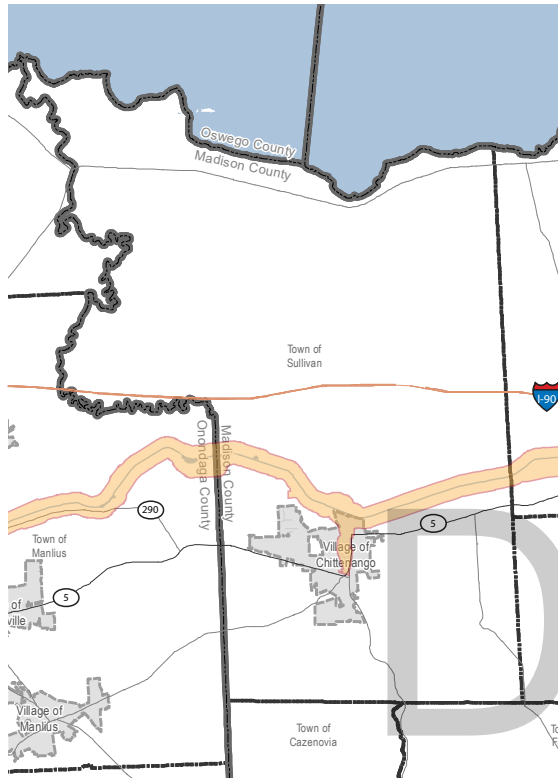


TOWN OF SULLIVAN



LOCATION AND CONTEXT

The Town of Sullivan contains 6 miles of the Erie Canalway Trail and includes notable features such as the Chittenango Feeder and the Chittenango Creek Aqueduct. The WRA extends southeastward from the Onondaga County Line approximately 3.0 miles toward the Village of Chittenango. The WRA boundary extends southward into the Village of Chittenango approximately 1.2 miles from the Chittenango Landing Museum. The Chittenango Feeder, fed by Chittenango Creek, was a historically

important water source for the OEC system and today it provides an opportunity for developing trail connections into the village.

HISTORY

The Town of Sullivan was formed from Cazenovia on February 22, 1803 and encompassed part of what was once the Oneida Reservation. It is bordered by Oneida Lake to the north and bisected by Canaseraga Creek (Hammond, 1872). The first non-Native settlers were veterans of the American Revolutionary War. Settlement continued following the commencement of the Erie Canal construction and cession of Native Oneida lands (Hammond, 1872; Smith, 1880).

As early as 1810, mineral resources were discovered in the town. Gypsum and water lime were quarried for use on the Erie Canal construction. Mineral springs, like the nearby Chittenango White Sulfur Springs (1825-late 1890s), supported the development of resorts, hotels, and baths. The construction of the Enlarged Erie Canal led to a shift of the canal's path through the Town of Sullivan approximately 1600 feet south of the original route of the Erie Canal, leading to the relocation of Chittenango Landing in the Village of Chittenango. The Syracuse and Utica Railroad (later, New York Central Railroad) provided rail service to the town. As the New York Central Railroad and New York Barge Canal supplanted the canal system in Sullivan, only small-scale industries remained (Smith, 1880; Helmer, 2005).

LAND USE AND ZONING

The maps to the right provide an overview of the

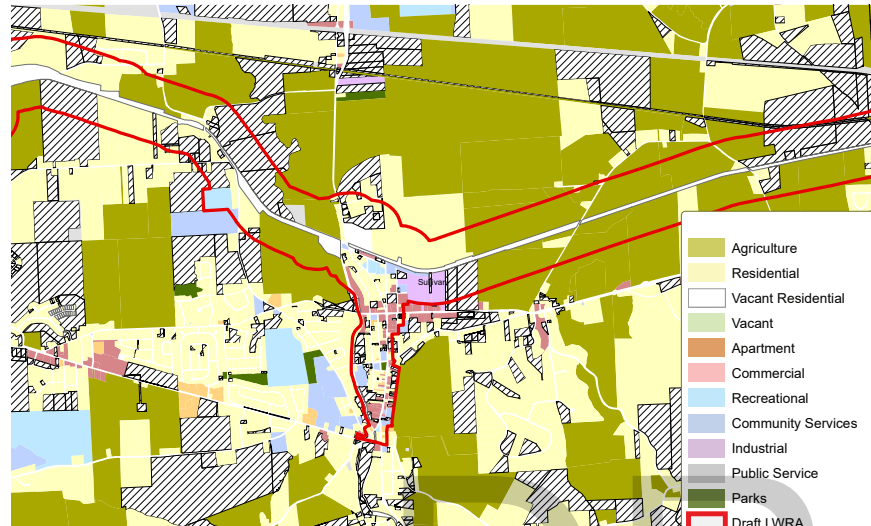
TOWN OF SULLIVAN LAND USE AND DEVELOPMENT CONTROLS

ZONING WITHIN THE WRA	
OVERLAY DISTRICTS	YES
SUBDIVISION REVIEW	YES
SITE PLAN REVIEW	YES
DESIGN STANDARDS	NO
PLANNED DEVELOPMENT ALLOWED?	YES
COMPREHENSIVE PLAN	YES (2006)

land use and zoning context of the WRA within the Town of Sullivan. The transition from the west into the Town of Sullivan yields a slightly different development pattern with a higher propensity of large lot residential use as well as agriculture and large tracts of vacant land. Some of the roughly 15 homes along Bolivar Road are older and may offer some historic value as they front directly on the canal. The Canal trail can be accessed from Bolivar road, but there is no parking in this area.

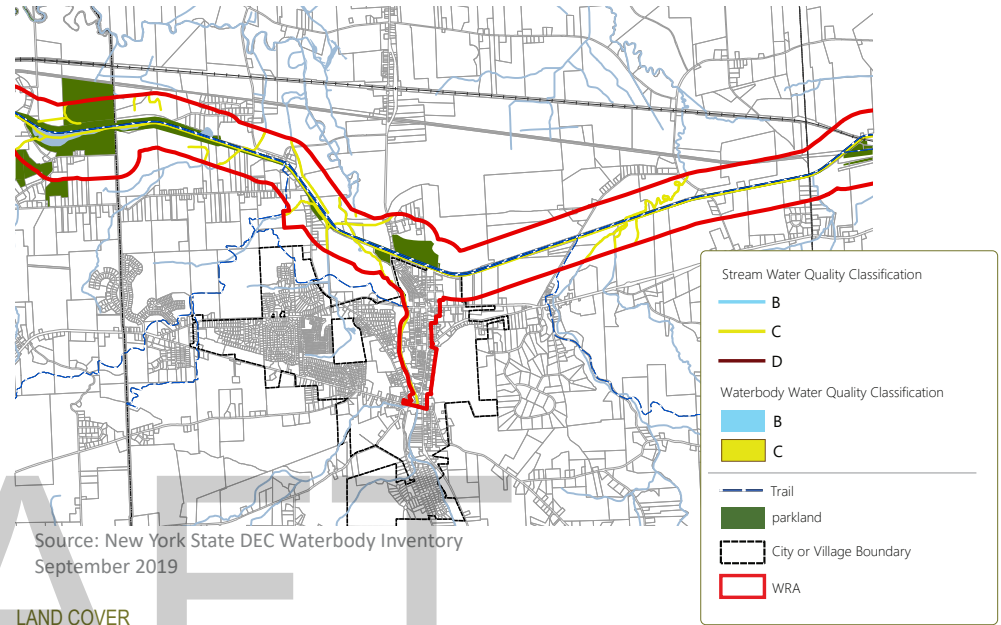
The WRA in this area also contains additional vacant land, residential properties, agricultural land, Bolivar Road Elementary School which features recreational fields, and the Chittenango Sewage Treatment Plant on Chittenango Creek. Just before encountering the Village of Chittenango from the west is the Chittenango Landing Canal Boat Museum, a well-developed museum and interpretive site focused on the Old Erie Canal. Across the canal from the Chittenango Landing Canal Boat Museum is a

LAND USE



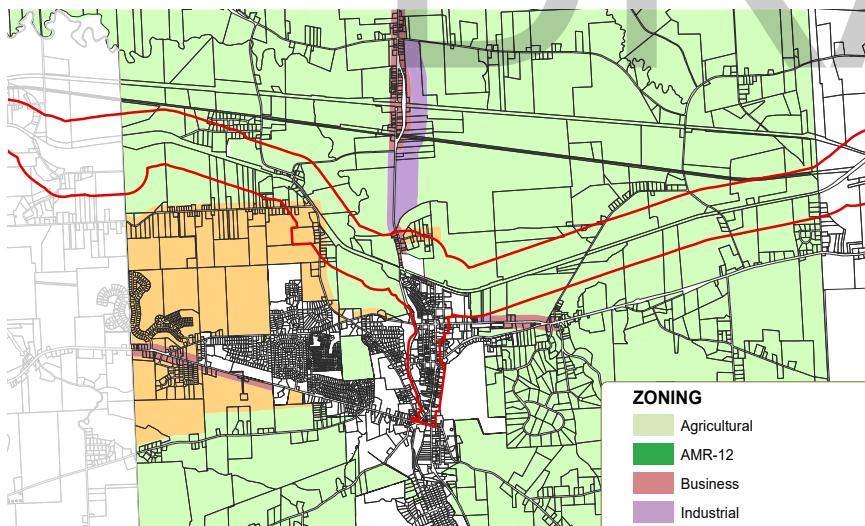
Source: EDR based on Madison County Planning Parcel Data. January 2020

WATER QUALITY



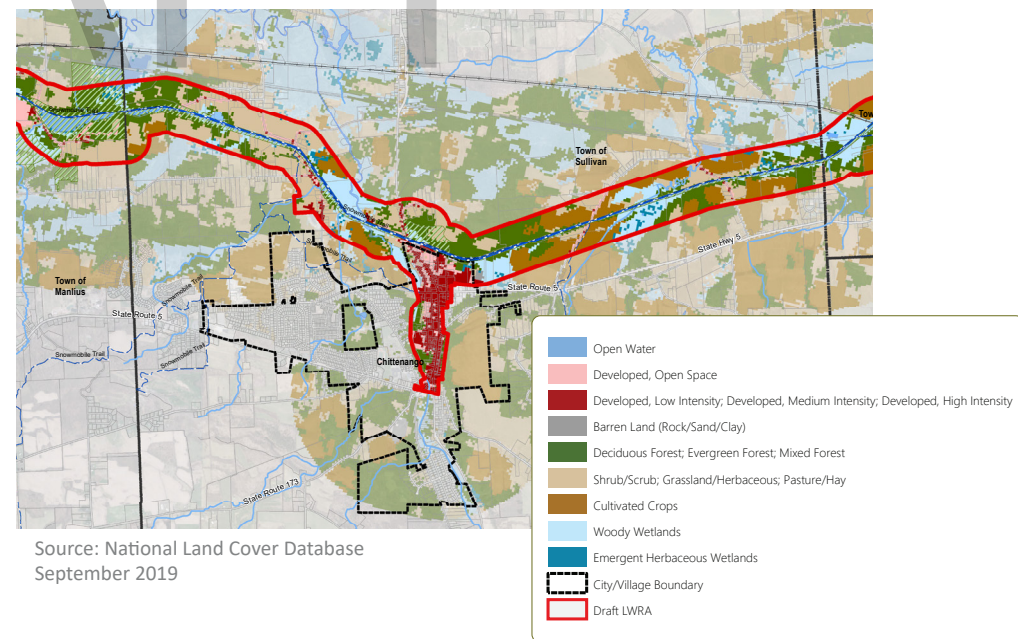
Source: New York State DEC Waterbody Inventory September 2019

ZONING



Source: Town of Sullivan Zoning Map. January 2020

LAND COVER



Source: National Land Cover Database September 2019

recently updated Old Erie Canal State Park parking area with access to the Canal Trail.

Heading eastward out of the Village, the land surrounding the canal becomes dominated by agriculture and rural vacant (wooded and wetland) parcels. The Canal is bisected by Canaseraga and Harsh roads and both locations have small unmarked parking pull offs for those wishing to use the Canal Trail. There is a small residential development with about 25 homes along Kimberlee Drive, though its design does not take advantage of its position adjacent to the canal. At the end of Kimberlee Drive is a small bridge and parking area for the Canal Trail.

“Agricultural” is the dominant zoning adjacent to the OEC corridor through the Town of Sullivan with some parcels around Lakeport Road zoned “Business” and some parcels zoned “Medium Density Residential (MR-12) located along the Bolivar Road corridor. The Town’s zoning also includes a Resource Management Overlay, which provides additional protection and development limitations for flood areas, wetlands, steep slopes, and land within agricultural districts. This overlay district is relevant as a significant portion of land within the WRA is wetland or participating in the Agricultural District Program. There are nearby areas of Sullivan’s “Oneida Lake Recreational” overlay district which aims to balance commercial and recreational development with open space and wildlife habitat on and around Oneida Lake.

WATER QUALITY AND LAND COVER

The OEC flows through agricultural and low-density residential properties in the Town of Sullivan area. Large wetland complexes are present and may serve to help retain and filter stormwater runoff from adjacent land uses. Water quality appears to meet requirements for Class C waters and support habitat for fish and wildlife species, although this segment of the OEC exhibits slightly warmer and more turbid waters than some other segments. Algal blooms are typical during the summer and early fall. Recreational uses are supported. Water depth is adequate for non-motorized boating and there are few obstructions from downed trees or dense aquatic vegetation.

The 0.3 mile Chittenango Feeder Canal 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

NATIONAL REGISTER OF HISTORIC PLACES LISTED AND ELIGIBLE SITES

①	11-13 Pottery St (Listed)	Chittenango Pottery
---	------------------------------	---------------------

location would improve the aesthetic and functional conditions of the Erie Canal.

HISTORIC AND CULTURAL RESOURCES

Chittenango Pottery, located at 11-13 Pottery Street, is the single National Register listed property within the LWRA boundary in the Town of Sullivan. This property is also mentioned in the Chittenango Historic and Cultural Resources section because it lies very close to the Village border and any action taken here would affect both the Town and Village with respect to the Erie Canal. This property contains two buildings which are currently unoccupied and in deteriorating condition. Past efforts to rehabilitate the buildings have been unsuccessful. Further investigation is necessary to determine the scope of work necessary to save all or part of these buildings. Regardless of the feasibility of saving the structures, the site of Chittenango Pottery is a potential development site which offers a critical link between the Erie Canal and canal-side amenities as well as other potential development sites within the Village. Municipal water and sewer services do not currently extend to this property and are; and may be a critical concern for the redevelopment of the property.

PUBLIC ACCESS AND RECREATION

The Sullivan section of the Erie Canal occurs between the east edge of Pool’s Brook Park and the Kimberlee Road bridge. The western-most edge of this section begins with a widewater, where the

canal is significantly wider and more open than its typical dimensions. The widewaters add visual interest to the trail, and are appealing for kayakers who will appreciate the variability of the water trail. Approximately 1/2 mile from the Poolsbrook Pedestrian Bridge traveling eastward, a bridge connects White Bridge Road to the agricultural fields on the South Side of the Canal. There is a small, informal parking area on the north side of the bridge, where White Bridge Road ends. This is an access point for about 50 households that live on and around White Bridge Road.

Approximately one mile from White Bridge the Canal is crossed by Bolivar Road. The Bolivar Road Bridge is narrow and it can be an awkward conflict point with motor vehicles. This crossing could benefit from visibility improvements that identify the trail crossing. The Town of Sullivan owns a 0.06 acre parcel near the canal at this location, although its use is unknown.

Traveling 0.8 mile east, the trail passes by the

TABLE # - BRIDGE AND UTILITY CROSSING OWNERSHIP

STRUCTURE NAME	TYPE	OWNER	MAINTENANCE RESPONSIBILITY
White Bridge	Farm Bridge	NYSDOT	NYSDOT
unnamed/under canal	Culvert		
Bolivar Road	Road	NYSDOT	NYSDOT
unnamed/under canal	Culvert		
Chittenango Creek Aqueduct	Aqueduct	NYS Canal Corp	
Chittenango Landing	Pedestrian Bridge	Chittenango Landing	Chittenango Landing
Lakeport Road	Road	NYSDOT	NYSDOT
Canaseraga Road	Road	NYSDOT	NYSDOT
Harsh Road	Road	NYSDOT	NYSDOT
Kimberlee Drive Bridge	Farm Bridge	NYSDOT	NYSDOT

Chittenango Creek Aqueduct along a concrete apron. Unlike the Butternut and Limestone Creek aqueducts, this one spans the full 40' width of the canal. This aqueduct is located approximately a half mile west of the Chittenango Landing Canal Boat Museum, just north of the Village of Chittenango. The original aqueduct was built as part of the Enlarged Erie Canal, and was completed in 1856. It crosses Chittenango Creek with 3 spans and is 76 feet in length. The original wooden trunk of the aqueduct, which had decayed, was replaced by a concrete trunk when the Old Erie Canal State Historic Park was designated.

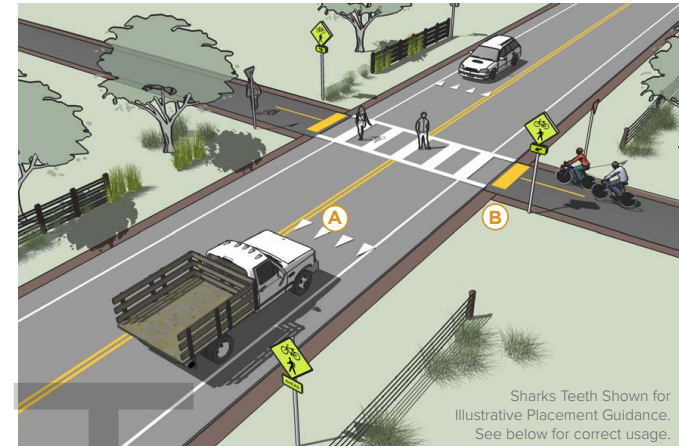
Chittenango Creek is a popular trout fishing stream which can be accessed for fishing from the aqueduct as well as by an informal foot path between the towpath trail and the creek edge. The distance between the closest parking area at Lakeport Road and the Chittenango Creek Aqueduct is about 4/10 of a mile.

Approximately 1/3 of a mile from the Chittenango Aqueduct a pedestrian bridge, erected in 2019, connects the towpath trail to the Chittenango Landing Canal Boat Museum property. Upon its

FIGURE 1 - EMPIRE STATE TRAIL DESIGN GUIDELINES RECOMMENDATION

MARKED CROSSWALK WITH YIELD LINES

Where additional awareness and regulatory instruction is desired at marked path crossing, advanced yield lines and yield signs remind people to yield to crossing path users.



DESIGN FEATURES

In addition to a high visibility crosswalk and crossing sign assemblies described in the Marked and Signed Crosswalk treatment package, enhancements include:

- (A) Advance yield line (sharks teeth - currently only used on multi-lane roadways)
 - Yield Here to Pedestrian sign (R1-5) should be used in urban areas.

TYPICAL APPLICATION

Where a shared use path crosses a road with higher volumes, higher speeds, or more lanes than is desirable for a marked crosswalk only installation.

Refer to the EST Crossing Treatment Selection Table in this guide, and the NYSDOT Pedestrian Safety Action Plan 2016 for guidance on identifying recommended treatment packages,

SOURCE: Empire State Trail Design Guide, October 10, 2017

installation, the bridge quickly strengthened the Museum's connection to the Erie Canalway Trail. Traveling eastward approximately 125 ft the corridor is crossed by the Lakeport Road Bridge. The bridge is narrow and does not have integrated bike/pedestrian infrastructure, rendering it dangerous for cyclists and pedestrians traveling between the Village Center and the Erie Canalway Trail. In addition, the road crossing is not perpendicular to the roadway which is challenging for trail users. Advance stop markings and/or the establishment of a perpendicular road crossing would help to improve the visibility for trail users at this location (see Figure 1). An important trailhead, which was upgraded recently as part of the Empire State Trail program, is located on the northeast corner of this crossing.

The Chittenango Landing Canal Boat Museum owns a 30 acre parcel north of the Canal and museum that contains the original alignment of Clinton's Ditch. This canal-adjacent parcel has potential to be developed in a way that compliments and benefits from the trail. Improvements in this area will require municipal collaboration, as portions are located within the Town of Sullivan and others are within the Village of Chittenango.

Kinderhook Road, with a relatively high density of homes, runs parallel to the Canal about a half mile south of this section between Poolsbrook Road and Bolivar Road. About 25 of these homes are within a half mile of the Erie Canalway Trail, however they do not have access to the trail without utilizing the road network, which lengthens the journey, increases the risk, and degrades the quality of the experience of getting to the canal for these residents. Auxiliary trails and bridges would allow easier access.

1.5 miles east of this location, the corridor crosses Canaseraga Road. There is an informal pull-off at this crossing that could be made into a more formal parking/access point to the trail system. The crossing, similar to the situation at Lakeport Road, is not perpendicular to the roadway and so presents visibility challenges for trail users and drivers. Harsh Road, 1.1 miles east of this point, also has an informal pull-off and unsafe crossing conditions. This location is notably challenged by runoff which flows north along Harsh Road and ultimately deposits

into the Canal. The resulting sedimentation in the canal under the Harsh Road Bridge will become an impediment to boat travel over time, and water quality issues may result from this runoff. Just over 0.8 mile to the east, users encounter the Kimberlee Drive bridge, which appears to be a former farmer's bridge and does have an informal turnaround to the north side of the canal. This area could benefit from wayfinding and a better connection to the adjacent residential neighborhood.

Pottery Road & The Chittenango Pottery Building



Source: Madison County Planning Department

SPOTLIGHT: Pottery Road Area

Pottery Road is located in the Town of Sullivan east of Lake Street and south of the Canal. The road acts as the boundary between the Town of Sullivan and the Village of Chittenango. It frames a narrow 5 acre stretch of land with about 1,500 linear feet of water frontage on the Canal. This land is comprised of privately owned parcels and some village-owned parcels. The parcels directly south of this area, are located within the village, are comprised of a mix of homes and village-owned property including parks and municipal facilities.

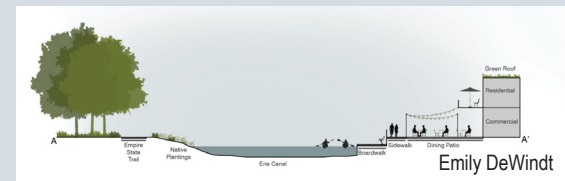
The Pottery Road Area is of particular interest within the Town of Sullivan because of its position between the Erie Canal and the Village of Chittenango. This area is also the site of two privately owned historic buildings known as the "Chittenango Pottery". Although the buildings are in a state of deterioration, the site has long been considered ideal for canal-oriented redevelopment because it offers opportunities to highlight the unique canal history of this area while also bridging the gap between the canal and the Village. If possible, preserving some or all of the Chittenango Pottery building would add architectural interest and vitality to this area, particularly if it was done in a way that activated the site and connected it to the Erie Canal.

A landscape architecture studio class at the SUNY College of Environmental Science and Forestry developed a collection of design studies through which students analyzed the existing conditions, developed goals and strategies, and produced conceptual designs for the area.

Goals common to the projects include connecting the Erie Canal Trail to the Village, enhancing safe

pedestrian and vehicular circulation, creating mixed use spaces, preserving historic structures, creating a unique sense of place, supporting and protecting ecosystems, creating safe active spaces, improving trailway accessibility, and promoting waterfront access.

The full collection of projects can be found online at <https://wolowaru.net/lsa422f20/category/project-1/>. A selection of site plans and conceptual drawings from the studio are included here.



Source: SUNY ESF LA Studio in the Fall 2020

Chittenango Pottery



Chittenango Creek Aqueduct



Informal pull-off access point at the Erie Canal and Harsh Road



TOWN OF SULLIVAN ISSUES AND OPPORTUNITIES

The map to the right provides an overview of the context of the WRA in the Town of Sullivan.

- + The Chittenango Creek Aqueduct site is architecturally and naturally appealing. A formal trail connecting the trail to Chittenango Creek would provide additional water access and new views of the waterway. Chittenango Creek is a popular trout fishing destination, and at only 0.3 miles from the nearest road, enhanced access at this location would provide a wider variety of fishing options in a quiet and remote, yet easily accessible location.
- + Maintenance of the Chittenango Creek Aqueduct is essential as it conveys water through the system. Listed as an historic landmark of the Old Erie Canal system, the aqueduct could also benefit from rehabilitation to restore its original function.
- + Road crossings at Bolivar, Canaseraga, and Harsh Roads are each access points for the Erie Canal within the Town as indicated by informal pull-off areas. These areas could be enhanced by landscape treatments and parking amenities to increase the safety of the road crossing, and provide safe and inviting entry points for visitors.
- + In order to facilitate the redevelopment of the four acre “Chittenango Pottery” site, the Town may need to establish access to water and sewer infrastructure through coordination with the Village of Chittenango.
- + The Chittenango Landing Canal Boat Museum is a state and nationally listed historic resource and destination and is partially within the Town and partially within the Village. CLCBM owns a 30 acre parcel on the north side of the canal that contains the historic Clinton’s Ditch canal. While development restrictions exist on this parcel it should continue to be explored for its long term potential and use as a canal-side asset.

- + Limited strategic clearing could provide visual access to farmland in rural stretches, such as at Canasarega Road.
- + Runoff from Harsh Road (a town road) deposits sediment in the Canal under the Harsh Road bridge creating a pinch point for the flow of the water and making it difficult for paddlers.
- + As 1 of only 3 feeders on the OEC system, the Chittenango Feeder is a challenge and opportunity. While it is believed the sluice gate and feeder infrastructure is still in working order, a long term maintenance and operation plan is needed. While designed to provide a continuous water supply to the Old Erie Canal, it presently provides none because sediment and vegetation prevent water from Chittenango Creek from entering the feeder.
- + Sediment from the feeder has built up at the convergence of the feeder 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. As a trail-adjacent feature, potential kayak launch, and water source for the Canal, improving the natural and hydraulic conditions at the feeder is critical to reconnecting the Village to the waterfront.
- + In general, facilities that support paddling in this area should be added and enhanced. The Town of Sullivan includes key nodes along an increasingly popular blueway trail.
- + The Town should explore opportunities to further connect the residential areas along Kinderhook Road (numerous homes with about 25 homes within 0.5 mile of OEC in Town of Sullivan) to the Canal corridor.

