

Plan Approval and Maintenance

Town Law §272-a spells out procedures for preparation and adoption of Comprehensive Plans. The following summarizes the requirements of the statutes and provides recommendations for maintaining up-to-date planning policies. In accordance with state law, on April 27, 2005 the Comprehensive Plan Committee held a public hearing on the draft Land Use Plan. The Town Board must hold its own public hearing on the Plan within 90 days of receiving a recommendation from the Comprehensive Plan Committee and prior to Plan adoption. The Board must also forward a copy of the plan to the Monroe County Planning Board for review.

Adoption of the Comprehensive Plan by the Town Board formally recognizes the Land Use Plan as official planning policy. Once adopted, the town zoning ordinance and map should be amended to be consistent with the Plan. Codification of the character principles outlined in the Plan will require changes to zoning regulations and other development regulations as well as continued cooperation of town officials.

The Comprehensive Plan should be reviewed every 1 to 2 years. The scope of the review should include:

1. assessing implementation progress
2. revisiting underlying Plan assumptions (development and demographic trends, utility availability, partnering opportunities, etc.)
3. desirable changes to regulatory standards based on Planning and Zoning Board experience

Roles and Responsibilities

The Planning Board, Town Board, Code Enforcement Officer, and Zoning Boards of Appeals are the decision-makers most involved in applying and implementing the recommendations of the Land Use Plan. Approval of subdivisions, sites plans, rezoning requests, special use permits, and variances, reviewing required SEQR documents and preparing findings, funding water and sewer extensions, and issuing building permits are key types of discretionary decisions that may further or inhibit achievement of the Plan.

It is important that town staff and board members are familiar with the Plan and that they explicitly consider whether municipal spending and development proposals that come before them further the future vision of the town with regard to land use and character as embodied in the Plan.

Changes to Land Use Regulations

The following summarizes changes to existing land use regulations necessary to implement the recommendations of the Future Land Use map dated **March 2008**. The changes to use standards are expected to be implemented primarily through changes in the zoning map and zoning district regulations. The changes to development standards require changes to standards in the zoning ordinance and to Design Criteria and Construction Specifications for Land Development. The Town Board should also adopt a right-to-farm law to encourage and protect responsible and lawful farming activities and to require notice to prospective land purchasers of such rights and responsibilities.

The Future Land Use map, Figure 1, shows geographic recommendations for future land use. When specific zoning changes are implemented, boundaries will be refined and zoning district lines should generally follow property lines. The zoning update should also include a comprehensive review of lot size/density and frontage requirements to facilitate utility extension in mixed- and suburban residential areas and preserve rural character in rural residential and agricultural preservation areas. It is also desirable to ensure an orderly progression of development density--highest near hamlet areas and lowest in rural residential and agricultural preservation areas.

The following outlines regulatory changes necessary to implement the land use and character principles of the land use plan. Each section focuses on one or more designations from the land use plan and outlines those zoning districts currently mapped in such areas and the necessary changes to use and development standards. Recommendations include changes to the names and overall intent of some zoning districts.

Clarkson Corners, Garland, and Other Hamlet Areas

Impacted District	Changes to Use Standards	Changes to Development Standards
<u>Retail Commercial (C)</u> - rename Hamlet Mixed Use (HMU) and add intent statement to reflect pedestrian-friendly character of hamlet uses, buildings, and right-of-way treatments	Add maximum size limit for allowable uses Add location/visibility standards for motor vehicle service stations, bank drive-through, and other auto uses Add standards to guide development of multi-family uses as specially permitted use	Require two-story minimum Require brick, textured, colored, or painted masonry, or wood facades Require projecting or building mounted signs Replace 70-foot front setback with 0-12-foot built-to line and require side or rear parking Require 5-foot sidewalks Require 6-foot tree lawn and street trees spaced to frame entrances and signs Adopt pedestrian-scaled street light standard Minimize driveways and driveway widths Encourage shared access
<u>Highway Commercial (HC)</u>	Rezone HC areas in hamlets to HMU with changes described above	
<u>Residential Suburban RS-10, RS-20</u> - rezone hamlet areas to Hamlet Mixed Use or Hamlet Residential	Apply special use permit standards for multi-family uses	Location, mass, façade, and right-of-way standards listed above apply to all hamlet uses
<u>Planned Unit Development (PUD)</u>	Adjust PUD standards to require a coherent progression of uses from a mix of small- and medium-scale higher-density uses in the areas adjacent to mapped Hamlet Mixed Use areas, to residential areas with a mix of unit types within a ¼ mile of a hamlet, to single family suburban neighborhoods. Commercial uses, if proposed, should add to the vitality of the hamlet areas, not create a new focus of development and should be linked physically and visually with surrounding neighborhoods.	

Neighborhood and Suburban Residential Standards

Impacted District	Changes to Use Standards	Changes to Development Standards
<u>Suburban Residential RS-10</u> - rename and apply to Neighborhood Residential areas on Land Use Plan	Add architectural standards for multiple-family residences	Adopt lot dimensions appropriate to development with and without public water or sewer Revise block length standards 400 feet desired 800 feet maximum Require 5-foot sidewalks Require 6-foot tree lawn and street trees every 30 to 50 feet in right-of-way Adopt pedestrian-scaled street light standard Retain 20- to 24-foot maximum street widths Reduce curb radius from 35 to 40 feet to 15 to 25 feet Require garage location behind built-to line
<u>Suburban Residential RS-20</u> - apply to Suburban Residential areas on Land Use Plan		Revise block length 400 feet desired 800 feet maximum Retain 20- to 24-foot maximum street widths Reduce curb radius from 35 to 40 to 15 to 25 feet Adopt appropriate sidewalk, street tree, and street light standards
<u>Suburban Residential RS-20</u> - add new district and apply to Agricultural Preservation areas on Land Use Plan; add intent statement reflecting primacy of agricultural uses		Adopt lot standards appropriate to development in agricultural areas – include development density, minimum frontage and minimum/maximum size Add development standards to implement Rural Design Principles: <ol style="list-style-type: none"> 1. Preserve/restore natural landforms and vegetation 2. Retain ecological and visual integrity of floodplains, streams, and wetlands 3. Locate buildings, signs, and parking and chose materials in keeping with rural character

<u>Planned Unit Development (PUD)</u>	Adjust PUD standards to require a coherent progression of uses from a mix of small- and medium-scale higher-density uses in the areas adjacent to mapped Hamlet Mixed Use areas, to residential areas with a mix of unit types within a ¼ mile of a hamlet, to single family suburban neighborhoods. Commercial uses, if proposed, should add to the vitality of the hamlet areas, not create a new focus of development and should be linked physically and visually with surrounding neighborhoods.
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Commercial and Industrial/Light Industrial Areas

Impacted District	Changes to Use Standards	Changes to Development Standards
<u>Retail Commercial (C)</u> - rezone retail commercial areas outside hamlets to Commercial		
<p><u>Highway Commercial/Planned Highway (HC/PHC)</u> – Rename Commercial, revise intent statement to reflect desired rural character of commercial areas along major highways</p>	<p>Add location and outdoor use standards for motor vehicle service station/convenience store, car wash, garden store, camper sales, farm implement dealer, drive-in restaurant and other uses expected to significantly impact the character and operation of the adjacent highway</p> <p>Maximum size limit for permitted</p>	<p>Reduce lot coverage from 40 percent in the Planned Highway Commercial to 25 percent</p> <p>Add 40 foot minimum parking setback adjacent to residential areas</p> <p>Require 80 percent side or rear parking</p> <p>Require varied setbacks</p> <p>Add development standards to implement Rural Design Principles:</p> <ol style="list-style-type: none"> 1. Preserve/restore natural landforms and vegetation 2. Retain ecological and visual integrity of floodplains, streams and wetlands 3. Locate buildings, signs, and parking, and chose materials in keeping with rural character
<p><u>Industrial</u> - revise intent statement to reflect rural character</p>	<p>Allow compatible uses including recreational uses with outside activities</p>	<p>Reduce lot coverage from 35 to 25 percent</p> <p>Add 40-foot minimum parking setback adjacent to residential areas</p> <p>Require 80 percent side or rear parking</p> <p>Require varied setbacks</p> <p>Add development standards to implement Rural Design Principles:</p> <ol style="list-style-type: none"> 1. Preserve/restore natural landforms and vegetation 2. Retain ecological and visual integrity of floodplains, streams and wetlands 3. Locate buildings, signs, and parking, and chose materials in keeping with rural character
<p><u>Light Industrial</u> - revise intent statement to reflect desired character; rezone park acreage to Hamlet-Mixed Use</p>		<p>Revise 35 percent building coverage to exclude natural features such as floodplains, wetlands, stream corridors</p> <p>Revise setback and street development standards to provide an appropriate campus-type setting adequately buffered from adjacent residential districts.</p>

Capital Expenditures

The following narrative provides a discussion of the types of future capital expenditures envisioned by the Comprehensive Plan. This chapter is an Implementation Plan, not a fiscal impact analysis nor a capital improvements plan. This Implementation Plan identifies the types of capital expenditures required and general priorities for implementation. Further analysis will be required to determine actual extent, timing, costs, and funding mechanisms appropriate for each planned improvement. Generally, the Plan envisions targeted municipal expenditures to appropriately direct capital investment by local private, county and state entities and to provide incentives for the development of well-integrated commercial, industrial and residential uses in appropriate locations. Limited capital expenditures for public utilities and services are expected in areas designated for agricultural preservation.

Roles and Responsibilities

The Town Board, library, school, ambulance, and fire department boards and the bodies responsible for sewer and water infrastructure all make decisions regarding capital expenditures on public services and facilities serving town residents and businesses. The environmental review process should ensure the notification of town officials and the opportunity to comment on expenditures by other organizations. However, to ensure that all community capital expenditures support the land use plan, it is necessary that all decision makers be familiar with the Plan and that there are strong open lines of communication between organizations. Such communication can make possible capital expenditure planning intended to stabilize capital costs at both the organization and community level.

Additional Planning/Zoning Studies

A previous section of this Implementation Plan described conceptual changes to the Town of Clarkson zoning ordinance and map and Design Criteria and Construction Specifications for Land Development that are necessary to implement the land use plan. Short-term priorities are revised retail commercial and highway commercial district regulations to respectively reflect hamlet and rural design principles, changes to the development standards applicable to RS-10 (Neighborhood Residential) and RS-20 (Suburban Residential), new rural residential and agricultural preservation districts, and revising the zoning map.

Another priority planning study is a streetscape study for Clarkson Corners. A design study completed by professionals capable of integrating local natural and cultural heritage into a pedestrian-friendly design in consultation with the New York State Department of Transportation is a necessary first step to determine what is possible. The streetscape study should also result in graphics and cost information suitable for inclusion in grant submissions.

Drainage

Current expenditures for drainage improvements typically come from municipal budgets (for repair/replacement of existing structures) or private property owners (for new drainage structures required to accommodate new development). New drainage structures are typically then dedicated to the town which accepts responsible for long-term maintenance and repair. Regional drainage facilities are more cost efficient to develop and maintain. Regional facilities also offer greater potential to provide desirable conditions for native plants and animals and a valuable open space resource for community residents. The Town of Clarkson should consider initiating regional drainage studies for watersheds or sub-watersheds in developing areas to identify appropriate size and location of regional storm water management facilities.

Circulation

Clarkson has a balanced network of state, county, and local roads. There are more north-south road options than east-west options, especially in the western half of the town. There is an existing regional trail, the Erie Canal Trail, that runs east-west through the Village of Brockport and the southwest corner of the town. Planned regional trails include a north-south trail from the Ontario State Parkway to Northampton Park via Salmon Creek, an east-west trail along the Ontario State Parkway from Braddock Bay State Park to Hamlin Beach State Park, and east-west segments along the NYC Falls Road Branch Trail from Route 390 to the Village of Brockport and along the existing and proposed NYS 531 corridor.

As previously mentioned, the Future Land Use map, Figure 1 shows the general location of three priority road connections:

1. Drake Road south to West Avenue
2. Gilmore Road east to Clarkson-Parma Town Line Road at Peck Road
3. Lawton Road west to Drake Road

The Land Use Plan narrative also identifies a need to consider extending Gilmore Road west to Drake Road, Lawton Road west to Monroe-Orleans County Line Road, and Clarkson-Hamlin Town Line Road west to Monroe-Orleans County Line Road.

The Future Land Use map also identifies existing and potential pedestrian routes. These designations include existing sidewalks and plans for an interconnected sidewalk/trail system, respectively. The pedestrian route system is expected to include primarily sidewalks in hamlet and neighborhood residential areas, a mix of sidewalks and trails in suburban residential areas, and trails in agricultural preservation areas. Additional trail opportunities include a regional trail in the Niagara Mohawk power line easement between Drake and Redman Roads, and connections from hamlet and neighborhood areas to this trail. The land use plan narrative also identifies the desirability of trails adjacent to creeks.

To provide the circulation system envisioned in this Plan will likely require creative advocacy and cooperation on the part of Clarkson elected officials, staff, boards, and residents to develop projects that meet the needs of landowners and road and trail users. The town can support expansion of the road and trail system through review of subdivision and site development applications as well as direct allocation of funds. Putting future and potential road and pedestrian routes on the Future Land Use map alerts all interested parties.

Recreation

Current national recreation standards recommend 1 to 2 acres of neighborhood recreation space per 1,000 population plus 5 to 8 acres of community park space per 1,000 population. Neighborhood parks are intended to be easily accessible by foot or bicycle from nearby residential areas. Such parks should be appropriate for intensive development to accommodate field and court games, as well as playground equipment. They may also include trail or passive recreation areas.

The appropriate size of a neighborhood park depends on planned activities and the population density of the area it is expected to serve. Neighborhood parks may range in size from 5 to 15 or more acres and typically accommodate the active recreation needs of residents of all ages within one mile.

Other elements of a community's parks and recreation system include larger community parks (20 or more acres) intended to serve town-wide activities and special use parks. Special use parks may include parks associated with unique facilities such as the Canal; pocket parks in commercial areas; or recreational trails linking homes to parks and other activity areas.

By 2010, the population of the Town of Clarkson is projected to be 6,600, indicating a future need for 40 to 65 acres of parkland. The Town of Clarkson owns and maintains Hafner Park (24 acres), a community park in Clarkson Corners and Sansouci Park (8 acres), a special use park with boat launching facilities along the Canal in the southwestern corner of the town. The Towns of Clarkson and Sweden have a joint recreation advisory council and jointly operate recreation programs. They also jointly fund a community center, senior center, and library. The Village of Brockport, Brockport Central School District, SUNY Brockport, and Monroe County also operate nearby recreational facilities.

Many of the recreational facilities available to Clarkson residents are outside the town. As development occurs, the Town of Clarkson will want to expand its open space and recreational facility offerings. The town wishes to avoid haphazard development of small facilities with limited offerings. There are opportunities to expand recreational facilities at existing town parks. The town should also be looking for opportunities to expand its recreational and open space acreage. Opportunities to expand recreational acreage may include dedicated or neighborhood association parks in future developments, trails, pocket parks in hamlet areas, and neighborhood or community scale facilities located to take advantage of natural areas or community facilities such as the library. Natural areas that could be incorporated into a community park include the floodplain area along Moorman Creek near Lake and Lawton Roads and the wetland complex along Otis Creek south of Gilmore Road (CK-20). The wetland complex is part of a larger area identified as a priority preservation area in a 1996 report by the Monroe County Environmental Management Council.

Open space preserved through clustering may further environmental, agricultural, recreational or scenic objectives. The town may require a conservation easement or other legal mechanism to restrict future development of such open space but may not require public access or municipal dedication. Consequently, unless providing dedicated recreational space, land preserved through clustering should be in addition to required contributions to meet the recreational needs of new development.

Community Services

As indicated in the Land Use Plan, emergency facilities are currently adequate as are the facilities of the Brockport Central School District which serves most of the Town of Clarkson. Some capital expenditures can be anticipated to continue to provide quality community facilities and services. Public uses complementary with retail use, such as municipal offices, should be encouraged to remain in the hamlet areas to contribute pedestrian activity and support commercial revitalization

Implementation Priorities

The following summarizes implementation priorities:

Short-Term (1-3 years)	Long-Term (2-10 Years)
<ul style="list-style-type: none"> • Plan adoption and dissemination • Zoning revisions • Clarkson Corners streetscape study • Road extensions and trail development • Expand park and open space offerings • Adopt right-to-farm law 	<ul style="list-style-type: none"> • Plan review and amendment • Town-wide drainage study and plan for consolidated drainage facilities • Continue road extensions and trail development • Continue park and open space acquisition and development • Develop farmland preservation plan

The timing of both short- and long-term implementation actions depends on available resources and development activity. Land use regulations currently in effect are not appropriate to direct new development in keeping with the land use plan. Revisions to the zoning ordinance, zoning map and other development regulations should be made to guide future development and preservation activities.

The town has the option of adopting a moratorium prior to submission of new development applications to allow time to complete regulatory revisions. A moratorium cannot be used to delay or deny approval of a previously submitted development application which meets the requirements of current regulations. Rather, a moratorium is intended as a temporary (6 to 12 month) measure to restrict submission of new development applications while regulatory changes are being prepared and adopted. Adoption of a moratorium should not be considered unless a definite timetable and budget for revision regulations has been established.