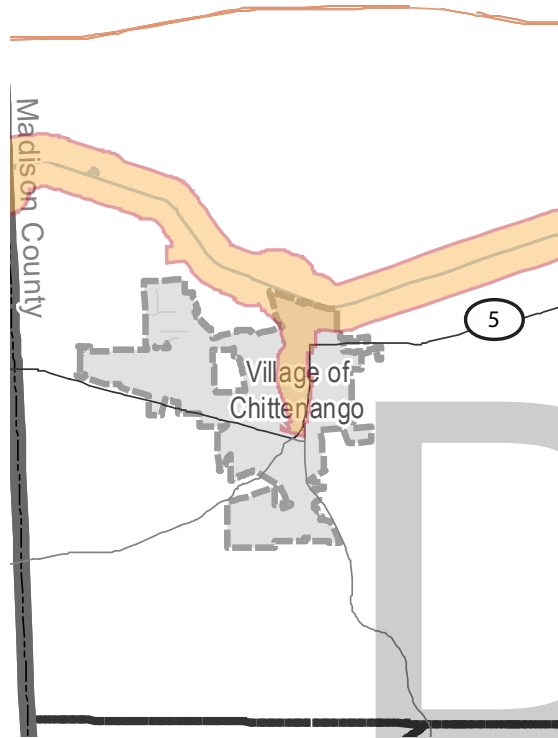


# VILLAGE OF CHITTENANGO



## HISTORY

The Village of Chittenango was first settled in 1800 following the acquisition of Oneida territory. Development was slow with historic accounts noting that only three or four houses were built in the village by 1810. Chittenango was incorporated on March 15, 1842 (Hammond, 1872; Smith, 1899; Smith, 1880; Helmer, 2005b). The village's location along Chittenango Creek and at the junction of the Genesee and Madison County Turnpikes provided both waterpower and accessibility.

Commercial production began in Chittenango around 1812.

The construction of the original Erie Canal north of Chittenango was made possible due to the draining of the "Vlaie" (or, Canaseraga Lake or Great Swamp), a several mile-wide swamp that spanned the north edge of the town of Sullivan. This and similar drainage projects in the region enabled the construction of roads, as well as the further settlement of the area. Concurrently, Chittenango businessmen lobbied for the construction of a lateral (or branch) canal, the Chittenango Canal, which was approved by the New York State Legislature on March 6, 1818 (Smith, 1899).

By the mid-nineteenth century, the Village of Chittenango had grown into a bustling community due to the success of the Erie and Chittenango Canals, which enabled swift transport of goods to local and national markets. A new settlement, Chittenango Landing, quickly developed at the intersection of the two canals.

The first enlargement of the Erie Canal occurred between 1836 and continued until 1862 and moved the route closer to the village, resulting in the relocation of Chittenango Landing. The creation of an expanded dry dock complex at Chittenango Landing was approved on December 31, 1855. The re-established community grew to include numerous stores and enterprises on both sides of the Enlarged Erie Canal. Dry docks were employed on the

original route of the Erie Canal, as well as the Enlarged Erie Canal, to facilitate smoother boat traffic and allow the servicing of canal boats off the main waterway. The Enlarged Erie Canal underwent a second period of improvements and enlargement between 1895 and 1899.

The construction of the New York State Barge Canal from 1905 to 1918 enabled various businesses to flourish into the twentieth century; however, Chittenango businesses began to decline as the original and Enlarged Erie Canal systems closed. No longer a viable commercial shipping route, the Erie Canal and its associated complexes through Chittenango were supplanted by the Barge Canal and railroads, closing in 1918.

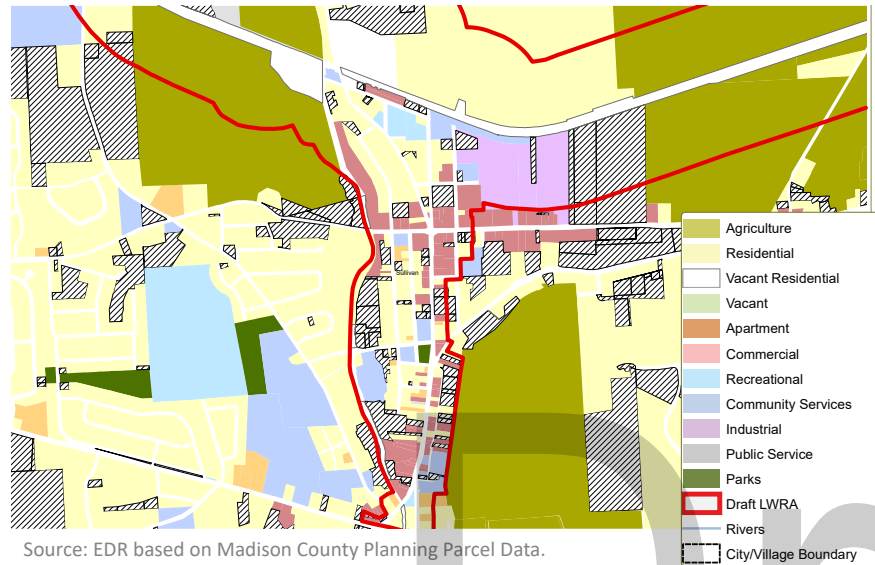
## LAND USE AND ZONING

The maps on the following page provide an overview of the land use and zoning context of the WRA within the Village of Chittenango.

The WRA boundary contains the entirety of the Village's General Business Zone, in addition to medium and low density housing, a special residential zone and a light industry zone. Flowing from east to west, the medium density residential and light industry zones directly abut the canal.

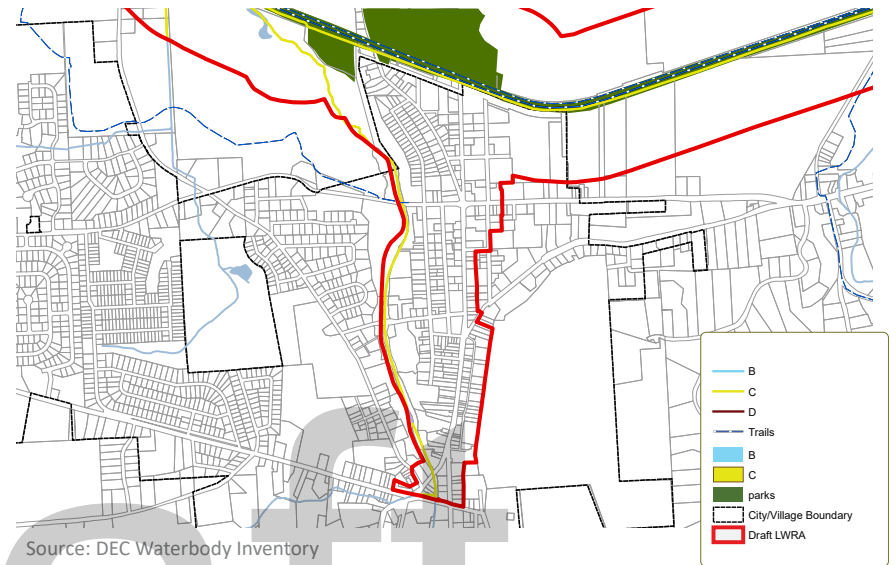
Both the Village of Chittenango and the Town of Sullivan would benefit from a coordinated zoning review to provide consistency between intermunicipal areas, particularly in the Lakeport Road area.

LAND USE



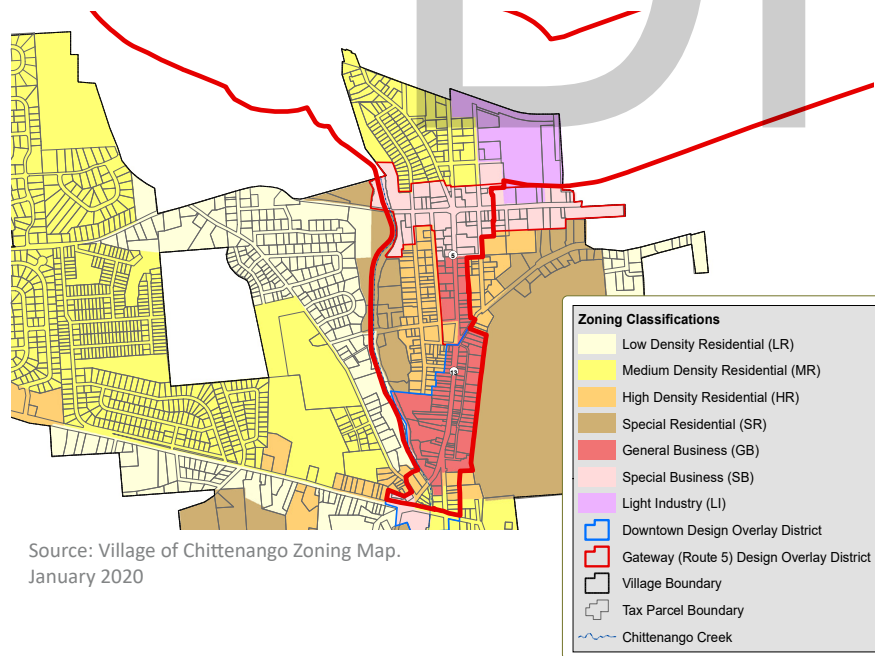
Source: EDR based on Madison County Planning Parcel Data. January 2020

WATER QUALITY



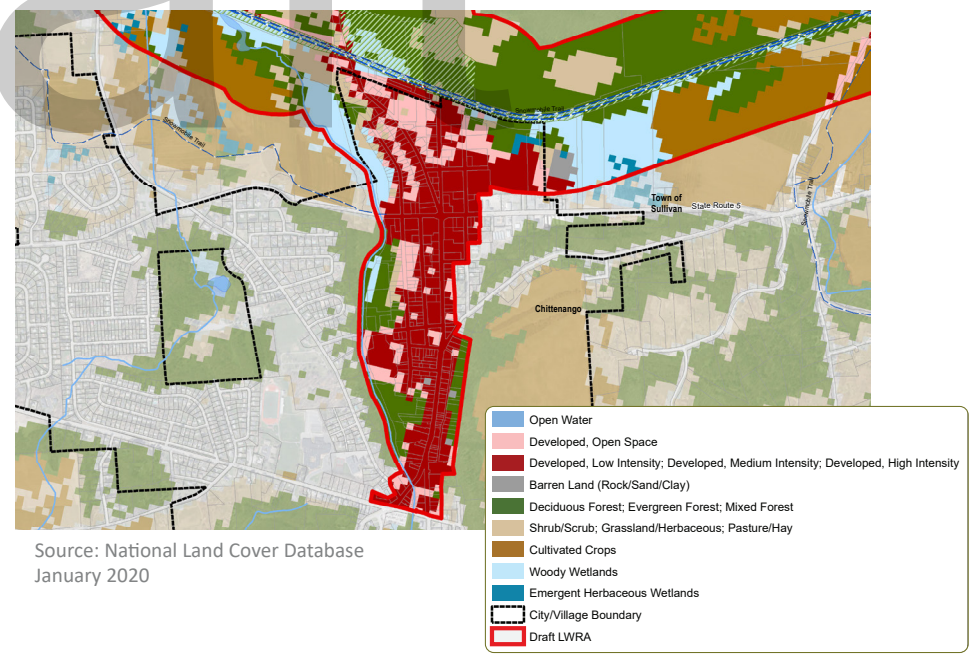
Source: DEC Waterbody Inventory January 2020

ZONING



Source: Village of Chittenango Zoning Map. January 2020

LAND COVER



Source: National Land Cover Database January 2020



# SPOTLIGHT: Chittenango Feeder Canal

The Chittenango Feeder was constructed to supply water to the Erie Canal System in 1840 as part of the second Erie Canal enlargement. As it was originally designed, this source was intended to provide 250 cubic feet of water per minute to the canal. This volume is relatively on par with the Butternut Creek (450 sf/m), Limestone Creek (210 sf/m), and Cowasolon Creek (320 sf/m) Feeders, but considerably less than larger sources within the system such as Oneida Creek (1,500 sf/m) or the Mohawk Feeder in Rome (10,979 sf.m). (USGS 1976)

Almost 200 years later, the same infrastructure that was installed to divert water from Chittenango Creek to the Erie Canal is still in place at this location. In 2018-2019 the USGS assessed this infrastructure as part of a larger study which investigated the bathymetry, hydrodynamics, water quality, infrastructure, and channel condition of the Old Erie Canal today.

According to the study the original design for this feeder utilizes a weir which is used to maintain a minimum water level in Chittenango Creek which is then diverted into the Chittenango Feeder through a sluice gate. This infrastructure is located on Chittenango Creek about a half a mile upstream of the Chittenango Aqueduct. Today, the weir still functions, though it has experienced heavy sedimentation on the upstream side over time. This buildup has created a large vegetated bar across the upstream side of the weir face, which blocks flow from reaching the sluice gate during baseflow conditions, which can be understood as during times when the water levels are about average.



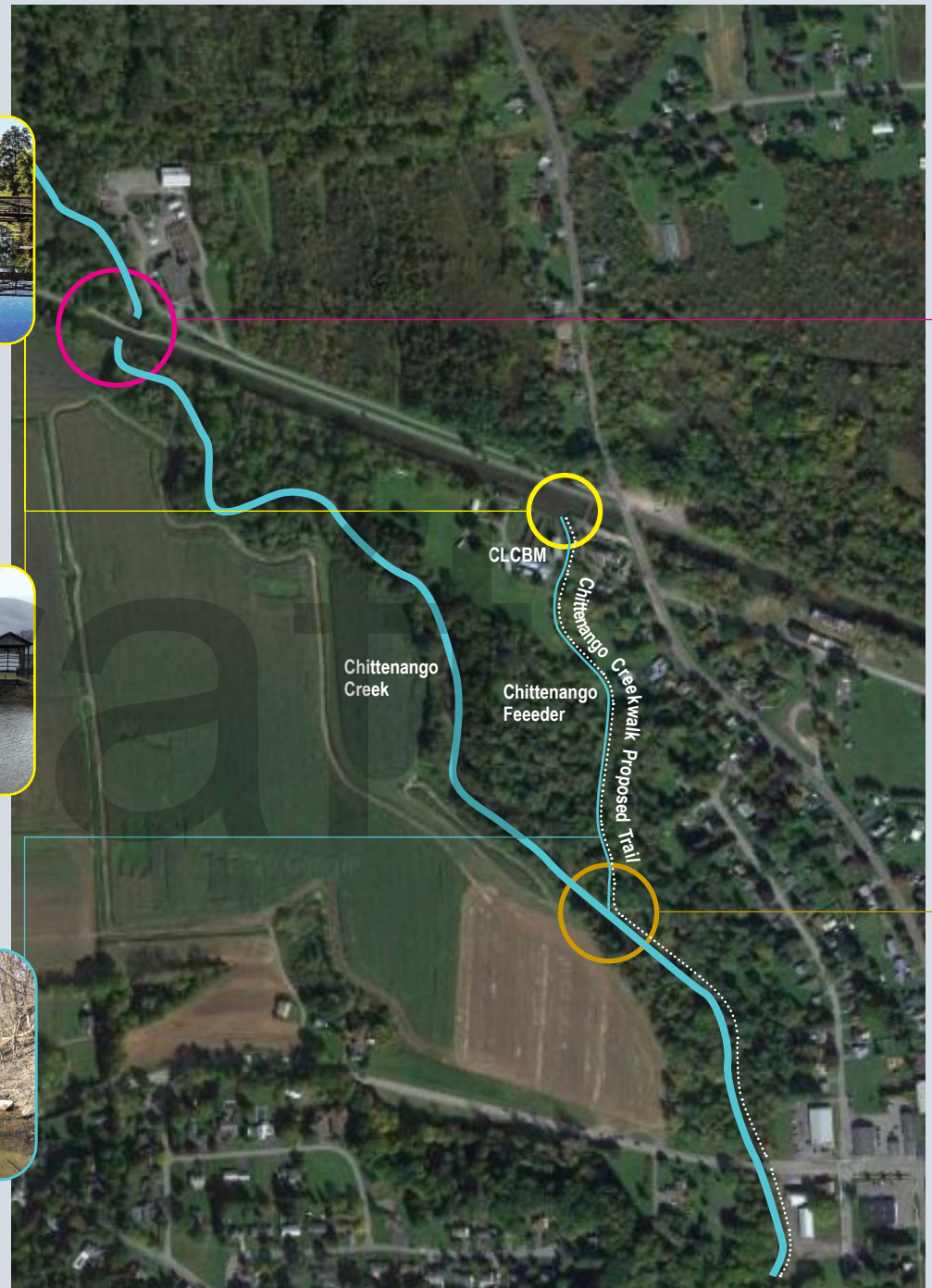
Pedestrian Bridge at Chittenango Landing Museum



Chittenango Creek Feeder drains into the Old Erie Canal



Chittenango Feeder Condition







Chittenango  
Creek  
Aqueduct



As designed, water should enter the sluice gate through three separate openings, which are 6.9 feet high and range in width from 3.8 feet to 4.6 feet. Each opening regulates water flow by the raising and lowering of flashboards to allow more or less water in depending on their height. This system was originally operated by a system of gears mounted to the gates which raised and lowered the flashboards using lifting boards. Over time, hardware for this system has gone missing including lifting bars for the two outermost flashboards, rendering the system non-operational. However, the USGS assessment notes that “the outer brackets supporting the sides of the flashboards are rusted but in fair condition and would allow for flash boards to be individually installed and removed to alter flow into the feeder even without the gearing system being operational”.

The deterioration in functionality of the feeder canal is also relevant to the Chittenango Creekwalk Trail, which proposes a trail to be installed along the east side of the feeder canal from the Old Erie Canal to the Tuscarora Road intersection as part of its phased plan. A pedestrian bridge connecting the Erie Canalway/Empire State Trail to the Chittenango Landing Canal Boat Museum property was installed in 2019 as a component of the Creekwalk Trail Plan. Improvement of the Feeder Canal is integral to the quality of the trail experience.



Chittenango  
Feeder weir  
and sluice  
gate



As the system currently functions, no water enters the feeder when Chittenango Creek is at its average water level except for a small amount that leaks in through and around the flashboards. When Chittenango Creek is as a higher than average water level, such as during heavy rain events, water will overtop the sluice gates and enter the feeder through the three openings.

Water exist the Old Erie Canal and flows into Chittenango Creek at the Chittenango Creek Aqueduct through three concrete outfalls on the north side of the structure. These are partially closed with stacked flashboards braced by metal, which are in good condition. It is likely that these are actively managed by the New York State Canal Corporation to manage the water level of the Old Erie Canal, however the management system and attention given to this feature by the Canal Corporation is not well understood at this time.



The Chittenango Feeder enters the canal at the Chittenango Landing Canal Boat Museum (CLCBM), where a clear outlet does allow some water to feed the canal.

The image to the far left shows the condition of the feeder canal, which is shallow and overgrown, likely the result of years of lower water flow than it was originally designed to convey. The lack of ability to control water flow here reduces the availability of managing the hydrology as a whole.

As the LWRP boundary reaches the Village of Chittenango, it dips southward through the Villages downtown residential, commercial, and retail district. The area between Tuscarora Road, Route 5, and the Canal contains a lot of residential use, interspersed with commercial uses (primarily along Route 5 and Tuscarora) and industrial uses (Consolidated Precision Products manufacturing facility). There are a number of municipal parks that border the Canal off of Pottery Road and Legion drive. An old canal industrial structure known as “The Pottery” is located directly along the canal, and though efforts have been discussed to revive and redevelop the structure, currently it sits in a state of disrepair.

Chittenango Creek and the Chittenango feeder flow north toward the Canal and efforts are

### VILLAGE OF CHITTENANGO LAND USE AND DEVELOPMENT CONTROLS

|                              |                    |
|------------------------------|--------------------|
| ZONING WITHIN THE WRA        | GB, SB, HR, SR, LI |
| OVERLAY DISTRICTS            | YES                |
| SUBDIVISION REVIEW           | YES                |
| SITE PLAN REVIEW             | YES                |
| DESIGN STANDARDS             | YES                |
| PLANNED DEVELOPMENT ALLOWED? | YES                |
| COMPREHENSIVE PLAN           | YES (2008)         |

currently underway to extend the Chittenango Creek walk trail to the Chittenango Canal Landing Boat Museum and Canal Trail via the Feeder. The prime north south access route runs through Chittenango as State Routes 5 and 13. This area is primarily commercial and is dominated by a mix of banks, food and beverage establishments, convenience stores, auto parts, professional offices, a car dealership, and similar uses. There are some residential homes along this stretch of 5 and 13, and many appear to be multi-unit apartments. There is a parking area and numerous points of access to the Creek walk Trail within the LWRP boundary as well. The side streets within the LWRP boundary (N. Street, Race, McDonnell, Arch, Catherine, etc.) are all primarily lined with single family residential homes in the small to medium size category.

### WATER QUALITY AND LAND COVER

The Old Erie Canal segment in the Village of Chittenango provides access to the greatest number of recreational users along the 36-mile corridor. A recent survey confirms that ambient water quality conditions support fish and wildlife survival and propagation. Water depth and accessibility are suitable for boating, although shoaling is evident in certain areas.

Chittenango Creek enters the OEC in this segment; this creek is classified as non-impaired and fully supporting its designated best uses. One upstream point source, the Town of Cazenovia Wastewater Treatment Plant,

holds a permit to discharge to Chittenango Creek.

### HISTORIC AND CULTURAL RESOURCES

The WRA within the Village of Chittenango contains ten properties which have been identified by the New York State Office of Parks Recreation and Historic Preservation as either eligible or listed on the National Register of Historic Places. The two listed sites are the Dry Dock Complex at Chittenango Landing Canal Boat Museum and the Pottery Building at 11-13 Pottery Street. While this property is actually located in the Town of Sullivan, it is mentioned here because it’s redevelopment would have significant effects on the relationship between the Village and the waterfront. The remaining 8 eligible properties are historic residential buildings on or near the southern part of the Main Street spine. This concentrated hub of historic architecture should be preserved and highlighted. Increased attention to this asset could draw visitors from the Canal via Main Street or the Creekwalk.

### NATIONAL REGISTER OF HISTORIC PLACES LISTED AND ELIGIBLE SITES

|   |                           |                               |
|---|---------------------------|-------------------------------|
| ① | 299 Genesee (Eligible)    | Five Bay Federal House        |
| ② | 291 Genesee St (Eligible) | Gable -Front Federal House    |
| ③ | 285 Genesee St (Eligible) | Brick Greek/Federal Townhouse |

|   |                              |                                      |
|---|------------------------------|--------------------------------------|
| ④ | 253 Genesee St<br>(Eligible) | Italianate Brick House               |
| ⑤ | 113 Falls Blvd<br>(Eligible) | Five-bay Federal/Greek Portico       |
| ⑥ | 121 Falls Blvd<br>(Eligible) | Five-bay Federal House               |
| ⑦ | 129 Falls Blvd<br>(Eligible) | Three-bay Italianate                 |
| ⑧ | 100 Genesee St<br>(Eligible) | Gable-front Stone Federal House      |
| ⑨ | 717 Lakeport Rd<br>(Listed)  | Chittenango Landing Dry Dock Complex |
| ⑩ | 11-13 Pottery St<br>(Listed) | Chittenango Pottery                  |
| ⑪ | 206 Genesee St<br>(Listed)   | St. Paul's Episcopal Church          |

## PUBLIC ACCESS AND RECREATION

Chittenango is rich in parks, trails and active recreation amenities which link to or enhance the Erie Canal.

The Chittenango Creekwalk Trail is an approximately 2.5 mile trail that runs from north to south in the Village following Chittenango Creek from the Erie Canal to an Arboretum on Dyke Road. This trail traverses multiple landscape settings ranging from quiet naturalized riparian areas to dense village streets. It offers a safe and pleasant route from the

| STRUCTURE NAME    | TYPE   | OWNER   | MAINTENANCE RESPONSIBILITY |
|-------------------|--------|---------|----------------------------|
| Lakeport Road     | Road   | NYS DOT | NYS DOT                    |
| Pedestrian Bridge | Bridge |         |                            |

Erie Canal to the Village Center and also connects to other neighborhood trail systems. The trail has been completed in phases over the past 20 years, and some sections are still incomplete. Notably, the phase which begins where the Erie Canal meets the Chittenango Landing Canal Boat Museum and ends where Russell Street crosses the creek is a critical yet undeveloped component of the trail. Significant progress was made on this section in 2019 when a pedestrian bridge connecting the Erie Canal Trail to the museum was installed. However, a .75 mile gap exists between this point and the next completed phase of the trail.

The Chittenango Landing Canal Boat Museum is located at the historic site of a three bay dry dock and is listed on the National Register of Historic Places. The site showcases the only remaining boatyard on the historic canal and includes a reconstructed canal-side store, walk-on canal boat exhibit, sawmill, blacksmith, woodworking shops, mule stable and visitor education center. The museum offers a diverse array of educational programming for community members and experiences and amenities for visitors to the Erie Canal. The organization is planning to pursue funding to design

and construct a welcome center on a portion of the site known as the cannery. In the long-range view, this is envisioned to eventually link to the Creekwalk Trail, and possibly also incorporate a kayak launch which would provide a much needed waterfront access point and bolster visitation to the museum.

Pottery Road, which runs parallel and just south of the Erie Canal, hosts three canal-side community parks between Lakeport Drive and Legion Drive: Rotary Park, Stooks Park, and Community Recognition Park. These parks contain pavilions, fire pits, baseball diamonds, restrooms, parking and a kayak launch. These parks sit within a large amount of publicly owned land which also includes the Village DPW property. This area represents a significant opportunity to re-invigorate the waterfront within the Village through incorporating land uses which support and compliment emerging interest in the water and trail as a community and tourism asset.



The Chittenango Creekwalk Trail Connects the Village from North to South With Multiple Access Points



The Chittenango Creek Canal Feeder has diminished flow and becomes stagnant



The Chittenango Landing Canal Boat Museum is an important historic site where multiple trails converge



## VILLAGE OF CHITTENANGO ISSUES AND OPPORTUNITIES

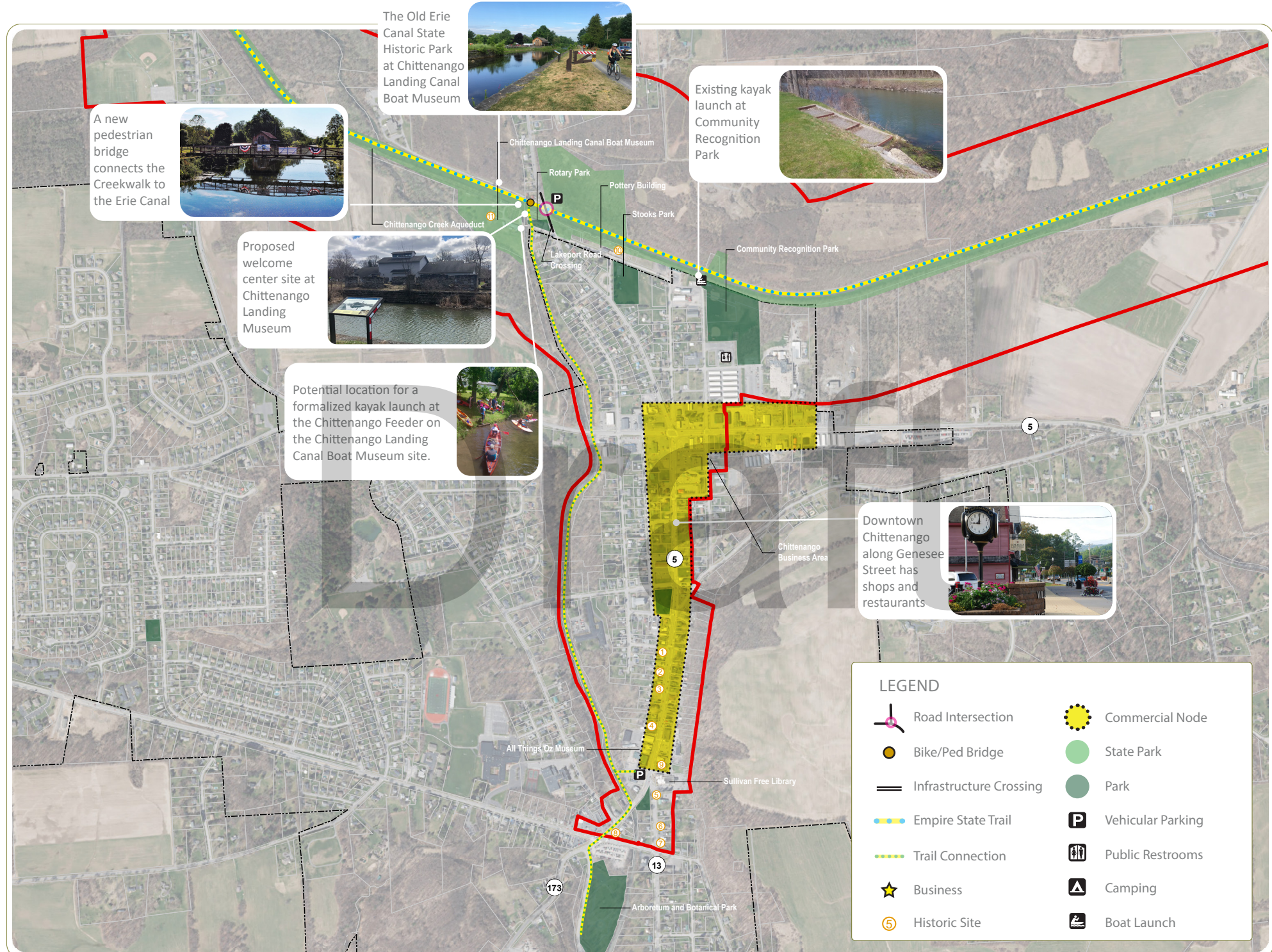
The map to the right provides an overview of the context of the WRA in the Village of Chittenango.

- + The commercial center of the Village of Chittenango is located within a mile of the Old Erie Canal State Historic Park and is rich with amenities and experiences for people traveling in the park. Enhanced connections between the park and Village center would benefit both Village residents and park users.
- + The Chittenango Creekwalk Trail is an approximately 2.5 mile trail that follows Chittenango Creek from the Erie Canal to an Arboretum on Dyke Road. The trail has been completed in phases over the past 20 years, and some sections are still incomplete. Providing support and resources for this trail will be integral to providing a safe and enjoyable off-road route to connect the Erie Canal to the Village.
- + The .3 mile Chittenango Feeder conveys water from Chittenango Creek to the Erie Canal. Sedimentation and low flow in this waterway causes stagnant conditions resulting in a buildup of algae and vegetation during the growing season. As a trail-adjacent feature, potential kayak launch, and water source for the Canal, improving the natural and hydraulic conditions here is critical to reconnecting the Village to the waterfront.
- + Sediment from the feeder has built up at the convergence of this waterway and the Canal, resulting in canal water depths that can be less than one foot during dry seasons. Dredging at this location would improve the aesthetic and functional conditions of the Erie Canal.
- + The Chittenango Landing Canal Boat Museum is a state and nationally listed historic resource located immediately southeast of the convergence of the Chittenango Feeder and the Erie Canal. The site preserves multiple historic buildings and structures including a dry dock, blacksmith shop, stable, and

interactive replica canal barge. The museum is developing plans to incorporate a Village welcome center, kayak launch, and Chittenango Creekwalk connection through the site. Support for educational programming and site development is critical to maintaining this keystone feature of the Old Erie Canal State Historic Park.

- + Community Recognition Park is a canal-adjacent Village park which contains two baseball fields, a basketball court, a picnic pavilion, a kayak launch, and access to parking and restrooms. As the location of one of only 4 currently existing kayak launches within the 36 mile Old Erie Canal State Historic Park, this is a critical access point for the waterway. Enhancements on and around this site would help enliven the waterfront and spur waterfront development, and connect visitors to downtown, the Creekwalk Trail, the Canal Boat Museum, and existing and new on-site amenities.
- + The Village retains significant land holdings directly adjacent to the south edge of the Erie Canal on the east side of Lakeport Road. These include the Village DPW, multiple village parks, and patches of vacant land. This collection of parcels presents tremendous waterfront opportunity, however in its current state it is underutilized and arranged haphazardly. A holistic vision for this area is necessary to fully activate the waterfront and elevate the area to its highest potential.
- + Lakeport Road is the most direct connection between the Erie Canal and the Village Center, but narrow shoulders and high speed vehicular traffic create treacherous conditions for cyclists and pedestrians.
- + Infill opportunities exist along Route 5 in the Village Center. And should be supported wherever possible. through zoning code updates, assistance to business and property owners, and visionary planning efforts.





The Old Erie Canal State Historic Park at Chittenango Landing Canal Boat Museum



Existing kayak launch at Community Recognition Park



A new pedestrian bridge connects the Creekwalk to the Erie Canal



Proposed welcome center site at Chittenango Landing Museum



Potential location for a formalized kayak launch at the Chittenango Feeder on the Chittenango Landing Canal Boat Museum site.



Downtown Chittenango along Genesee Street has shops and restaurants



LEGEND

- Road Intersection
- Bike/Ped Bridge
- Infrastructure Crossing
- Empire State Trail
- Trail Connection
- Business
- Historic Site
- Commercial Node
- State Park
- Park
- Vehicular Parking
- Public Restrooms
- Camping
- Boat Launch

0 0.05 0.1 0.2 0.3 0.4 Miles