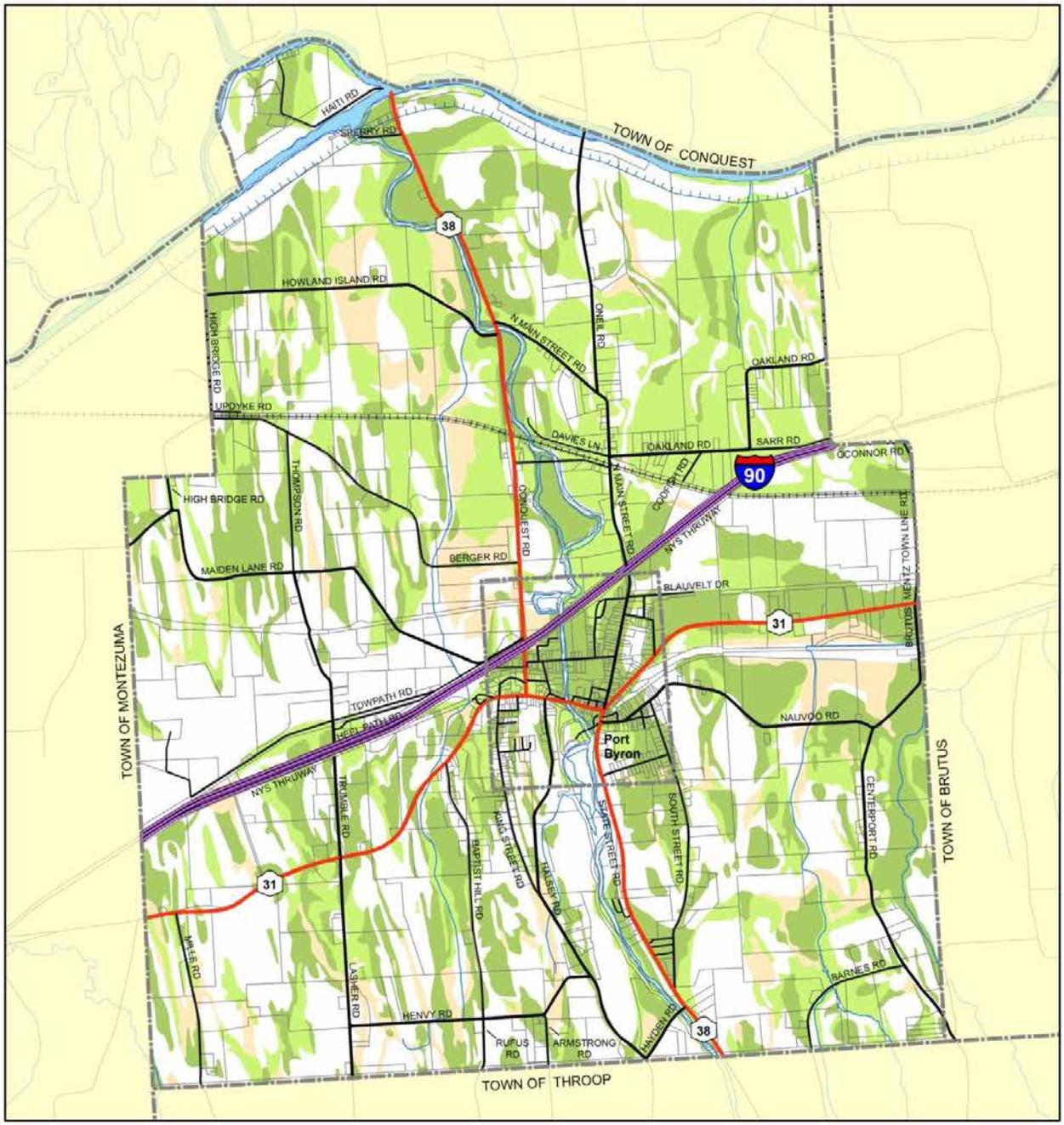
LEGEND

Number of Parcels Within 1/4 Mile



Source: Cayuga County Real Property System (RPS) Database, Accessed May, 2013





TOWN OF MENTZ & VILLAGE OF PORT BYRON

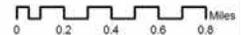
Prime Farmland Soils

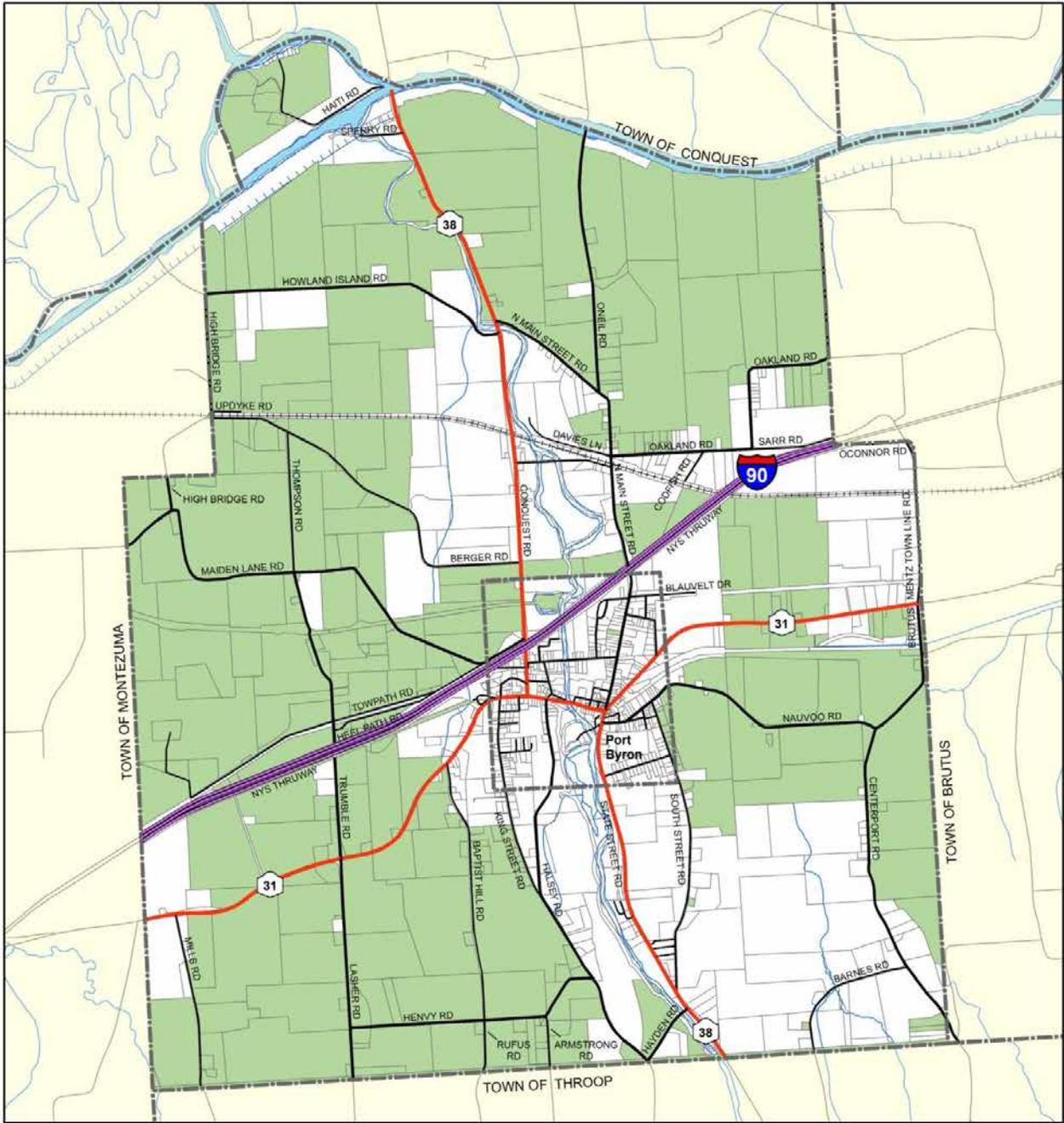
LEGEND

- Prime Farmland
- Prime Farmland if Drained
- Farmland of Statewide Importance
- Not Prime Farmland



Cayuga County Department of Planning and Economic Development





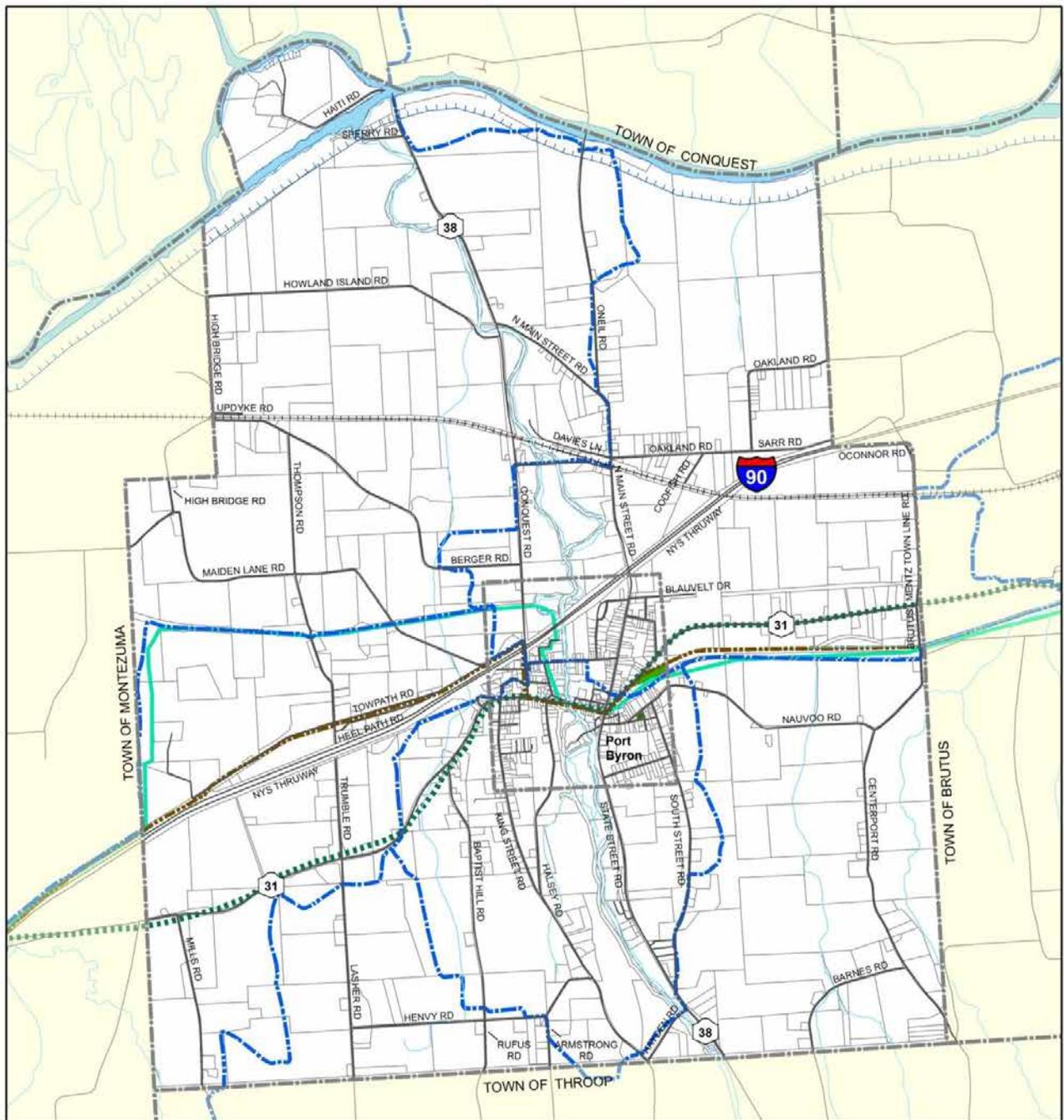
TOWN OF MENTZ & VILLAGE OF PORT BYRON

County Agricultural District

LEGEND

Cayuga County Agricultural District No. 5





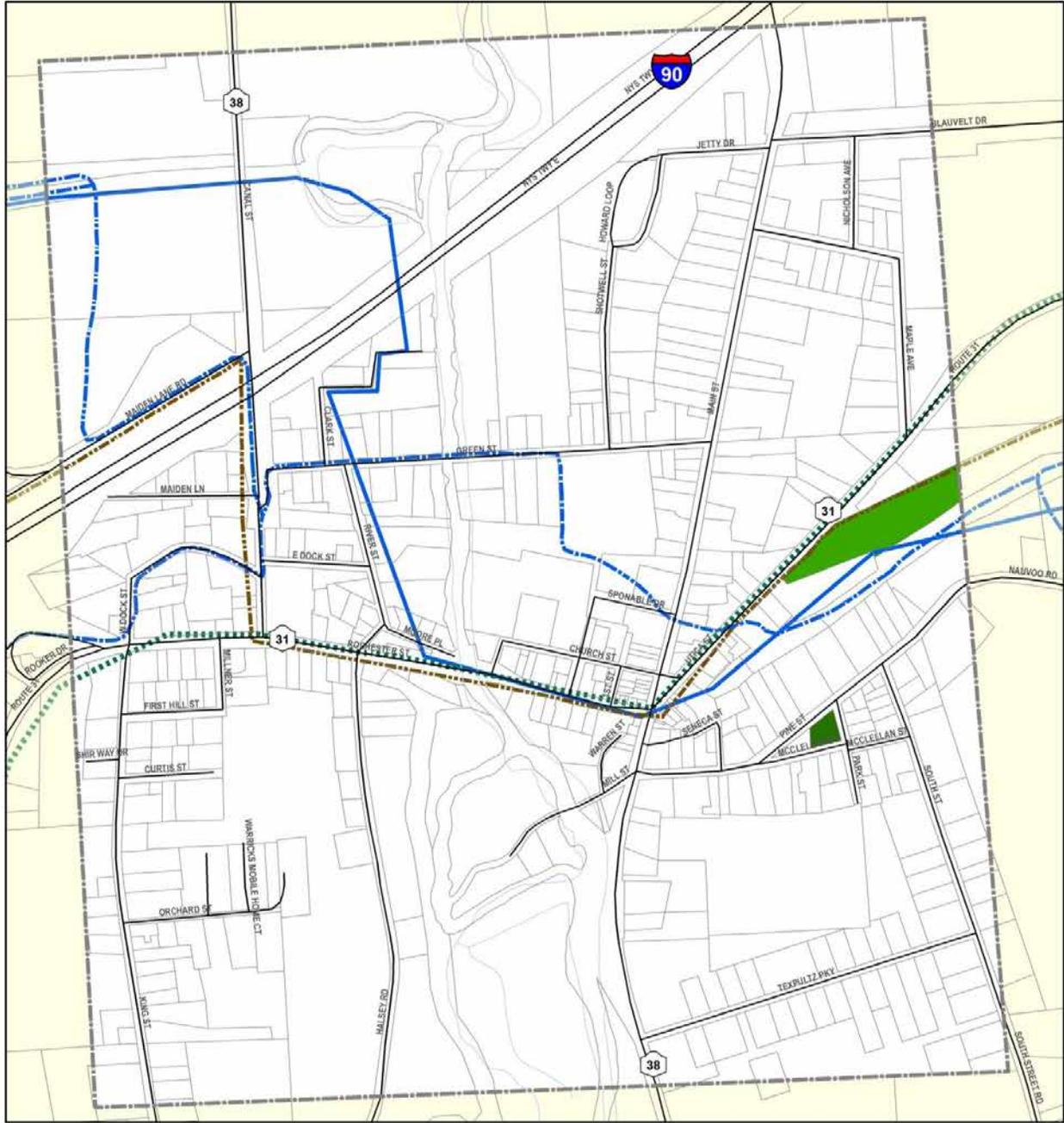
TOWN OF MENTZ & VILLAGE OF PORT BYRON

Parks & Trails

LEGEND

- NYS Erie Canal Heritage Corridor Trail
- NYS Bike Route 5
- Cayuga County Snowmobile Assoc. Trails
- Streams
- Pine Street Park
- Schasel Park
- Snowmobile Trail



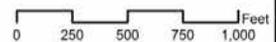
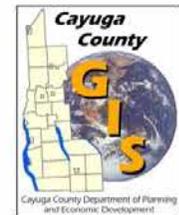


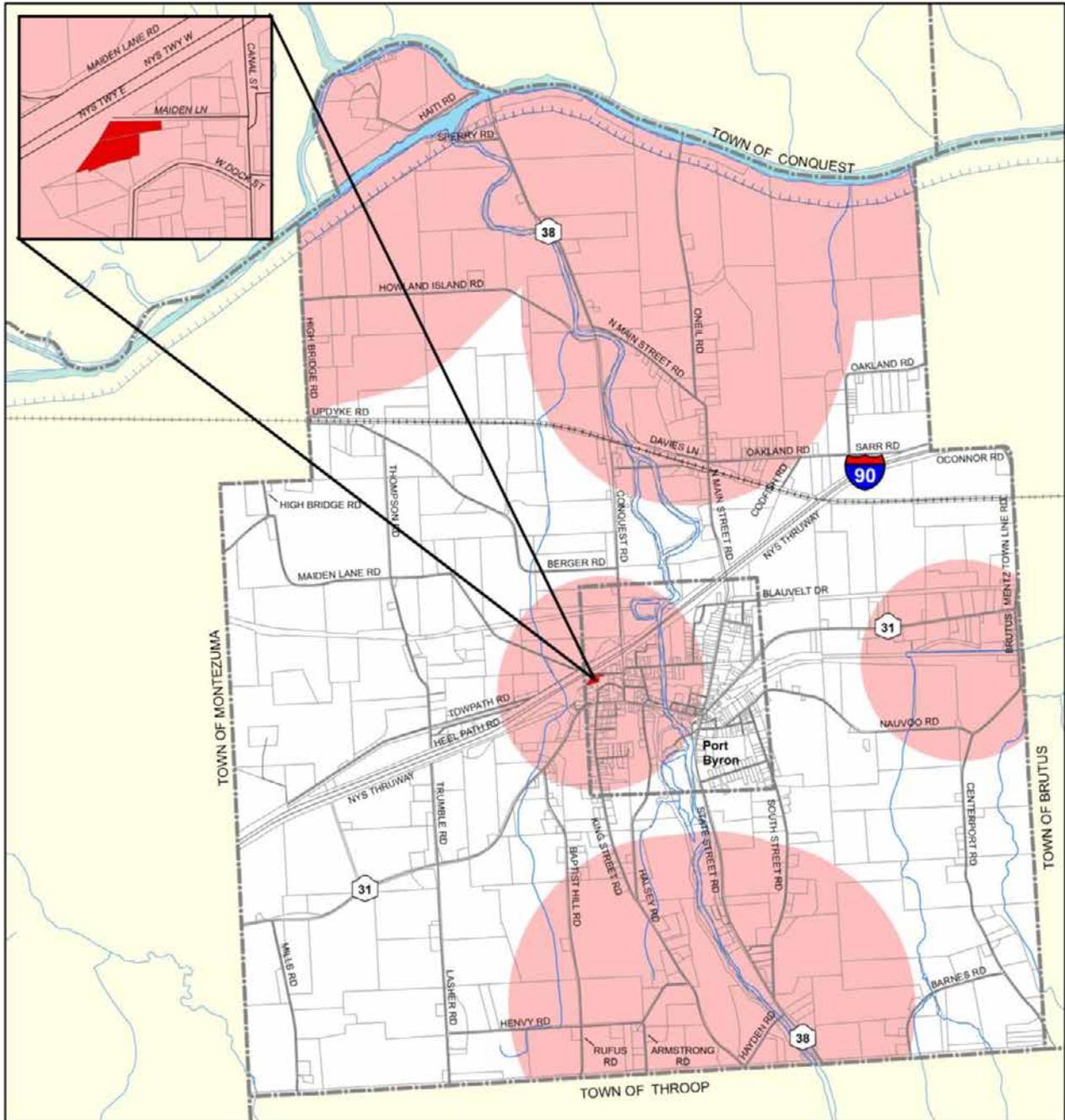
VILLAGE OF PORT BYRON

Parks & Trails

LEGEND

- NYS Erie Canal Heritage Corridor Trail
- NYS Bike Route 5
- Cayuga County Snowmobile Assoc. Trails
- Snowmobile Trail
- Pine Street Park
- Schasel Park



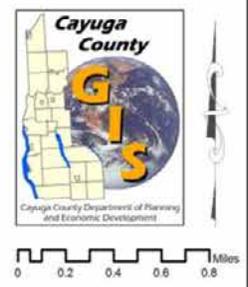


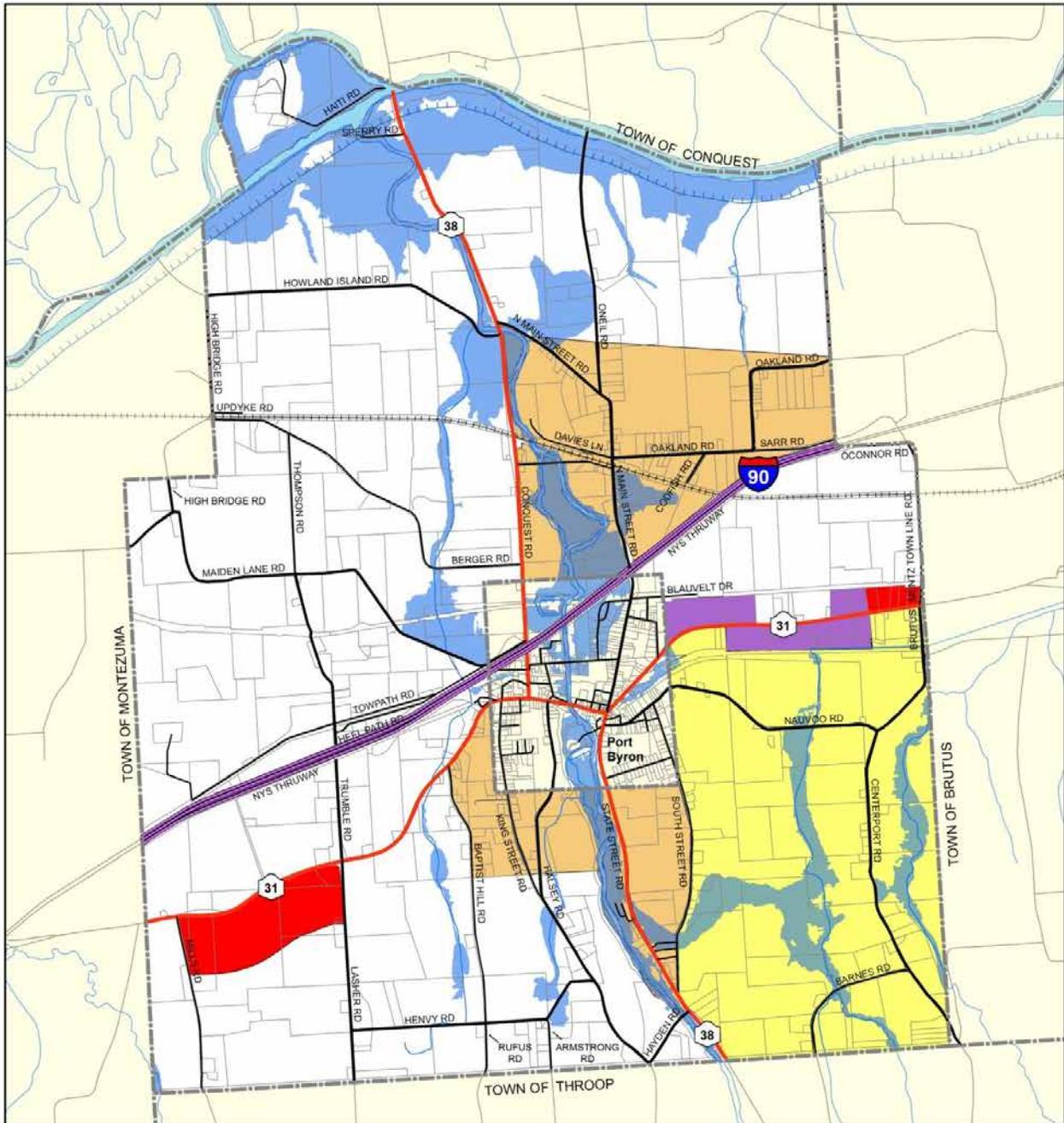
TOWN OF MENTZ & VILLAGE OF PORT BYRON

Archaeological Sensitivity Zones and National Historic Register Sites

LEGEND

- National Register Historic Sites (*Erie Canal Lock 52 Complex*)
- SHPO Archaeological Sensitive Areas

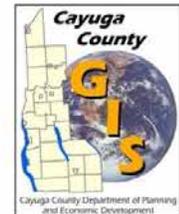


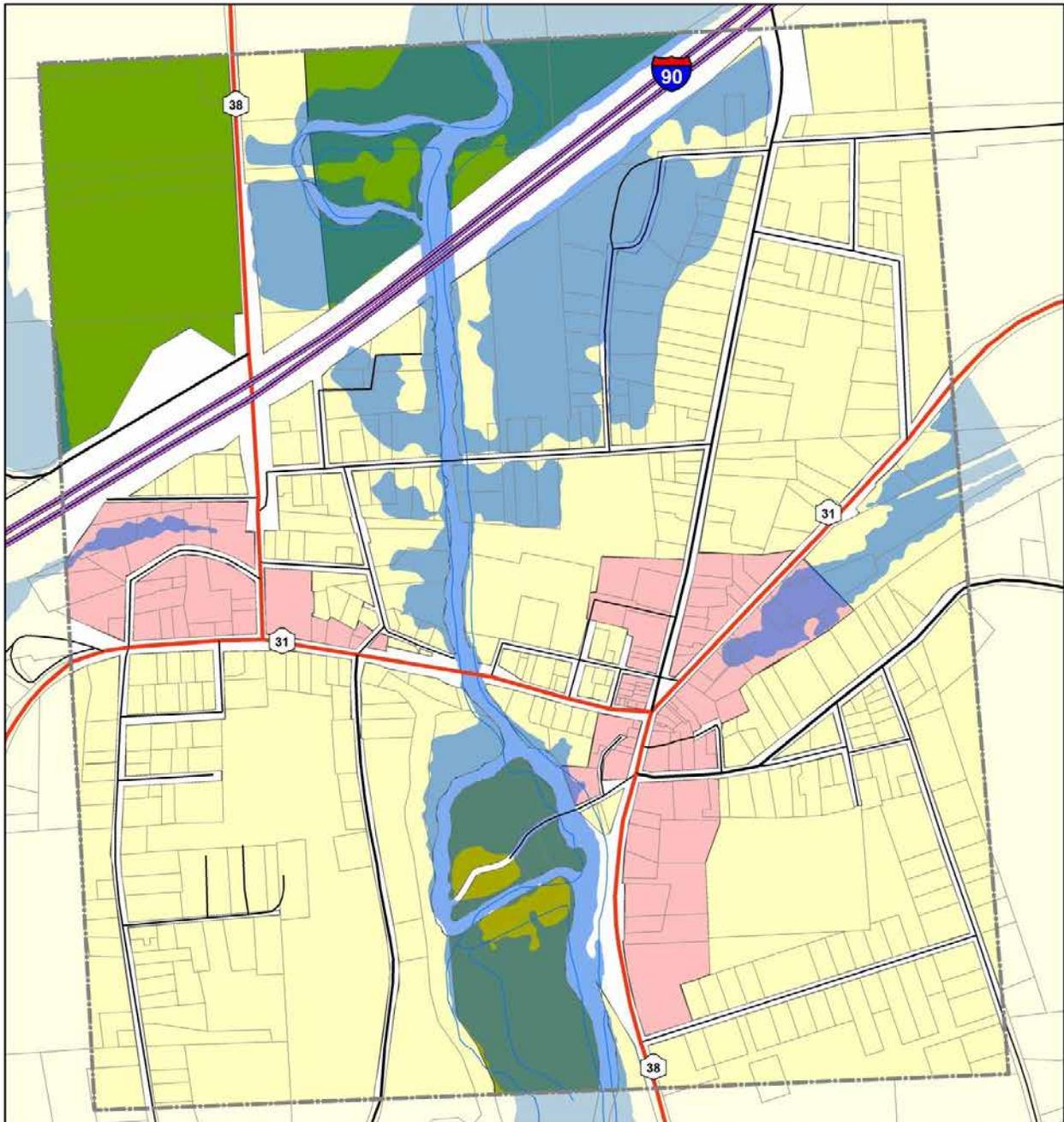


TOWN OF MENTZ Current Zoning

LEGEND

- A-1 Agriculture
- R-1 Low Density Residential
- R-2 Medium Density Residential
- C-1 Highway Commercial
- M-1 Limited Industry
- F-1 Flood Plain Overlay





VILLAGE OF PORT BYRON

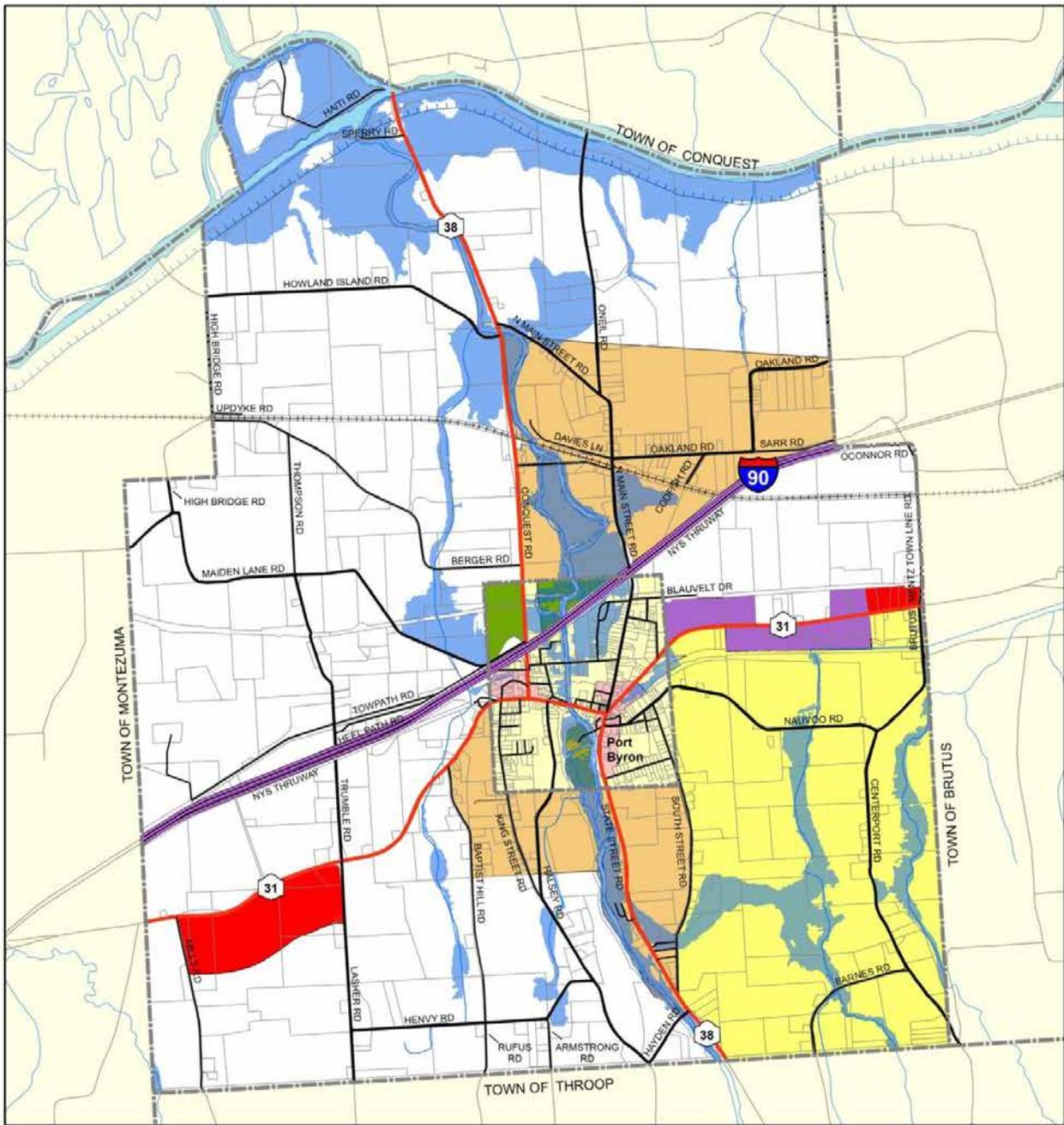
Current Zoning

LEGEND

Port_Byron_Zoning

- R-1 Medium Density Residential
- C-1 Central Business District
- A-1 Agriculture
- A-2 Agriculture/Conservation
- F-1 Flood Plain Overlay





TOWN OF MENTZ & VILLAGE OF PORT BYRON

Current Zoning

LEGEND

Mentz Zoning

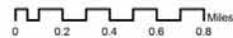
- A-1 Agriculture
- R-1 Low Density Residential
- R-2 Medium Density Residential
- C-1 Highway Commercial
- M-1 Limited Industry
- F-1 Flood Plain Overlay

Port_Byron_Zoning

- R-1 Medium Density Residential
- C-1 Central Business District
- A-1 Agriculture
- A-2 Agriculture/Conservation
- F-1 Flood Plain Overlay

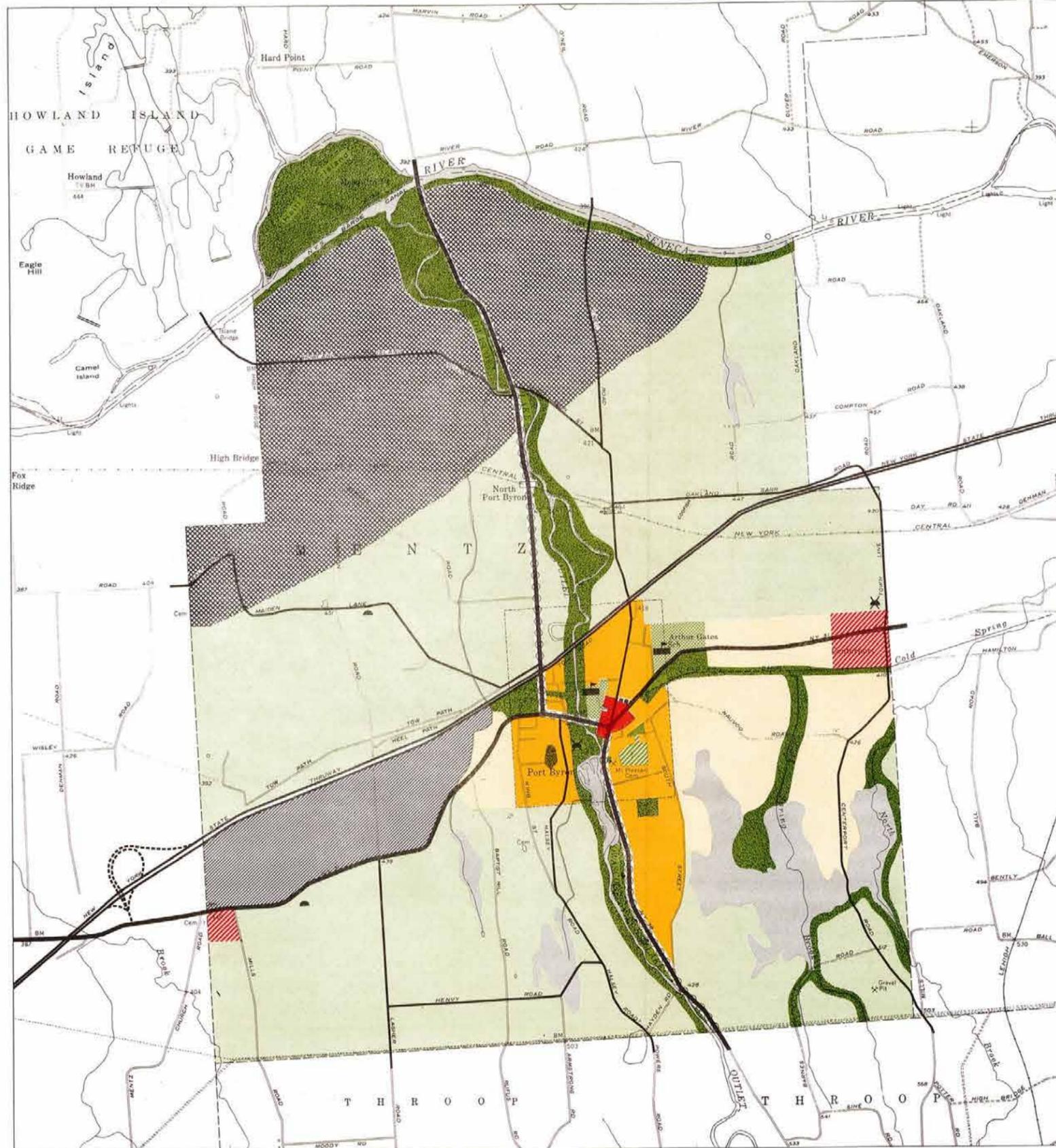


Cayuga County Department of Planning and Economic Development



APPENDIX B:
1966 & 1999 LAND USE MAPS

GENERAL DEVELOPMENT PLAN (TOWN OF MENTZ)



LAND USE

- RESIDENTIAL
 - LOW DENSITY
 - MEDIUM DENSITY
- COMMERCIAL
 - DOWNTOWN
 - HIGHWAY BUSINESS
- INDUSTRIAL
 - LIMITED
 - EXTENSIVE
- AGRICULTURE AND OPEN SPACE
- WATER

COMMUNITY FACILITIES

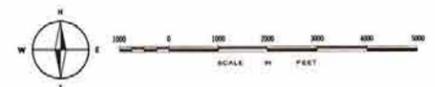
	EXISTING TO REMAIN	EXISTING TO BE REMOVED	PROPOSED
EDUCATION			
RECREATION			
REFUSE DISPOSAL			
INSTITUTION			

THOROUGHFARE

	EXISTING	PROPOSED
EXPRESSWAY		
MAJOR ARTERIAL		
COLLECTOR		
LOCAL ROAD		

- ○ ○ WIDENING
- RAILROAD OVERPASS IMPROVEMENT

NOTE: FOR EXACT DEVELOPMENT WITHIN VILLAGE SEE VILLAGE DEVELOPMENT PLAN MAP



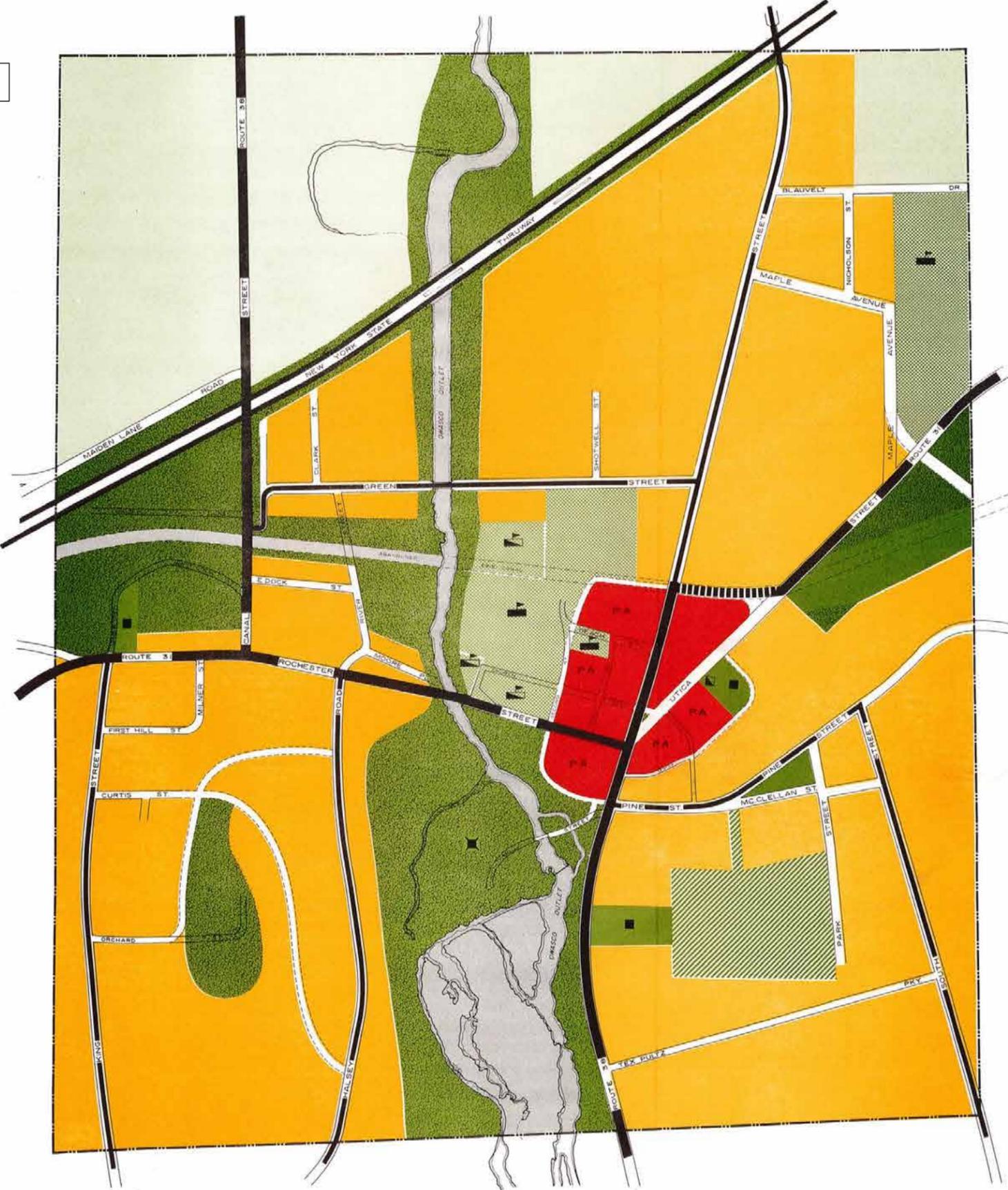
THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE OFFICE OF PLANNING COORDINATION. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK.

VILLAGE OF PORT BYRON TOWN OF MENTZ, NEW YORK

PLANNING BOARDS OF THE VILLAGE OF PORT BYRON AND TOWN OF MENTZ
CANDEUB, FLEISSIG AND ASSOCIATES — PLANNING CONSULTANTS

1966 COMPREHENSIVE PLAN

GENERAL DEVELOPMENT PLAN (VILLAGE OF PORT BYRON)



LAND USE

- RESIDENTIAL AND RELATED
- COMMERCIAL
- AGRICULTURAL-OPEN
- WATER

COMMUNITY FACILITIES

	EXISTING TO REMAIN	EXISTING TO BE REMOVED	PROPOSED
EDUCATION			
RECREATION			
INSTITUTION			
GOVERNMENT			

THOROUGHFARE AND PARKING

	EXISTING	PROPOSED
EXPRESSWAY		
MAJOR ARTERIAL		
COLLECTOR		
LOCAL ROAD		
MAJOR PARKING		PA



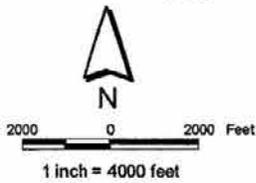
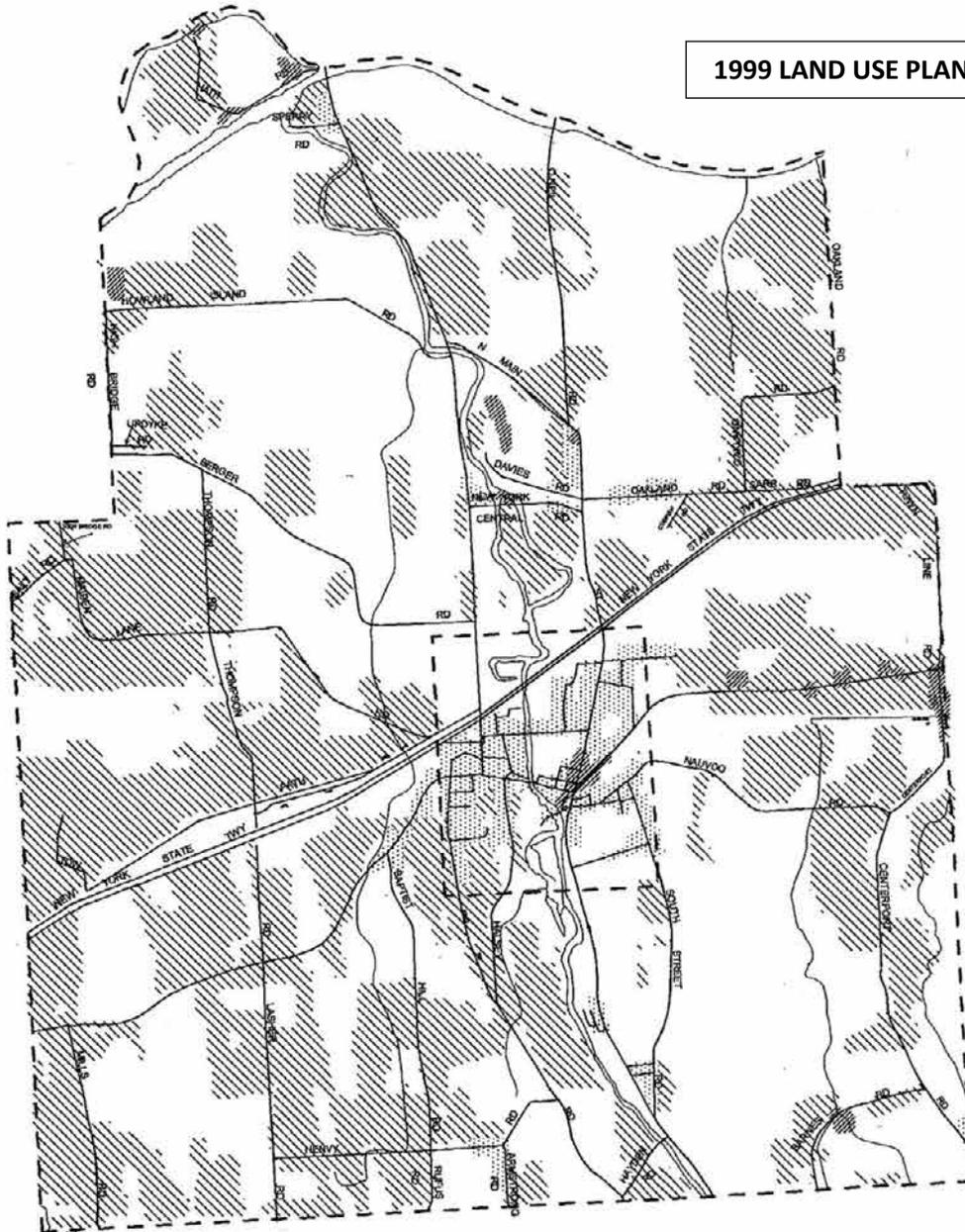
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**VILLAGE OF PORT BYRON
TOWN OF MENTZ, NEW YORK**
PLANNING BOARDS OF THE VILLAGE OF PORT BYRON AND TOWN OF MENTZ
CANDEUB, FLEISSIG AND ASSOCIATES — PLANNING CONSULTANTS

Land Use / Land Cover

Town of Mentz

1999 LAND USE PLAN UPDATE



-  Agriculture
-  Residential
-  Commercial/Industrial (includes urban center, sand or gravel pit, heavy manufacturing, developed shoreline, and rural hamlet)
-  Open Space and Other (includes inactive cropland, brushland, forest, outdoor recreation, swamps, and wetlands)

Map prepared by the Cayuga County Planning Department
 Robert N. Brower, Director of Planning
 Nicholas Colas, Senior GIS Analyst
 September 4, 1998

Source: Natural Resource Inventory, Cayuga County
 Environmental Management Council, 1979/1980.

APPENDIX C:
ERIE CANAL HERITAGE PARK MASTER PLAN



PHASES:

- I** Restoration of the Erie House and out buildings; Interpretive court and boardwalk through canal prism; Construction of Visitor's Center, Thruway parking area and Rte 31 parking area.
- II** Construction of Media Center, Museum, Parking area, and Pedestrian bridge over Erie Canal Bed to Dock St.; Acquire Power House.
- III** Lock 52 restoration, construction of Kern's Store, and construction of Canal (Laker) Boat replica.
- IV** Archeological excavation of Tanner's Drydock area.

Legend

1	Erie House
2	Mule Barn
3	Blacksmith Shop
4	Parking
5	Privy
6	Erie Canal Prism
7	Foot Paths
8	Interpretive Court
9	Lock 52
10	Kern's Store
11	Stone Culvert
12	Visitor's Center
13	Media Center
14	Museum
15	Amphitheater
16	Museum Parking
17	Drydock Archeological Dig
18	Tanner Drydock Boat Shop
19	Power House
20	Rte 31 Parking
21	Thruway Parking
22	Shaw Cemetery
23	Pedestrian Bridge
24	Canal (Laker) Boat

PORT BYRON OLD ERIE CANAL HERITAGE PARK

CONCEPTUAL MASTER PLAN - FULL BUILD OUT
MAY, 2007

Prepared By:


 The Canal Society of New York State
 
 Kent Environmental Planning & Design
 
 Moore Landscape Architecture
 
 Crawford & Stearns Architects & Preservation Planners



05-29-07



The Canal Society Of New York State...Pioneers In Preservation

The Canal Society of New York State, a non-profit 501c3 organization headquartered in Syracuse, NY, has long been a pioneer in the preservation of important landmarks, a Smithsonian-quality collection of material, tied to the canal and its history, and returning them to the people of New York and the nation. The Canal Society has achieved public awareness in several ways both small and quiet and more expansively and collaboratively. The Canal Society's educational mission integrates avenues of canal interest on a variety of levels – from the serious scholar to the general enthusiast. We raise awareness and appreciation for the Erie Canal in a way that is accessible to all, so that people of all ages and interests can learn something new about a monumental accomplishment in our own backyard.

The Canal Society is actively involved in the preservation of significant canal related artifacts, models, art, books and documents, structures, and historic vessels. One such case is the rescue of the 1921 Motorship *Day Peckinpaugh*. This canal boat, rich in history tied to the Erie Canal, was in 2005, destined for the scrap yard. The Canal Society saved the vessel, verified its condition as salvageable, and helped launch its restoration. In Erie, Pennsylvania – the *Day Peckinpaugh* was rescued mere days before its extinction, towed to Lockport, New York, and ownership transferred to the New York State Museum. Sufficiently refurbished to get underway on her own power, this valuable artifact of NYS history made a second maiden voyage from Lockport to Waterford in October 2005 nearly 85 years after her first. Today, the *Day Peckinpaugh* now resides in Waterford, NY and is a testament to the effectiveness, community pride, and spirit that the Canal Society is able to generate for projects taken under its wing.

Join Us!

For more information about the project, ways to give, naming opportunities and more, contact Michele Beilman, (315)730-4495 or mbeilman@twynyrr.com.



The Erie Canal Heritage Park Capital Campaign

Brett Costello, *Honorary Chair*
 Thomas X. Grasso, *President*
The Canal Society of New York State

Michele Beilman
Executive Director



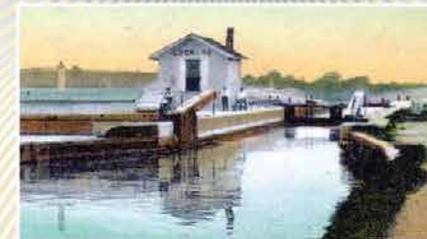
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www.newyorkcanals.org

CANAL SOCIETY OF NEW YORK STATE

introduces



ERIE CANAL
HERITAGE PARK
 AT PORT BYRON



"The Canal Society of New York has a transformative energy that brings together local municipalities, government agencies and the general public on a journey of education and preservation (and enjoyment!) of our shared history, for the benefit of all."

Thomas X. Grasso, President, Canal Society of New York State

Enjoy a Voyage of Discovery Along America's Original Information Super Highway

Throughout the annals of our unique American history, the mighty influence of New York's Erie Canal continues right up to today. Communities once separated were brought together by the canal system — the nation's original "information super highway" conveying every sort of human and their ideas, beast, material and manufactured goods. The ghostly outline of the former canal may still be observed within or alongside modern highways that trace their present paths over the former greatness of the now dry canal beds.

New York State's historic canal system is enjoying a renaissance. Renewed interest, and public and private investment, is reaching a point that we haven't seen in nearly a century with major development and recreational use on the rise in communities across the state. The canals stretch across over 400 miles from as far east as Albany to as far west as Buffalo and from as far north as Seneca Falls, Oswego, and Whitehall to as far south as Ithaca, Watkins Glen and New York City. Even today, nearly 80% of Upstate New York's population lives within a 25 mile radius of the Erie Canal. Every day, more and more people are coming to appreciate that New York's culture and heritage is intimately connected to the development of the canal system. Our history is the canal's history, and it must be preserved not just for today's travelers but for the future generations to come.



A Totally Unique Attraction and Destination — Unlike Any Other in the Nation

The Erie Canal Heritage Park, located at the site of former Lock 52, offer visitors a glimpse into authentic life on the Erie Canal in the mid-19th to early 20th centuries. The intriguing walls of the former lock beckon NYS Thruway travelers to pause in their journey to discover history at a totally unique attraction that features an intact 19th century canal lock, the Erie House 1895 tavern, a blacksmith shop and a mule barn — plus a newly constructed Visitor Center, walking trails, refreshments and other amenities. The site blends a one-of-a-kind living history experience with all the conveniences that travelers and visitors value. Originally conceived, designed and championed by the Canal Society of New York State, The Erie Canal Heritage Park at Port Byron project is now coming alive as result of a newly created public-private partnership with the New York State Thruway Authority.

Nowhere else in the nation is there an historic site with direct access from an interstate highway — offering millions of interstate travelers prime access to the new Erie Canal Heritage Park. Located at the 1851 Lock 52 site, the New York State Thruway Authority, working collaboratively with the Canal Society, will create a new exit/off ramp and parking from the NYS Thruway (eastward bound) thereby making The Erie Canal Heritage Park directly accessible from Interstate 90 but also locally via NY Route 31. Located on the doorstep of New York's Finger Lakes region, and on the major route to the state's capital, the Adirondack Mountains, New York City and the Massachusetts Turnpike,

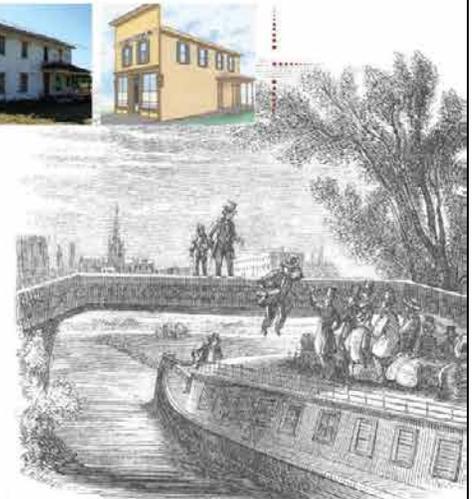


"Please consider being a philanthropic pioneer and start your own voyage of discovery with the Canal Society of New York State as we cast-off our mooring ropes to set sail on a journey of discovery and remembrance of how the past has the power to shape and change our future!"

Brett Costello
Honorary Chair, The Erie Canal Heritage Park Capital Campaign

the Erie Canal Heritage Park will reach regional, national and international audiences.

The potential for the project is vast. In a recent survey of travelers conducted for the U.S. Cultural & Heritage Tourism Marketing Council, 65% of those surveyed said that they "seek travel experiences where the destination, its buildings and surroundings have retained their historic character." Closer to home, a current study and survey of Thruway visitors who stopped at the Port Byron full service plaza west of the site revealed that 61% of travelers during the summer months would visit a historic park if a facility like the proposed Erie Canal Heritage Park came into existence. The new Erie Canal Heritage Park offers visitors an experience they desire; and much more.



JUMP! JUMP!

An Invitation To Get On Board!

In a unique partnership, The Erie Canal Heritage Park at Port Byron will be operated by the Canal Society of New York State in cooperation with the NYS Thruway Authority. New York State and the Canal Society have already made a significant investment in the creation of the new Erie Canal Heritage Park. The State's commitment to the project is in excess of \$9M to build the Thruway off ramp access, parking lot, trails, interpretive and way-finding signage, and new Visitor's Center.

Only \$1.5 M remains to be raised to complete the preservation of that portion of the historic site which is already owned by the Canal Society.

An estimated 6 million vehicles pass this section of the Thruway each year. Based on the market research and the compelling story to build upon, your tax-deductible gift to The Erie Canal Heritage Park is an investment that will reap dividends for generations of visitors, educators and students; for countless years to come.