Memo

To: Clarkson Comprehensive Plan Committee

From: Linda Phillips

CC: David Crandall

Date: May 31, 2005

Re: Consolidated Comprehensive Plan

The Consolidated Comprehensive Plan will be available for review beginning June 1. Pick up your copy at town hall or look for it in your mailbox or at your door.

In reviewing the Plan please pay particular attention to two items in the capital expenditures section of the Implementation plan that expand on items previously discussed:

Page 4-6	re need for streetscape study for Clarkson Corners
Page 4-7 and 4-8	re future parkland and open space needs and ideas/criteria for type and location of facilities

Comprehensive Plan
Town of Clarkson
Monroe County, NY

May 2005

Comprehensive Plan

Prepared for:

Town of Clarkson
P.O. Box 858
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Clarkson NY, 14430
(585) 637-1130

Prepared by:

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Date of Comprehensive Plan Committee
Recommendation to Town Board for Approval _____

Date of Approval by Town Board _____

Table of Contents

Table of Contents

1.0 Plan Summary

Town of Clarkson Comprehensive Plan Summary

Overall Vision

The Town of Clarkson aspires to retain its rural character while accommodating a fiscally sound balance of housing, commercial and light industrial development, parks and trails, and agricultural lands and other open space.

Goals

The following goals expand on the overall vision stated above.

1. Preserve the distinctive features of Clarkson's character, including its historic hamlet areas, rural road frontages, and natural drainage systems.
2. Focus development at existing nodes.
3. Match the location and capacity of infrastructure and community services to Clarkson's rural vision.
4. Diversify the tax base to improve community quality of life and municipal fiscal management.
5. Designate neighborhoods and rural residential areas to accommodate a wide range of life-style preferences with regard to density, cost, size and type.

Translating Community Values into Physical Form

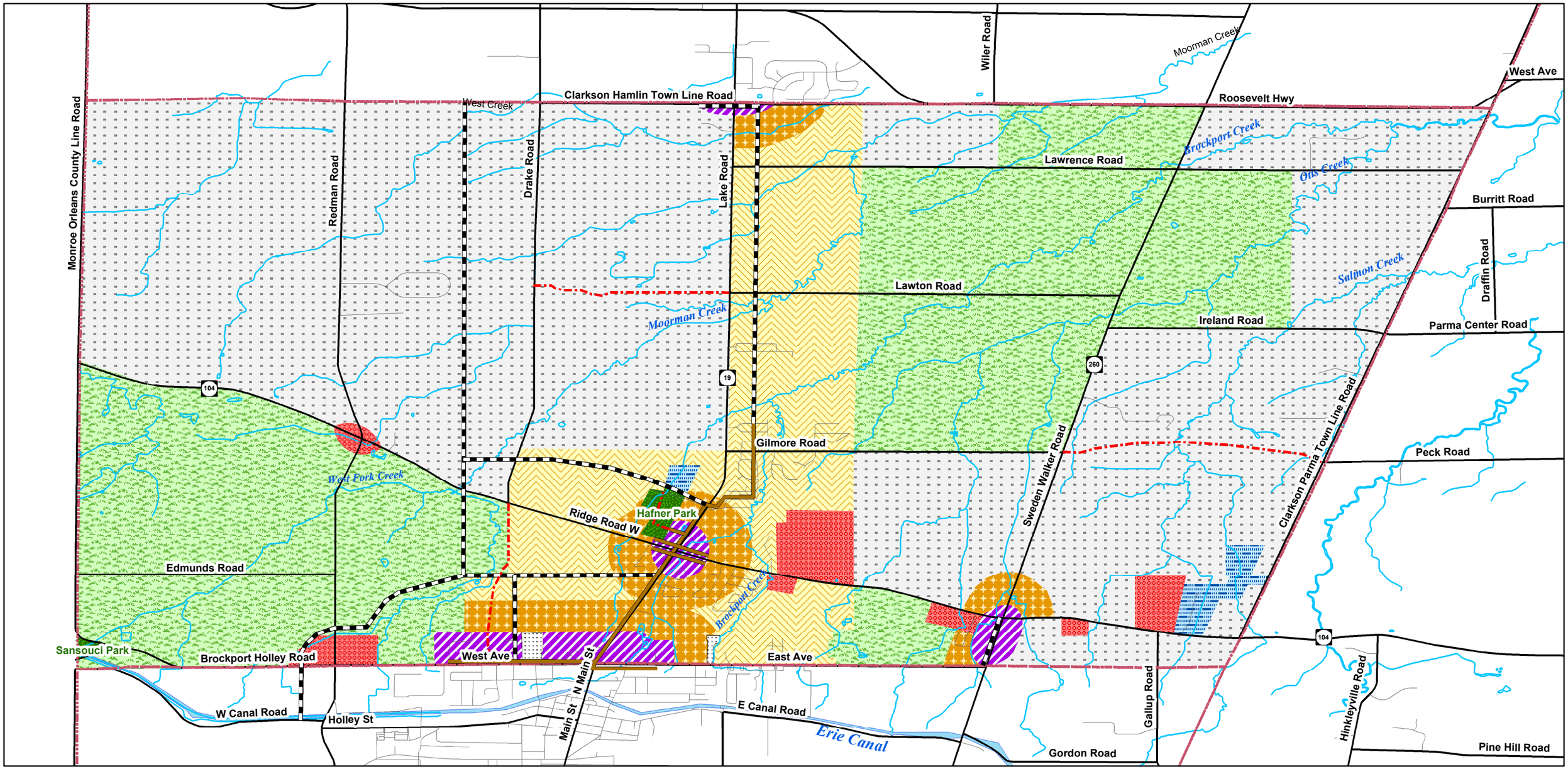
- Hamlet Design Principles
  - Pedestrian friendly streets
  - Trees and multi-story buildings frame pedestrian zone

- Neighborhood Design Principles
  - Pedestrian friendly streets
  - Highest density neighborhoods close to hamlet areas
  - Yards in residential areas provide transition from public realm of street to private realm of the home

- Rural Design Principles
  - Low-density development
  - Preserve natural features of site including streams, woodlands and wetlands
  - Curvilinear forms and natural materials
  - Varied location and character of buildings and vegetation

Implementation

Short-Term (1-3 years)	Long-Term (2-10 Years)
• 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	• 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



Source:
GIS layers from Monroe County GIS Department
Clarkson Land Use & Trail/Route
layers developed by EDR

Clarkson Future Land Use

Figure 1

June 2005

N
W E
S

0 2,500 5,000 10,000 Feet

- Existing Pedestrian Route
- Future Road Connection
- Potential Pedestrian Route
- Townships
- State Route
- Other Roads
- Streams
- Village of Brockport
- Erie Canal
- Agricultural Preservation / Conservation
- Business Park
- Hamlet Mixed Use
- Mixed-Residential Neighborhood
- Park
- Rural Commercial
- Rural Residential
- Suburban Residential

2.0 Community Vision

Overall Vision

The Town of Clarkson aspires to retain its rural character while accommodating a fiscally sound balance of housing, commercial and light industrial development, parks and trails, and agricultural lands and other open space.

Goals

The following goals expand on the overall vision stated above.

1. Preserve the distinctive features of Clarkson's character, including its historic hamlet areas, rural road frontages, and natural drainage systems.
2. Focus development at existing nodes.
3. Match the location and capacity of infrastructure and community services to Clarkson's vision.
4. Diversify the tax base to improve community quality of life and municipal fiscal management.
5. Designate neighborhoods and rural residential areas to accommodate a wide range of life-style preferences with regard to density, cost, size and type**.**

Strategies

The objective of a Comprehensive Plan is to guide public and private decision-making and investments to achieve an overall community quality of life that is enhanced by individual actions. The following strategies are intended to guide individual action toward realization of the vision and goals stated above.

Hamlets

Clarkson Corners is the most identifiable feature of Clarkson. The hamlet extends approximately ¼ mile from the intersection of NYS 19 and NYS 104. The long-term viability and distinctiveness of this area requires strengthening the pedestrian-scale character and mixed-use nature of the hamlet area. Specific strategies to revitalize Clarkson Corners include:

- Preserve and enhance the historic building stock.
- Improve pedestrian and bicycle safety, control excessive vehicle speeds, and strengthen the hamlet character by minimizing asphalt width and adding curbs, street trees, sidewalks, marked crosswalks, and pedestrian-scale lights.
- Support a mix of appropriately scaled residential, civic, and commercial uses.
- Encourage mixed-use buildings, reflecting historic building and signage styles and materials, and incorporating shared or interconnected parking areas.

There are also other historic hamlets (Garland, Redman) and existing development nodes (West Avenue by Lakeside Memorial Hospital, Gilmore Road, East Avenue by Seymour Library) where hamlet character elements may be appropriate. The focal points of these secondary centers may be community and civic uses, rather than commercial uses.

Transportation, Other Public Infrastructure, and Community Services

The preferred alignment for the extension of NYS 531 is south of NYS 31. If extended, appropriate roadway treatments will be required to minimize the impact of increased vehicle volumes and speeding potential on likely feeder roads through the Town of Clarkson (i.e. ,Redman Road, Lake Road, and Sweden-Walker Road).

Pedestrian connectivity is a key feature of residential neighborhoods. Interconnection of the street network should be decided on a case-by-case basis. Street interconnections, if provided, should increase the route options for neighborhood residents, while discouraging cut-through traffic. Pedestrian connections between subdivisions should be provided even if a street connection is not provided.

The size and location of drainage facilities should minimize stream disturbances and maximize opportunities for preservation of open space, especially visual buffers and trail and habitat corridors. Town maintenance costs should also be considered when deciding whether to require consolidated drainage facilities for smaller developments.

The Town of Clarkson provides many community services in partnership with other communities. Clarkson will continue to explore opportunities for partnerships to provide a high level of community services at an affordable cost.

Commercial and Light Industrial Development

In keeping with Clarkson's rural vision, the community seeks limited expansion of small- and medium-scale commercial and light industrial uses. Potential opportunities for diversifying the tax base include:

- Retail, service, and professional office uses serving local needs.
- Light industrial development, particularly industries interested in proximity to medical facilities.

Housing, Recreation, and Open Space Preservation

Safe, healthy residential areas provide opportunities for recreation, access to natural areas, and freedom from hazards associated with flooding and inadequate water supply or sewage disposal.

Neighborhood residential areas should provide public water and sewer, sidewalks, and neighborhood parks or preserved natural features. Rural residential densities may vary greatly; development densities, utility and circulation systems, and preserved open space in rural areas should reflect the unique features of the site's location.

The town should preserve as agricultural land areas in the northeast, southeast, and southwest corners of the town which have the most productive soils.

Utility right-of-ways and stream corridors provide opportunities to develop a trail system for recreational use and non-motorized circulation between rural and hamlet areas.

Development Regulations

Development regulations cannot by themselves assure community character, but they provide a useful safety net to minimize inappropriate development. The following outlines some areas of regulatory change needed in Clarkson:

- Identify appropriate locations, scale, and uses for mixed-use hamlet areas.
- Preserve natural, visual character of major roadways in rural areas by increasing setbacks, requiring reverse frontage lots, and preserving existing vegetation.
- Maximize preservation of vegetation and require adequate landscaping of new developments.
- Identify areas unlikely to be served by public utilities, and assign appropriate development standards.
- Protect water quality and natural habitats by minimizing disturbance of stream corridors.
- Identify mechanisms to preserve open space (conservation easements with or without clustering, incentive zoning, purchase of development rights).

3.0 Land Use Plan

Hamlet Design Principles

Areas designated for hamlet character are distinguished by multi-story buildings along the historic build-to line, sidewalks, street trees, streetlights, shared access points, and rear parking. The goal of hamlet guidelines is to create attractive, pedestrian-friendly outdoor rooms framed by buildings.

Design Guidelines for Hamlet Mixed-Use Areas

Streets and Sidewalks

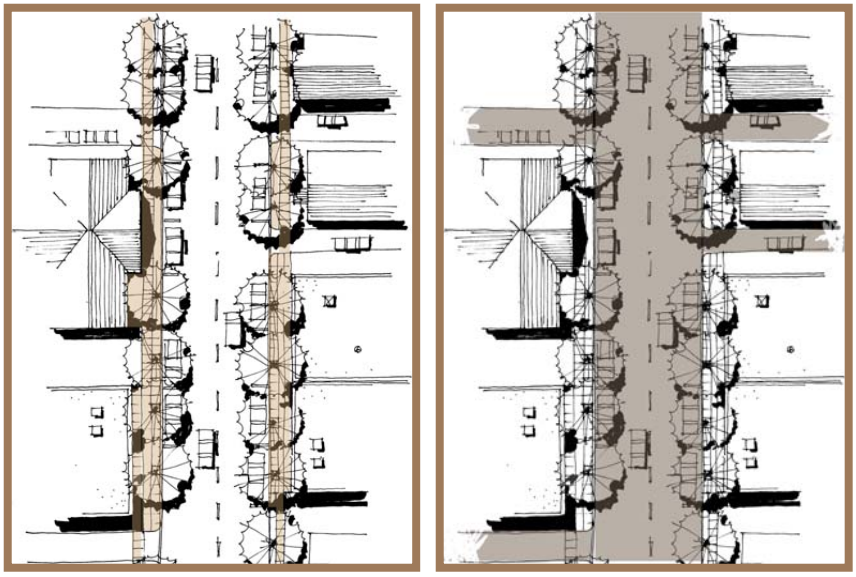
Five-foot sidewalks

Enhanced crosswalk treatments

Six-foot tree lawn with curbs, street trees, and pedestrian-scale lights

Minimize driveways and driveway widths

Encourage shared access and side or rear parking



Buildings and Vegetation

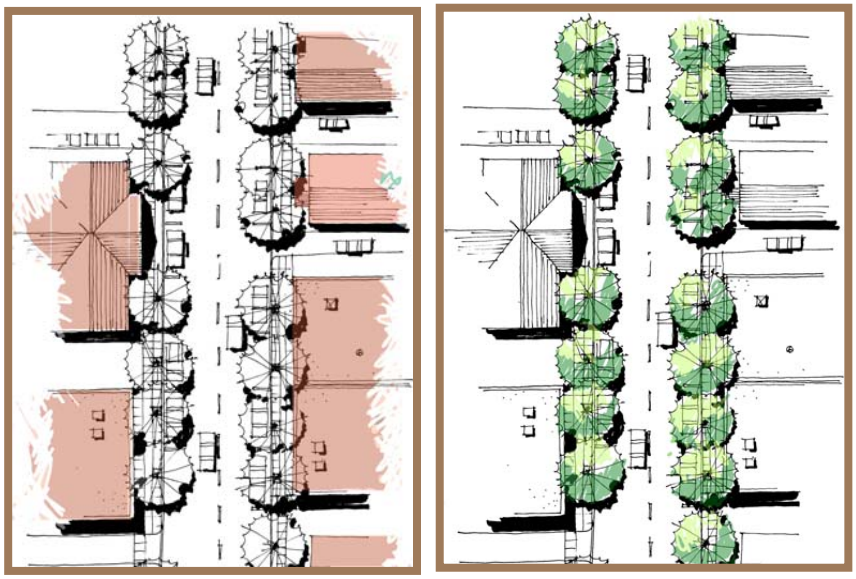
Consistent build-to line for each block face-- 0 to 12 feet

Two-story minimum

Brick, textured, colored, or painted masonry, or wood facades

Projecting or building-mounted signs

Linear street trees-- type and spacing to frame entrances and signage



Neighborhood Design Principles

Neighborhood residential areas are distinguished by density and features to support a critical mass of retail and community service uses in nearby hamlet areas. Neighborhood residential areas require public water and sewers, pedestrian and vehicle connections within and between developments, and nearby access to the existing community park, contribution to new neighborhood park(s), or preserved natural features. The following provides more detailed guidelines for the arrangement of circulation systems, structures, and vegetation in neighborhood residential areas. The following guidelines apply to lots in Mixed- Residential Neighborhood and Suburban Residential areas except that lots in Suburban Residential areas and lots fronting on existing state, county, and town roads may require different street, build-to, and lot standards.

Design Guidelines for Mixed- and Suburban Residential Areas

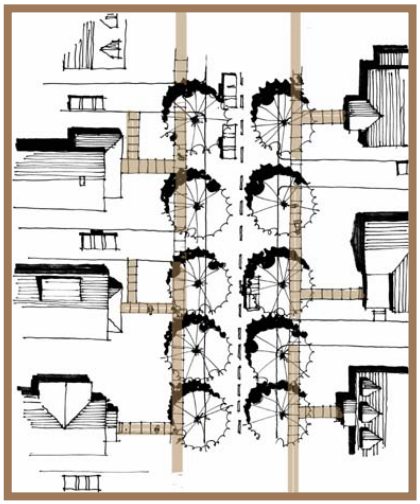
Streets and Sidewalks

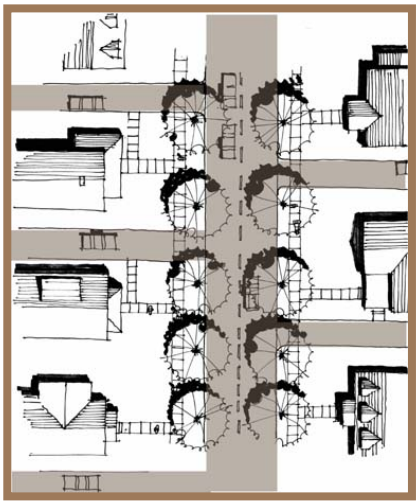
Block length--
400 feet desired
800 feet maximum

Five-foot sidewalks

Six-foot tree lawn

Street width 20 to 24 feet, curb radius 15 to 25 feet, permitted on-street parking



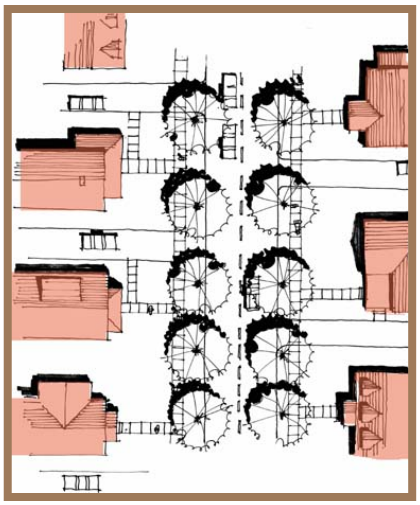


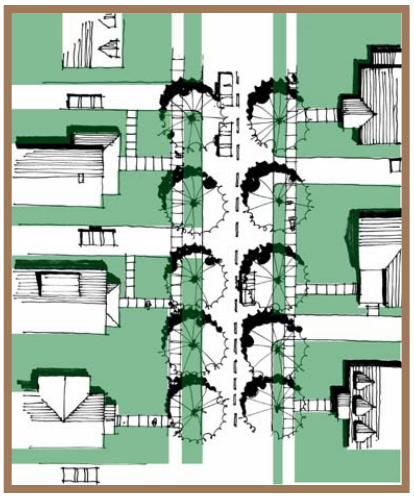
Buildings and Yards

Consistent build-to line for each block face--
15 to 25 feet

Typical 90-foot lots with 10-foot side yards

Garage to rear of house or behind build-to line





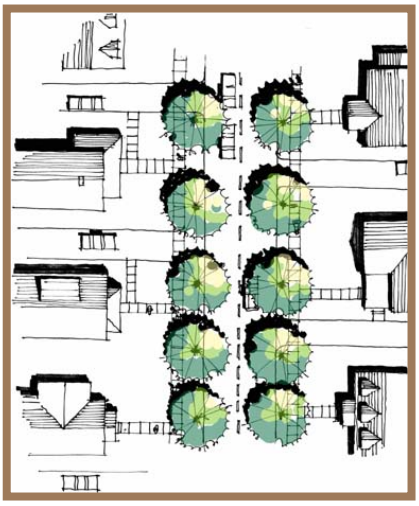
Vegetation

Linear deciduous shade tree planting

Uniform species and consistent spacing on each block face; species varied within development

30 to 50-foot spacing varies with species

Preserve existing vegetation in stream corridors, floodplains, and wetlands

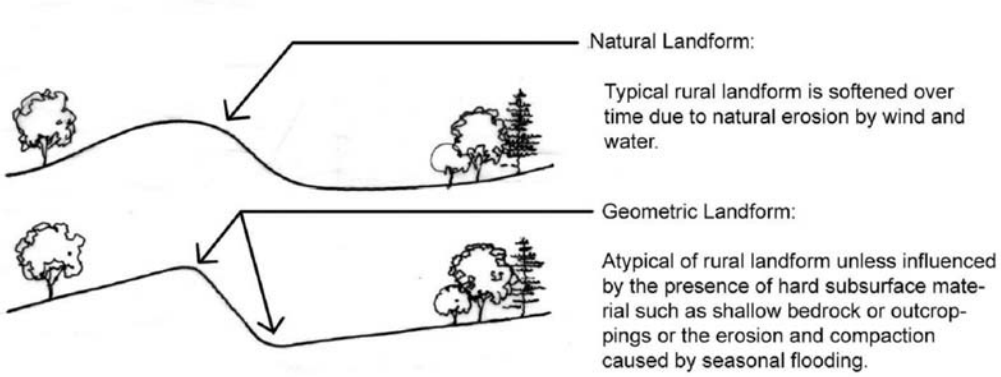


Rural Design Principles

Areas designated for rural character are distinguished by low-density development, varied setbacks and spacing, curvilinear forms, and natural materials. Design elements all relate to the underlying landform, drainage characteristics, and vegetation patterns. The goal of rural character guidelines is to preserve as a dominant visual attribute the natural features of a site and to relate the location and character of development to existing natural forms. The following provides more detailed guidelines for the arrangement of circulation, vegetation, and structures to preserve natural features and retain rural character.

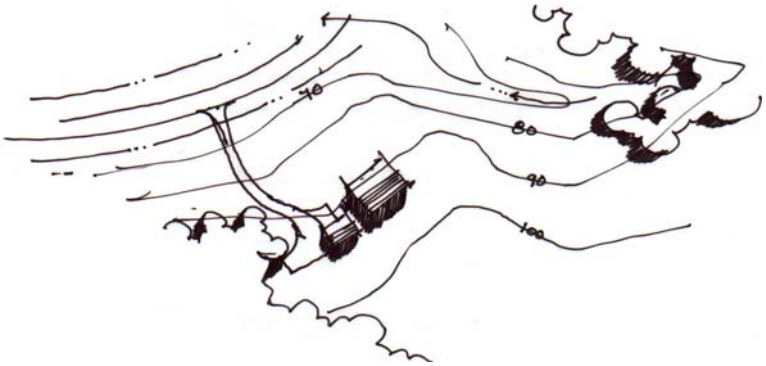
Design Guidelines for Rural Areas

Landform



Maintain natural vegetation along stream corridors and wetlands

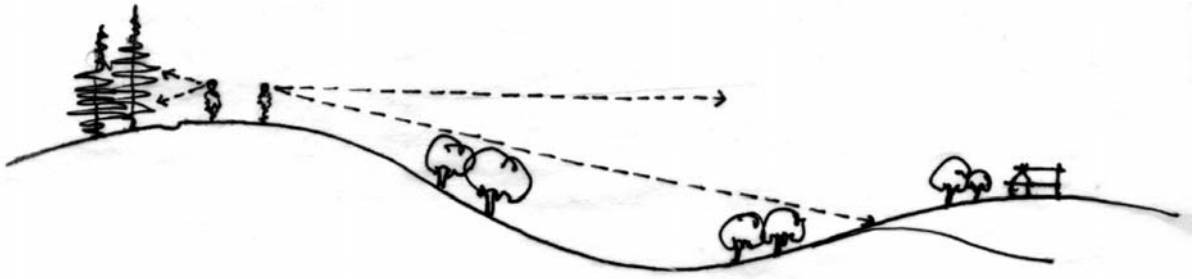
Encourage regional stormwater management to retain the ecological and visual integrity of hydrologic systems



Grade disturbed areas to rounded landforms with finished proportions 5-foot horizontal run to 1-foot vertical rise

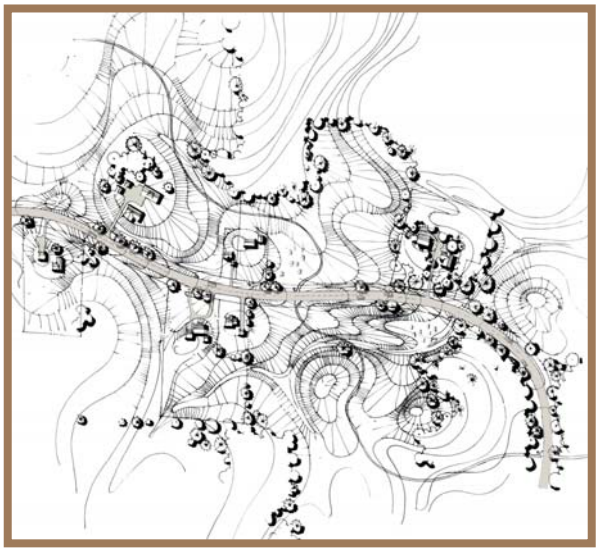
Orient buildings to natural features

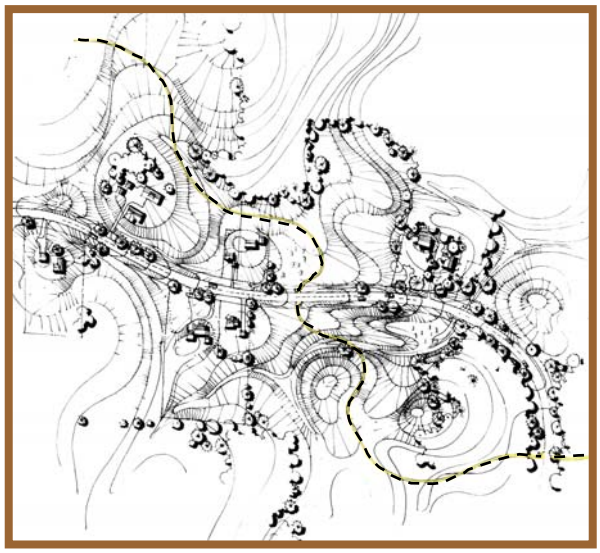
Arrange road alignment and vegetation to hide and frame views



Roads, Driveways, and Trails

Curvilinear form both horizontal and vertical that follows natural character of land
Turf or paved road shoulder, no curbing
Drainage swales parallel to road
Stone or asphalt trail surface located along road or to rear of lots
Rural commercial areas - screened side or rear parking with shared access





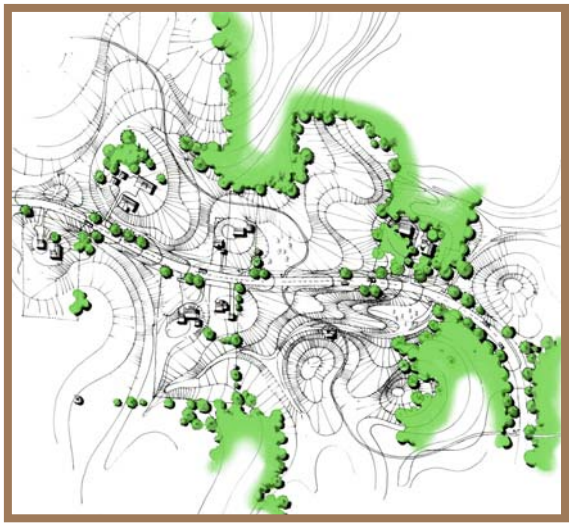
Vegetation

Preserve existing vegetation

Use vegetation to hide or frame views from roads and adjacent uses

Cluster planted vegetation and include variety of species and forms

Employ species and spacing that reflect landform, soil, and hydrology of area



Structures

Maximum 20 percent building coverage

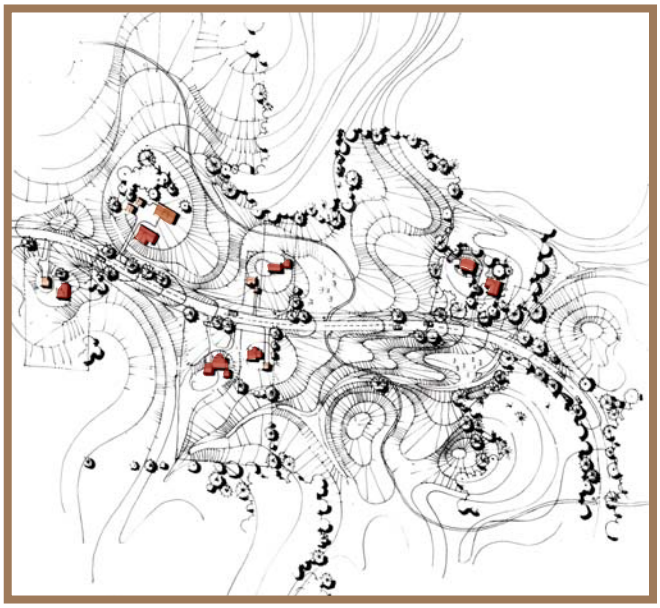
Use natural building materials

Vary setback and spacing to respond to existing vegetation and drainage

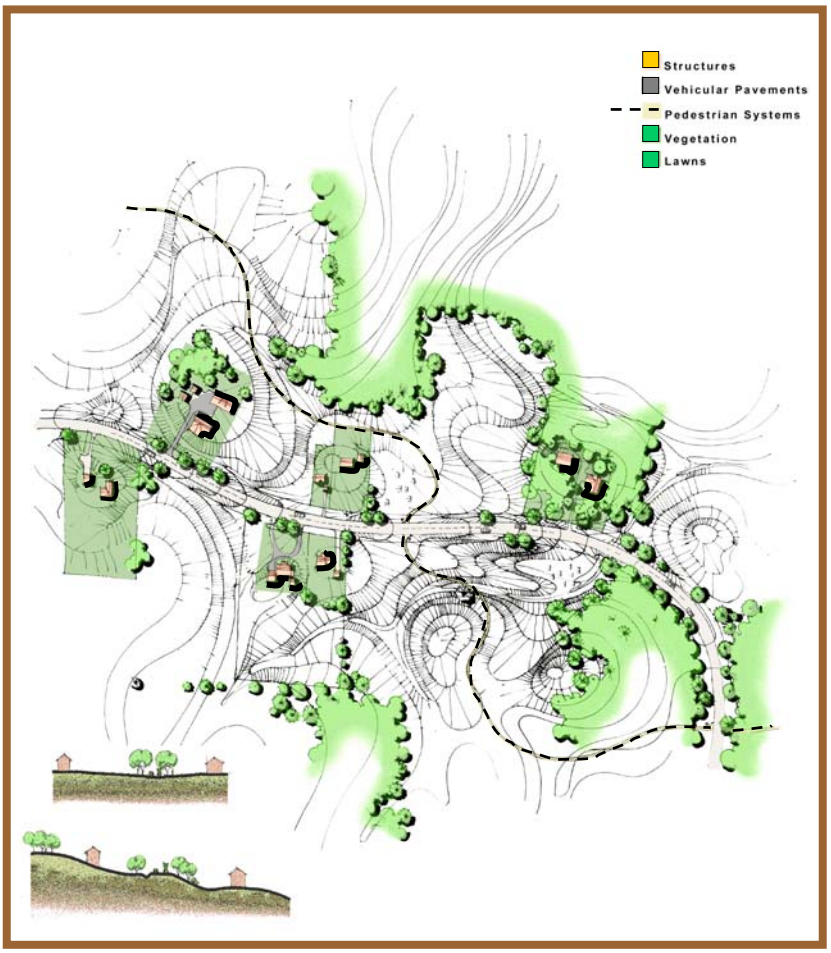
Align structures with topographic character of land

Cluster buildings to preserve views, wetlands, woodlots, and agricultural land

Use building or ground signs of natural materials in rural commercial areas



Summary of Design Guidelines for Rural Areas



Opportunity Sites

This section provides examples of applying hamlet, neighborhood, and rural design principles to opportunity sites in Clarkson.

Clarkson Corners – Hamlet Mixed-Use

Existing Conditions

Designated historic area with many intact historic buildings

Mix of residential, commercial, recreation, and community uses

Existing sidewalks not well-buffered from traffic

Hamlet character lacking at NYS 104/19 intersection and at Hafner Park/Highway Department

Future Conditions

Infill development of multi-story buildings at historic build-to line to reinforce hamlet character

Shared access to side and rear parking

Addition of street trees, pedestrian-scale streetlights, street furnishings, and enhanced crosswalk treatment to strengthen pedestrian character

Integration of natural features, such as stream channel, as development site amenity

Garland - Hamlet Mixed-Use

<u>Existing Conditions</u>

Existing building styles and locations contribute to hamlet character

Lack of hamlet streetscape elements

<u>Future Conditions</u>

Add streetscape elements including pedestrian-scale streetlights, landscaping, and sidewalks to enhance hamlet character

Retain existing scale and character of buildings and signage whether for residential or commercial use

Plan for pedestrian access to hamlet from adjacent residential areas

Rural Commercial

Existing Conditions

Existing uses are generally appropriate rural building forms

Limited site vegetation and screening of parking

Future Conditions

Maintain rural road frontage and encourage varied setbacks within each rural commercial area based on site topography, existing vegetation, and drainage

Partially screen buildings and parking from road using clusters of vegetation with a variety of species and forms

Continue to use natural building materials and building or ground-mounted signs

Require low development-density, with buildings clustered to manage access and preserve rural character

Future Land Use and Character Designations and Community Facilities

Clarkson aspires to maintain its rural character while accommodating a balance of residential, commercial, and light industrial development. Large-scale shopping opportunities are available in adjacent communities. Future commercial development in Clarkson is expected to include primarily small and medium-scale convenience and specialty retail, restaurants, and professional offices. Hamlet and rural commercial areas may accommodate many of the same use types, though the character of development will be distinctly different. There may also be opportunities for community-scale shopping facilities developed in accordance with hamlet design principles and integrated with new or existing residential neighborhoods.

As described below, natural features including wetlands, woods, and floodplains, are located in agricultural preservation, rural residential, and mixed- and suburban residential areas. Development in all areas should maintain the integrity of these features. Figure 1 Future Land Use identifies the location of the following use and character designations. Reference Figure 2 in section 6.0 shows the location of indicated wetlands and floodplains. Reference Figure 6 in section 6.0 shows the current extent of public water and sewer infrastructure.

Hamlet Mixed-Use

The hamlet mixed-use areas are the primary historic and present-day activity centers of the town. The development potential of the designated hamlets varies based on the current availability of public water and sewer infrastructure. These areas are expected to accommodate additional small- and medium-scale commercial development such as restaurants, professional offices, and convenience or specialty retail businesses; community uses such as places of worship, parks, and public buildings; and residential uses in mixed-use buildings, new or existing multi-family structures, and single-family homes. Development in all hamlet areas should include site layout and streetscape features to encourage pedestrian connectivity between hamlet uses and from adjacent neighborhoods.

<u>Clarkson Corners</u>

Strengthening the historic and pedestrian character of the Clarkson Corners hamlet area is a town priority. This hamlet is the priority location for new development. Such development should be in character and scale with existing historic buildings. Strengthening this hamlet area also requires physical improvements to the streetscape. As shown in the previous section, desired improvements include street trees, streetlights, crosswalks, and curbing as well as aesthetic and circulation improvements to town facilities, particularly at Hafner Park and the Highway Department.

A pedestrian-friendly development pattern and appropriate streetscape elements are desirable throughout the hamlet area. Some development standards may vary between the designated historic district and infill development areas.

Brockport Village Line

The west end of the Brockport Village Line hamlet area is anchored by Lakeside Memorial Hospital and various medical office and residential uses that have been attracted by proximity to the hospital. Future development in the area of Bev Lane and Sunset Center Lane should include a through road connection north to Ridge Road at Drake Road. The east end of this hamlet area is anchored by the Seymour Library, serving the towns of Clarkson and Sweden, and another medical office building. The intersection with Lake Road includes a wider variety of commercial uses, including a bank, grocery store, and two gas stations**.** The hamlet borders single-family residential areas in the Village of Brockport. There are sidewalks on the north side of West Avenue and the south side of East Avenue in the hamlet area. There are opportunities to improve the pedestrian character of the West Avenue and East Avenue streetscapes, the connections between individual developments, and the location and layout of buildings and entrances to encourage pedestrian activity. Future development should use wood or masonry construction, framed windows, and pitched roofs, not glass curtain walls and flat roofs.

Garland

This hamlet at the intersection of Ridge Road and Sweden-Walker Road developed in the mid-19th century around businesses serving area agricultural producers. This historic hamlet can serve as a focal point for small-scale convenience and specialty retail and community uses serving the eastern portion of the Town of Clarkson and the western portion of the Town of Parma. The physical development standards for this hamlet commercial area should be distinctly different from those for adjacent rural commercial areas. There should be pedestrian connections from adjacent residential areas to the hamlet area.

Hamlin Town Line

The hamlet area along Clarkson-Hamlin Town Line Road recognizes the opportunity for mixed-use pedestrian-scaled development that builds off existing commercial uses across the road in the Town of Hamlin. This hamlet area currently serves residential neighborhoods in Hamlin, and in the future would serve residential neighborhoods north of Lawton Road in the Town of Clarkson.

Rural Commercial

This designation recognizes five areas of existing commercial use and zoning along Ridge Road. The largest and most developed rural commercial area is located midway between Lake Road and Sweden-Walker Road. This area accommodates larger-scale comparison and specialty retail in wood-frame buildings. Building setbacks, materials, and styles are generally appropriate to the rural commercial designation; additional preserved or planted vegetation would enhance the rural character of these uses. There are also rural commercial areas on the south side of Ridge Road east and west of the hamlet of Garland and at Gallop Road, and at Redman Road. These areas accommodate a number of smaller commercial businesses serving a primarily local clientele. Building materials in these areas include wood and metal buildings of various styles. A sixth rural commercial area is designated on the north side of West Avenue at Redman Road.

Rural commercial areas are intended to accommodate commercial uses of various types and sizes. New businesses and new developments in all rural commercial areas should reflect the Rural Design Principles including clustered low-density development, preservation of existing perimeter vegetation, and use of natural forms and materials. Shared rear access should be considered. In keeping with existing highway commercial district regulations, to preserve the character of the Ridge Road corridor these areas are not expected to accommodate uses with outdoor storage such as car dealers.

Business Park

This designation recognizes areas of industrial and light industrial zoning in the town. The Clark Ridge Drive industrial park on the north side of Ridge Road east of Gallup Road is not served by public sewers, nor is it likely to be. Other existing uses in this area include a golf course and the historic Houston Tavern, currently in residential use. Existing development is partially screened from Ridge Road visibility by topography and vegetation. Future development in this area should proceed in accordance with Rural Design Principles and be similarly screened.

The Horizon Park Drive light industrial park is northwest of Hafner Park and the town highway department and court facilities. The area has access to public water and sewers and can accommodate office, research, and manufacturing uses not attracted to the industrial park on Clark Ridge Drive. The marketability of this site can be further enhanced by providing or enhancing pedestrian-friendly connections to Clarkson Corners, Hafner Park, and nearby residential neighborhoods.

Mixed-Residential Neighborhood

This category applies to areas of single-family homes, multi-family homes, apartment buildings, and mobile home parks. Neighborhood residential areas are located within ¼ mile of the edge of designated hamlet areas. No expansion of existing mobile home parks in these areas is desired. Future development to maintain 10 percent of the town's housing stock in duplex, townhouse, and multiple-family unit types is expected to occur in the mixed-residential neighborhood and hamlet areas. Future development of townhouse and multiple-family unit types should be subject to revised review criteria related to building architecture, scale, and density. Future development in mixed-residential areas is expected to include public water and sewers.

Mixed-residential neighborhoods should continue to be characterized by an interconnected network of streets and blocks accommodating pedestrians, cars, and bicycles. Future development in the area of Bev Lane and Sunset Center Lane should include a through road connection north to Ridge Road at Drake Road. There may also be opportunities for pedestrian-only connections to provide direct access between existing developments, and to parks, trails, and hamlet areas.

Streets and lot designs in new developments in mixed-residential areas should follow neighborhood design guidelines including consistent setbacks, sidewalks, and tree lawns with street trees. In mixed-residential neighborhoods, short front setbacks are desirable along new neighborhood roads to facilitate interaction between sidewalk users and homeowners while increasing the amount of private rear yard space.

Where development sites include natural features not suitable for development such as stream corridors, floodplains, wetlands, and associated woods, such natural areas should be treated as an amenity for the neighborhood. Such lands should not be included in calculating the density of developments. There may be opportunities for community-scale shopping developed in accordance with Hamlet Design Principals and integrated with new or existing mixed-residential neighborhoods.

Suburban Residential

This category applies primarily to land east of Lake Road near the Monroe County interceptor sewer. It also includes lands west of Lake Road to Drake Road near the interceptor branch serving the SUNY Brockport campus. Clustered developments are encouraged in this area. Future development near Bev Lane and Sunset Center Lane should include a through road connection north to Ridge Road at Drake Road. Natural features not suitable for development such as stream corridors, floodplains, wetlands, and associated woods, should be excluded when calculating the density of developments. Consideration should also be given to the set-side of active recreational open space in neighborhoods not readily accessible to Hafner Park.

The suburban residential designation includes an extensive floodplain area associated with Moorman Creek located east and west of Lake Road near Lawton Road as well as more limited floodplain areas associated with Brockport Creek.

Suburban residential areas should also continue to be characterized by an interconnected network of streets and blocks accommodating pedestrians, cars, and bicycles. In particular, sidewalks or trails should provide a continuous north-south pedestrian route from Hamlin to Brockport and one or more connections to the proposed trail west of Drake Road.

Rural Residential

To preserve the character of the Town of Clarkson, it is important to have rural residential areas clearly distinct from mixed- and suburban residential areas. Strip residential development threatens preservation of rural character along many of the roads in Clarkson. Instead, this plan designates large areas of the town for rural residential development in accordance with the Rural Design Principles presented in the first section of this chapter.

The rural residential designation also recognizes the desirability of providing a choice of living environments. This area is intended for larger lot development (1 to 2 acres) following Rural Design Principles or, where public utilities area available, clustered development that permanently preserves open space in addition to lands not suitable for development.

Preservation of the rural character of road frontage as well as natural features should be considered in siting lots and locating clustered development. Lots fronting on existing state, county, and town roads should balance the desirability of wider frontages to preserve rural character, and the feasibility of installing public utilities in the future. As shown on Figure 1 Future Land Use, future development of these areas should include the extension of Drake Road south to West Avenue, the extension of Gilmore Road east to Clarkson-Parma Town Line Road at Peck Road, and the extension of Lawton Road west to Drake Road. Consideration should also be given to extension of Gilmore Road west to Drake Road, the extension of Lawton Road west to Monroe-Orleans County Line Road, and the extension of Clarkson-Hamlin Town Line Road west to Monroe-Orleans County Line Road.

The rural residential designation includes a 233-acre class 2 wetland (CK-20) located along Otis Creek south of Gilmore Road. This wetland is part of a 500-acre site identified as a priority preservation site in a 1996 report by the Monroe County Environmental Management Council. The rural residential designation also includes three additional large wetlands--a 126-acre class 2 wetland located north of Ridge Road near Monroe-Orleans County Line Road (CK-8), a 320-acre class 3 wetland located farther north of Ridge Road between Orleans-Monroe County Line Road and Redman Road (CK-10), and a 172-acre class 3 wetland located along Salmon Creek north of Ridge Road between Sweden-Walker Road and Clarkson-Parma Town Line Road (CK-16).

Agricultural Preservation

Open lands, including agricultural areas and woods associated with floodplain and wetland area, are a key reason people choose to live in Clarkson. The future land use map designates three areas for agricultural preservation. There are two large areas centered on Redman Road and Edmunds Road and Sweden-Walker Road near its intersection with Lawton Road and Ireland Road, and a small area south of Ridge Road west of Garland. The agricultural area west of Garland may be small, but it is significant due to its unique soils and visibility from heavily traveled community entrances.

This designation also includes rural residences and agricultural homesteads and is expected to accommodate limited additional residential development. The primacy of agricultural uses in these areas means future utility extensions are not anticipated, unless primarily supporting agricultural production. Furthermore, future residents should anticipate continuation of common farming activities such as manure spreading or other crop treatments, and the minor inconvenience of odors, noise, dust, and slow-moving vehicles associated with agricultural activities. Lot subdivisions in agricultural preservation areas should be subject to a high level of scrutiny to make sure future development does not harm the viability of agricultural operations.

The agricultural preservation area also includes a 200-acre class 2 wetland (CK-11) and a large floodplain associated with Moorman Creek located west of Redman Road.

Community Facilities

Clarkson has pursued a strategy of cooperation with neighboring communities in providing community facilities. Shared-use facilities in Clarkson include the Seymour Library, located on East Avenue and Brockport Fire Department Station No. 2, located by Hafner Park. Other shared facilities located in the Village of Brockport include a community center and senior center, and the Brockport Central School campus. Shared facilities are not expected to require major capital investments or relocation in the near future. Continued investments will be needed to maintain the physical plant, equipment, and quality of service.

Clarkson independently owns and maintains the town hall, town court, and public works municipal buildings, Hafner Park, a community park located at Clarkson Corners, and Sansouci Park along the Erie Canal. Continued investments in these facilities is anticipated to meet town municipal services needs. There are opportunities to expand the recreational facilities at both town parks. The town will consider dedication of neighborhood parks if the location, size, and facilities provided complement recreational opportunities available at Hafner Park.

Safe walking opportunities and safe pedestrian connections between residential neighborhoods and recreation, shopping, and service destinations in hamlet areas are also a community desire. The future land use map identifies a network of potential pedestrian routes. The network includes existing sidewalks within and between Clarkson Corners and the Brockport Village Line hamlets, and within developed residential areas. The map also identifies future development of pedestrian access in the Garland and Hamlin Town Line hamlets, between Clarkson Corners and Hamlin, along utility easements west of Drake Road extending southwest to the Erie Canal west of Redman Road, and several potential connections between the hamlets and the more rural utility easement trail. Other desirable trail prospects include lands adjacent to creeks. Such trails would provide public access to preserved stream corridors and walking opportunities in a natural setting. The pedestrian system may include sidewalks and trails developed in conjunction with individual subdivisions, trails located in utility easements, and key linkages within easements or right-of-ways secured by the community. State, county, and local roads should also provide safe opportunities for pedestrians including at bridge crossings.

As shown on Figure 1 Future Land Use, priority road extensions include: the extension of Drake Road south to West Avenue, the extension of Gilmore Road east to Clarkson-Parma Town Line Road at Peck Road, and the extension of Lawton Road west to Drake Road. Consideration should also be given to extension of Gilmore Road west to Drake Road, the extension of Lawton Road west to Monroe-Orleans County Line Road, and the extension of Clarkson-Hamlin Town Line Road west to Monroe-Orleans County Line Road. Such road alignments may also include trail right-of-ways.

4.0 Implementation Plan

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 June 2005. 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 includes 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
Retail Commercial (C) - rename Mixed Use Hamlet 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 (8-12,000 sq.ft.) 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
Highway Commercial (HC)	Rezone HC areas in hamlets to C with changes described above	
Residential Suburban RS-10, RS-20 - rezone hamlet areas to Mixed Use Hamlet	Apply special use permit standards for multi-family uses	Location, mass, façade, and right-of-way standards listed above apply to all hamlet uses
Planned Unit Development (PUD)	Adjust PUD standards to require a coherent progression of uses from a mix of small- and medium-scale higher-density uses in the mapped hamlet areas, to residential areas with a mix of unit types within a ¼ mile of a hamlet, to single family suburban neighborhoods. Larger-scale 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	

Mixed, Suburban, and Rural Residential Standards

Impacted District	Changes to Use Standards	Changes to Development Standards
Suburban Residential RS-10 - rename and apply to Mixed-Residential Neighborhood areas on Land Use Plan	Add architectural standards for multiple-family residences	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 Replace 40-foot front setback with to 15- to 25-foot built-to line Require garage location behind built-to line
Suburban Residential RS-20 - 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 Replace 40-foot front setback with 25- to 35-foot built-to line Adopt appropriate sidewalk, street tree, and street light standards
Suburban Residential RS-20 - add new district and apply to Rural Residential areas on Land Use Plan; include intent statement reflecting rural character, low-density, and absence of public utilities		Adopt lot dimensions appropriate to development without public water or sewer (±1 acre minimum, with 200-foot frontage if on major road) Develop standards for flag lots Add development standards to implement Rural Design Principles: 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
Suburban Residential RS-20 - 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: 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

Planned Unit Development (PUD)	Adjust PUD standards to require a coherent progression of uses from a mix of small- and medium-scale higher-density uses in the mapped hamlet areas, to residential areas with a mix of unit types within a ¼ mile of a hamlet, to single-family suburban neighborhoods. Larger-scale 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.

Rural Commercial and Business Park Areas

Impacted District	Changes to Use Standards	Changes to Development Standards
Retail Commercial (C) - rezone C areas outside hamlets to Rural Commercial		
Highway Commercial/Planned Highway (HC/PHC) - rename Rural Commercial and revise intent statement to reflect desired rural character of commercial areas along major highways	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 Maximum size limit for permitted uses (40-50,000 sq.ft.)	Reduce lot coverage from 25 or 40 percent to 20 percent Add 40 foot minimum parking setback Require 80 percent side or rear parking Require varied setbacks Add development standards to implement Rural Design Principles: 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
Industrial - revise intent statement to reflect rural character	Maximum size limit for permitted uses (40-50,000 sq.ft.)	Reduce lot coverage from 35 to 20 percent Add 40-foot minimum parking setback Require 80 percent side or rear parking Require varied setbacks Add development standards to implement Rural Design Principles: 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
Limited Industrial - revise intent statement to reflect desired character; rezone park acreage to Mixed-Use Hamlet	Maximum size limit for permitted uses (40-50,000 sq.ft.)	Revise 35 percent building coverage to exclude natural features such as floodplains, wetlands, stream corridors Revise setback and street development standards to provide an appropriate campus-type setting adequately buffered from adjacent residential districts.

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 (Mixed-Residential Neighborhood) 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.

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 mention, 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 in interconnected sidewalk/trail system, respectively. The pedestrian route system is expected to include primarily sidewalks in hamlet and mixed- and suburban residential 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 though 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)
• 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	• 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.

5.0 Environmental Review Documents

617.20
Appendix A
State Environmental Quality Review
FULL ENVIRONMENTAL ASSESSMENT FORM

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

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

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

Part 1: Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.

Part 2: Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.

Part 3: If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

THIS AREA FOR LEAD AGENCY USE ONLY

DETERMINATION OF SIGNIFICANCE -- Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project: ☑ Part 1 ☑ Part 2 ☐ Part 3

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

☑ A. The project will not result in any large and important impact(s) and, therefore, is one which **will not** have a significant impact on the environment, therefore **a negative declaration will be prepared.**

☐ B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore **a CONDITIONED negative declaration will be prepared.***

☐ C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore **a positive declaration will be prepared**.

*A Conditioned Negative Declaration is only valid for Unlisted Actions

Town of Clarkson Comprehensive Plan

Name of Action

Clarkson Town Board

Name of Lead Agency

Paul Kimball

Print or Type Name of Responsible Officer in Lead Agency

Supervisor

Title of Responsible Officer

Signature of Responsible Officer in Lead Agency

Signature of Preparer (If different from responsible officer)

website

Date

Reset

PART 1--PROJECT INFORMATION
Prepared by Project Sponsor

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

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

Name of Action: Town of Clarkson Comprehensive Plan

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

Town of Clarkson

Name of Applicant/Sponsor: Town of Clarkson

Address: 3710 Lake Road

City / PO: Clarkson State: NY Zip Code: 14430

Business Telephone: (585) 637-1130

Name of Owner (if different):

Address:

City / PO: State: Zip Code:

Business Telephone:

Description of Action:

Adoption of new comprehensive plan to guide future development pattern of the town.

Reset

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

A. SITE DESCRIPTION

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

1. Present Land Use: ☑ Urban ☑ Industrial ☑ Commercial ☑ Residential (suburban) ☑ Rural (non-farm)
   ☑ Forest ☑ Agriculture ☐ Other _____

2. Total acreage of project area: 21,700 acres.

APPROXIMATE ACREAGE	PRESENTLY	AFTER COMPLETION
Meadow or Brushland (Non-agricultural)	_____ acres	_____ acres
Forested	_____ acres	_____ acres
Agricultural (Includes orchards, cropland, pasture, etc.)	4563 acres	_____ acres
Wetland (Freshwater or tidal as per Articles 24,25 of ECL)	+295 acres	_____ acres
Water Surface Area	_____ acres	_____ acres
Unvegetated (Rock, earth or fill)	_____ acres	_____ acres
Roads, buildings and other paved surfaces	_____ acres	_____ acres
Other (Indicate type) _____	_____ acres	_____ acres

3. What is predominant soil type(s) on project site?
   a. Soil drainage: ☑ Well drained 10 % of site ☑ Moderately well drained ~60 % of site.
   ☑ Poorly drained ~30 % of site
   b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? all acres (see 1 NYCRR 370).

4. Are there bedrock outcroppings on project site? ☑ Yes ☐ No
   a. What is depth to bedrock 2-6 (in feet)

5. Approximate percentage of proposed project site with slopes:
   ☑ 0-10% 100 % ☐ 10- 15% _____ % ☐ 15% or greater _____ %

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

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

8. What is the depth of the water table? 1/2-2 (in feet)

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

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

Reset

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

According to:

NYSDEC

Identify each species:

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

☑ Yes ☐ No

Describe:

former Lake Iroquois beach ridge

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

☑ Yes ☐ No

If yes, explain:

Town includes public and private recreation areas

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

15. Streams within or contiguous to project area:

West Creek, Moorman Creek, Brockport Creek, Otis Creek, Salmon Creek

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

Sandy Creek & Salmon Creek tributary to Lake Ontario

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

Numerous class 2 & 3 wetlands

b. Size (in acres):

1,295

Reset

17. Is the site served by existing public utilities? ☑ Yes ☐ No

a. If **YES,** does sufficient capacity exist to allow connection? ☑ Yes ☐ No

b. If **YES**, will improvements be necessary to allow connection? ☑ Yes ☐ No

18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☑ Yes ☐ No

19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? ☐ Yes ☑ No

20. Has the site ever been used for the disposal of solid or hazardous wastes? ☑ Yes ☐ No

B. Project Description

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

a. Total contiguous acreage owned or controlled by project sponsor: _____ acres.

b. Project acreage to be developed: _____ acres initially; _____ acres ultimately.

c. Project acreage to remain undeveloped: _____ acres.

d. Length of project, in miles: _____ (if appropriate)

e. If the project is an expansion, indicate percent of expansion proposed. _____ %

f. Number of off-street parking spaces existing _____; proposed _____

g. Maximum vehicular trips generated per hour: _____ (upon completion of project)?

h. If residential: Number and type of housing units:

	One Family	Two Family	Multiple Family	Condominium
Initially				
Ultimately				

i. Dimensions (in feet) of largest proposed structure: _____ height; _____ width; _____ length.

j. Linear feet of frontage along a public thoroughfare project will occupy is? _____ ft.

2. How much natural material (i.e. rock, earth, etc.) will be removed from the site? _____ tons/cubic yards.

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

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

b. Will topsoil be stockpiled for reclamation? ☐ Yes ☐ No

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

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

Reset

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

☐ Yes ☐ No

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

7. If multi-phased:

   a. Total number of phases anticipated _____ (number)

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

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

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

8. Will blasting occur during construction? ☐ Yes ☐ No

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

10. Number of jobs eliminated by this project _____ .

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

    If yes, explain:

12. Is surface liquid waste disposal involved? ☐ Yes ☐ No

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

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

13. Is subsurface liquid waste disposal involved? ☐ Yes ☐ No Type _____

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

    If yes, explain:

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

16. Will the project generate solid waste? ☐ Yes ☐ No

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

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

    c. If yes, give name _____ ; location _____

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

Reset

e. If yes, explain:

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

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

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

18. Will project use herbicides or pesticides? ☐ Yes ☐ No

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

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

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

    If yes, indicate type(s)

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

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

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

    If yes, explain:

Reset

25. Approvals Required:

			Type	Submittal Date
City, Town, Village Board	☑ Yes	☐ No	Town Board Adoption	
City, Town, Village Planning Board	☐ Yes	☐ No		
City, Town Zoning Board	☐ Yes	☐ No		
City, County Health Department	☐ Yes	☐ No		
Other Local Agencies	☐ Yes	☐ No	Monroe County Planning Board	
Other Regional Agencies	☐ Yes	☐ No		
State Agencies	☐ Yes	☐ No		
Federal Agencies	☐ Yes	☐ No		

C. Zoning and Planning Information

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

If Yes, indicate decision required:

☐ Zoning amendment ☐ Zoning variance ☑ New/revision of master plan ☐ Subdivision

☐ Site plan ☐ Special use permit ☐ Resource management plan ☐ Other

Reset

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

Residential, Commercial, Industrial & Historic Overlay

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

Unknown

4. What is the proposed zoning of the site?

Plan recommends new districts & changes to existing districts

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

Plan recommends lower development density in agricultural and rural areas

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

N/A

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

South in Brockport
Q - Planned Unit Development Single-family homes & offices
O - Residential +/- 10,000 sf lots
B - Business
West N Murray
RA- Residential Agricultural minimum lot site 150 x 250
North in Hamlin
R-V-L Residential - Very -Low Density - 5 acres
R-H Residential - High Density - Single and multi-family .4 to .6 units/acre
C-GB Commercial-General Business
East in Parma
RR - Rural Residential - 2 acres
AC - Agricultural Conservation - 3 acres
MD - Medium Density Residential - 20,000 sf lots
South in Sweden
R1 - Residential 80,000 sf to 5 acre lots
B-1 Business
B-3 Recreation Commercial

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

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

   a. What is the minimum lot size proposed? _____

Reset

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

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

☐ Yes ☑ No

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

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

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

D. Informational Details

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

E. Verification

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

Applicant/Sponsor Name _____ Date _____

Signature _____

Title _____

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

Reset

PART 2 - PROJECT IMPACTS AND THEIR MAGNITUDE

Responsibility of Lead Agency

General Information (Read Carefully)

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

Instructions (Read carefully)

a. Answer each of the 20 questions in PART 2. Answer **Yes** if there will be **any** impact.

b. **Maybe** answers should be considered as **Yes** answers.

c. If answering **Yes** to a question then check the appropriate box(column 1 or 2)to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.

d. Identifying that an Impact will be potentially large (column 2) does not mean that it is also necessarily **significant**. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.

e. If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.

f. If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the **Yes** box in column 3. A **No** response indicates that such a reduction is not possible. This must be explained in Part 3.

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

Impact on Land

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

NO ☑ YES ☐

Examples that would apply to column 2

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

Reset

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
C Construction or expansion of a santary landfill.	☐	☐	☐ Yes ☐ No
C Construction in a designated floodway.	☐	☐	☐ Yes ☐ No
C Other impacts:	☐	☐	☐ Yes ☐ No

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.)
☑ NO ☐ YES

C Specific land forms:	☐	☐	☐ Yes ☐ No

Impact on Water

3. Will Proposed Action affect any water body designated as protected? (Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL)
☑ NO ☐ YES

Examples that would apply to column 2

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

4. Will Proposed Action affect any non-protected existing or new body of water?
☑ NO ☐ YES

Examples that would apply to column 2

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

Reset

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

5. Will Proposed Action affect surface or groundwater quality or quantity?

☑ NO ☐ YES

Examples that would apply to column 2

C	Proposed Action will require a discharge permit.	☐	☐	☐ Yes ☐ No
C	Proposed Action requires use of a source of water that does not have approval to serve proposed (project) action.	☐	☐	☐ Yes ☐ No
C	Proposed Action requires water supply from wells with greater than 45 gallons per minute pumping capacity.	☐	☐	☐ Yes ☐ No
C	Construction or operation causing any contamination of a water supply system.	☐	☐	☐ Yes ☐ No
C	Proposed Action will adversely affect groundwater.	☐	☐	☐ Yes ☐ No
C	Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity.	☐	☐	☐ Yes ☐ No
C	Proposed Action would use water in excess of 20,000 gallons per day.	☐	☐	☐ Yes ☐ No
C	Proposed Action will likely cause siltation or other discharge into an existing body of water to the extent that there will be an obvious visual contrast to natural conditions.	☐	☐	☐ Yes ☐ No
C	Proposed Action will require the storage of petroleum or chemical products greater than 1,100 gallons.	☐	☐	☐ Yes ☐ No
C	Proposed Action will allow residential uses in areas without water and/or sewer services.	☐	☐	☐ Yes ☐ No
C	Proposed Action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities.	☐	☐	☐ Yes ☐ No
C	Other impacts:	☐	☐	☐ Yes ☐ No

Reset

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

6. Will Proposed Action alter drainage flow or patterns, or surface water runoff?
☑ NO ☐ YES

Examples that would apply to column 2

C Proposed Action would change flood water flows	☐	☐	☐ Yes	☐ No
C Proposed Action may cause substantial erosion.	☐	☐	☐ Yes	☐ No
C Proposed Action is incompatible with existing drainage patterns.	☐	○	☐ Yes	☐ No
C Proposed Action will allow development in a designated floodway.	☐	☐	☐ Yes	☐ No
C Other impacts:	☐	☐	☐ Yes	☐ No

IMPACT ON AIR

7. Will Proposed Action affect air quality?
☑ NO ☐ YES

Examples that would apply to column 2

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

IMPACT ON PLANTS AND ANIMALS

8. Will Proposed Action affect any threatened or endangered species?
☑ NO ☐ YES

Examples that would apply to column 2

C Reduction of one or more species listed on the New York or Federal list, using the site, over or near the site, or found on the site.	☐	☐	☐ Yes	☐ No

Reset

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
C Removal of any portion of a critical or significant wildlife habitat.	☐	☐	☐ Yes ☐ No
C Application of pesticide or herbicide more than twice a year, other than for agricultural purposes.	☐	☐	☐ Yes ☐ No
C Other impacts:	☐	☐	☐ Yes ☐ No

9. Will Proposed Action substantially affect non-threatened or non-endangered species?
☑ NO ☐ YES

Examples that would apply to column 2

C Proposed Action would substantially interfere with any resident or migratory fish, shellfish or wildlife species.	☐	☐	☐ Yes ☐ No
C Proposed Action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.	☐	☐	☐ Yes ☐ No
C Other impacts:	☐	☐	☐ Yes ☐ No

IMPACT ON AGRICULTURAL LAND RESOURCES

10. Will Proposed Action affect agricultural land resources?
☑ NO ☐ YES

Examples that would apply to column 2

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

Reset

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

IMPACT ON AESTHETIC RESOURCES

11. Will Proposed Action affect aesthetic resources? (If necessary, use the Visual EAF Addendum in Section 617.20, Appendix B.)
☑ NO ☐ YES

Examples that would apply to column 2			
C Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.	☐	☐	☐ Yes ☐ No
C Proposed land uses, or project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource.	☐	☐	☐ Yes ☐ No
C Project components that will result in the elimination or significant screening of scenic views known to be important to the area.	☐	☐	☐ Yes ☐ No
C Other impacts:	☐	☐	☐ Yes ☐ No

IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES

12. Will Proposed Action impact any site or structure of historic, prehistoric or paleontological importance?
☑ NO ☐ YES

Examples that would apply to column 2			
C Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of historic places.	☐	☐	☐ Yes ☐ No
C Any impact to an archaeological site or fossil bed located within the project site.	☐	☐	☐ Yes ☐ No
C Proposed Action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.	☐	☐	☐ Yes ☐ No

Reset

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
C Other impacts:	☐	☐	☐ Yes ☐ No

IMPACT ON OPEN SPACE AND RECREATION

13. Will proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities?
☑ NO ☐ YES

Examples that would apply to column 2

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

IMPACT ON CRITICAL ENVIRONMENTAL AREAS

14. Will Proposed Action impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6NYCRR 617.14(g)?
☑ NO ☐ YES

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

Examples that would apply to column 2

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

Reset

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

IMPACT ON TRANSPORTATION

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

☑ NO ☐ YES

Examples that would apply to column 2

- Alteration of present patterns of movement of people and/or goods. ☐ ☐ ☐ Yes ☐ No
- Proposed Action will result in major traffic problems. ☐ ☐ ☐ Yes ☐ No
- Other impacts: ☐ ☐ ☐ Yes ☐ No

IMPACT ON ENERGY

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

☑ NO ☐ YES

Examples that would apply to column 2

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

NOISE AND ODOR IMPACT

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

☑ NO ☐ YES

Examples that would apply to column 2

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

Reset

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

IMPACT ON PUBLIC HEALTH

18. Will Proposed Action affect public health and safety?
☑ NO ☐ YES

C Proposed Action may cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission.	☐	☐	☐ Yes	☐ No
C Proposed Action may result in the burial of "hazardous wastes" in any form (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc.)	☐	☐	☐ Yes	☐ No
C Storage facilities for one million or more gallons of liquefied natural gas or other flammable liquids.	☐	☐	☐ Yes	☐ No
C Proposed Action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste.	☐	☐	☐ Yes	☐ No
C Other impacts:	☐	☐	☐ Yes	☐ No

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

19. Will Proposed Action affect the character of the existing community?
☐ NO ☑ YES

Examples that would apply to column 2

C The permanent population of the city, town or village in which the project is located is likely to grow by more than 5%.	☐	☐	☐ Yes	☐ No
C The municipal budget for capital expenditures or operating services will increase by more than 5% per year as a result of this project.	☐	☐	☐ Yes	☐ No
C Proposed Action will conflict with officially adopted plans or goals.	☐	☐	☐ Yes	☐ No
C Proposed Action will cause a change in the density of land use.	☑	☐	☐ Yes	☐ No
C Proposed Action will replace or eliminate existing facilities, structures or areas of historic importance to the community.	☐	☐	☐ Yes	☐ No
C Development will create a demand for additional community services (e.g. schools, police and fire, etc.)	☐	☐	☐ Yes	☐ No

Reset

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
C Proposed Action will set an important precedent for future projects.	☐	☑	☐ Yes ☐ No
C Proposed Action will create or eliminate employment.	☐	☐	☐ Yes ☐ No
C Other impacts:	☐	☐	☐ Yes ☐ No

20. Is there, or is there likely to be, public controversy related to potential adverse environment impacts?
☐ NO ☐ YES

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

Reset

Part 3 - EVALUATION OF THE IMPORTANCE OF IMPACTS

Responsibility of Lead Agency

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

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

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

1. Briefly describe the impact.

2. Describe (if applicable) how the impact could be mitigated or reduced to a small to moderate impact by project change(s).

3. Based on the information available, decide if it is reasonable to conclude that this impact is **important**.

   To answer the question of importance, consider:

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

Reset

6.0 Reference Maps

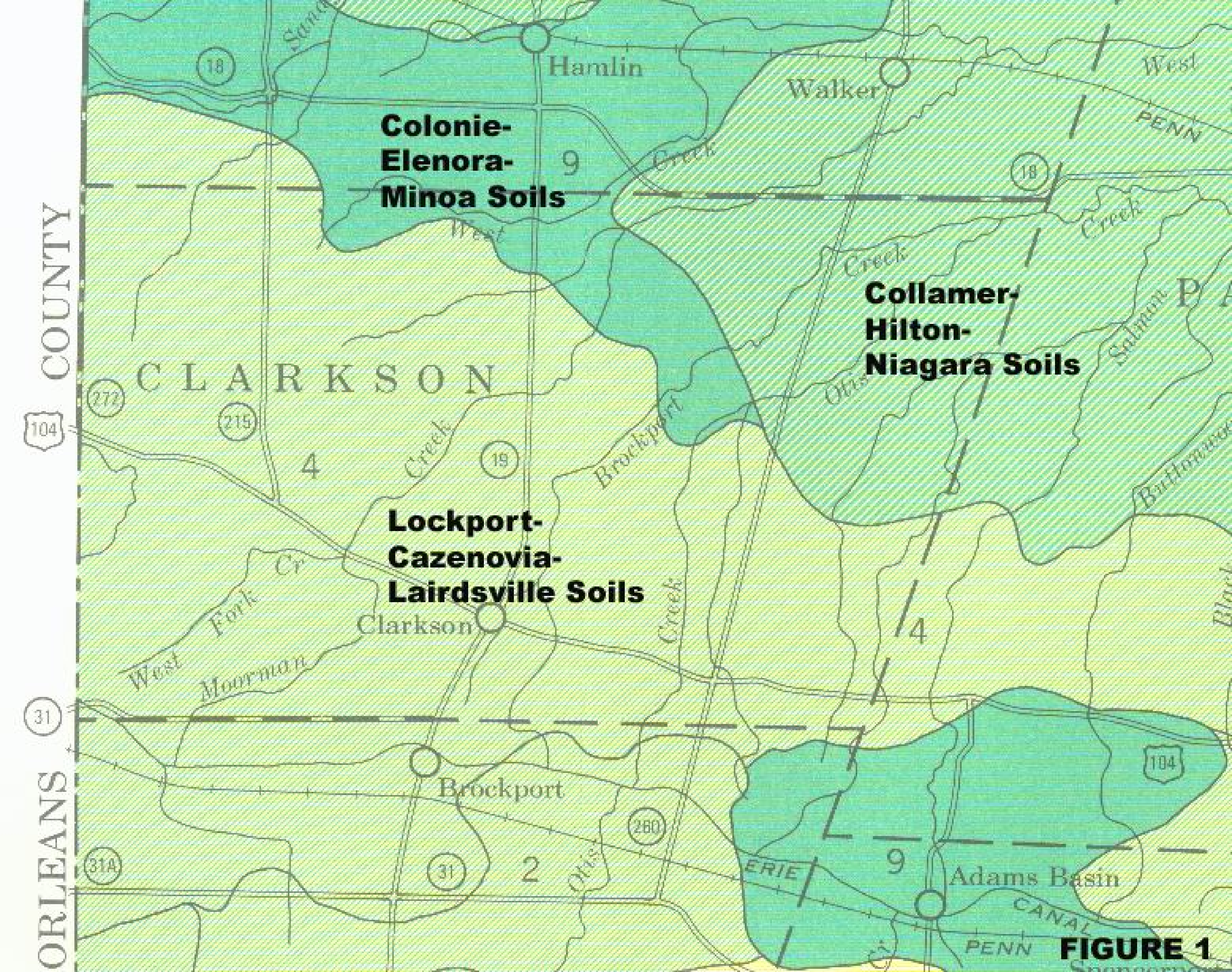
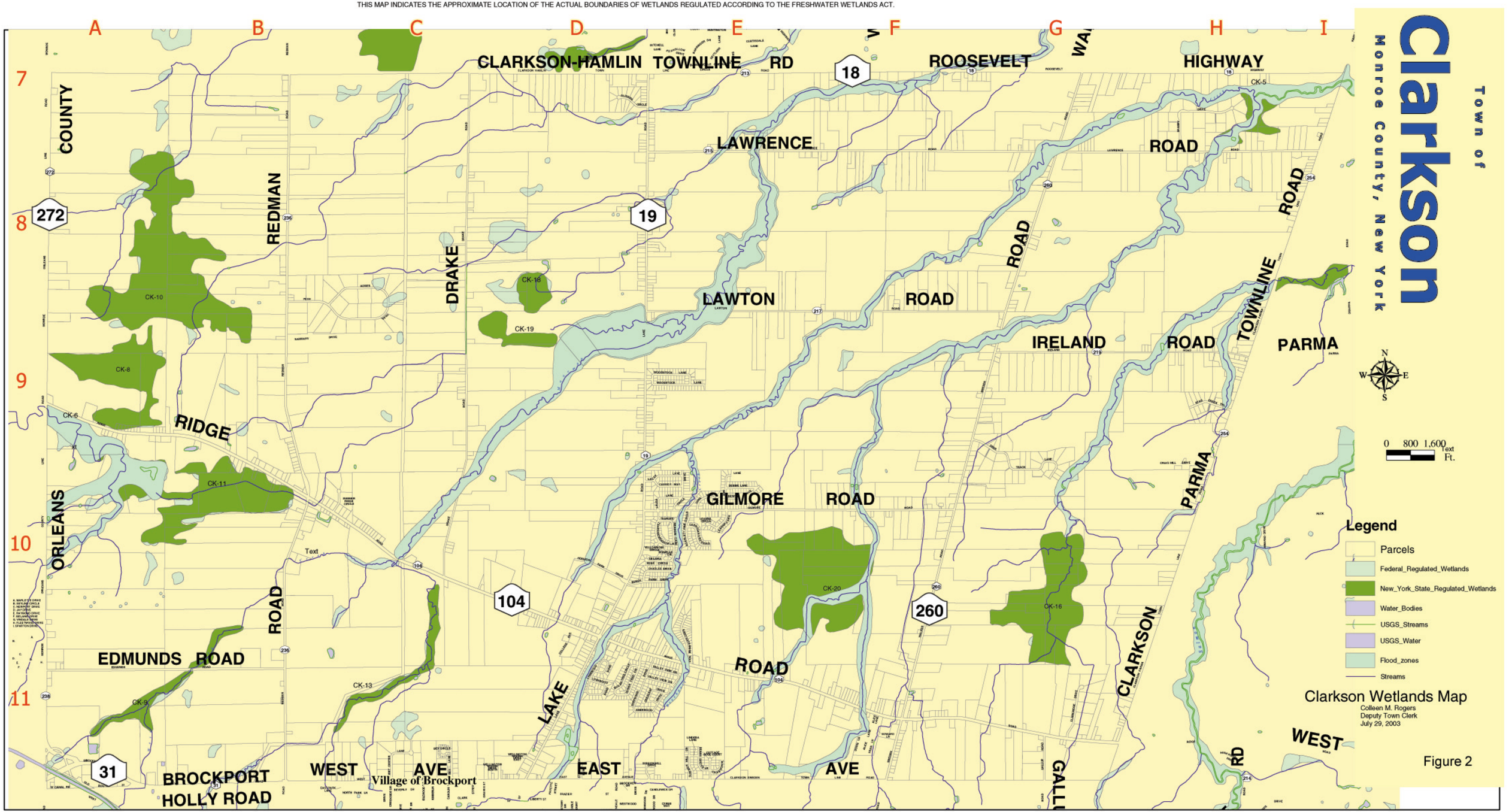

Colonie-
Elenora-
Minoa Soils
Collamer-
Hilton-
Niagara Soils
Lockport-
Cazenovia-
Lairdsville Soils
Hamlin
Walker
CLARKSON
Clarkson
Brockport
Adams Basin
ORLEANS COUNTY
ERIE CANAL
PENN

FIGURE 1

THIS MAP INDICATES THE APPROXIMATE LOCATION OF THE ACTUAL BOUNDARIES OF WETLANDS REGULATED ACCORDING TO THE FRESHWATER WETLANDS ACT.



Town of Clarkson

Monroe County, New York

Clarkson Wetlands Map

Colleen M. Rogers
Deputy Town Clerk
July 29, 2003

Figure 2

Town of Clarkson

Scale: 1”=3,300’
Source: Real Property Class Codes, Monroe County GIS Services Division

QUADRANGLE LOCATION

N

LEGEND

- Vacant Land
- Residential
- Agricultural
- Recreation & Entertainment
- Undefined
- Industrial
- Commercial
- Community Services
- Public Services
- Multi-Family/Mobile Home Parks
- Forested

February 2004

Prepared By:

EDR

Prepared For:

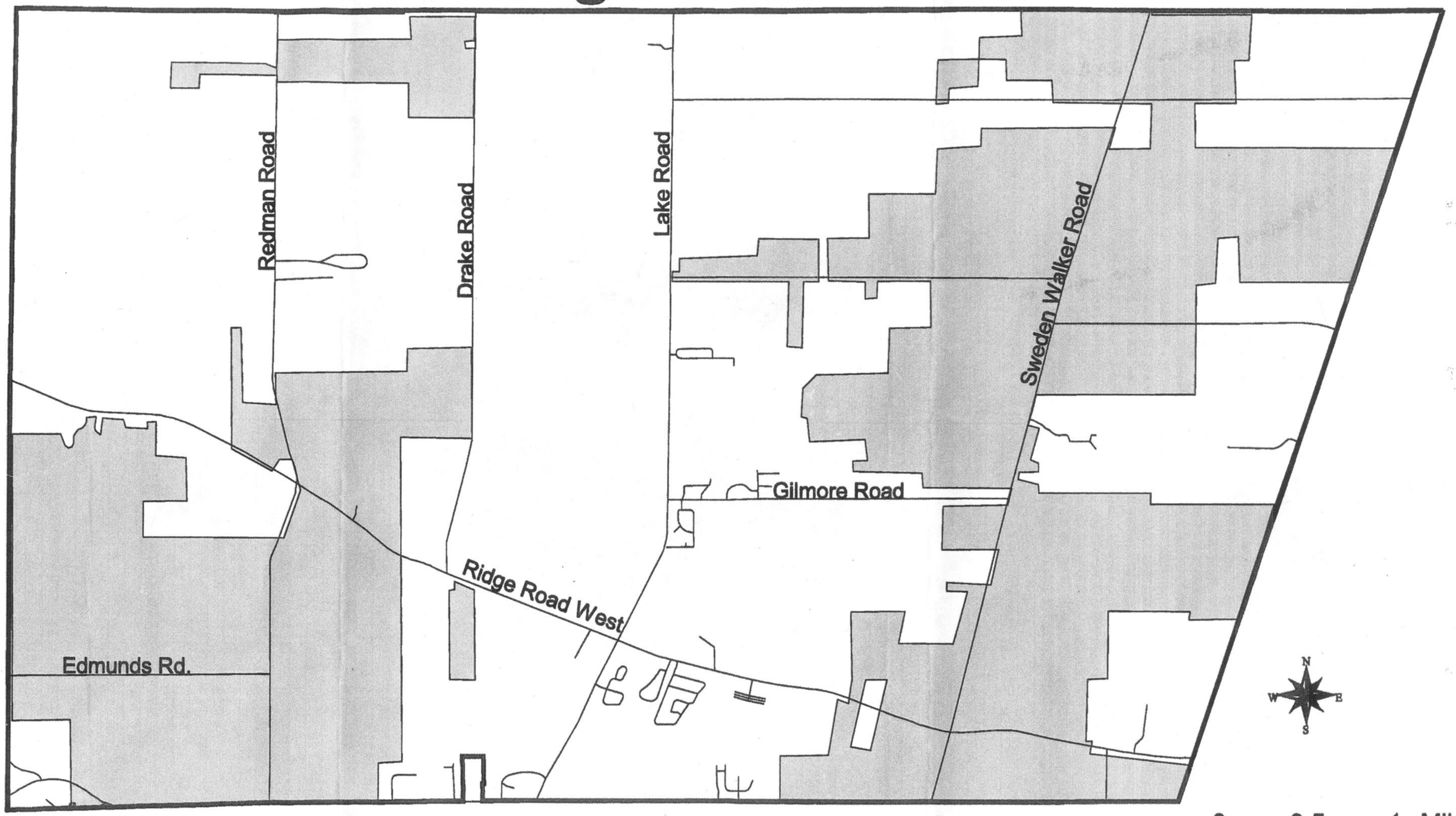
Town of Clarkson
Monroe County, NY

Figure 3. Land Use Map

STATE OF NEW YORK

COUNTY OF MONROE

Town of Clarkson
Northwest Agricultural District #5



Map created by Monroe County Department of Planning and Development: June 2000

Figure 4

OFFICIAL ZONING MAP

TOWN OF CLARKSON
MONROE COUNTY, NEW YORK
JULY 1997

GRAPHIC SCALE

(IN FEET)
1 inch = 2,000 ft.

CERTIFICATION:

I, _____, TOWN CLERK OF THE TOWN OF CLARKSON, HEREBY CERTIFY THAT ON THE ____ DAY OF _____, 19____, THE TOWN BOARD OF THE TOWN OF CLARKSON ADOPTED THIS MAP AS THE NEW OFFICIAL ZONING MAP OF THE TOWN OF CLARKSON, SAID MAP WHICH IS TO SUPERCEDE THE PRIOR OFFICIAL ZONING MAP WHICH WAS ADOPTED ON THE __TH DAY OF _____, 19____.

_____
_____, TOWN CLERK

ZONING LEGEND:

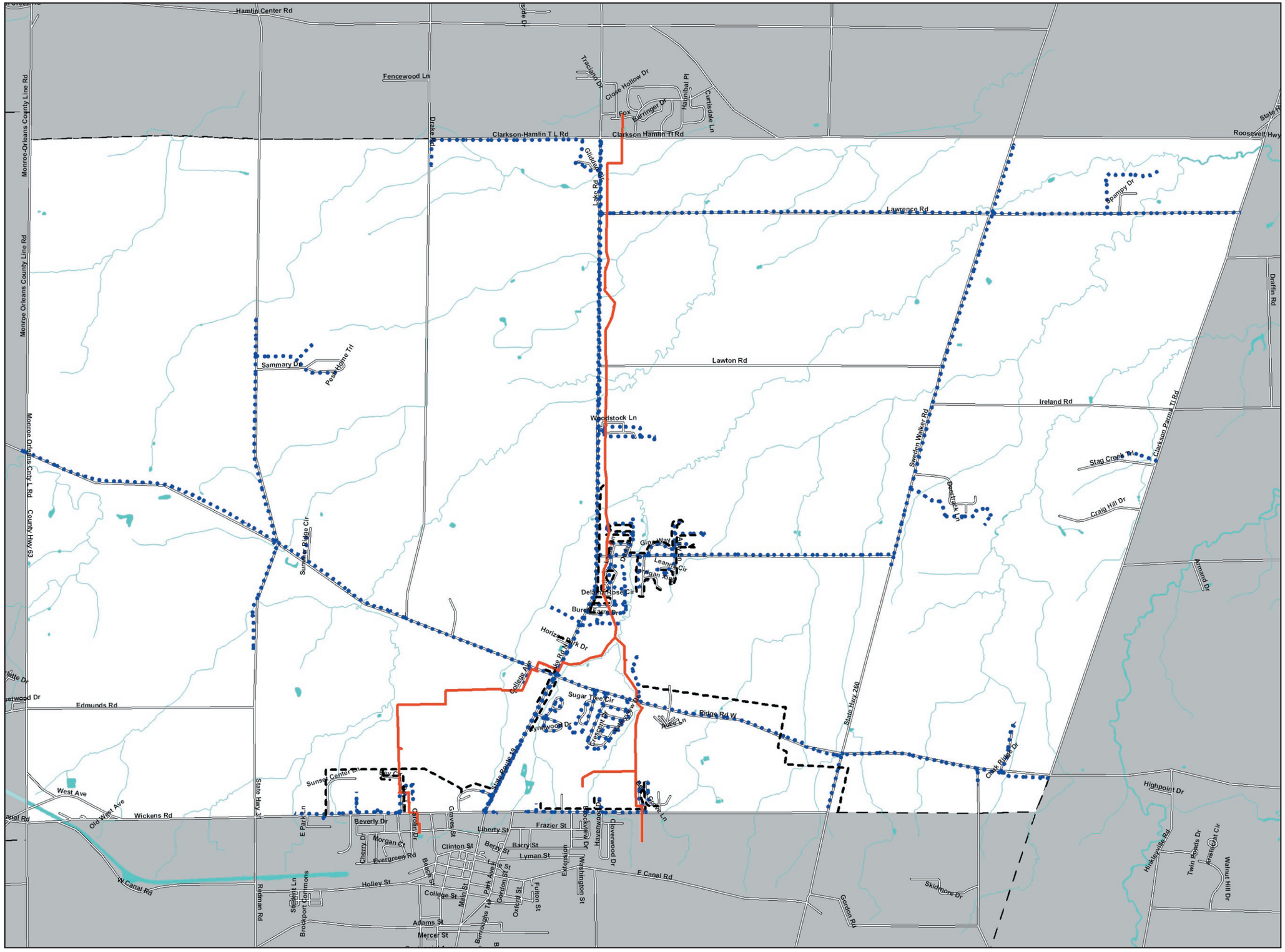
RS-10	SUBURBAN RESIDENTIAL
RS-20	SUBURBAN RESIDENTIAL
C	COMMERCIAL
HC	HIGHWAY COMMERCIAL
MH	MOBILE HOME DISTRICT
PUD	PLANNED UNIT DEVELOPMENT
RC	RECREATION – CONSERVATION
GI	GENERAL INDUSTRIAL
	CLARKSON HISTORICAL OVERLAY DISTRICT
LHO	LIGHT INDUSTRIAL HIGH TECH OFFICE DEVELOPMENT

NOTE: THE (7) DISTRICT BOUNDARIES SHOWN ON THIS MAP ARE APPROXIMATE ONLY. USING FLOOD INSURANCE RATE MAP, PANEL NO. 360410 0001C DATED MARCH 4,1981 AND THE DELINEATION CRITERIA (SECTION 15) DEFINED IN THE VILLAGE OF HILTON ZONING CODE (SECTION 24-301A).

Figure 5

DRAWING TITLE: Official Zoning Map	PROJECT NO.:
PROJECT TITLE: Town of Clarkson	SCALE: 1" = 1000'
	DATE: JULY 1997

Town of Clarkson



Scale: 1”=3,300’
Source: Town of Clarkson GIS Service Division

N

LEGEND

- Monroe County Water Authority Water Line
- Monroe County Sewer Interceptor
- Town Sewer Line

January 2004

Prepared By:
EDR

Prepared For:
Town of Clarkson
Monroe County, NY

Figure 6. Sewer and Water Line Map

Appendices

Appendix A:
Existing Conditions

Regional Context

The Town of Clarkson occupies approximately 33.5 square miles (21,700 acres) at the western edge of Monroe County, 21 miles from downtown Rochester. Adjacent communities include the Monroe County towns of Hamlin to the north, Parma to the east, and Sweden, including the Village of Brockport, to the south. To the west, in Orleans County, is the Town of Murray, including the Village of Holley.

Clarkson was founded in 1819 and named after General Matthew Clarkson, one of the four New York City land speculators who purchased the triangle tract. The triangle tract included lands now belonging to the towns of Clarkson, Sweden, Hamlin, Bergen, and LeRoy. From 1809 to 1819, land now in the Town of Clarkson was in the Town of Murray. From 1819 to 1852, the Town of Clarkson also included those lands now in the Town of Hamlin.

Currently, the Town of Clarkson is approximately 4.2 miles from north to south and 6.8 miles from east to west. The historic hamlet of Clarkson Corners lies at the intersection of two state highways: NYS 104 (Ridge Road) and NYS 19 (Lake Road). Other hamlets in the town include the hamlet of Garland, to the east along Ridge Road at Sweden-Walker Road (NYS 260), and Redman Corners, to the west along Ridge Road at Redman Road (CR 236).

Soon after the town's founding, the completion of the Erie Canal diverted business from Clarkson Corners to Brockport with the result that the population in 1880 was roughly the same as in 1830. Noteworthy businesses from Clarkson's early history include the Hamm and Parker Brickyards and Ridge Road Creamery in Clarkson Corners, and the Smithfield Canning Company and Quinn Barrel Factory in Garland.

Natural Features

Geology, Topography, and Soils

The most significant glacial landforms in Clarkson are the Lake Iroquois beach ridge along what is now Ridge Road/NYS 104 and the Lake Iroquois Sandplain, which parallels Ridge Road in a 1.5-mile-wide band in the northern third of the town. Queenston Red Shale underlies over 80 percent of the Town of Clarkson. This shale has been used for brick making. Medina Sandstone bedrock is also found in the vicinity of NYS 104.

The Lockport-Cazenovia-Lairdsville soil association is the dominant soil association in the town (Reference Figure 1). There is also an area of Collamer-Hilton-Niagara soils in the northeast portion of the town and a small area of Colonie-Elnora-Minoa soils in the center of the town along the Clarkson-Hamlin town boundary and southeast to Sweden-Walker Road. Table 1 summarizes soil properties and use limitations. Nearly the entire town has soils with poor suitability for disposal of septic tank effluent due to slow permeability, seasonal high water, and shale bedrock. Seasonal high water and unstable soils also pose moderate limitations for underground public utilities, and home sites or other developed uses.

The topography of the town is predominately level with rolling areas along stream corridors. The flat topography as well as underlying soils contributes to seasonal ponding, particularly in the northwest quadrant of the town. A previous planning study estimated 3,842 acres or 15 percent of the town as unsuitable for development due to flooding. There are no areas of steep slopes, but there are pockets of soils moderately susceptible to erosion, even in gently sloping areas.

Soil Properties and Use Limitations

Soil Type	Agricultural Capability Unit	Depth to (feet)		Permeability (inches/hour)	Development Limitations		
		Bedrock	Seasonal High Water		Underground Public Utilities	Disposal of Septic Effluent	Home Sites
Lockport-Cazenovia-Lairdsville Association							
Casenovia CgA, CgB	II	6+	1½-2	<.63	Moderate-seasonal high water	Severe-slow permeability	Moderate-seasonal high water
Lockport Lp	III	1½-3½	½-1	<.20	Moderate-seasonal high water soft shale bedrock	Severe-slow permeability, seasonal high water, soft shale bedrock	Severe seasonal high water
Laridsville LaB	II	1½-3½	1½-2	<.20	Moderate-soft shale bedrock	Severe-slow permeability, soft shale bedrock	Moderate-seasonal high water, soft shale bedrock
Colony-Elnore-Minoa Association							
Colonie	III/IV	6+	4+	>6.3	Moderate-sand subject to sloughing	Slight to Severe-pollution hazard increases w/ slope	Slight to Severe-increases w/ slope
Elnore EIA, EIB	II	6+	1½-2	>6.3	Moderate-seasonal high water, sand subject to sloughing	Moderate seasonal high water, pollution hazard	Moderate-seasonal high water
Minoa Mn	III	6+	½-1	<.63-6.3	Moderate-seasonal high water, sand subject to sloughing	Severe seasonal high water, possible pollution hazard	Severe seasonal high water
Collamer-Hilton-Niagara Association							
Collamer CIA, CIB, CIC, CmA, CmB	II	1½-	1½-2	<.63	Moderate-seasonal high water	Severe-slow permeability	Moderate-seasonal high water
Hilton HfA, HfB, HIA, HIB, HmA, HmB	II	4+	1½-2	<.20-2.0	Slight	Severe-slow permeability	Moderate-seasonal high water
Niagara Ng, Nr	III	6+	-1	<.20-2.0	Moderate-seasonal high water unstable soils	Severe-slow permeability seasonal high water	Severe seasonal high water

Source: Monroe County Soil Survey March 1973, Environmental Design & Research.

Water Resources

Clarkson is located in the Lake Ontario West Drainage Basin. Nearly 90 percent of the land in the town (19,193 acres) is located in the Salmon Creek watershed. Land in Clarkson represents approximately one-third of the Salmon Creek Watershed. Secondary Salmon Creek watersheds and their tributary numbers include Moorman Creek (0-125-1), Brockport Creek (0-125-2), Otis Creek (0-125-2-1), and two unnamed tributaries (0-125-3 and 0-125-1-1). The far western portion of the Town of Clarkson (2,507 acres) is in the Sandy Creek watershed. Clarkson represents 4 percent of the land in the Sandy Creek watershed.

As shown on Reference Figure 2, there is an extended flood hazard area along Moorman Creek from Ridge Road northeast to Lawrence Road, and particularly east and west of Lake Road south of Lawton Road. There are also flood hazard areas along Brockport Creek, Otis Creek, the East Branch of Sandy Creek, and the unnamed tributary near Clarkson Parma Town Line Road.

The following table summaries the size and class of New York State-designated wetlands in Clarkson. Location of these wetlands is shown on Reference Figure 2. There are a total of 881.9 acres of state designated class 2 wetlands and 413.3 acres of state-designated class 3 wetlands. State-designated wetlands represent approximately 6.1 percent of Clarkson's total area. There are also numerous smaller wetlands regulated by the U.S. Army Corps of Engineers.

New York State-Designated Wetlands

Wetland Designation	Class	Acres
CK-5	3	44.4
CK-6	3	28.4
CK-8	2	126.5
CK-9	3	54.0
CK-10	3	320.8
CK-1	2	201.5
CK-13	3	48.7
CK-16	3	171.9
CK-18	3	29.0
CK19	3	36.9
CK-20	2	233.1[A]
TOTAL		1295.2

[A] This wetland is part of a 500-acre site identified as a priority preservation site in a 1996 report by the Monroe County Environmental Management Council.

Source: NYSDEC

Demographic and Development Trends

The following table summarizes recent population and household trends for the Town of Clarkson, adjacent towns, and Monroe County.

Area Population and Household Change, 1990 to 2000

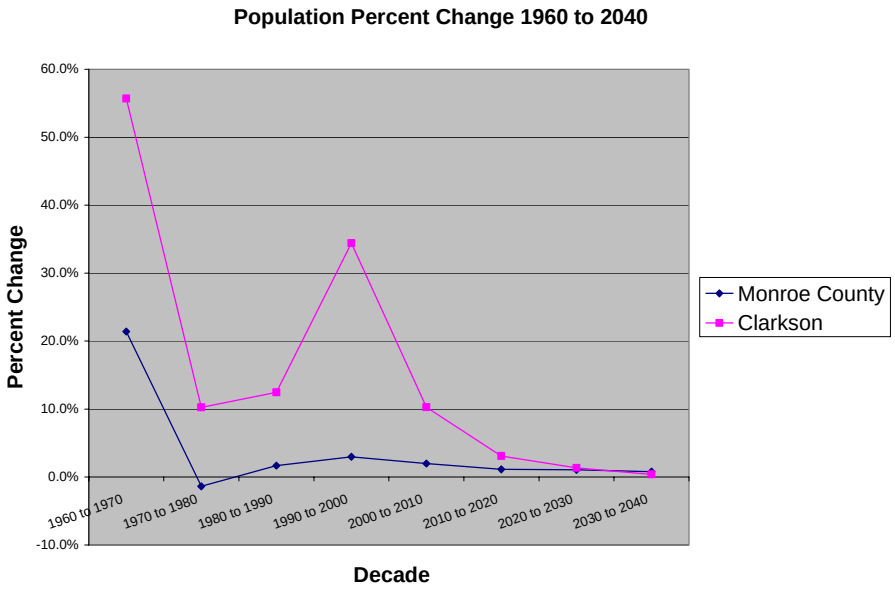
	Population			Households		
	1990	**2000**	**% Change**	**1990**	**2000**	**% Change**
Town of Clarkson	4,517	6,072	34.4	1,511	2,034	34.6
Town of Murray	4,921	6,259	27.2	1,816	1,886	3.8
Town of Hamlin	9,203	9,355	1.7	3,061	3,255	6.3
Town of Parma	13,873	14,822	6.8	4,734	5,283	11.5
Town of Sweden (incl. V. Brockport)	14,181	13,716	(3.3)	4,302	4,581	6.4
Monroe County	713,968	735,343	3.0	271,944	286,512	5.4

Source: U.S. Census, 1990 and 2000; EDR.

From 1990 to 2000, the Town of Clarkson was the second-fastest growing municipality in the nine-county Genesee Finger Lakes Region. Only the Town of Victor, in Ontario County, exceeded Clarkson's population and household growth rates of 34.4 and 34.6 percent, respectively. A number of rural towns in the region, Murray, Clarendon, Gaines, Perry, Mendon, and Walworth, experienced growth rates of 20 to 30 percent. During this period, Clarkson added 1,555 residents, 483 households, and 527 housing units. In comparison, from 1990 to 2000, the population of Monroe County grew 3.0 percent, adding 21,375 residents, and the number of county households and housing units increased by 5.4 percent (14,568 households) and 6.6 percent (18,864 housing units), respectively.

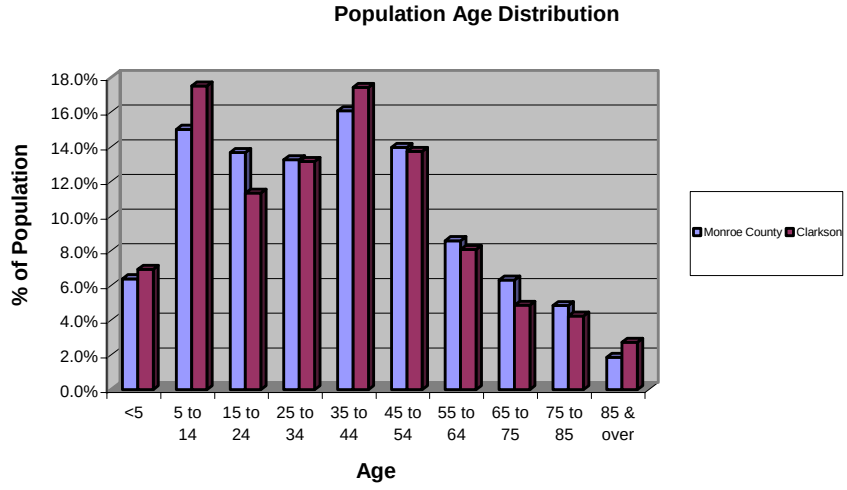
Many of Monroe County's larger towns (Chili, Greece, Henrietta, Mendon, Penfield, Perinton, Pittsford, and Webster) added more people and housing units, though their rates of growth were slower. The high growth rate in Clarkson from 1990 to 2000 is likely the result of a relatively small population and average residential construction of approximately 50 units annually.

The following chart summarizes inter-census rates of population change from 1960 to 2000 and projections for each decade from 2010 to 2040 for Clarkson and Monroe County. Both jurisdictions experienced unusually high growth rates from 1960 to 1970 and are projected to experience slower growth rates in each future decade compared to 1990 to 2000 trends. From 2000 to 2040, the Genesee Finger Lakes Regional Planning Council has projected that Clarkson will add nearly 1,000 residents, with more than 60 percent of this growth expected by 2010.



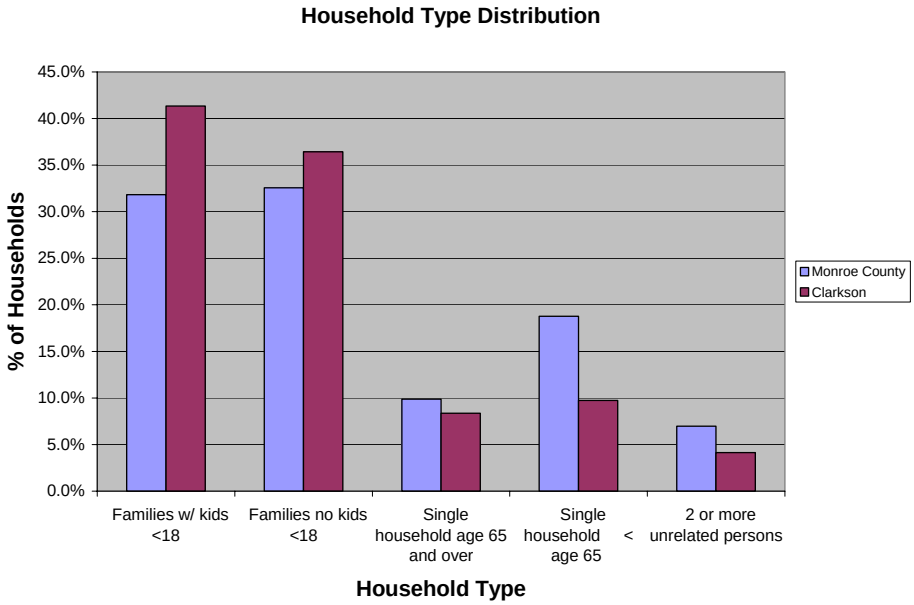
Source: Genesee Finger Lakes Regional Planning Council: Census 2000; EDR.

The following chart compares the year 2000 population age distribution for Clarkson and Monroe County. The chart shows Clarkson has higher proportions of residents 5 to 14, 35 to 44, and 85 and over, compared with Monroe County. The proportion of Clarkson's population age 15 to 24 is substantially lower than the proportion of this age cohort in Monroe County as a whole.



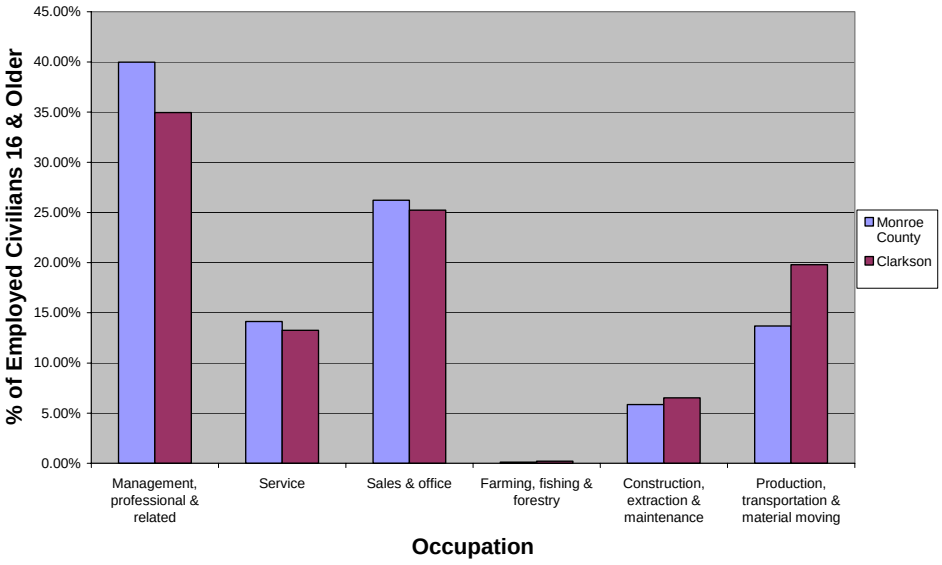
Source: Genesee Finger Lakes Regional Planning Council: Census 2000; EDR.

As shown on the following chart, the high proportions of middle age and school-age residents in Clarkson compared with Monroe County is reflected in the comparison of household-type distribution for Clarkson and Monroe County. Clarkson has a high proportion of family households, especially families with children under age 18, and low proportions of younger single and other non-family households.



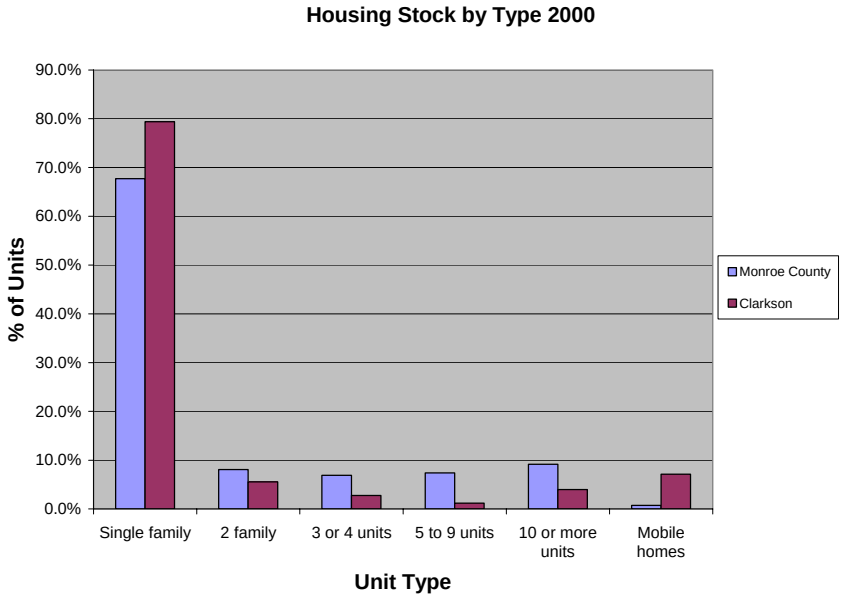
Source: Genesee Finger Lakes Regional Planning Council: Census 2000; EDR.

The following chart compares the occupational distribution of Clarkson and Monroe County. Clarkson residents are more likely to be employed in production, transportation, and materials moving occupations and less likely to be employed in management and professional occupations, compared with residents of Monroe County as a whole.



Source: Genesee Finger Lakes Regional Planning Council: Census 2000; EDR.

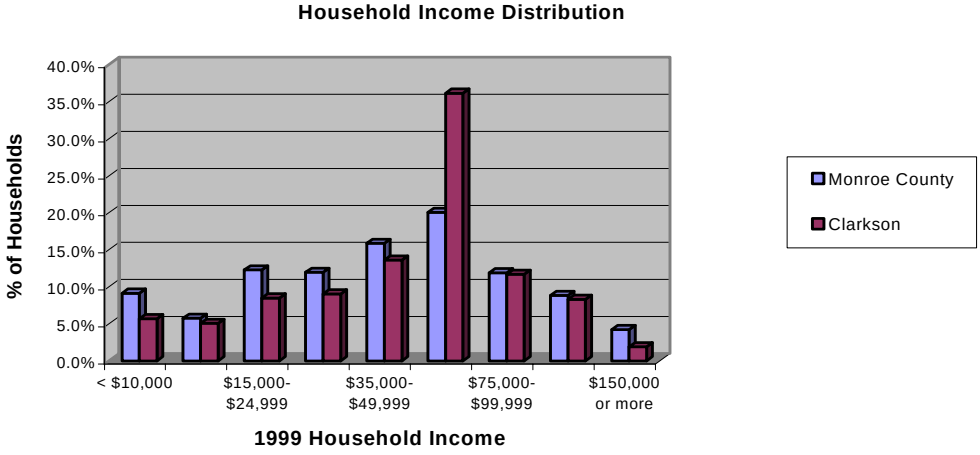
The household type and age distribution of Clarkson residents is evident in the patterns of housing unit type and household income. Clarkson's predominately single-family housing stock attracts few non-elderly single households. Clarkson's middle-age households, not yet in their peak earning years, are attracted by construction of new single-family homes and overwhelmingly concentrated in the $50,000 to $74,999 income group.



Source: Genesee Finger Lakes Regional Planning Council: Census 2000; EDR.

The comparison of Clarkson and Monroe County's housing stock shows higher proportions of single-family homes and mobile homes and a lower proportion of all other housing types compared with Monroe County. The Town of Clarkson housing stock also includes a greater proportion of owner-occupied units (81 vs. 65 percent) compared with Monroe County as a whole.

As previously noted, the comparison of income distribution shows an overwhelming concentration of Clarkson residents in the $50,000 to $74,000 income group. Clarkson residents are most underrepresented among low (<$25,000) and high (>$150,000) income households as compared with Monroe County as a whole. However, the proportions of households earning $10,000 to $15,000, possibly single seniors, are comparable.



Source: Genesee Finger Lakes Regional Planning Council: Census 2000; EDR.

Land Use and Zoning

Reference Figure 3 shows existing land use in the Town of Clarkson. The land use is based on the Town Assessor's property class code assignments. The table below compares present and historical acreage devoted to different uses. While not all of the categories are comparable, the table clearly shows major trends in uses.

Use	1967		2003	
	acres	%	acres	%
Residential	1,253	6.1%	7,052	34.1%
Multi-Family & Mobile Home Parks	33	0.2%	45	0.2%
Commercial	69	0.3%	286	1.4%
Community Services	545 [1]	2.6%	118	0.6%
Recreation and Entertainment	--	--	684	3.3%
Industrial	--	--	5	0.0%
Public Services	5	0.0%	127	0.6%
Agricultural	13,080	63.2%	4,563	22.1%
Forest	--	--	20	0.1%
Vacant	5,186 [2]	25.1%	7,546	36.5%
Highway Right-of-Way	449	2.2%	[3]	0.0%
Dumps and Junk Yards	65	0.3%	--	--
Undefined	---	--	233	1.1%
TOTAL	20,685	100.0%	20,682	100.0%

[1] includes recreation and entertainment

[2] includes woods and water

[3] included elsewhere

Source: 1970 Planning Inventory; Monroe County Real Property Tax Service Agency, 8/03; EDR.

Since 1967, the amount of land designated as agricultural has declined by 8,500 acres, while that designated as vacant land has increased by nearly 2,400, and land developed for commercial and residential use have increased by 200 and 5,800 acres, respectively. The categories of community services and recreation/entertainment have also expanded by approximately 250 acres, combined.

Agricultural and Other Undeveloped Lands

Most land in Clarkson is currently undeveloped. Based on August 2003 assessment data, there are 7,546 acres of vacant land and 4,563 acres of agricultural land in the town. Reference Figure 4 shows substantially more land in Monroe County Northwest Agricultural District #5 than identified as agricultural by the assessment role. Both maps indicate agricultural activities are concentrated along Sweden-Walker Road north of Gilmore Road and Redman Road south of Ridge Road. Dominant agricultural activities include field and truck farming, especially cabbage, and orchards. The area of agricultural activity south of Ridge Road surrounding the Garland Cemetery is important to the character of Ridge Road as a rural corridor between the hamlets of Garland and Clarkson.

The vacant land category includes vacant residential land, abandoned agricultural land, and a private hunting club listed in the forest/conservation category.

Residential and Multi-Family/Mobile Home Parks

The residential category includes one-, two-, and three-family homes. Residential lots include smaller lots in typical single-family subdivisions and larger lots supporting a residence and agricultural activities. The multi-family/mobile home park category includes residential uses operated as commercial enterprises. These uses have been reclassified from the commercial property class code.

Commercial, Industrial, and Undefined Use

The commercial and industrial categories include a variety of commercial business such as retail stores, professional offices, and restaurants or manufacturing uses serving local and regional customers. Undefined uses are likely recently developed uses that have not been categorized.

Recreation and Entertainment

This category includes three golf courses, a riding stable, an archery club, a private social club, and Hafner Park. The tax roll used to create the land use map does not reflect the development of Sansouci Park along the canal in the extreme southwest corner of the town. There are also a wide variety of recreational programs and facilities available to town residents at Monroe County's Northhampton Park, Village of Brockport parks, and through partnerships with the Town of Sweden and Brockport Central Schools.

The Towns of Clarkson and Sweden have a joint recreation advisory council and jointly operate recreation programs. Clarkson and Sweden each own and operate large district parks. They also jointly fund a community center, senior center, and library. The Village of Brockport formerly participated in a joint recreation commission. The village owns and operates a number of neighborhood parks and playgrounds. Other locally available recreation facilities include those of Brockport Central Schools, SUNY Brockport, and Monroe County's Northampton Park. The following summarizes park, community center, and library facilities within the three communities of Clarkson, Sweden, and Brockport.

Area Recreation Facilities

Name & Location	Size	Facilities	Comments
Town of Clarkson			
Hafner Park Hamlet of Clarkson Corners @NYS 104/ NYS 19	**24 acres**	Playground, pavilion, soccer fields, trails, fishing pond, horse arena	Adjacent to Fire Station No. 2 and Town Garage
Sansouci Park	8 acres	Boat launch, picnic shelter, parking	
Town of Sweden			
Sweden Town Park Redman Road@4th Section Road	156 acres	4 soccer fields, restroom/concession stand	Plans for additional ball fields, skatepark/BMX area, trails, pond, playground, & pavilions
Sweden Wildlife Refuge	38 acres		
Highview Circle@ Sherry Lane	.9 acres	Open grass area	

Village of Brockport			
Corbett Park Smith & Clark Streets	9.4 acres	Playground equipment, basketball & 3 tennis courts, fitness trail, picnic tables and pavilion	
Barry Street Playground @Lyman Street	1.5 acres	Playground equipment, basketball court, benches	
Utica Street Playground @Holley Street	.4 acres	New accessible playground equipment, picnic grounds, parking for 5 cars,	Plans for pavilion, accessible restroom, water play area
Evergreen Tot Lot Evergreen Road@Canal	.3	Playground equipment	
Havenwood Street Tot Lot	.21	Playground equipment	
Sagawa Park Main St. @ Canal	.16	Benches	Site of summer concerts and "cool kids in the park" programs
Harvester Park Canal from Market St. to Water St.		Boat docking facilities, picnic grounds, new walkway, lights, boater water and electric service, and amphitheater	NYS owns, village maintains
Other Community Recreation Facilities			
Brockport Central School District Campus S. of SUNY NE of 4th Section Rd. and NYS 31	75 acres	Outdoor: 1 football field, 4 softball diamonds, 2 soccer fields, 6 tennis courts, 1 track, 2 playground areas, 3 baseball diamonds, 2 basketball courts Indoor: 1 pool, 6 gym facilities	
SUNY Brockport S. of Holley St. between Redman & Allen Streets	40 acres	¼ mile track, 4 soccer fields, a baseball diamond, 2 field hockey fields, 12 tennis courts, 1 game/1 practice football field, 5 softball diamonds	Available for summer community use, limited maintenance.
Community Center Lake Road s. of NYS 31		Gym, fitness center, changing rooms, multi-purpose room, toddler gym, large activity room, small activity room, 2 game rooms, quiet room, commercial kitchen	Parking for 240 cars and sledding hill; developing 3 outdoor basketball courts
Senior Center 133 State Street			Federal senior nutrition site
Seymour Library 161 East Avenue	3.75 acres	18,000 sq.ft. housing 70,000 items; 60 person meeting room	Built 1996
Northhampton Park	973 acres	Springdale farm, Ogden Museum, downhill ski slope, sledding hill, trails, 2 lodges, group camping, model airplane field, athletic fields	Half in Sweden, half in Ogden; Monroe County has 1990 park master plan
Erie Canal Trail	NA	Multi-use cinder trail connecting more developed park facilities	Part of 524 mile land/water trail from Hudson River to Lake Erie

Source: Town of Sweden Comprehensive Plan; EDR.

The Erie Canal Trail provides east-west movement just south of Clarkson and through Sansouci Park. The 2002 Genesee Transportation Council (GTC) Regional Trails Initiative identifies two additional alignments for east-west trail opportunities in the vicinity of the Canal. Development of a 12.4-mile segment of the NYC Falls Road Branch Trail from the Route 390 Trail west through Gates and Ogden to the Village of Brockport is a proposed mid-term project. Development of another 12.4-mile segment along the existing and proposed NYS 531 corridor is a proposed long-term project.

The GTC Trails Initiative also proposes mid-term development of an east-west trail adjacent to the Ontario State Parkway from Braddock's Bay State Park to Hamlin Beach State Park and a north-south link between the Parkway Trail and the Canal Trail/Northhampton Park via Salmon Creek. No north-south trail alignment has been identified farther west.

A north-south trail in the vicinity of Redman Road could link Hamlin Beach State Park, SUNY Brockport, and the Canal Trail. There is a north-south power line easement east of Redman Road and continuing southwest to the SUNY Campus from the vicinity of Edmunds Road. The easement is owned by Niagara Mohawk.

Community Services

This category includes educational facilities, emergency facilities, municipal offices, churches, cemeteries, and health facilities.

Approximately 80 percent of Clarkson is located in the Brockport Central School District, which also serves the Town of Hamlin and the Town of Sweden. Other districts serving small portions of the northeast and northwest Town of Clarkson include Hilton Central and Holley Central.

Brockport Central School District facilities include five schools and a bus garage on a 119-acre campus north of Fourth Section Road (NYS31A) in the Village of Brockport. The campus is fully developed. Enrollment has been declining at a rate of approximately 60 students per year for the last 5 years. Existing school capacity is expected to be sufficient for the next 10 years. During the 1990s, major capital improvements were completed at all schools. District surveys have identified strong support for a single campus facility. Options to provide additional school capacity or more playing fields in the long term include relocating the bus garage or petitioning the state to purchase land from SUNY Brockport.

The following identifies the individual schools and grades housed.

J. Ginther Elementary	K-1
E. Barclay Elementary	2-3
Fred Hill Intermediate	4-5
A.D. Oliver Middle School	6-8
Brockport High School	9-12

All districts serving the Town of Clarkson participate in the Board of Cooperative Education Services No. 2 with facilities on Big Ridge Road in the Town of Ogden.

The Brockport Fire Department provides fire protection, emergency medical, and ambulance services to most of Clarkson as well as the Village of Brockport and the Town of Sweden. The main facility housing a 110-foot ladder truck, two pumpers, three ambulances, a basic life support vehicle, a small boat, and a squad car is Station No. 1 on Market Street in the Village of Brockport. Station No. 2 is housed in a former Niagara Mohawk facility in Hafner Park west of Lake Road north of Ridge Road in Clarkson. Station No. 3 is located on the

south side of West Avenue and Station No. 4 is on South Main Street, both in Brockport. Stations 2, 3, and 4 each house a pumper truck. The West Avenue station also houses a heavy rescue truck. The Department has 125 volunteers and responds to 1,000 calls annually. The department recently added a paid ambulance crew (Emergency Medical Technician/Basic Life Support) to work 6 a.m. to 6 p.m. to supplement volunteers.

The Walker Fire Department provides fire protection and emergency medical services to the northeast corner of Clarkson. The department includes approximately 31 fire fighters, 15 EMTs, and three certified first responders, and responds to 170 calls annually Department equipment includes two pumpers, one tanker, and a rescue truck. Ambulance service in this area is provided by Hamlin Ambulance.

Clarkson is patrolled by Monroe County Sheriff's Department deputies from the Zone C substation at 4201 Buffalo Road in the Town of Chili.

Other community facilities include Lakeside Memorial Hospital, town municipal facilities, and various church and cemetery uses. The Clarkson Town Hall is located in a two-story building at the southwest corner of Lake Street and Ridge Road. The building lacks accessible restrooms and the lower story has humidity problems. The Clarkson Town Court and Public Works facilities are located in Hafner Park west of Lake Street north of Ridge Road.

Public Services

The town owns and operates a transfer station at the former town dump east of Redman Road north of Ridge Road. Other public services include water and sewage infrastructure and communications facilities.

The 1968 Master Plan reported that 62 percent of the population was served by public water. The 1990 Census reported that 1,147 of 1,511 households (76 percent) were served by public water, and 676 of 1,511 households (45 percent) were served by public sewer. The 2000 Census did not collect information on access to public utilities.

Public water in the Town of Clarkson is provided by the Monroe County Water Authority. Lake Ontario is the source of public water in Clarkson. Water treatment is provided by the Shoremont Water Treatment Plant on Dewey Avenue (rated capacity 140 million gallons per day). If necessary, water is also available via the former Village of Brockport Treatment Plant in Hamlin. Based on water sales, average daily usage of Clarkson public water users is 400,000 gallons. Recent distribution facility upgrades include new water mains or concrete liners along Ridge Road west of Lake Road, a new pump station near Twin Hills Golf Course on NYS 104 in Parma, and a new 16 inch transmission line from Spencerport to Brockport along NYS 31. There is also a 5 MG water storage tank in the Town of Sweden and a planned pump station at Gallup Road and NYS 31. Together these facilities provide adequate quantity, quality, and pressure to serve existing and additional public water users in Clarkson.

Public sewers are generally available in the subdivisions off Lake Road, East and West Avenues, and the hamlet area at NYS 104 and NYS 19. There is also a sewer along the north side of Ridge Road from Katherine's Way to Otis Creek, which then crosses Ridge Road, and proceeds east to Sweden-Walker Road and south to the Sweden town line. In many cases, existing pipe size, location, and/or pump station capacity make extending town sewers to adjacent areas not economically feasible.

There is also a Monroe County Pure Waters interceptor sewer that parallels Lake Road until splitting into two branches just north of the hamlet at NYS 104 and NYS 19. The west fork continues to Lakeside Memorial Hospital and the SUNY Brockport Campus. Sewage from the Clarkson system is treated at Monroe County's Northwest Sewer Treatment Plant at Payne Beach Road.

Reference Figure 6 shows the location of existing public water and sewer infrastructure.

Transportation System

There are 45 lane miles of state roads, 37 lane miles of county roads, and 39 lane miles of town roads in Clarkson. The table below summarizes roads under county and state jurisdiction.

New York State and Monroe County Roads in Clarkson

County Roads	**State Roads and Functional Classification**
East-West Orientation	
Clarkson-Hamlin Townline Road (CR 213)	Roosevelt Highway (NYS 18 rural major collector)
Lawrence Road (CR 215)	Ridge Road (NYS 104 rural principal arterial)
Lawton Road (CR 217)	Brockport Holley Road (NYS 31 rural principal arterial)
Ireland Road (CR 219)	West Avenue (NYS 943B urban minor arterial)
East Avenue (CR 221)	
North–South Orientation	
Clarkson-Parma Townline Road (CR 254)	Sweden-Walker Road (NYS 260 rural major collector)
Gallup Road (CR 224)	Lake Road (NYS 19 minor arterial urban south of 104, rural north of 104)
Redman Road (CR 236)	Orleans-Monroe County Line Road (NYS 272 rural minor collector, north of 104)
Orleans County Line Road (CR 238)	

Source: New York State Department of Transportation; Monroe County Department of Transportation; EDR.

Planned state and county capital projects in the Town of Clarkson include resurfacing of NYS 19 from NYS 31 to NYS 18 (West Avenue and north, 2004, south to NYS 31, 2007) and replacement of bridges on Lawrence Road (Moorman Creek and Otis Creek), Gilmore Road (Brockport Creek), and Lawton Creek (Moorman Road). Maintenance resurfacing of Redman Road south of NYS 104 was completed in 2003, and future maintenance activities are anticipated on Redman Road north of NYS 104 and Lawrence Road east of Sweden-Walker Road.

The Rochester Regional Transit Service Route #96 provides weekday commuter service from Clarkson to Kodak Park and downtown. Route #20 provides weekday service from downtown to Brockport and Clarkson including stops at SUNY Brockport, the Village of Spencerport, Rochester Technology Park, and Kodak's corporate headquarters.

Historic and Archaeological Resources

The Town of Clarkson is fortunate to have a large number of buildings remaining from its historic heyday in the early 19th century. There was an architectural and historical survey of Clarkson Corners done by the Landmark Society of Western New York in April 1973. The following identifies the type, location, and age of some of the historic homes remaining in Clarkson.

Historic Homes of Clarkson

Location	Name	Year Built
Cobblestone Buildings		
9626 Ridge Road	Taverna House	1835
7785 Ridge Road	Arthur Coller	1835
2892 Sweden Walker Road	Sumerhays House	1830/1835
9787 Ridge Road	Issac Allen House	1825/1870s
8470 Ridge Road	Nathaniel Merrell House	1820s
7186 Ridge Road	Kermit Mercer Home	1830/1820s
4215 Redman Road	Totter House	1828
7785 Ridge Road	Harry Gifford Garage	--
3726 Lake Road	Cobblestone Shop	
north side of ridge road	West Clarkson School	1830s
Brick Buildings		
8412 Ridge Road	Phillip Boss House	1820s
West of Lake Road	Bowman House	1824
West of Lake Road	Old Jewett Home	1828
3772 or 3773 Lake Road	Henry Martyn House	1829
3759 Lake Road	Elijah Drake House	1840s
3749 Lake Road	Stanton Clark/lee Duryea House	1840
3741 Lake Road	Captain Warren Place	1850
Frame Houses		
8294 Ridge Road	Nathaniel Rowell House	<1820
8625 Ridge Road	Lewis Swift	1840s
8251 Ridge Road	Gallup House	1825
7089 Ridge Road	Houston Tavern	1840s
3321 Lake Road	Frank Cotter House	<1820

Source: Highlights of Clarkson History by Hazel Kleinback; EDR.

Summary of Existing Zoning

Reference Figure 5 shows the mapped location of existing zoning districts. The Town of Clarkson has four residential districts (recreation-conservation, suburban residential–20, suburban residential–10 and high-density single-family), five commercial/industrial districts (retail commercial, highway commercial, planned highway commercial, industrial and limited industrial), and an historic overlay district. Outside the conservation area, single-family residential lot sizes range from 9,000 to 20,000 square feet (roughly 2 to 4 units per acre). Lot size requirements vary based on the provision of public sewers and access from internal subdivision roads. Minimum home size is 960 square feet for a ranch or 1,280 square feet if two-story. The allowable density of multi-family uses in the RS-10 district ranges from 10 to 15 units per acre, depending on the unit type.

Development, alteration, demolition, or relocation of structures within the historic overlay district along Ridge Road and the west side of Lake Road in the hamlet of Clarkson Corners requires review by a licensed architect and the town's architectural review board. Town regulations also allow average density development where lot sizes are reduced to avoid disturbance of natural areas or to achieve other public objectives, but overall density is held constant. The existing average density development regulations do not adjust the allowable density calculation to account for land that is not developable.

Lot sizes in commercial/industrial districts range from 40,000 square feet to 5 acres. Allowable building coverage ranges from 25 to 40 percent. Industrial districts are subject to performance standards related to fire hazard, vibration, noise, smoke, odors, radiation, heat, glare, and wastes.

Implications for Planning

Clarkson's most unique feature is its stock of historic homes, many located in the hamlet of Clarkson Corners, located at the intersection NYS 104 and NYS 19. The availability of public utilities in this area has made additional compact residential development possible and there are some nearby commercial uses and community facilities serving Clarkson Corners residents. There are opportunities to further enhance the appearance and walkability of this hamlet area and to encourage additional mixed-use pedestrian-oriented development.

The local agricultural economy and the viability of farm operators is key to preserving the area's rural character. Clarkson's poorly drained soils and flood-prone stream corridors are also important community assets; they contribute to the town's rural character, provide opportunities for trail development, and direct development to Clarkson Corners, where public services are available.

The Town of Clarkson has had limited success diversifying its tax base by attracting light industrial development. Other economic development opportunities include further development of medical and health facilities near Lakeside Hospital and hamlet area retail and service businesses that serve Clarkson's growing population and build on the rural character and cultural heritage of the Clarkson Corners area.

Clarkson must also participate fully in the feasibility analysis of extending NYS Route 531. Both the alignment and the end point are likely to affect local growth rates and the qualify of life along roads that may experience changes in traffic volumes.

Appendix B:
Community Input

Community Input

The Comprehensive Plan process was guided by a 25-member planning committee with representatives of the Town Board, Planning Board, Zoning Board of Appeals, Conservation Board, local businesses, and interested community residents. The planning committee worked with the planning consultant to develop the overall community vision and future land use plan. The committee was guided by the following additional types of community input

- Community Survey
- Developer Focus Group
- Senior Focus Group
- Youth Focus Group
- Farmer Interviews

The following summarizes input from each of these avenues.

Community Survey

The surveys were mailed to 1,996 households in the Town of Clarkson outside the village of Brockport in the spring of 2003. 321 completed surveys were returned, representing a 16 percent response rate.

Nearly two-thirds of respondents characterized Clarkson as rural and indicated a desire to preserve that character. The most frequently cited reason for choosing to live in Clarkson was a desire to live near open lands (25 percent). Other reasons for choosing Clarkson mentioned by 6 to 12 percent of respondents include schools, born/raised here, affordable housing, small community, safety, desire to live near agricultural lands, convenient to work. Fewer respondents cited affordable taxes or convenience to shopping as a reason for living in Clarkson.

Nearly three-quarters preferred that the pace of commercial and industrial development be slowed, but an equal proportion specified needed services. Respondents were divided about the pace of residential development

The survey asked respondents to identify potential municipal expenditures they were willing to support financially. Those receiving the highest level of support from respondents were:

- protect natural features
- acquire parkland/open space

Other potential expenditures receiving moderate level of support include:

- improve existing parks, trails, and recreation programs
- preserve historical buildings
- preserve agricultural activities
- improve fire and ambulance services

Other potential expenditures such as improving cultural arts, roads, drainage, sidewalks, the landfill, dog control, building a new town hall, attracting additional commercial development or providing affordable housing received lower levels of support.

A separate question was also asked regarding municipal priorities. Maintaining rural character was the most frequently cited top priority, followed by providing guidelines to carefully control growth.

Developer Focus Group

The objective of this focus group was to identify what is necessary to engage the development community in creating the community envisioned by Clarkson residents.

Methodology

The developer focus group took place from 4 to 6 pm on April 26, 2004 in the Dureya Room at the Seymour Library. Focus group participants were recruited by a Town Board member. Participants included current and former homebuilders active in Clarkson, as well as owner and engineering representatives. One participant is a resident of Clarkson. Collectively the group indicated familiarity with development procedures in Churchville, Greece, Hamlin, Parma, Perinton, Pittsford, and Sweden and one participant serves on a Planning Board.

Introductions

Town Board member Harlan Purdy welcomed participants and left. The facilitator established ground rules of confidentially and speaking one's mind. Each participant was asked to describe their connection to development in Clarkson and what they hoped to gain from participation in the focus group.

Overview of Developer Perspective

The group was primarily concerned with maintaining home demand, the affordability of the product they offer, and the taxes homebuyers will have to pay. Discussion focused almost exclusively on their self-interest, with no reference to the importance of the specifics of their projects to the quality of life in the community as whole. However, participants were quick to identify local, county, and state actions necessary to allow them to continue to prosper. Participants value a clearly defined community vision and review process but did not comment on draft comprehensive plan materials presented.

Participants supported the northern alignment through Clarkson for the extension of NYS 531, though most expected the southern alignment to prevail given the vehicle volumes generated by uses such as SUNY Brockport and Route 31 commercial uses. Though the draft community vision distributed and the moderator's input identified a community desire for moderately paced growth, one participant repeatedly asked what was government going to do to "prevent the irrelevance (i.e. reduced home demand) of Clarkson given the likely southern alignment of the NYS 531 extension."

Input on Draft Vision Statement, Design Principles, and Future Land Use

Participants reviewed the draft vision statement and an example of urban and rural design principles. Participants seem to rely on town staff and planning board members to translate the descriptive language of a community vision into specific desired project features. Rather than considering whether the community desire for sidewalk and street system connectivity, maintaining natural drainage channels, and visually buffering development from existing public roads applies to their site, developers expect to be told directly what project features are necessary for approval.

Most participants seemed to have little previous exposure to planning documents. One participant was quite dismissive, expecting the plan to be abandoned in three to five years because it was not workable. This individual also had strong praise for the development

review process of area communities, such as Perinton, that have a strong commitment to planning.

The closest the group came to discussing planning was the fairness of a community vision depending on whether it was the vision of a strong leader or the result of a community process. Most participants do not see a link between a comprehensive planning process and a clear and predictable development review process.

Participants were divided regarding the need for major retail facilities such as a grocery store in Clarkson. Some felt such services were essential to future growth while others indicated nearby shopping in Hamlin, Brockport, and Greece was adequate. Participants were unwilling to indicate desired future land use on the maps provided. Although most promised to forward a marked-up map of future land use after the conclusion of the focus group, none have been received.

Town Review Procedures

Focus group participants were very concerned with the lack of clear direction from town staff and review boards. The overall sentiment was summed up, as "a fast no is better than a slow maybe." Participants gave example of being given conflicting information or having new issues raised each time a project was reviewed. One participant considered an open, professional development review process as the key issue regarding planning in Clarkson.

Perinton was identified as having a desirable review procedure, a developer could get an early, definitive read on the match between the concept and the community vision and the town would then work with the developer to get an approvable project.

Town Revenue Generation and Infrastructure Planning Practices

Several participants expressed dissatisfaction with the equitability of the move to full value assessments. They felt new homes, but not existing homes, were being assessed at full value. Examples were also given of assessment not tied to the development potential of the land i.e., a lot with a 30-foot right-of-way connection being assessed as a building lot. There was also the perception that rising assessments where fueling land sales, as individuals could no longer afford to hold land. Participants also perceived large increases in assessed value as a backdoor way to raise taxes. Potential homebuyers compare not only the home prices but also taxes; taxes greater than 3 percent of price were identified as resulting in reduced home demand.

Several participants also indicated a need to balance residential growth with business use to fund needed school and utility infrastructure. Participants objected to paying sewer fees ($350 per unit), when they were paying to install sewers, and they objected to paying the recreation fee.

Also with regard to infrastructure, some participants felt the trunk sewer in Clarkson operating at 25 percent of capacity was wasted infrastructure. Others indicated that the availability of the trunk sewer has created a monoculture of builder product offerings. To date, few builders in Clarkson have tested the market for products other than those targeted to price-sensitive family homebuyers. One participant reported recent success offering larger lots and partially wooded home sites with public utilities. Another stated, "You can't afford to develop 5 to 10 acre parcels at a price people will pay."

Subdivision Features

The discussion of subdivision features was couched in terms of the value to future homeowners. Builders felt money spent on sidewalks was not well spent because there are not sidewalks on the busy streets and the kids did not use internal sidewalks. One participant expressed a similar caution regarding spending on trees—"why spend money to plant trees, what if the homeowner doesn't want them and cuts them down." The concern was also expressed that trees in the right-of-way interfere with utilities.

There was general agreement that providing additional green space in developments is desirable, but the expectation was that such features would be trade-offs for existing requirements such as sidewalks.

Conclusions

The length and nature of the review process is likely to impact the type of builder attracted to Clarkson and their willingness to try new things. Though participants are very price conscious, they need to build to stay in business. Builders rely on town development review staff and planning board members to translate discretionary standards into concrete project features appropriate to their unique project site. A community with a clear vision and the ability to recognize the potential contribution of individual developments to that vision can ask for and get project features that make each new subdivision an asset to the overall quality of the community.

Overall, participants expressed a willingness to do what it takes to get a buildable project. If the perceived predictability of a timely approval is high, a businessperson can afford to provide project amenities that will increase the likelihood or speed of approval. Inconsistent feedback or failure to identify all issues and opportunities early in the process frustrates applicants. It also changes the risk-reward equation. When the predictability of a timely approval is low, a businessperson needs to be more cautious about agreeing to provide project amenities and pursue innovative designs that may further slow or complicate the review process.

Only one participant had experience with building "off-tract" homes. Attracting builders willing to "test the market" for a wider variety of development types is likely important to achieving Clarkson's community visions.

Senior Focus Group

The senior focus group was help from 1 to 3 pm on Sunday May 23, 2004 at Clarkson Town Hall. Participants were recruited by the Town Clerk, a Town Board member, and notices at senior apartment complexes in the Town of Clarkson and at the joint Clarkson-Sweden-Brockport senior center.

Participants were asked to identify community strengths, weaknesses, opportunities, and threats, to draw a map of the uses they frequent in the community, and discuss changes they would like to see in Clarkson.

Strengths

Open land
Beautiful homes
    NYS 19 south to Brockport
    Ridge Road
Services – water, sewer, gas, cable
Wildlife

Weaknesses

Drainage – 70% of town north of 104 has poor drainage due to soil and slope
Lack of sewers on Ridge Road
Goal – water on all town roads
Not enough golf courses
Not enough dance places
Lack of senior housing – apartments especially middle income; have Wellington for low income,
Friend bought mobile home in Hamlin because few middle income senior options

Opportunities

Close to lake, Hamlin Beach
Close to Rochester – arts, sports
Close to Greece – shopping, restaurants
More housing
Close to Brockport
Balance open space / natural areas
SUNY Brockport
Walking paths
Purchase of development rights
Extend NYS 531

Threats

Higher taxes
Fewer job opportunities; Kodak employment has decreased

1982	60,000
1994	40,000
2004	20,000

Uses Frequented and Changes Desired

Uses included an several maps include the town transfer station, Clarkson restaurants, Tops and other retail in Hamlin, Wegmans and other retail and service uses in Brockport, the hospital (Lakeside Memorial Hospital). Other destinations identified included the library (Seymour Library), homes of family members, and a church in Brockport. All maps included walking routes with one also identifying location of sidewalks and natural features.

Participants would like to see a greater variety of housing, additional commercial services (golf, dining, and dancing), and the ability to walk safely near their homes.

Youth Focus Group

The youth focus group was held on Sunday May 23 at Clarkson Town Hall. Participants were recruited by a Town Board member and other members of the Comprehensive Plan Committee.

Participants were asked to identify community strengths, weaknesses, opportunities, and threats, to draw a map of the uses they frequent in the community, and discuss changes they would like to see in Clarkson.

Strengths

Quiet
Clarkson playground
Library
K&K convenience store

Weaknesses

Not enough stuff to do / ball fields
Sidewalk on Lake Rd. ends at playground
Not enough stores – more restaurants, movies, clothes
Stores spread out –most not in walking distance
Wooden playground was more interesting

Opportunities

Youth –dance/concert
Fields – tennis courts @ playground
Roller hockey on tennis courts
Paths for walking and four wheeling
Pick-up recreational activities
Dance center
Improve good neighborhood – with youth entertainment & sales
Not much for kids in Brockport (used to walk to Collector's Choice)
Want more places to eat in Clarkson
Pool w/ slide (High School and SUNY pools are crowded)
Sidewalks – Lake Rd. from Woodstock
Streetlights
Place for kids to hang out w/out parents
Arcade
Picnic tables, park w/ trails

Threats

Woods – where they play paintball threatened by future development
Youth won't pay fees for recreation
Gas prices

Uses Frequented and Changes Desired

Uses included on several maps include the school (Brockport Central School campus), K&K convenience store, park/playground, library (Seymour Library and Greece), homes of friends and relatives, Greece malls, movies in Brockport and Greece, other shopping in Hamlin (Tops, Kronys, Subway) and Brockport (Wegmans, Wal-Mart, "Main Street", Burger King, pizza) and ice rinks in Brockport and Rochester. One participant indicated a church in Greece and another included a number of neighborhood streets, some with street labels.

Participants value commercial and recreation opportunities within walking distance. They would like to see more youth oriented retail and food businesses, opportunities for informal play, and an expanded sidewalk and trail system to get where they want to go.

Farmer Interviews

The following summary is based on phone interviews with three representatives of farm operations with major land holdings in Clarkson. Collectively those interviewed own 2,340 acres or 11 percent of town lands. All farm operators indicted a long-term commitment to farming. Clarkson farming operations are not dependent on rented land and Town of Clarkson lands represent 45 percent of their collective total land holdings.

The most frequently cited concern is difficulty moving farm equipment on public highways due to increasing traffic volumes. Commuter and farm vehicle conflicts are most serious on Sweden–Walker and Redman Roads. Farm operations are adequately served by existing access to public water or on-site wells. Other concerns mentioned include property taxes and the difficulty of enforcing laws to prevent crop destruction by those illegally operating off-road recreation vehicles on private lands.

One farmer indicated that some key lands with unique soils should be considered for permanent preservation as farmland.