

COMPREHENSIVE PLAN

Town of Sweden and Village of Brockport



Sweden Town Hall



Brockport Village Hall

Update 2002
Amended 2005
Amended 2015

Town of Sweden
18 State Street
Brockport, NY 14420
(585) 637-2144

Village of Brockport
49 State Street
Brockport, NY 14420
(585) 637-5300

2002 Sweden/Brockport Comprehensive Plan

Amended July 2015



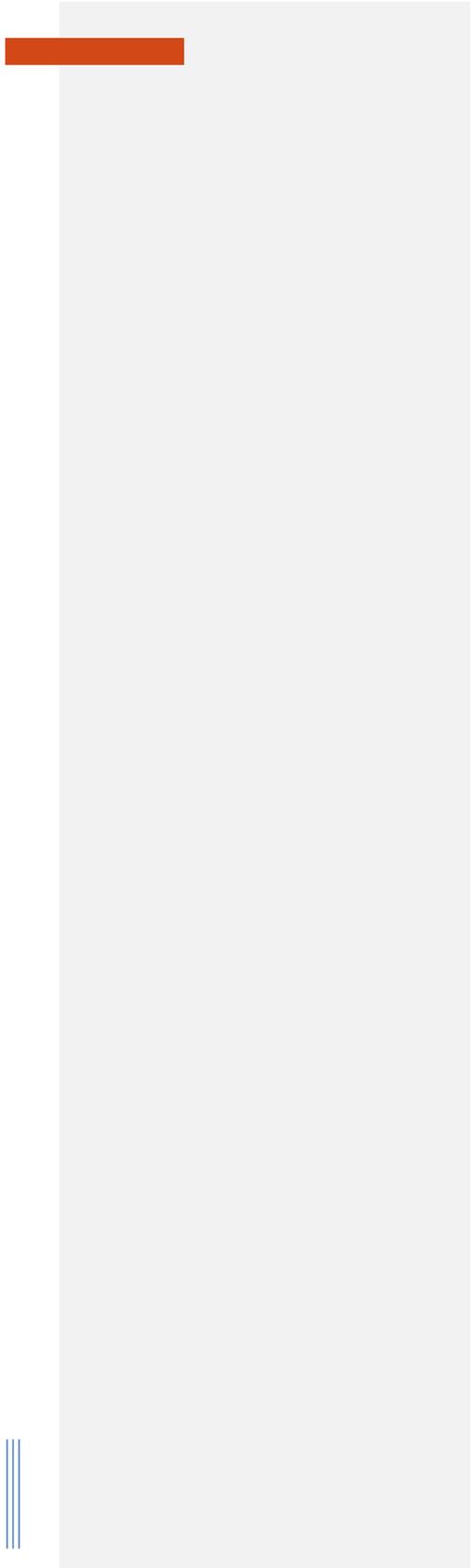


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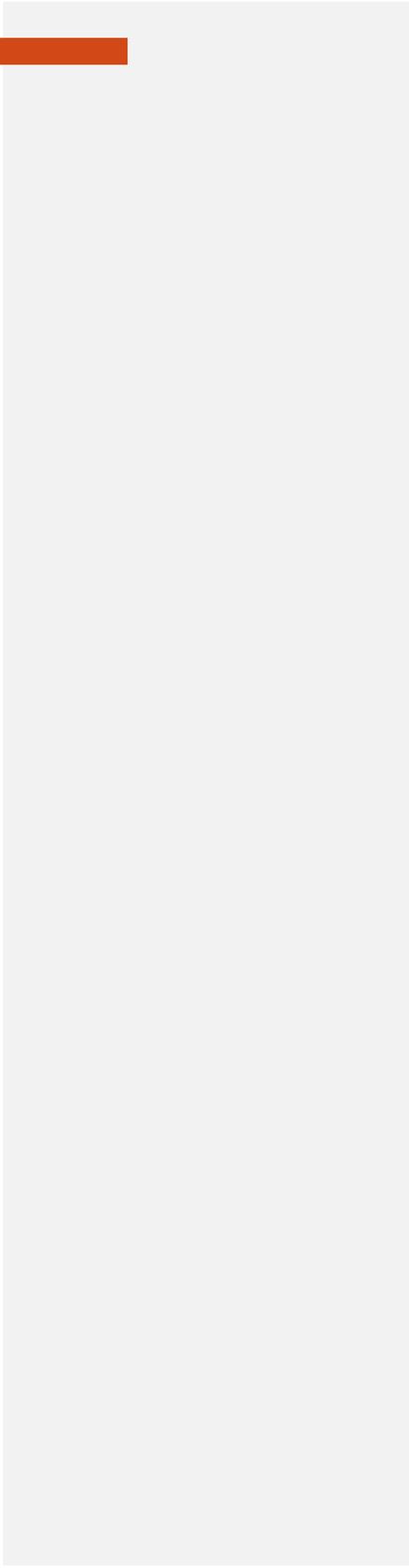
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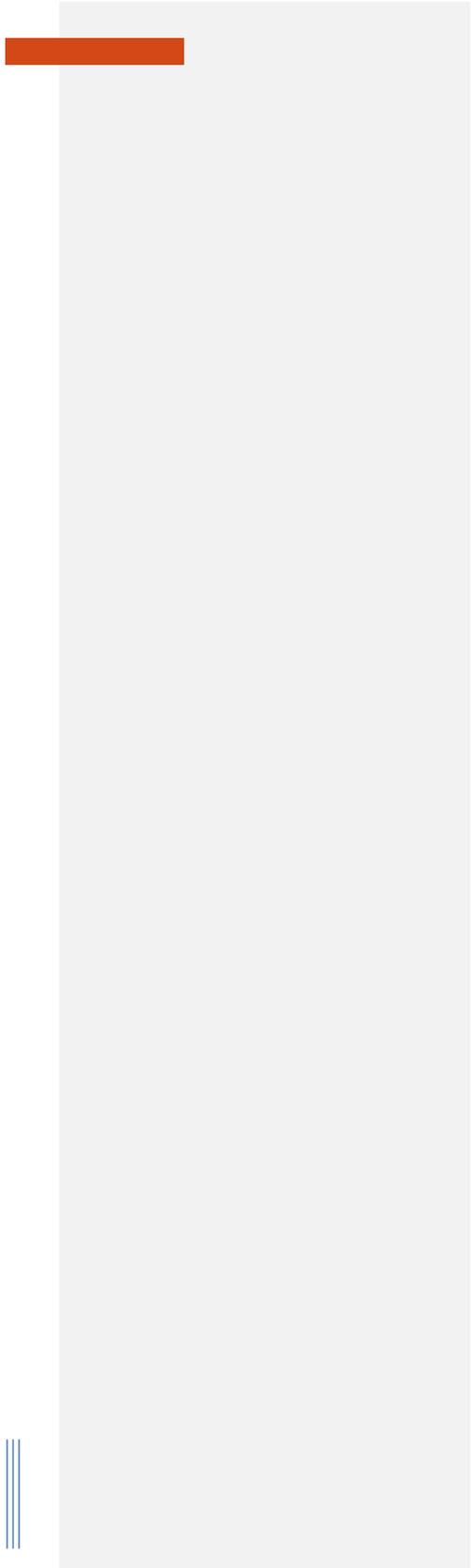
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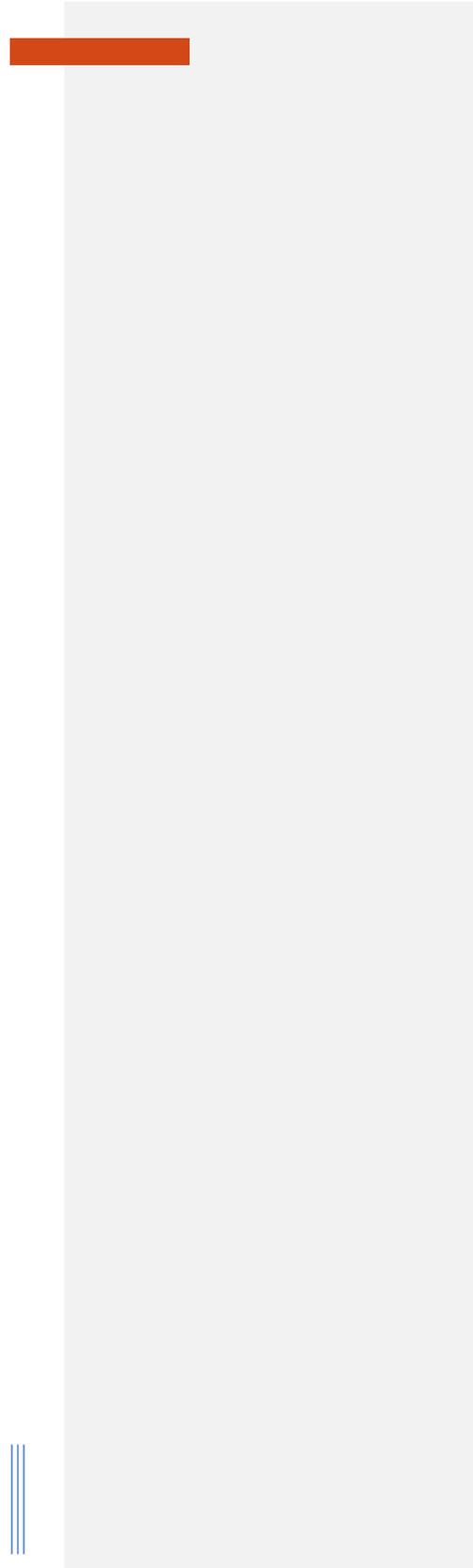
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Patricia Connors:

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Introduction

The Comprehensive Plan provides vision and direction as to how the Town of Sweden and Village of Brockport will develop and grow in a legal framework that guides future decisions. It responds to the principle that the myriad of future land-use decisions affecting the Town and Village should be made with foresight in a coordinated and responsible manner. It sets forth the community's goals and recommended actions deemed appropriate to attain these goals.

“Zoning changes should be enacted for the benefit of or with regard to the neighbors of the parcel or the community as a whole.”
(Cannon v. Murphy, 196 A.D.2d 498, 500, 600 N.Y.S.2d 965, 968 (2d Dept 1993))

The Comprehensive Plan considers the social, economic and environmental conditions that currently prevail, but also promotes the balanced environment, facilities and services that future populations will require. The Comprehensive Plan is the culmination reached by consensus, which best protects the Town and Village character while sustaining their economic viability and the ability of their natural and manmade systems to support growth, all deemed to be in the best interest of the Town and Village.

“A comprehensive plan articulates goals and approaches pertaining to ‘the immediate and long-range protection, enhancement, growth and development’ of the municipality. Plans may cover a broad array of topics, but they focus on implications for the built and natural environments, public infrastructure, and related land use issues. State law stipulates that municipalities that adopt comprehensive plans must ensure all land use regulations are “in accordance” with it.”
-David Kay, Cornell University

Each chapter of the Comprehensive Plan addresses a specific topic. Many unforeseeable events beyond the control of the Town and Village can influence the elements of the Comprehensive Plan; therefore review and revision addresses their relevance and effectiveness over time. Some text of this update has remained unaltered; other wording has been modified or created to address changing times and/or needs.

The Comprehensive Plan is an evolving document, which provides continuing guidance to the community's leaders. It is advisory in nature, not regulatory. However, New York's municipal statutes of 1995 strengthens the legal value of the Comprehensive Plan by requiring any new land use regulation or ordinance to be in accordance with the written, adopted Comprehensive Plan.



Goals, policies, objectives and actions aim for an “ideal” scenario, thus it is possible that one goal, policy, objective or action may conflict with another. Also, circumstances may arise that are not directly addressed by the Comprehensive Plan. While the Comprehensive Plan can look imposing with its many recommendations and maps, its prime function remains one of **guidance** in the decision-making process and is not intended as the “final word.”

The Comprehensive Plan benefits the community economically, socially and environmentally.

- It encourages local governments to set priorities for expenditures.
- It recommends patterns of development that take advantage of existing infrastructure and are more efficient.
- It tells other governmental agencies (federal, state, county or neighboring towns) the community’s concerns and land-use regulations, which they must consider in regard to their plans for capital projects.
- It strives to protect the character of the Town and Village.
- It aims to protect the natural resources (wetlands, forests, agricultural lands, stream corridors, water resources, street trees, native species, etc.) in the Town and Village.
- It allows the public the opportunity to participate in and understand the direction in which the community is headed.
- It allows the community to have some control over the type of business it attracts.
- It identifies the community’s assets and liabilities, thus allowing the limited funds and staff to be allocated in the most strategic way.
- It recognizes and protects the community’s historical and archeological assets.
- It improves access to financial and technical assistance from government and non-government groups.
- It serves as a legal defense for the community’s land use regulations.
- It is a vision for the future.



Chapter 1: Planning Resources

From the summer of 2011 through the summer of 2012, a joint committee comprised of citizens of various backgrounds met to review the 2002/amended 2005 Joint Comprehensive Plan. This included representatives of the Town and Village Boards, Town and Village Planning Boards, Environmental Conservation Board, Zoning Board of Appeals, Historic Preservation Board and private citizens. (Note: Individuals noted with “(former)” were current Board members during the time of this review.)

Patricia Connors, Chair /(former) Town Supervisor	Matthew Minor Craig McAllister , Town Planning Board	Formatted Table
Donald Grentzinger Rebecca Donohue , Town Council	Wayne Rickman Connie Castaneda , (former) Village Mayor	
David Hale, Town Planning Board	Chuck Switzer Bernard Daily , (former) Village Planning Board	
Kathy Harter, Town Conservation Board	Mort Wexler James Hamlin , (former) Village Zoning Board	
John Henion Nat O. Lester, III , former Town Supervisor	Norman Wright, Chairman Carol Hannan , (former) Village Trustee	
Marleen Cain , Clerk William Andrews , Historic Preservation	Christine Hunt , Historic Preservation	
Mark Rabjohn , Resident	Mary Ann Thorpe , Town Zoning Board	
Lynda VandenBerg , Historic Preservation	Danielle Windus-Cook , Realtor/Town Council	

The Committee reviewed the [1995-2002 Comprehensive Plan](#) with the [1997 and 1998/2005](#) amendments. This 2015 amendment represents more current information since the 2005 amendments. Additional comments/corrections were also incorporated following the review of various governmental agencies as well as from the Public Hearing held by the Sweden Town Board on May 26, 2015. (Please refer to **Appendix I** for the changes made and notes from each committee meeting.) *(Note: Since the 2002 Plan update shows the community’s preferred vision for the 20-year planning period of 2002 through 2022, a more in-depth review including a new community survey was not done at this time. A new community survey and an in-depth update are recommended to coincide with the release of the 2020 U.S. Census figures.)*

There were several documents that were used for assistance in the 2011-2012 review:

Northwestern Agricultural District #5 Monroe County, New York [2008 Agricultural District Review](#) by the Monroe County Agricultural and Farmland Protection Board and the Monroe County Planning Board, June 2009. The review, which encompasses the Towns of Clarkson, Greece, Hamlin, Ogden, Parma and Sweden, provides Monroe County the opportunity to create agricultural districts for the purpose of protecting and promoting the agriculture industry.

Brockport Canal Front Master Plan by Larsen Engineers, 1998. **Appendix B** includes a narrative summary of the Plan.

Village of Brockport Clinton Street Master Plan by Clark Patterson Lee, Bero Architecture PLLC, with Dudley C. Breed and Camoin Associates, June 2010. See **Appendix G**.

Comprehensive Plans for adjacent Towns. Comprehensive plans have been prepared for nearly all of the towns surrounding Sweden and Brockport.

Town of Sweden Code Book and Village of Brockport Code Book.

[The College at Brockport Facilities Master Plan, March 31, 2011](#). See **Appendix H**.

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Chapter 2: Inventory of Existing Conditions – Analysis of Trends and Projections of Future Needs

A. INTRODUCTION

The purpose of this chapter is to describe the current land use in the Town of Sweden and the Village of Brockport and relate it to the following community characteristics: population; housing; business and economic development; natural resources and environmental issues; utilities; transportation; parks, recreation and open space; government facilities and services; and historic and cultural resources.

Location

The Town of Sweden is located about 12 miles due west of Rochester, at the southwest edge of Monroe County. The Village of Brockport is located primarily within the Town of Sweden. Two sites located in the Town of Clarkson have been annexed into the Village of Brockport: University of Rochester Medical Center “Strong West” Urgent Care (formerly known as Lakeside Memorial Hospital), at the northern edge of the Village; and the Village sewage treatment plant. Appendix J, Figure 1, shows the location of the Town of Sweden and the Village of Brockport within Monroe County, identifies the surrounding communities, and shows the location of Sweden and Brockport.

History

Europeans first settled the land, which is now the Town of Sweden, soon after 1802, when the first major transportation route, Lake Road, was opened. Lake Road became New York State Route 19, and remains the major north-south route through the Town of Sweden and the Village of Brockport.

After a brief interruption of immigration due to the War of 1812, the town's population grew steadily. The Town of Sweden was incorporated in 1814. In the early 1820's, the construction of the Erie Canal through the northern section of the Town led to a boom in population and activity. The Village of



Brockport was chartered in 1829. The Erie Canal remains a prominent feature in the Village and the Town, with the potential for increased boating opportunities, tourism development, and waterside parks.

The construction of the Niagara Falls Branch of the New York Central Railroad made Brockport a center for business and transportation. Industries have always been part of the Village, originally to take advantage of canal and then rail transport.

The Town and Village grew steadily until 1882, when the Johnston Harvester Works, a primary industrial employer, was destroyed by fire. During the next twenty years, people moved to more urbanized areas for better paying industrial jobs. By 1920, the town's population was 3,984, the same as it was in 1880. Of these, all but 1,000 lived in the Village.

The College at Brockport, SUNY, also contributed to growth in the Village and Town as the successor to a school that was founded in 1835. The College at Brockport, SUNY, is a nationally recognized four-year comprehensive public college. The 464-acre campus has 67 buildings occupying about one-quarter of the campus, with rolling grassy fields and wooded land. The College occupies a large part of the Village of Brockport, and owns large parcels in the Town outside the Village. College students comprise a population equivalent in size to the population of the Village. The College also provides cultural opportunities for Town and Village residents, as well as stimulus for local retail businesses.

B. POPULATION

Total Population

In 2010, according to the U.S. Census Bureau, the population of the Town of Sweden (including the Village of Brockport) was 14,175, a 3.3% increase from the 2000 Census. Of these, 8,366 or 59% of the total lived in the Village of Brockport.

The population of the Village of Brockport and of the Town of Sweden outside the village has grown significantly since 1950. The largest growth occurred, in both the Town and Village, during the 1960's, at a rate higher than the county average (see **Table 1**). The high rate of population growth in the village during the 1970's is due to the increased enrollment at The College at Brockport, SUNY. During the 1990's, the rate of growth declined in the Village and increased in the Town. During this same period, the rate of growth in the County increased by 3%. From 2000 to 2010, both the Village and the Town experienced growth.

Please note that in 2015, another review of the tables presented in this chapter was conducted and the tables were updated with the most recent information available from the U.S. Census Bureau's website. The figures represent information gleaned from the American FactFinder 2009-2013 American Community Survey 5-Year Estimates for the Village of Brockport, Town of Sweden and Monroe County, New York.

TABLE 1: POPULATION 1950 - 2013

YEAR	Village	% Change	Town	% Change	Townwide	% Change	County	% Change
1950	4,748		1,234		5,982		487,632	
1960	5,256	10.7	1,968	59.5	7,224	20.8	586,387	20.3
1970	7,878	49.9	3,583	82.1	11,461	58.7	711,917	21.4
1980	9,776	24.1	5,083	41.9	14,859	29.6	702,238	-1.4
1990	8,649	-11.5	5,532	8.8	14,181	-4.6	713,968	1.7
2000	8,103	-6.3	5,613	1.5	13,716	-3.3	735,343	3.0
2010	8,366	3.2	5,809	3.5	14,175	3.3	744,344	1.2
2013	8,369	0.0	5,817	0.1	14,186	0.1	746,548	0.3

Source: U.S. Census Bureau, American FactFinder "American Community Survey Demographic and Housing Estimates" (2009-2013 ACS 5-Year Estimates)

The actual future population will depend on many factors which are difficult to predict: availability of land for new housing construction, extension of public water and sewers, zoning restrictions on housing types, market conditions in Sweden/Brockport and elsewhere, enrollment changes at the College, as well as natural increases (births and deaths). As much of the village is already developed, future population increases are likely to occur in the town outside the village.

Population by Race

The racial composition of Sweden/Brockport residents is less diverse than Monroe County overall. The white population in 1990 made up 93.5% of the total Town/Village population, compared to 84.1% in Monroe County. 3.1% of the population was black, and 3.7% other minorities. The white population in 2000 made up 92.6% of the total Town/Village population, compared to 79.1% in Monroe County. The white population in 2010 made up 92.5% of the total Town/Village population, compared to 76.1% in Monroe County. Currently, the white population is 91% of the total population (Townwide) with 3% black and 4% other minorities.

Table 2 shows the figures gleaned from the American FactFinder 2009-2013 American Community Survey 5-Year Estimates for the Village of Brockport, Town of Sweden and Monroe County.



TABLE 2: 2013 POPULATION BY RACE

2013 Population by Race*	Village		Town		Townwide		Monroe County	
Total Population	8,369	100%	5,817	100%	14,186	100%	746,548	100%
One Race	8,079	96.5%	5,761	99%	13,840	98%	729,519	98%
White	7,429	88.8%	5,457	94%	12,886	91%	569,984	76%
Black/African American	251	3.0%	133	2%	384	3%	113,723	15%
American Indian/Alaska Native	86	1.0%	7	0%	93	1%	2,228	0%
Asian	207	2.5%	143	2%	350	2%	25,493	3%
Native Hawaiian/Pacific Islander	0	0.0%	0	0%	0	0%	209	0%
Some other race	106	1.3%	21	0%	127	1%	17,882	2%
Two or more races	290	3.5%	56	1%	346	2%	17,029	2%
Hispanic or Latino (of any race)	381	4.6%	89	2%	470	3%	55,990	7%
Not-Hispanic or Latino	7,988	95.4%	5,728	98%	13,716	97%	690,558	93%

Source: U.S. Census Bureau, American FactFinder "American Community Survey Demographic and Housing Estimates" (*2009-2013 ACS 5-Year Estimates)

Population by Age Group

The age distribution of the Town (including the Village) is shown in **Table 3** below. The “under 18” age group dropped -15.5% between 2000 and 2013. The “18 and over” age group grew 8.1% between 2000 and 2013. The “60-64” age group grew 152.5% between 2000 and 2013. The “65 and over” age group had a 29.4% growth in that same time period.

TABLE 3: POPULATION BY AGE

	2000	2010		2013		% Change (2000-2013)
	Townwide	Village	Townwide	Village	Townwide	
Total Population	13,716	8,366	14,175	8,369	14,186	3.4%
Under 18	2,733	895	2,149	1,104	2,309	-15.5%
18 & Over	10,983	7,471	12,026	7,265	11,877	8.1%
20-24	2,781	2,719	3,367	2,277	3,064	10.2%
25-34	1,443	719	1,261	655	1,210	-16.1%
35-44	1,734	556	1,249	572	1,226	-29.3%
45-54	1,694	645	1,676	682	1,549	-8.6%
55-59	567	369	801	422	896	58.0%
60-64	343	263	647	361	866	152.5%
65 & Over	1,073	686	1,321	741	1,388	29.4%
Median Age:	25.0	22.0	24.4	22.0	25.4	1.6%

Source: U.S. Census Bureau, American FactFinder "American Community Survey Demographic and Housing Estimates" (2009-2013 ACS 5-Year Estimates). Age Groups and Sex: 2010, 2010 Census Summary File 1.

College Student Population

The College at Brockport, SUNY, has more than 8,000 undergraduate and graduate students. According to The College at Brockport’s Office of Research, Analysis and Planning, there were 2,674 students living on campus and 5,432 students living off campus in the Fall of 2014. In addition, more than 370 faculty and staff live in the 14420 zip code. These students, faculty, and staff pay taxes, shop in stores, eat in restaurants, and contribute to the economic development of the Brockport area.



Full-time Fall Semester enrollment (Undergraduates and Graduates) at The College at Brockport, SUNY, in 2007 was 6,602; 7,040 in 2010; 6,811 in 2012 and 6,662 in 2014. Part-time enrollment for this period was 1,701; 1,549; 1,460 and 1,444, respectively. The total enrollment from 2010 to 2014 reflects a -5.62% drop in enrollment (see **Table 4**).

TABLE 4: COLLEGE STUDENT POPULATION

FALL Semesters Year	Undergraduates		Graduates		TOTAL	% Change
	FT	PT	FT	PT		
2007	6,257	669	345	1,032	8,303	
2008	6,294	676	327	978	8,275	-0.3
2009	6,474	645	371	1,000	8,490	2.6
2010	6,645	652	395	897	8,589	1.2
2011	6,454	712	365	882	8,413	-2.0
2012	6,444	689	367	771	8,271	-1.7
2013	6,411	679	318	720	8,128	-1.7
2014	6,304	736	358	708	8,106	-0.3

Source: The College at Brockport, SUNY
Office of Research, Analysis & Planning

Household Characteristics

The number of people per household decreased townwide, as well as in the Village, between 2000 and 2010. This will lead to a greater demand for new housing units, and explains why the number of housing units increases faster than the population (See **Table 5**).



TABLE 5: SELECTED HOUSING CHARACTERISTICS (HOUSEHOLD SIZE)

2000	Village	Townwide
Total Households	2,399	4,581
Avg. Household Size	2.44	2.52
Avg. Family Size	3.03	3.06
2010		
Total Households	2,528	4,919
Avg. Household Size	2.25	2.36
Avg. Family Size	2.86	2.93
2009-2013		
Total Households	2,784	5,348
Avg. Household Size: Owner-occupied	2.55	2.62
Avg. Household Size: Renter-occupied	2.05	2.01

Source: U.S. Census Bureau, American FactFinder "Profile of General Demographic Characteristics: 2000" (DP1); "Households and Families: 2010" (QT-P11); 2009-2013 American Community Survey 5-Yr. Estimates "Selected Housing Characteristics" (DP04)

As **Table 6** shows, there were 209 more total households in the town outside the village and 129 more total households in the village in the 10 year period between 2000 and 2010. In 2010, family households represent 64% versus 36% non-family households in the town outside the village. Family households in the village were 43% versus 57% non-family households, in 2010.

Table 6A shows the occupancy characteristics (2009-2013 5-year estimates) for the Village of Brockport and Townwide. Of the 4,919 occupied housing units (Townwide), 2,415 are in the Town and 2,504 are in the Village. Of the 2,504 occupied housing units within the Village, it is estimated that 1,194 (47.6%) are owner-occupied and 1,310 (52.3%) are renter-occupied.



TABLE 6: HOUSEHOLD AND FAMILY CHARACTERISTICS (2000 AND 2010)

Categories	2000				2010**			
	Town*		Village		Town*		Village	
	Number	%	Number	%	Number	%	Number	%
Total Households	2,182	100	2,399	100	2,391	100	2,528	100
<i>Family Households</i>	1,539	71	1,220	51	1,533	64	1,094	43
- With own Children under 18	n.a.		n.a.		609	25	452	18
<i>Married Couple Family</i>	1,261	58	868	36	1,253	52	735	29
- With own Children under 18	581	27	398	17	448	19	253	10
<i>Male householder, no spouse</i>	n.a.		n.a.		88	4	103	4
- With own Children under 18	n.a.		n.a.		50	2	54	2
<i>Female householder, no spouse</i>	204	9	278	12	192	8	256	10
- With own Children under 18	130	6	181	8	111	5	145	6
<i>Non-Family Households</i>	643	30	1,179	49	858	36	1,434	57
- Householder living alone	492	23	722	30	602	25	858	34
under 18 years	n.a.		n.a.		659	28	499	20
Households with individuals 65 years & over	n.a.		n.a.		552	23	428	17

*Excluding Village

n.a. - data not available

**Source: U.S. Census Bureau - 2010 Census

The figures in **Table 6A** represent information gleaned in 2015 from the American FactFinder 2009-2013 American Community Survey 5-Year Estimates for the Village of Brockport and Town of Sweden (including the Village).

TABLE 6A: OCCUPANCY CHARACTERISTICS (2009-2013)

Subject	Brockport village, New York			Sweden town*, Monroe County, New York		
	Occupied housing units	Owner-occupied housing units	Renter-occupied housing units	Occupied housing units	Owner-occupied housing units	Renter-occupied housing units
	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate
Occupied housing units	2,504	1,194	1,310	4,919	2,891	2,028
Family households	53.80%	81.80%	28.20%	60.60%	81.40%	31.00%
Married-couple family	38.50%	66.40%	13.00%	47.00%	69.20%	15.40%
Other family	15.30%	15.40%	15.20%	13.60%	12.10%	15.60%
Male householder, no wife present	1.40%	1.20%	1.50%	3.00%	2.70%	3.40%
Female householder, no husband present	13.90%	14.20%	13.70%	10.60%	9.40%	12.20%
Nonfamily households	46.20%	18.20%	71.80%	39.40%	18.60%	69.00%
Householder living alone	27.60%	14.70%	39.50%	26.30%	15.40%	41.90%
Householder not living alone	18.60%	3.50%	32.40%	13.10%	3.30%	27.10%
FAMILY TYPE AND PRESENCE OF OWN CHILDREN						
With related children under 18 years	24.10%	32.20%	16.70%	27.00%	30.80%	21.60%
With own children under 18 years	20.50%	30.10%	11.80%	24.90%	29.40%	18.50%
No own children under 18 years	3.60%	2.20%	4.90%	2.10%	1.40%	3.20%
No related children under 18 years	75.90%	67.80%	83.30%	73.00%	69.20%	78.40%

*Townwide (including Village)

Source: U.S. Census Bureau, 2009-2013 American Community Survey 5-Year Estimates "Occupancy Characteristics" (S2501)

C. HOUSING

In 2000, according to the U.S. Census, there were 2,589 housing units in the Village, and 2,254 units in the Town outside the Village. In 2010, there were 2,529 housing units in the Village and 2,661 units in the Town outside the Village (Source: 2010 U.S. Census Bureau, American FactFinder, 2010 Demographic Profile Data). This represents a -2.3% decrease in the Village from 2000 to 2010 and an 18% increase in the Town during that time period.

The 2009-2013 American Community Survey 5-Year Estimates show 2,784 total housing units in the Village and 2,564 in the Town. This represents an estimated 10% increase in the Village and a -3.6% decrease in the Town since 2010.

Table 7 shows the structural types of housing found in the Town and Village according to the American Community Survey 5-Year Estimates (2009-2013). Forty-three percent (43.5%) of the housing units in the Village and 65.8% of those in the Town outside the Village were single-family detached dwellings. Apartment buildings containing five (5) or more units represented 25.6% of the total units in the Town and Village combined.

TABLE 7: SELECTED HOUSING CHARACTERISTICS 2009-2013 - UNITS IN STRUCTURE

Subject	Village		Town		Townwide	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
UNITS IN STRUCTURE						
Total Housing Units	2784	100	2564	100	5348	100
1-unit, detached	1211	43.5	1687	65.8	2898	54.2
1-unit, attached	76	2.7	139	5.4	215	4
2 units	403	14.5	28	1.1	431	8.1
3 or 4 units	408	14.7	29	1.1	437	8.2
5 to 9 units	259	9.3	136	5.3	395	7.4
10 to 19 units	177	6.4	201	7.8	378	7.1
20 or more units	250	9	344	13.4	594	11.1
Mobile home	0	0	0	0	0	0
Boat, RV, van, etc.	0	0	0	0	0	0

Source: U.S. Census Bureau, American FactFinder 2009-2013 American Community Survey 5-Year Estimates "Selected Housing Characteristics" (DP04)

Owner-occupied dwellings constituted 47.7% of the housing units in the Village, and 70.3% in the Town outside the Village. Renter-occupied dwellings constituted 52.3% of the housing units in the Village, and 29.7% in the Town outside the Village (see **Table 8**).

TABLE 8: SELECTED HOUSING CHARACTERISTICS (2009-2013) - OCCUPANCY

Subject	Village		Town		Townwide*		County	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
HOUSING OCCUPANCY:								
Total housing units	2,784	100	2,564	100	5,348	100	320,531	100
Occupied housing units	2,504	89.9	2,415	94.2	4,919	92	297,040	92.7
Vacant housing units	280	10.1	149	5.8	429	8	23,491	7.3
Homeowner vacancy rate	0	(X)	0	(X)	0	(X)	1.1	(X)
Rental vacancy rate	5.8	(X)	1	(X)	6.5	(X)	6.5	(X)
HOUSING TENURE:								
Occupied housing units	2,504	100	2,415	100	4,919	100	297,040	100
Owner-occupied housing units	1,194	47.7	1,697	70.3	2,891	58.8	193,265	65.1
Renter-occupied housing units	1,310	52.3	718	29.7	2,028	41.2	103,775	34.9

Source: U.S. Census Bureau, American FactFinder 2009-2013 American Community Survey 5-Year Estimates "Selected Housing Characteristics" (DP04)

Table 9 shows the age of housing in Brockport Village, Sweden and townwide, according to the American Community Survey 5-Year Estimates (2009-2013). There were significant gains in housing during the 1970's and 1980's. The housing units have tapered off in the 1990's and increased somewhat from 2000 to 2009.

TABLE 9: SELECTED HOUSING CHARACTERISTICS (2009-2013) – YEAR STRUCTURE BUILT

Subject	Village		Town		Townwide	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
YEAR STRUCTURE BUILT						
Total housing units	2,784	100	2,564	100	5,348	100
Built 2010 or later	0	0.0	0	0.0	0	0.0
Built 2000 to 2009	111	4.0	217	8.5	328	6.1
Built 1990 to 1999	42	1.5	213	8.3	255	4.8
Built 1980 to 1989	312	11.2	488	19.0	800	15.0
Built 1970 to 1979	632	22.7	602	23.5	1,234	23.1
Built 1960 to 1969	315	11.3	490	19.1	805	15.1
Built 1950 to 1959	104	3.7	240	9.4	344	6.4
Built 1940 to 1949	109	3.9	16	0.6	125	2.3
Built 1939 or earlier	1,159	41.6	298	11.6	1,457	27.2

Source: U.S. Census Bureau, American FactFinder 2009-2013 American Community Survey 5-Year Estimates "Selected Housing Characteristics" (DP04)

Additional Information

Three owner-occupied residential developments of significant size and scope have come to the **Village of Brockport** – Remington Woods, McCormick Place and Sunflower Landing.

- The Remington Woods subdivision encompasses 132 acres in the area bounded by Willowbrooke Drive to the east, Redman Road to the west, West Avenue to the north, and the New York State Barge Canal to the south. Plans call for more than 230 single-family residential units, and six professional office units within the development.
- The McCormick Place subdivision is located off of East Avenue, just east of Cloverwood Drive. It is a 22.9-acre patio home development of 64 single-family units targeting “empty nesters,” who desire to downsize from their current homes. These homes received condominium status in 2012 from the State of New York.
- The Sunflower Landing subdivision, ~~is a~~ is a 52.9-acre mixed-use q-district development that has been granted condominium status from the State of New York.

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Senior/Disabled apartment house complexes include the 28-unit Park Place Apartments located at 140 Park Avenue, and the 32-unit Village Center Apartments located at 222 Main Street.

Four new residential developments of significant size and scope have come to the **Town of Sweden** – Northview Subdivision, The Villas at Brandon Woods—Highlands Senior Development, Heritage Square Redman Road and The Woods at Sable Ridge.

- The Northview Subdivision is located north of Route 31-A and west of Redman Road on approximately 100 acres. A total of 200 single-family homes are proposed for the full build-out of this subdivision. The subdivision will be split up into 11 sections. Public utilities include water, sewer and storm drainage, which will be attenuated by a detention pond. As of this review, Sections 1 and 2 have been approved by the Sweden Planning Board.
- The Villas at Brandon Woods is located west of Talamora Trail and south of the Wal-Mart Supercenter on Brockport-Spencerport Road on approximately 27 acres. It is a mixed-use development, including single-, double- and quad-unit townhouses targeted at occupancy by senior citizens. Initial plans include 40 one-family, 5 two-family and 4 (4-unit) dwelling units with one commercial retail center. An application for Incentive Zoning was granted by the Sweden Town Board in May 2007.
- Heritage Square—Redman Road is located across from the western entrance to The College at Brockport, SUNY, on Redman Road between the Erie Canal

to the north and the Sweden Town Park to the south on approximately [130 acres](#). It is a [mixed-use planned development](#) with proposed housing, retail, hotel and offices. In 2009, the Brockport College Suites, a [400-bed student housing facility](#), [opened](#). (Note: This property may qualify for the “Start-Up NY” Initiative introduced by Gov. Andrew Cuomo at the end of the 2013 Legislative Session.)

- [The Woods at Sable Ridge](#) is located between Lake Road and Redman Road and north of White Road on approximately 138 acres. A total of 256 units were proposed: 86 single family homes, 53 patio homes and 117 town houses. The project received Planning Board approvals; however, the approvals have expired as of this writing. The land is currently for sale.

D. BUSINESS DEVELOPMENT AND ECONOMIC BASE

Table 10 identifies the occupations and industries of employed residents.

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TABLE 10: EMPLOYMENT BY OCCUPATION AND INDUSTRY GROUP (2009-2013)

Subject	Village	Town	Townwide
	Estimate	Estimate	Estimate
OCCUPATION			
Civilian employed population 16 yrs & over	3,836	3,056	6,892
Management, business, science & arts occupations:	1,380	1,187	2,567
<i>Management, business & financial occupations</i>	274	315	589
<i>Computer, engineering & science occupations</i>	211	126	337
<i>Education, legal, community service, arts & media</i>	622	526	1,148
<i>Healthcare practitioner & technical occupations</i>	273	220	493
Service occupations:	862	466	1,328
<i>Healthcare support occupations</i>	67	76	143
<i>Protective service occupations</i>	121	82	203
<i>Food preparation & serving related occupations</i>	318	194	512
<i>Building & grounds cleaning & maintenance</i>	142	24	166
<i>Personal care & service occupations</i>	214	90	304
Sales & Office occupations	984	866	1,850
Natural Resources, construction & maintenance	271	222	493
Production, transportation & material moving	339	315	654
INDUSTRY			
Civilian employed population 16 yrs & over	3,836	3,056	6,892
Agriculture, forestry, fishing & hunting, & mining	56	27	83
Construction	114	64	178
Manufacturing	255	405	660
Wholesale trade	59	70	129
Retail trade	645	495	1,140
Transportation & warehousing, & utilities	84	30	114
Information	70	0	70
Finance & insurance, & real estate & rental & leasing	130	370	500
Professional, scientific, & management, & administrative & waste management services	189	193	382
Educational services, & health care & social assistance	1,428	939	2,367
Arts, entertainment, & recreation, & accommodation & food services	439	230	669
Other services, except public administration	280	108	388
Public administration	87	125	212

Source: U.S. Census Bureau, American FactFinder 2009-2013 American Community Survey 5-Year Estimates - "Occupation by Sex & Median Earnings in the Past 12 months (in 2013 Inflation-Adjusted Dollars) for the Civilian Employed Population 16 Years & Over" (S2401) and "Industry by Sex & Median Earnings in the Past 12 Months (in 2013 Inflation-Adjusted Dollars) for the Civilian Employed Population 16 Years & Over" (S2403)

Tables 11 and 12 shows data for the greater Brockport area (14420 zip code). Nearly 10% of Greater Brockport workers are employed in production, transportation, and material moving occupations and the category represents one of the area's most significant providers of non-retail jobs.

TABLE 11: GREATER BROCKPORT (14420 Zip Code) - OCCUPATION FOR THE CIVILIAN EMPLOYED POPULATION 16 YRS. & OVER (2009-2013)

Subject	Estimate	Percentage
Civilian employed population 16 Years & Over	10,078	100
Management, business, science, & arts occupations:	3,581	35.5
<i>Management, business, & financial</i>	<i>1,099</i>	<i>10.9</i>
<i>Computer, engineering, & science</i>	<i>487</i>	<i>4.8</i>
<i>Education, legal, community service, arts, & media</i>	<i>1,360</i>	<i>13.5</i>
<i>Healthcare practitioner & technical occupations</i>	<i>635</i>	<i>6.3</i>
Service occupations:	2,068	20.5
<i>Healthcare support occupations</i>	<i>231</i>	<i>2.3</i>
<i>Protective service occupations</i>	<i>260</i>	<i>2.6</i>
<i>Food preparation & serving related occupations</i>	<i>841</i>	<i>8.3</i>
<i>Building & grounds cleaning & maintenance occupations</i>	<i>249</i>	<i>2.5</i>
<i>Personal care & service occupations</i>	<i>487</i>	<i>4.8</i>
Sales & office occupations	2,555	25.4
Natural resources, construction, & maintenance occupations	824	8.2
Production, transportation, & material moving occupations	1,050	10.4

Source: U.S. Census Bureau, 2009-2013 American FactFinder "Occupation by Sex & Median Earnings in the Past 12 Months (in 2013 Inflation-Adjusted Dollars) for the Civilian Employed Population 16 Years & Over" (S2401)

According to the Greater Brockport Development Corporation, Brockport's location makes it ideal for companies that need to distribute their products to markets in the Northeast United States and Southern Ontario, Canada. That's because one-third of the U.S. and Canadian population is within 500 miles of Brockport. Furthermore, Brockport is conveniently located just a short distance from Exit 47 of Interstate 90 (the New York State Thruway), one of the country's major east- west travel routes, as well as Interstate 390, connecting travelers with New York's Southern Tier Region and Interstate 86.

(Source: U.S. Census Bureau)

A high percentage of employed residents of the Town of Sweden, including the Village of Brockport, worked for the State government and in "educational services." This reflects the presence of The College at Brockport, SUNY.

Lakeside Memorial Hospital was a major employer in the health care industry in the area for many years until the Hospital was forced to close in April 2013 due to fiscal constraints. In August 2013, the University of Rochester Medical Center (URMC) opened "Strong West" as an Urgent Care Center in the building that was formerly Lakeside

Memorial Hospital. In August 2014, UR Medicine's Strong West urgent care facility switched over to an emergency department. The NYS Department of Health approved Strong West's off-campus emergency department, making it the first such site in upstate and western New York. Strong West brings the services of Strong Memorial Hospital and UR Medicine to the Brockport area. Strong West currently offers Emergency Care, Imaging, Lab, Primary Care, Orthopedic, Cardiac, Oncology and Hematology, Sleep Medicine, Neurology, and Urology services. Strong West also offers Urgent Care and Primary Care in Spencerport.

TABLE 12: GREATER BROCKPORT (14420 Zip Code) - INDUSTRY FOR THE CIVILIAN EMPLOYED POPULATION 16 YRS. & OVER (2009-2013)

Subject	Estimate	Percentage
Civilian employed population 16 yrs and over	10,078	100
Agriculture, forestry, fishing & hunting, & mining	83	0.8
Construction	526	5.2
Manufacturing	1,004	10.0
Wholesale trade	179	1.8
Retail trade	1,581	15.7
Transportation & warehousing, & utilities	298	3.0
Information	148	1.5
Finance & insurance, & real estate & rental & leasing	619	6.1
Professional, scientific, & management, & administrative & waste management services	655	6.5
Educational services, & health care & social assistance	3,046	30.2
Arts, entertainment, & recreation, & accommodation & food services	1,071	10.6
Other services, except public administration	573	5.7
Public Administration	295	2.9

Source: U.S. Census Bureau, 2009-2013 American FactFinder "Industry by Sex & Median Earnings in the Past 12 Months (in 2013 Inflation-Adjusted Dollars) for the Civilian Employed Population 16 Years & Over" (S2403)

E. NATURAL RESOURCES, AGRICULTURAL LAND, AND ENVIRONMENTAL ISSUES

Topography and Drainage

The Town of Sweden has an area of about 34.3 square miles (21,952 acres). Its terrain is generally flat to slightly rolling.

Three main watersheds are located within the Town of Sweden. See **Figures 4 and 5**. The southern third and western edge of the Town drains to the south, into Black Creek, and eventually into the Genesee River and Lake Ontario. Most of the northern



two thirds of the Town drains into Lake Ontario via Salmon Creek. A small part of the western edge of the Town drains into Sandy Creek.

The Salmon Creek watershed drains a total of 57,606 acres, of which 15,263, or 26.5%, are in the Town of Sweden. This watershed accounts for 69% of the land area in the Town. Tributaries to Salmon Creek within the Town include Brockport Creek, Otis Creek, and Moorman Creek. Salmon Creek enters Lake Ontario at Braddocks Bay (mean lake elevation approximately 246 feet.) At its headwaters 20 miles upstream, within the Town of Sweden, the elevation is 668 feet. The stream conveys primarily natural surface runoff, with the exception of siphoned flows from the Barge Canal.

The Sandy Creek watershed drains 48,355 acres, of which 828 acres, 1.7% of the total, is within the Town of Sweden. Four percent of the total land area in the Town is in this watershed, in an area bounded approximately by Fourth Section Road on the north, Redman Road on the east, and White Road on the south.

The Black Creek watershed is one of the Genesee River's largest. It drains a total of 206 square miles, or 130,660 acres. 5,876 acres - 4.6% of the watershed and 26.8% of the Town's total land area - are in this watershed. Black Creek discharges into the Genesee River.

Wetlands

Wetlands are areas such as swamps, marshes, or wet meadows where the ground water level is near or above the surface. Wetlands provide many important benefits, including improved water quality, interception and storage of storm water runoff, ground water recharge and essential habitat for a variety of plants and animals, including endangered and threatened species. See **Figure 4**.

The Town of Sweden Environmental Conservation Board has an extensive file of the field studies conducted in 1976 when 3259.76 wetland acres were delineated in the Town. There is a wetlands overlay map from 1976 (part of the Environmental Atlas and Open Space Index). The Town has DEC wetland amendments as recent as 1994 on file. There is an educational brochure for public distribution.

Both state and federal laws and regulations are in effect to protect and preserve wetlands. New York State's Freshwater Wetlands Act directed the Department of Environmental Conservation (DEC) to map significant wetlands and prepare regulations restricting activities which would destroy or disturb the wetlands. The state mapped only wetlands with an area of 12.4 acres (5 hectares) or larger, plus smaller wetlands with unusual importance.

State regulations do not restrict normal agricultural practices, routine maintenance of buildings, selective tree cutting, continuation of existing lawful uses, or recreational activities. They do regulate draining, filling, excavation, and grading, since

these activities could permanently damage or destroy wetlands. A permit from DEC is required for activities within either the designated wetland or within a 100 foot buffer zone surrounding the wetland.

DEC staff work with permit applicants to identify ways to avoid or minimize damage to wetlands, or to design mitigation measures to compensate for any unavoidable damage to wetlands. The permit states what activities are allowed, what measures must be taken to protect the wetlands or compensate for damage.

The U.S. Army Corps of Engineers (Corps) issues permits for activities in those wetlands subject to regulations under Section 404 of the federal Clean Water Act. These wetlands must be identified based on their hydraulic, soil, and vegetative characteristics; a map prepared by the U.S. Fish and Wildlife Service for the National Wetlands Inventory serves as a preliminary identification of federally regulated wetlands. As with DEC, Corps staff helps applicants identify ways to minimize the damage that their proposed activities would have on wetlands.

Several areas are subject to regulation by both DEC and the Corps. A joint permitting process is used to minimize delays and prevent inconsistencies in administration. A single permit application can be submitted to either the DEC or the Corps, which will automatically be forwarded to the other agency for processing. The agencies coordinate as necessary on the review and the decision and issue a single permit stipulating the decision.

Several (twenty-five as of December 1994) State-regulated wetlands are located in the Town of Sweden. These are classified I, II, or III, depending on their overall value to wildlife. These are shown on Figure 4.

Flood Hazard Areas

Areas subject to flood hazards are shown on Figure 6. In the Town of Sweden, flood prone areas are located along the Erie Canal, Salmon Creek, North Branch Black Creek and its tributary, and other small areas along streams. The only flood hazard area in the Village of Brockport is along Brockport Creek, in the southeast quadrant of the Village.

These areas are within the 100-year floodplain and were mapped by the Federal Emergency Management Agency (FEMA) as part of the National Flood Insurance Program (NFIP). The "100 year flood" is estimated to be a flood with a 1% chance of occurring during any one year. The highest elevation of this flood is calculated as the "Base Flood Elevation" for the purpose of the NFIP. Regulations require that new construction be elevated to the base flood (100 year flood) elevation. (*Note: FEMA flood maps are currently under review.*)

The elevations of the 100-year flood are shown on flood profile diagrams in the Flood Insurance Study and on the Flood Insurance Rate Maps (FIRM's). The FIRM's also show various zone designations for the special flood hazard areas. The zones affect insurance premium rates. Property owners purchase flood insurance through their regular insurance agents.

Floodway and Flood Boundary Maps identify areas which convey flood waters. These are exposed to the most frequent and severe flooding, and flood flows there generally have the highest velocities.

Areas of minor flooding are between the boundaries of the 100- and 500- year floods. These areas are very infrequently flooded, but are included in flood insurance studies to note the potential risk.

Steep Slopes

Moderately steep slopes (15 to 25% slope) are very restricted in their use. Dense housing development would be very costly because of grading cost, street designs, erosion measures needed, etc. An occasional estate type development may be feasible in parts of such areas. These slopes are generally best suited for recreational uses such as parks, nature trails, etc.

Steep to very steep slopes (25% slope or steeper) are very restricted in their use. Many problems are involved and costs are usually prohibitive when one attempts to use these areas for urban development. Their best use is usually recreational, wildlife or forestry. They should be maintained with adequate cover because surface runoff is usually rapid and erosion a severe hazard.

The Town of Sweden has only one area of steep slopes. They all are associated with the notable Niagara Escarpment. This feature is a ridge that crosses the East boundary of the town at the ski hill in Northampton Park, crosses Route 19 between Lakeview Cemetery and the Community Center, and exits the town near the Route 31, West Sweden Road corner. (See **Figure 7**).

This remarkable geological feature is extremely ancient, having formed between 430 and 450 million years ago. It was the rim of a soft saucer shaped depression in the earth's crust covered by a shallow sea. The Escarpment is a rock ridge made up of soft shales and sandstones and harder limestone, now mostly covered by a thick layer of soil. The Escarpment can be seen from Central New York west to Niagara Falls where it is the precipice over which the Niagara River plunges. It continues west across Canada, beneath the Great Lakes to Wisconsin. The Niagara Escarpment contains some of the best exposures of rocks and fossils in the world.

Soils

Soil is composed of mineral and organic material and living forms. Qualities of the soil affect the potential for agriculture and development of land. The Natural Resource Conservation Service of the U.S. Department of Agriculture completed a soil survey for Monroe County that was published in 2000. See **Figure 8**.

A series of overlay maps were prepared for the 1973 Planning Inventory that shows how soil characteristics constrain development. The following maps are available as part of the Town of Sweden's Open Space Index:

- Soil Characteristics in Relation to Flooding
- Soil Suitability for Disposal of Septic Tank Effluent
- Soil Stability at Depths of Three to Six Feet
- Depth to Bedrock
- Erosion Potential of Soils
- Suitability of Soils for Underground Utilities
- Suitability of Soils for Home sites
- Suitability of Soils for Industrial and Commercial Development
- Suitability of Soils for Agricultural Uses

These maps show that soils present serious limitations to development in much of the Town, because of poor permeability, shallow depth to bedrock, erodibility, or unstable soils.

Agricultural Land

Agriculture is the predominant land use in the Town outside the Village. 3,557.54 acres, or 18.02% of the total land area outside the Village, is categorized as agricultural in the town's assessment rolls. Land in Sweden is in Monroe County's Midwest and Northwest Agricultural Districts (Agricultural Districts #5 and #1). **Figure 9** shows active agricultural land in the Town of Sweden as well as Agricultural Districts and the location of prime agricultural soils.



Quarry

A stone quarry owns approximately 390± acres between Swamp Road and Colby Street in the Town. Iroquois Rock Company, a sub-unit of Dolomite Products (purchased by Old Castle in the year 2000), mines relatively high quality dolomite, in various forms, from the Lockport formation. The products are used primarily in road construction.

The mine is expected to be productive through 2034. Its actual lifespan depends on the demand for its products, which is tied to trends in construction and road building.

The quarry is regulated by the NYS Department of Environmental Conservation (DEC) pursuant to the Mined Land Reclamation Act. The current New York State DEC permit was renewed on January 20, 2015 and will expire on January 19, 2020. The Town Excavation Permit was renewed on June 23, 2015 and will expire on June 23, 2018. During the length of the permit, the quarry is permitted to mine a total of 287.6± acres; it anticipates using up to 297.6± acres during the life of the mine.

State regulations require mines to prepare a plan for and provide a bond to cover the costs of reclaiming and restoring land once mining ceases. The proposed final use of this quarry is a lake. The steep rock faces will be "step-blasted," and all disturbed areas will be graded and vegetated after mine-out. Depending on future community needs and market demand, the lake and surrounding land may become a park, housing development, or recreation area. A similar quarry in Penfield was reclaimed into a golf course. In the future, the Town will see the opportunity for creative re-use of the quarry lands.

Inactive Hazardous Waste Sites

Several sites on the State Registry of Inactive Hazardous Waste Sites are located in the Town. These are shown on **Figure 10**. (Further and updated information may be obtained by visiting <http://www.dec.ny.gov>)

- **Sweden-3-Chapman Site** - located north of Beadle Road and East of Redman Road. (Formerly a dump/landfill from 1970 to 1975; approximately 2 acres). This site was reclassified on the State's Registry from Class 2 to **Class 4** "as it no longer presents a significant threat to public health and/or the environment" (NYS Department of Environmental Conservation Public Notice, dated October 16, 2012). Remedial actions to properly construct and close the landfill have been completed. Specifically, a soil cover system was constructed as part of the Part 360 regulations and landfill closure. Human exposures to residual soil, groundwater and soil vapor contamination are being addressed under the Site Management Plan, which includes both an environmental easement and a Deed restriction on the site. The easement and deed restriction require the following: (a) a prohibition of vegetable gardens and farming, including cattle and dairy farming on the properties; (b) compliance with an approved site management plan; (c) a restriction on the use of groundwater as a source of either potable or process water; (d) an evaluation of the potential for soil vapor intrusion for any buildings developed on the site and mitigation, if necessary; (e) maintenance of the existing soil cover across the site; and (f) annual certification by the property owner to the NYS

Department of Environmental Conservation (NYS DEC) that the institutional and engineering controls remain effective.

- **Former G.E./Black & Decker Site** – located at 200 State Street, on the east side of the Village of Brockport. (Hazardous Waste Disposal Period from 1949 to 1987; approximately 28 acre property). This site is classified as **Class 2** (significant threat to the public health or environment—action required).

According to the NYS DEC's Environmental Assessment, the primary contaminants of concern in groundwater at the site are trichloroethene (TCE) and degradation products of these compounds. A groundwater extraction and treatment system, located at the facility at 200 State Street, began operating in 1988. The system was enhanced in 1999 and again in 2007 to increase its effectiveness. Solvent contamination in groundwater is also present in the residential area north of the site. It appears that contamination in the residential area migrated prior to installation and operation of the on-site groundwater recovery system. The primary contaminants of concern with on-site (at 200 State Street) soils associated with wastewater treatment sludges were chromium and nickel (from electroplating operations). A 1997 soil removal reduced metals concentrations below levels of concern. PCBs were subsequently found to be present in on-site soils and in solids accumulated in the storm sewer system. On-site interim measures for excavation and removal of PCB contaminated materials (primarily soils and storm sewer solids) were completed. The effectiveness of the on-site PCB actions has been monitored using a trap that captures solids moving in the storm sewer system. The solids are periodically removed from the trap and tested, prior to disposal, to track PCB concentration. Off-site remedial actions along the Tributary #3 to Brockport Creek drainageway (Operable Unit 07) were implemented to address PCB contamination of soil, sediment and the storm sewer system. The majority of the off-site storm sewer system was removed and replaced as part of these actions. A fish tissue sampling program was implemented to monitor PCB levels in fish in Brockport Creek to assess the effectiveness of these actions. Baseline fish tissue monitoring was performed prior to drainageway sediment removal. Site Health Assessment: People are not drinking the contaminated groundwater because the area is served by a public water supply that is not contaminated by the site. The potential for soil vapor intrusion to occur on-site will be evaluated should the site building be re-occupied and/or if new construction occurs. NYSDOH and NYSDEC will re-evaluate the need to investigate the potential for soil vapor intrusion into off-site structures.

- **Former 3M/Dynacolor Site** – located at 180 State Street in the Village of Brockport. (Hazardous Waste Disposal Period from 1893 to 1978; approximately 5.5 acre property). This site is classified as **Class 4** (site properly closed – requires continued management). There is a Deed Restriction on this site as well as a Ground Water Use Restriction, a Land Use Restriction and a Soil Management Plan.

According to the NYS DEC's Environmental Assessment:

Nature and Extent of Contamination: As described in the RI report, many soil, and groundwater samples were collected to characterize the nature and extent of contamination. The main categories of contaminants that exceeded their SCGs are volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), polychlorinated biphenyls (PCBs) (in an on-site sewer manhole), and inorganics (cyanide).

Prior to remediation: Groundwater: On-site groundwater is impacted with cyanide and VOCs. The cyanide impacts are limited to the overburden and shallow bedrock within the 3M Site boundary. VOC impacts are observed within overburden, shallow bedrock, and intermediate bedrock within the 3M site boundary. Limited VOC impacts in the shallow bedrock extend to just west of Oxford Street. It is, however, important to note that this very low-level contamination is at depth with uncontaminated groundwater being present in the overburden above. Total cyanide exceeded the SCG of 200 ppb in eight of the 32 wells sampled. Cyanide in the overburden and shallow bedrock is mainly concentrated in the center of the site, where total cyanide was detected at 1730 ppb and 1010 ppb in overburden and shallow bedrock wells, respectively. None of the deeper bedrock wells sampled exceeded SCGs. The following VOCs exceeded the SCGs: 1,1,1-trichloroethane (TCA), 1,1-dichloroethane (1,1-DCA), 1,1-dichloroethene (1,1-DCE), cis-1,2-dichloroethene (cis-1,2-DCE), trichloroethylene (TCE), and vinyl chloride (VC). The highest VOC concentration in the overburden is located immediately north of the Brockport Cold Storage Building at well AGM-OB. The concentration of TCA at that location was 3200 ppb. VOC concentrations decrease northward. VOCs in the shallow bedrock are highest in monitoring well MW-99C(I) with a TCA concentration of 910 ppb. In the intermediate bedrock, higher concentrations of VOCs are found north of the BCS Building. However, VOC concentrations decrease significantly with depth from shallow to intermediate bedrock.

Soils/sediment: Approximately 2100 soil/sediment samples were collected and analyzed to define the nature and extent of contamination. Soils with contaminant concentrations above cleanup objectives in Segments 1, 2, and 3 extended laterally up to 50 feet from either side of the Tributary's centerline. At most locations contaminated soils had a much smaller lateral extent. Soils with contaminant concentrations above cleanup objectives were present to depths of up to approximately 6 feet. Typically contamination extended to a greater depth nearest the centerline of the stream and extended to much shallower depths further away from the Tributary's centerline. PCBs were present in concentrations up to 270 ppm. Silver was present at concentrations of up to 439 ppm and cyanide was present at concentrations of up to 2230 ppm. **Tar:** The storm sewer pipe that extended between stream segment 1 and 2 and that extended beneath East Avenue was coated prior to its installation with a bituminous tar-like coating to inhibit corrosion. During completion of the 2002 IRM that addressed stream segments 1 and 2, sampling revealed that this tar coating was contaminated with PCBs at concentrations of up to 670 ppm. **Fish:** Samples from the fish collected from Brockport Creek downstream from Tributary 3 contained elevated levels of PCBs. Total PCB concentrations in fish flesh ranged from 0.117 to 2.39 ppm. All fish samples collected at the two background locations (upstream of the Tributary 3 confluence)

showed detectable PCBs, at concentrations up to 0.86 ppm. All fish monitoring results are for whole-body Creek Chub composite samples. No sport fish of edible size were found at any of the sampling locations in Brockport Creek, so fillets could not be collected for analysis.

Post-Remediation: **Remediation at the site is complete.** The current cyanide plumes appear to be shrinking and concentrations show a downward trend with time. Cyanide-impacted soils were removed during the 2000, 2001 and 2002 IRMs. Reduction in groundwater concentrations is expected to continue due to the removal of the soils that had acted as a source for groundwater contamination. This will allow the effects of natural processes to further reduce contaminant concentrations in groundwater. Recent sampling supports this interpretation with substantially lower cyanide concentrations being observed than in the past.

Site Health Assessment: The area is served by public water and there are no known private wells in the area. Sampling conducted by NYSDOH identified site-related cyanide in basement water at a nearby Boy Scout Cabin, and in sump water at a nearby residence. Surface soil samples collected from accessible portions of the site and some adjacent residential properties contained elevated levels of site-related contaminants, including polycyclic aromatic hydrocarbons (PAHs) and cyanide. This potential exposure has been mitigated by the responsible party purchasing the five homes and Boy Scout cabin on the east side of Oxford Street, demolishing them and covering the area with soil and sod. Sediment and flood plain soil samples from a tributary that received storm and wastewater from the site contained elevated levels of cyanide, silver and polychlorinated biphenyls. A remedial action was completed in the fall of 2002 to remove contaminated soils along the tributary in the residential area.

- **The Brockport Landfill** - A former landfill, received wastes from local industries between 1949 to 1984 that impacted groundwater on the site. After investigation and study it was determined that remedial action would include construction of a landfill cap (completed in 1999) and groundwater monitoring. The NYS DEC has reclassified the site to **Class 4** indicating that the site has been properly closed and requires continued management.

- **Rochester Gas & Electric – Brockport MGP Site** - The former RGE Erie Street Manufactured Gas Plant (MGP) is located in the Village of Brockport near the corner of Erie and Perry Streets and the NYS Barge Canal. This is a “Voluntary Cleanup Program” and has an Administrative classification of **Class A** (the classification assigned to a non-registry site in any remedial program where work is underway and not yet complete). The former MGP was a small coal gas manufacturing plant that operated from approximately 1859 until the early 1900’s that distributed its town gas to the residents of the Village from a network of pipes originating from what is now RGE Property No. 1170. The property comprises approximately 0.70 acres of land that is currently used as a natural gas regulator station and an open grassed area. The former MGP location is currently owned by RGE. RGE purchased the property in 1932, years after the MGP

facility had ceased operation due to bankruptcy. RGE Property No. 1170 is currently in use as a natural gas regulator and metering station from which natural gas is distributed throughout the Village of Brockport. The contaminants of concern include VOCs, primarily BTEX, and semi-volatile organic compounds (SVOCs), primarily polycyclic aromatic hydrocarbons (PAHs) as well as a thick, semi-solid coal tar.

Cleanup work at the site began in November 2014 by RGE and is estimated to end in the late summer of 2015. Cleanup work includes: (1) excavating soils at 108 and 118 Erie Street to meet Residential Use Soil Cleanup Objectives; (2) addressing groundwater impacts by incorporating oxygen-releasing compound (ORC) into the backfill used at 108 and 118 Erie Street; (3) recording a deed restriction for the site; and, (4) preparing a Site Management Plan for the site. Additional site details, including environmental and health assessment summaries, are available on NYS DEC's website at:

<http://www.dec.ny.gov/cfm/externalapps/derexternal/haz/details.cfm?page=3&progno=V00301>.

Site Health Assessment: People are not drinking site-related contaminants in drinking water since the area is served by a public water supply not affected by this contamination. The site is fenced, which restricts public access; however, persons who enter the site may come into contact with contaminants in the soil by walking on the dirt, digging on or below the ground surface, and otherwise disturbing the soil. Limited soil contamination also exists off-site and persons may come into contact with contaminants in the soil by digging on or below the ground surface, and otherwise disturbing the soil. Volatile organic compounds in the groundwater may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect the indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. Because there are no structures and given the current use of the site, contact with contaminants due to soil vapor intrusion doesn't represent a current concern. Sampling indicates soil vapor intrusion is not a concern for off-site buildings.

- **Ace Cleaners** – located at 4626 South Lake Road in the Town of Sweden. The use and handling of dry cleaning solvents at this site from approximately 1967 to 2009 contributed to both on-site and off-site contamination. This site is classified as **Class 2** (significant threat to the public health or environment—action required).

According to the NYS DEC's Environmental Assessment:

Nature and Extent of Contamination: Based upon Site Characterization activities completed at the Ace Cleaners site, the primary contaminants of concern include tetrachloroethene (PCE) and PCE breakdown products (trichloroethene (TCE), cis-1,2-Dichloroethene (cis-1,2-DCE), and vinyl chloride). PCE was the site contaminant detected at the highest concentration in various media including site soil, groundwater, and soil vapor.

Special Resources Impacted/Threatened: An unnamed tributary borders the Ace Cleaners property line to the east and is located approximately 300 feet east of the site building. The unnamed tributary flows into the Brockport Creek located approximately 750 feet north of the Ace Cleaners site. PCE was detected at a concentration of 1.2 ppb and slightly above the surface water standard of 1 ppb in a surface water sample collected from the unnamed tributary at a distance of approximately 600 feet from the site. Based on the orientation of the off-site groundwater plume and the presence of PCE in off-site surface water, the site contaminants are migrating toward the unnamed tributary and the Brockport Creek. Studies are ongoing to determine if releases from the site have adversely impacted fish and wildlife associated with the surface water body east of the site.

Significant Threat: The Ace Cleaners site presents a significant threat to human health and the environment due to the ongoing release of site contaminants from on-site source areas (soil adjacent to the east-side of the site building) into groundwater, soil vapor, and surface water.

Site Health Assessment: People are not likely to come into contact with contaminated on-site soils because buildings and pavement cover the site. Public water serves the area; therefore, people are not drinking the contaminated groundwater. NYSDOH and NYSDEC will evaluate the need to conduct additional investigations to determine the potential for soil vapor intrusion into structures on or near the site.

Woodlands

Woodlands offer habitat and economic value to our Town. A 1975 study by the Monroe County Environmental Management Council estimated that the Town of Sweden had 55 woodlands comprising 4,383 acres or approximately 20% of our land area. Nineteen were swamp forests and 36 were dry woodlands. The Monroe County Department of Planning and EMC revision map of 1984 depicts 80 woodlots 5 acres or greater in size.

There is an overlay Woodlands map from 1975 as part of the Environmental Atlas and Open Space Index as well as revised paper maps. There also are aerial photos of the entire Town taken in April 1993 (as an update to the Open Space Index, 1995) on file, which easily depicts current woodland distribution and other topographic features.

Changes that have taken place in recent years include a new bus garage built by the Brockport Central School District on Owens Road; a new fire facility built by the Town of Sweden and turned over to the Brockport Fire District; expansion of facilities at the College at Brockport, SUNY; the addition of a residential development on Fourth Section Road (Northview Subdivision); and, the addition of Brockport College Suites on Redman Road (Heritage Square).

F. UTILITIES

Utilities, such as gas, electric, water and sewage facilities and rights of way, occupy about 188 acres in the Town. A large part of this is the 300 foot wide high voltage line and right of way, owned by National Grid, which runs across the southern portion of the Town.

Sanitary sewer service is provided through Monroe County Pure Waters' northwest interceptor. Service is available to virtually all of the Village of Brockport and to an area in the Town south of the Village, as shown in **Figure 11**.

Water service is provided by the Monroe County Water Authority in the Village and parts of the Town adjoining the Village. The Shoremont Water Treatment Plant supplies all water in Monroe County via Lake Ontario. The Village operates and maintains its own water distribution system, and sells water out-of-district to the Brockport Central School District, parts of the College, and the fire district's station on Owens Road. The Town has leased its water distribution system to the Monroe County Water Authority since April 15, 2002 (Resolution #32 adopted March 12, 2002).

Public water is available to the entire Village. Service in the Town outside the Village is available as shown on Figure 12-A (Existing Water System).

A 5-million gallon storage facility is located on the east side of Route 19, just south of Lake View Cemetery.

A Comprehensive Water Study for Town of Sweden Water Distribution System (Study) was prepared for the Town of Sweden in July 1999 by MRB Group. Some of the objectives of the *Study* were to identify improvements to the distribution system and evaluated extending water to serve new areas of the Town. The *Study* also reviewed the financial aspects of the improvements and system expansion. Some of the objectives from the 1999 *Study* have been completed. In 2013, the MRB Group amended and updated the 1999 *Study*.

Water Districts added since the 1999 *Study* are located on White Road east of Lake Road, developments north of Fourth Section Road and west of Redman Road, districts on Shumway Road, Colby Street, Sweden-Walker Road, Swamp Road and Salmon Creek Road. There is also a district (supplied out of the Town of Clarkson) in the northeast corner of the Town that includes Gordon Road, Gallop Road and Skidmore Drive.

Per the MRB Group *Study*, preliminary planning and approvals were in place for a large private development (Sable Ridge) between Lake Road and Redman Road. Work on that development started in 2008 but is now on hold due to financial and other developer issues. If work on the development were to move forward, it would likely stimulate additional development in the area presenting a need for a watermain on

Redman Road. Additionally, this development proposed to provide a loop from Lake Road, through the development, to Redman Road.

Solid waste and recyclables are collected by private haulers and taken to various regional landfills. The Monroe County Recycling Center, located in Rochester, is available to private and public haulers throughout the County.

Gas service is primarily provided by Rochester Gas and Electric. Hookups are available throughout the Village and in portions of the Town.

Electric service is primarily provided by National Grid.

Telephone/Internet/Cable service is provided by Frontier Communications and Timer Warner Cable. There are numerous other options via wireless technology.

There are numerous **cell towers** for **cellular phone service** located within the town. Town Code Chapter 137 determines tower locations. See Figure 10.

With the onset of **utility deregulation** there now exists possibilities for the individual consumer to negotiate a provider for specific utilities.

The Town of Sweden recognizes the increased demand for **alternative energy-generating facilities** and the corresponding need for more inexpensive power that wind energy conversion facilities (wind turbines) may provide. Often these facilities require the construction of single or multiple wind turbines. In 2010, the Town of Sweden adopted Local Law 1-2010, "Wind Energy Conversion Systems" in order to regulate the use of wind turbines within the Town of Sweden by, among other things, protecting the community's interest in properly siting wind turbines in a manner consistent with sound land planning, and more generally to promote the government, protection, order, conduct, safety, health and well-being of the persons and property within the Town of Sweden. See **Figure 27**, Wind Energy Overlay District.

The Village of Brockport in 2015 signed a contract with Larsen Engineers to conduct a feasibility study for installing solar municipal power on the Village's landfill site on Canal Road.

G. TRANSPORTATION SYSTEMS

The Village of Brockport originated and grew as a result of its location along major transportation routes - what is now Route 19 (Lake Road), the Erie Canal and railroads. The transportation system has provided Brockport and Sweden with development and recreational opportunities, but has also resulted



in problems such as traffic congestion. This section identifies the transportation resources in the Town and Village and analyzes their significance with regard to future development.

Functional Classifications of Highways and Streets

Figure 13 shows the functional classifications of roads, according to the Genesee Transportation Council functional classification map. These roads may actually function at a higher level than that at which they are classified. Discrepancies between actual functioning and classification are noted below.

Principal arterial roads are usually divided roadways for each direction with controlled access points (e.g., Interstate Highways). Portions of Redman Road and Fourth Section Road are considered principal arterial roads and the extension of NYS Route 531 has brought another principal arterial to just east of the Town line.

Minor arterial roads connect major traffic generators and form the principal network of traffic flow. About 18 miles of state highways are in this category. In the Town, Monroe Avenue, East Avenue to West Avenue and Holley Street are minor arterial roads.

Lake Road (NYS Route 19), a major north-south artery, extends 6.11 miles, from the north to the south town borders, through the Village of Brockport. It is considered a “minor arterial road.”

Brockport-Spencerport Road (NYS Route 31) and Fourth Section Road (Route 31A) form a major east-west artery that extends the length of the Town of Sweden. It is considered a “principal arterial road.”

Collector roads collect traffic from local streets and channel it to arterials, and provide direct access to neighborhood traffic generators. These are usually less heavily traveled than arterial roads.

Major collectors include:

- NYS Route 260 north of Route 31, to the Town line (East Avenue)
- NYS Route 31 (Brockport-Holley Road), from County line east to NYS Route 19
- Holley Street in the Village
- County Route (C.R.) 221, from NYS Route 19 to C.R. 260
- County Route 240 (West Sweden Road)
- County Route 227 (White Road)
- County Route 173 (Colby Street)
- County Route 242 (Sweden-Walker Road) between Colby Street and NYS Route 31
- County Route 236 (Redman Road) from Route 31 south of Village to White Road

- County Route 235 (Extension of Reed Road) including Reed Road, west to Route 240

As a result of the extension of Route 531 westward to Washington Street in the Town of Ogden, congestion is more common at the intersection of Route 31 and Sweden Walker Road, and traffic has increased on Gallup Road, Gordon Road, and Colby Street, west of Route 36 to Route 19 in the Town of Sweden.

Local roads serve primarily to provide access to abutting land and carry little or no through traffic. Most of these roads or streets are under Town or Village jurisdiction.

Planned, Proposed and Completed Improvements

The **extension of Route 531** to Washington Street and Route 31 in the Town of Ogden was completed in late 1994. Further construction into the Town of Sweden - to Redman Road, the County line, or beyond has been "taken off the table" due to lack of funding by New York State. Instead, a Route 531 Terminus Improvement Project (I.D. #4531.07) has been designed by NYS Department of Transportation. This project improvement includes the current terminus of Route 531 at Route 36 and along Route 31 (Brockport-Spencerport Road) west to Salmon Creek Road in the towns of Ogden and Sweden. A public hearing on the project was held in February 2015.

The preferred design alternative (Figure 14) consists of a conventional four-legged, at-grade, signalized intersection at Route 531 and Route 36. The Route 531 to Route 31 transition would be just south of existing Route 31, along the existing eastbound on-ramp. Route 531 would connect directly to Route 31 and would transition from a four lane expressway to a two-lane rural arterial west of Route 36. The main through movement that currently turns right onto Route 36, then left at the proceeding Route 31/Route 36 signalized intersection would continue straight along Route 531 to Route 31.

Route 31 would be widened to add a center median to separate the eastbound and westbound travel lanes from where the "new" Route 531 lanes tie into Route 31 all the way to just east of Gallup Road. Former Route 31 would be transformed to a cul-de-sac approximately 2,000 feet west of Route 36, which would continue to provide access to the residential homes located on the north side of Route 31. A continuous two-way left turn lane between Gallup Road west towards Salmon Creek Road would be provided to ease travel at intersections (Figure 14A). (For further information, visit NYSDOT website at: <https://www.dot.ny.gov/531>).

Traffic congestion along Route 31 and Route 19 has been an ongoing issue in the community since the 1974 Plan. Since the 1974 Plan, Route 31 has been rerouted off Main Street through the Village onto Fourth Section Road (Route 31) and Redman Road. Turning lanes and a sidewalk were added around the Route 19 intersection. Traffic

signals and turning lanes have been added at Route 31 and Owens Road, Route 31 and Commencement Drive and Route 19 and Duryea Drive (Aldi's).

A study of the Route 31 corridor was done in 1991 by the Sear Brown Group, under contract with the Town of Sweden, in part for the environmental review of the proposed Wal-Mart development. Another traffic study was prepared by SRF & Associates in 2002 for APD Engineering for the then-proposed Wal-Mart Supercenter. The latter traffic study quoted traffic volume data collected by the NYS Department of Transportation in 2001—the annual average daily traffic (AADT) along Route 31 between Route 19 and Sweden Walker Road is 22,100 vehicles per day (vpd). Route 19 carried an AADT of 8,350 vpd south of Route 31 in 2000 and 16,100 vpd north of Route 31 in 2001. A snapshot traffic count summary for a Friday afternoon between the hours of 4:00 to 5:00 pm at the intersection of Routes 31 and 19 shows an increase of 19.3% between the 1991 and 2002 studies. Traffic congestion remains a concern near the Route 31 and Route 19 intersections.

Transit Way has been proposed to be a dedicated road to Route 19.

The Village of Brockport has extended **South Avenue** to Owens Road. This allows truck traffic to access industrial sites from Owens Road, and avoid driving through Main Street in the Village.

The NYS Department of Transportation has built Commencement Drive that goes from Route 31 to Holley Street in the Village. It serves as a southern entrance to The College at Brockport, SUNY, the Brockport Central School district campus, and a Park-N-Ride lot.

Improvements to the major intersection at the north end of the Village and the Clarkson town line was completed in 2011. A roundabout was constructed on NY Route 19 at West Avenue and East Avenue. This has improved traffic flow in the area.

Between 2009-2011, the NYSDOT completed the Main Street Reconstruction Project in the Village. This involved updating water, storm, and sanitary sewer lines along Main Street, installing new curbing, bike lanes, and traffic calming curb-outs in the downtown area. New traffic lights on Main Street at the Adams-Park Avenue-Fair and Erie-State Street intersections and the roundabout at the north end of the Village, noted above, were part of the project as was the planting of 52 trees on South and North Main Street.

Mass Transit

The Regional Transit Service's (RTS) **Brockport Route #104** provides bus service between Brockport and downtown Rochester (Transit Center) on weekdays.

RTS also offers a service to people with disabilities—formerly known as “Lift Line” it is now known as **RTS Access**. This new name makes it easier to understand the connection with Regional Transit Service (RTS). But, more importantly, it clearly highlights the benefits this service provides— access to jobs, education, health care, shopping, and social activities. It’s all part of RTS’s commitment to helping people with disabilities enjoy the ride.

Medical Motor Service of Rochester and Monroe County provides senior citizens and individuals with disabilities and special needs the specialized transportation they need to receive non-emergency medical services and to remain involved in their community. They provide a wide array of safe and affordable transportation solutions including:

- Children’s services
- Medical car services
- Shopping shuttles
- Senior center and elder care services
- Personal trips and outings
- Contract services

Although there have been many requests to expand transit service to weekends and later in the evening, there are no immediate plans to do so. RTS is considering the concept of a bus system within the Village, blended with the service run by The College at Brockport, SUNY Student Government.

Rail Service

A Falls Road Railroad Company line provides limited freight service from Brockport to points west.

The railroad east of Brockport is abandoned. A portion of the railroad was subdivided and purchased by a private resident whose land abutted the railroad.

General Aviation

Largedale Airpark, located on 197 acres on Colby Street and Sweden-Walker Road, offers general aviation services. According to the Regional Air Systems Plan Update for 1994, prepared by the Genesee/Finger Lakes Regional Planning Council, the airpark is a significant “reliever” airport in the Rochester area. It has the capacity for 113 planes.

Modest improvements to the airport have been made in recent years. The Regional Air Systems Plan recommends significant improvements to rehabilitate and expand existing runways, taxiways and aprons.

Pedestrian Circulation

Sidewalks are present along most of the streets within the Village of Brockport. Sidewalks are maintained by the Village. Sidewalks were added in recent years along Clark Street, the new section of Evergreen Drive, South Avenue, along the east side of Route 19 across the Brockport Creek and have been built in the newer developments at McCormack Place and Sunflower Landing. The only current plan to build new sidewalks are those required per Chapter 26 of the Village Code for new developments (i.e. the Clinton Street Master Plan).

In the Town outside the Village, sidewalks have been provided along both sides of Lake Road (Route 19) through the Route 31 intersection to the Sweden Plaza on the east side and on the west side from Duryea Drive to the Sweden/Clarkson Community Center on Bader's Way, in front of the WalMart Supercenter along Route 31 to Owens Road and along Nathaniel Poole Trail. Walkways were also designed into Wegmans Plaza. Sidewalks were included as part of the New York State improvement of the intersection of Routes 31 and 260 (Sweden-Walker Road). They are included in the design criteria for all new major subdivisions on public utilities—most recently Northview Subdivision off Fourth Section Road.

Erie Canal

The Erie Canal and path are used primarily for recreational purposes including boating, biking, hiking, cross country skiing, snow shoeing, walking and jogging.



H. PARKS, RECREATION AND OPEN AREA

Parks and recreational land are listed below. (See **Figures 15 and 16.**)

County Parks

Northampton Park, owned by Monroe County, contains 973 acres; about half are in the Town of Sweden and the remainder in Ogden. The park was dedicated in 1965, and much of the land remains undeveloped.

Facilities in the Park include the following:

- A **model airplane field**, located north of Loop Road, used by hobbyists for radio controlled model airplanes;
- **Springdale Farm**, a demonstration and exhibit farm operated by Heritage Christian Homes, Inc., a non-profit organization which also operates several

homes and programs for the developmentally disabled. In addition, they also operate a small restaurant that serves lunches and has a facility to hold events as well;

- A **downhill ski slope**, located west of Hubbell Road in the Town of Ogden, north of the athletic fields;
- A **sledding hill**, located east of Hubbell Road near the downhill ski area;
- The **Ogden Museum**, on Colby Street near Washington Street in the Town of Ogden, operated by the Ogden Historical Society under a lease/permit arrangement with Monroe County;
- Athletic fields, including one on the west side of Salmon Creek Road just north of Colby Street. Other athletic fields are located west of Hubbell Road, south of the downhill ski slope and lodge;
- A **group camping area**, northeast of the model airfield, available to scouts and other organized youth groups;
- **Trails** for hiking, cross-country skiing, and horseback riding throughout the Park;
- Two **lodges**: Knollwood Lodge, on Salmon Creek Road;—and a modern lodge (circa 1970) on Hubbell Road which serves as a ski lodge in winter;
- The **Park Office** on the east side of Salmon Creek Road;
- Facilities for the Monroe County Fair.

A Master Plan for the development and maintenance of this park was completed and adopted by the Monroe County Legislature in 1990.

In 2013 the Monroe County Legislature approved the Monroe County Fair Association to move the Monroe County Fair to Northampton Park.

Town Parks

There is a small park (.90 acres) located on the corner of **Highview Circle** and Sherry Lane. It is made up of two residential lots in a subdivision that are maintained as open mowed grass for use by the neighborhood children.

On Redman Road the Town is developing 156 acres of land that is the **Sweden Town Park** that was acquired from The College at Brockport, SUNY. There are currently eight ball fields (one of which is a regulation size baseball field), six multi-purpose fields (football, soccer, lacrosse), a skate park, Disc golf course, hiking trail, ice skating rink, playground, concession stand (with kitchen)/restroom facility, and open pavilions. (The Town Board adopted a Master Plan for the park on March 27, 2001.)



The Town of Sweden owns a wildlife refuge (38 acres) with a trail along the Canal east of the Village.



Village Parks

Evergreen Tot Lot is located along the canal on Evergreen Road. The park is three tenths of an acre in size and contains various pieces of playground equipment. A project to complete a path and steps to the canal was completed in 2001.

Corbett Park is located at the southwest corner of Smith Street and Clark Street on 9.7 acres. It contains a walking/fitness trail, three tennis courts, an area for basketball, a storm water retention pond, new playground equipment, an open picnic pavilion with picnic tables (including two handicap accessible tables) and picnic tables and cooking grills located within the treed area of the park.

Havenwood Tot Lot is two tenths of an acre in size on Havenwood Drive. There are various pieces of playground equipment and park benches.

Barry Street Park is 1.5 acres located between Barry Street and Lyman Street. There are new playground equipment, various older pieces of playground equipment, two pickleball courts, a basketball court and park benches within the park.

Harvester Park is located along the canal and is accessible from Market Street and Water Street. This area along the canal is undergoing major revitalization. The first phase included improvements along the north side of the canal between Main Street and Fayette Street. This included a new brick imprinted asphalt walkway, lighting and landscaping and several park benches. The second phase, has been completed on the south side of the canal, that includes a new walkway along the canal, the installation of new electrical and water pedestals for boaters, new lighting, observation platforms, the construction of an amphitheater for community concerts and a handicapped accessible welcome center with showers, restrooms, laundry, and meeting facilities.

Sagawa Park is located at the southwest corner of Main Street and Erie Street and is only 73' x 100'. During the summer months this park is the site for the "Cool Kids in the Park" program. In the month of December, the community Christmas tree is placed in the park and is lit during a ceremony on the first Sunday of December.

Monica Andrews Children's Park is nine tenths of an acre in size and is located at the intersection of Utica Street and Holley Street. New playground equipment that meets the ADA requirements for handicap accessibility has been installed as well as a pavilion with picnic tables. There is parking for five or six vehicles and future plans include the addition of a water play area.

Remembrance Park, established in honor of the civilian victims of the 9/11 attacks, is located in the triangle tract bordered by High Street and Park Avenue. It includes an original metal sculpture, a perennial flowerbed, and a park bench.



South Avenue Park (52 South Avenue) was designated a



public park by the Village Board on August 21, 2006. At present, the Village's Parks Committee is working with vendors to produce a small playground equipment design plan. A proposal is expected to be presented to the Village Board in the Summer of 2015.

Additional facilities include the Brockport Central School District Campus and The College at Brockport, SUNY.

Town Recreational Programs

The **Sweden/Clarkson Community Center**, located south of the commercial center in Sweden, includes a full size gym; kitchen; cafeteria; numerous rooms that are used for classes, programs and activities; a fitness center; three outdoor basketball courts; and a playground. The Sweden/Clarkson Recreation Department offers recreation activities for all ages. They use existing Town and School facilities. (This facility is available for rental.)



The Town of **Sweden Senior Center—renamed “The Center”** in January 2015—is located in the Village of Brockport along the Erie Canal, offers activities and meals for seniors age 60 and older. The facility includes a large dining room, kitchen, craft room, game room, lounge, and a multipurpose room. The area behind the building has been re-landscaped and includes a patio, gazebo, a large deck overlooking the canal and benches by the canal. (This facility is available for rental.)



The **Sweden Farmers Museum** was established in 2005 to preserve the Town's agricultural history; to educate adults and children through a variety of interactive activities; and to celebrate, at the community level, the successes and importance of local farming. The museum is located in a circa 1820's farmhouse on the crest of the Niagara Escarpment at the entrance to Lakeview Cemetery. The Town is currently in the process of restoring the farmhouse to its original condition. Many agricultural artifacts have been donated to the museum and are on display. The museum is housed in the former caretaker's house and barn at Lakeview Cemetery. Two parlors have been remodeled and are suitable for use for small functions - meetings, lectures, classes, etc. (Available for rental.)



Erie Canal

The Erie Canal and surrounding land are owned by the NYS Thruway Authority. The path on the canal bank is used for hiking and biking along its entire length.

The Erie Canal Regional Plan proposes a Town Preservation Area near the DEC regulated wetland east of Brockport and a trail linking the Canal with the historic Brockport Rural Civil War Cemetery and 1893 Soldiers Memorial Tower. In 2013, the Town acquired the land from the Brockport Rural Cemetery Association including the Soldiers Memorial Tower. The Town hired a contractor to stabilize the Tower from further deterioration.

The Village built and opened in 2005 a **Welcome Center** for the use of travelers on the canal. It includes two restrooms with showers, a laundry room, a lounge and office space with WiFi, TV, computer, telephone, etc. Bicycles and wagons are available for loan. Eleven pedestals, each with two water and electricity hookups line the canal bank. Staff of more than 100 volunteers are Greeters at the Welcome Center.



Private Recreational Facilities

Private recreation and entertainment facilities include a three-screen movie theater in the Village, two golf courses, a bowling center, a golf driving range, miniature golf course, billiards center, 24-hour fitness center, a conservation club and private hunting areas.

Open Area

New York General Municipal Law, section 239-6 defines open space or "open area" as "any area characterized by natural scenic beauty, or whose existing openness, natural condition or present state of use, if preserved, would enhance the present or potential value of abutting or surrounding development or would establish a desirable pattern of development or would offer substantial conformance with the planning objectives of the municipality or would maintain or enhance conservation of natural or scenic resources."



Land on Swamp Road, south of the quarry, was gifted to the Town as open land by Iroquois Rock Products on December 31, 2001 (Resolution #166). The land was subsequently sold on September 28, 2004 (Resolution #107). The condition for use of the land is that it remains vacant land and that it not be used for constructing residential units.

I. MUNICIPAL, PUBLIC SAFETY, AND EDUCATIONAL FACILITIES AND SERVICES

Municipal Facilities

The **Sweden Town Hall** is located at 18 State Street in the Village of Brockport. The Town of Sweden owns the 9,511 square foot facility. This building houses the offices for most Town functions, and offers meeting space to a variety of organizations.



The **Village Municipal Building** is located at 49 State Street and has 3,190 square feet of space. The Emily L. Knapp Museum and Library of Local History is located on the second and third floors. The building houses village municipal offices and the Village Court (2015).



The **Village of Brockport Department of Public Works** operates from a four and one half acre site at 38 East Avenue (1974 Plan). The garage was built in 1970.

The **Town of Sweden Highway Department's** garage and yards are located on 17.2 acres on White Road. The garage was built in 1960 and renovated in 1994. The Town of Sweden's Dog Pound is also located here.

Public Safety Facilities

The **Brockport Fire District** has its headquarters on a one-acre parcel on Market Street, owned by the Brockport Fire District. Fire substations are located on the corner of Main Street and Park Avenue (Capen Hose), West Avenue, and on Lake Road in Clarkson. A new facility has been built on Owens Road by the Town of Sweden (in 2013) as part of an Agreement between the Village of Brockport and the Towns of Clarkson and Sweden.

The **Brockport Police Department** was established in 1829 and accredited by New York State in 2005. The Department employs 14 full-time officers and civilian office staff, providing public safety services on a 24/7 basis. Its office is located at One Clinton Street.

The **Monroe County Sheriff's** office out of Substation C in the Town of Ogden maintains road patrols in the Town and Village 24 hours per day. The College at Brockport, SUNY **Public Safety** Force is now a **Police Force** and their jurisdiction extends 150 feet beyond the College Campus.

Ambulance service is provided through the Brockport Volunteer Ambulance Corp and Monroe Ambulance.

Educational Facilities

The largest landholder in the Village is **The College at Brockport, SUNY**. The College has 207 acres in the Village, of which a significant portion are undeveloped. Many of these are used for outdoor biological studies. During the 1960's the College



expanded, taking some additional land in the Village. The College comprises 16.16% of the Village's total land area. At this time the college is in the process of renovating existing facilities and has built a new athletic complex (The SERC) and apartment style dormitories as well as a Liberal Arts facility.

The College at Brockport, SUNY, is the main focus for cultural activities in Sweden and Brockport. The College presents concerts, theater, dance and art exhibits.

The **Brockport Central School District** operates five schools at the Allen Street Campus in the southwest part of the Village of Brockport, adjacent to the college.

Private Schools include **Cornerstone Christian Academy**, Holley and Utica Streets, offering kindergarten through twelfth grade.

The **Schoolhouse of Brockport** at 1375 Transit Way is a preschool licensed by the New York State Department of Education.

Other preschool programs include: Leaps & Bounds and ABC-Learn with Me! at the Sweden/Clarkson Community Center; Brockport Community Nursery School; Ready, Set, Grow at Brockport Free Methodist Church; Brockport Child Development Center at The College at Brockport, SUNY.

Health Facilities

In August, 2014, the University of Rochester Medical Center's (URMC) Strong West Urgent Care facility, located on the former Lakeside Memorial Hospital campus on West Avenue, switched over to a full-service Emergency Department. This is the first off-campus Emergency Department in upstate New York. The Strong West campus includes a professional building, Beikirch Nursing Home, and the Daisy Marquis Jones Wellness Center. Other renovations to the former Lakeside Memorial Hospital facility were completed in June 2015 by the URMC and include the Wilmot Cancer Institute, Interlakes Oncology and Hematology and a primary care provider.

ASAP Urgent Care Center on Fourth Section Road opened in the Fall of 2013.

Emeritus at Landing of Brockport is a continuing care facility located at 90 West Avenue. Programs and services offered include independent living, assisted living, Alzheimer's and Memory Care, short stay/Respite Care and on-site rehabilitation.

J. HISTORIC AND CULTURAL RESOURCES

Historic Register Buildings/Sites

There are several sites in the Town of Sweden/Village of Brockport listed on the National and State Register of Historic Places:



- St. Luke's Episcopal Church at 14 State Street
- Morgan Manning House at 151 Main Street
- First Presbyterian Church at 35 State Street
- Faye's Garage at 60 Clinton Street
- A.D. Oliver Middle School at 40 Allen Street
- Alumni House at 145 Utica Street
- First Baptist Church at 124 Main Street (in process)
- Brockport United Methodist Church at 92 Main Street (in process)
- Soldiers and Sailors Monument on Owens Road

Downtown Historic District of 45 structures in the Village of Brockport that encompasses Main Street from State Street to the Canal, including the lift bridge, and part of Market Street

Many other buildings, sites and districts in Sweden and Brockport are eligible for listing on the National Register because of their architectural and/or historic significance.

There are many structures designated historic landmarks by the Village of Brockport. These are shown on **Table 13**. A survey commissioned by the Village listed some 400 historic structures on the 1902 map that still exist.

(This space intentionally left blank.)



Table 13: VILLAGE OF BROCKPORT DESIGNATED HISTORIC LANDMARKS



Number	Street	Owner
47	Adams Street	Private residence
89	Adams Street	Private residence
40	Allen Street	A. D. Oliver Middle School
24	Chappell Street	Private residence
60	Clinton Street	Greater Brockport Development Corp.
39	College Street	Private residence
40	College Street	Private residence
45	College Street	Private residence
46	College Street	Private residence
57	College Street	Private residence
75	College Street	Alumni House, Brockport Alumni Assoc.
104	East Avenue	Private residence
163	Erie Street	Private residence
65	Fayette Street	Private residence
18	Gordon Street	Private residence
28	Graves Street	Private residence
12	High Street	Private residence
230	Holley Street	President's residence, The College at Brockport
46	King Street	Private residence
37	Liberty Street	Private residence
14	Main Street	United States Post Office
93	Main Street	Strand Theater
124	Main Street	First Baptist Church
151	Main Street	Western Monroe Historical Society
237	Main Street	Capen Hose Company
265	Main Street	Private residence
291	Main Street	Private residence
292	Main Street	Private residence
296	Main Street	Private residence
299	Main Street	Private residence
300	Main Street	Private residence
307	Main Street	Private residence
320	Main Street	Victorian Bed and Breakfast
45	Maxon Street	Private residence
61	Monroe Avenue	Private residence



Table 13 (con't)

Number	Street	Owner
41	Park Avenue	Private residence
51	Park Avenue	Private residence
54	Park Avenue	Private residence
63	Park Avenue	Private residence
73	Park Avenue	Private residence
79	Park Avenue	Private residence
87	Park Avenue	Private residence
91	Park Avenue	Private residence
92	Park Avenue	Private residence
101	Park Avenue	Private residence
107	Park Avenue	Private residence
140	Park Avenue	Flagpole of Moore-Shafer Shoe Company
78	South Avenue	Private residence
84	South Avenue	Private residence
42	South Street	Private residence
48	South Street	Private residence
20-22	Spring Street	Private residence
14	State Street	St. Luke's Episcopal Church
45	State Street	Private residence
46	State Street	Private residence
49	State Street	Brockport Village Hall
52	State Street	Private residence
73	State Street	Private residence
85	State Street	Private residence
90	State Street	Private residence
91	State Street	Private residence
108	State Street	Private residence
114	State Street	Private residence
29	Utica Street	Private residence
34	Utica Street	Private residence
191	Utica Street	Private residence

In addition to the above, there are the 45 structures in the commercial historic district. Also, an historic residential district east of Main Street is in the process of designation.

The Village of Brockport was one of the first five municipalities in New York State to be designated a "Preserve America Community" under a White House program to recognize outstanding historic preservation efforts. Under that program, it received a \$30,000 grant to conduct a redevelopment study of the Clinton Street area.

The Village has also been designated "Tree City USA" six years in a row.



Table 14 reflects eight sites listed as an historic landmark under the Town of Sweden Historic Preservation Law of 1993.

Table 14: TOWN OF SWEDEN DESIGNATED HISTORICAL LANDMARKS

Number	Street	Owner
301	Beadle Road	Private residence
709	Beadle Road	Private residence
4988	Lake Road	Lakeview Cemetery (Town of Sweden)
5137	Lake Road	Milo Starks House
80	Owens Road	Soldier's Memorial Tower (Town of Sweden)
1669	Reed Road	Asa Rowe House
854	White Road	White Farm Bed & Breakfast
495	White Road	Private residence

[Local Historic and Archeological Resources](#)

The Rochester Museum and Science Center has assigned a name and number to six sites located in the Town (see **Table 15**).

Table 15: LOCAL HISTORIC AND ARCHAEOLOGICAL SITES

Number	Name	Description	Location
110	Lashbrook	Historic, cabin	Redman Road, south of railroad
108	Redman	None	Redman Road between Fourth Section Road and White Road
105	Alhart	Village, burials	East side of Root Road between Euler Road and Reed Road
42	Salmon	Camp	Salmon Creek Road between Colby Street and Swamp Road
109	Redding	None	On escarpment, west of Sweden Walker Road
107	Cemetery	Historic, cabin	On escarpment, Lakeview Cemetery

Many of these sites, particularly in the eastern portion of the Town, were discovered during the archeological surveys for the expansion of Route 531. There are likely many other historic and pre-historic sites in the Town and Village. Additional remains of campsites, cabin sites, or small family cemeteries may be uncovered along creeks, at old road intersections, on the escarpment, or along the Canal.

The protection of historic and archeological resources must be considered as part of the environmental review of all development proposals and government projects.

[Cultural and Social Facilities](#)

Cultural facilities, other than those associated with schools and the College, include the library, museum, churches and service organizations.



The **Seymour Public Library** is located at 161 East Avenue in the Town of Clarkson. This new \$2.8 million facility was dedicated in the Fall of 1996, under the joint efforts of the three municipalities: Town of Sweden, Village of Brockport, and Town of Clarkson.



The **Village Municipal Building**, located at 49 State Street in the Village of Brockport houses the Emily L. Knapp Museum and Library of Local History on the second and third floor.

The **Capen Hose Company** on the corner of Main Street and Park Avenue houses a fire museum.

The Center (formerly known as the **Sweden Senior Center**), located at 133 State Street in the Village of Brockport, offers senior and intergenerational activities. A nutrition program is offered through the Monroe County Office of the Aging. Meals are served Monday through Friday at 12:00 noon with advanced reservations on a donation basis.



The **Brockport Community Museum**, chartered by the Board of Regents in 2005, is a “museum without walls”, with exterior interpretive signs and interior display cases in public venues throughout the community, and a cultural and educational website.

A **Walk! Bike! Brockport Action Group (WBB)** promotes outdoor exercise in Brockport with a variety of activities, including a walk-to-school week, building a trail in the Sweden Town Park, the identification of “goat trails”, the placement of over 40 “Sitting Pretty” benches, and the commissioning and placement of four major works of art throughout the community. In addition, WBB has implemented a “Safe Routes to School” project, funded by a \$10,000 grant from the Brockport Integrated Service Organization (BISCO)—which includes traffic calming measures, improved crosswalk safety crossings and other infrastructure changes to enhance child pedestrian safety. WBB worked closely with the NYS DOT during its recent redevelopment of Brockport’s Main Street. The result has been new cycling lanes, cross walks, curb-outs and the round-about at the intersection of East and West Avenues. The group has recently formed a “Walking School Bus” committee to promote children walking to school.

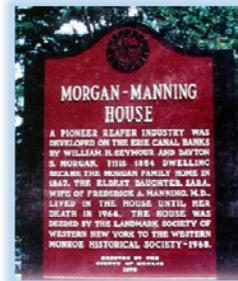
WBB collaborated with the Village of Brockport on a \$50,000 grant from the Genesee Transportation Council to develop a Pedestrian and Cycling Master Plan for the greater Brockport area.

The **Sweden Farmers Museum**, established in 2005 to preserve the Town’s agricultural history, is located in a circa 1820’s farmhouse on the crest of the Niagara Escarpment at the entrance to Lakeview Cemetery. The



Town is currently in the process of restoring the farmhouse to its original condition. Many agricultural artifacts have been donated to the museum and are on display in both the house and the restored barn.

The **Morgan Manning House** was built in 1856. Purchased thirteen years later by Dayton S. Morgan, it remained the Morgan homestead for almost 100 years. A disastrous fire in 1964 took the life of Sara Morgan Manning, a 96 year-old widow, who was the last of seven Morgan children. It was the wish of Sara Morgan Manning that her home "would stand forever as a monument to the fine old traditions that are so important to our heritage." Members of the Western Monroe Historical Society undertook the restoration of the fire-damaged house in 1965. Today the house stands fully restored, very much like it was when the Morgan family lived in it during the 19th century. Volunteers work diligently to maintain the house and its furnishings so that it will remain a testimony to our heritage.



K. LAND USE

Per the NYS Office of Real Property Tax Services Municipal Profile for the 2014 Annual Assessment Rolls Parcel Count by Individual Property Class Code, there were 3,235 residential tax parcels (Townwide, see **Table 16**) with 2,882 being primarily single-family residences. Residential properties have comprised 73% of the total tax parcels (Townwide) over the past seven years. Vacant land averaged 15.72% of the total tax parcels over the past seven years.

According to tax parcel data, commercial properties comprised 6.37% of the total tax parcels in 2014 (Townwide). This percentage has been consistent over a seven-year period (shown in **Table 16**).

Commercial Land Use

Commercial land uses are concentrated along Main Street in the Village of Brockport and around the intersection of Routes 31 and 19. Concentrations of commercial uses, as shown on the Existing Land Use Maps, include:

- Small stores, restaurants, and bars in downtown Brockport. Many cater to College students
- Commercial Plazas:
Village: Ryan’s Big M/Rite Aid Pharmacy (Ryan’s closed 11/2010)

Carl's Corner Plaza

- Town: Wegman's
- Sweden Corners
- Brockport Corners Mall & CVS Pharmacy
- Sweden Plaza (formerly University Plaza)
- Aldi's
- Owens Landing (Lowe's)
- Bill Gray's
- Sweden Shopping Center (Nathaniel Poole Trail)

- Route 31 between Owens and Sweden-Walker Road, north side
- A small commercial plaza at the southwest corner of Sweden-Walker Road and Route 31

Industrial Land Use

Industrial uses are located primarily in the Village, where sewer and water facilities are available. The railroad traditionally served these industries. A relatively new light industrial park is located along Transit Way in the Town, south of Route 31.

Significant industries in the Village and Town include:

- PetSmart, on Transit Way in the Town, which sold pet supplies through retail and catalogue, closed in the Spring of 2008.
- Allied Builders
- Allied Frozen Foods, Inc. Cold Storage
- Duncan Tsay (Jets LeFrois Corp. at 56 High Street)
- Northrup Concrete
- MJ Trucking and Westwinds
- Champion Moving and Storage
- Bonduelle Group (formerly Birds Eye Frozen Foods and Allen Canning Co.)
- SunnKing

Industrial properties comprised 0.23% of the total tax parcels (Town wide) over the seven-year period from 2008 to 2014 (see **Table 16**).

The Village has surplus and underused land of an industrial character that is currently accessible to railways and served by public water and sewer service.

TABLE 16: LAND USE BY TAX PARCEL (2008-2014)



Property Code	Land Use by Tax Parcel (2008-2014)	Townwide (including Village)						
	Broad Use Description	2014	2013	2012	2011	2010	2009	2008
100	Agricultural properties	58	54	54	54	56	56	56
200	Residential properties	3,235	3,222	3,214	3,208	3,201	3,182	3,177
300	Vacant Land	690	710	700	703	703	697	635
400	Commercial properties	282	284	282	279	282	281	279
500	Recreation & Entertainment properties	17	17	17	17	17	17	17
600	Community Service properties	57	56	56	56	54	52	52
700	Industrial properties	10	10	10	10	10	10	10
800	Public Service properties	74	74	77	76	74	73	73
900	Public Parks, Wild, Forested & Conservation Properties	5	5	5	5	5	5	5
Total Parcels:		4,428	4,432	4,415	4,408	4,402	4,373	4,304

Source: NYS Office of Real Property Tax Services Municipal Profile

TABLE 17: LAND USE CLASSIFICATION: NUMBER OF PROPERTIES & ACREAGE

2014 Property Classification Summary Final by Municipality		Village				Town			
Property Code	Category Description	Property Count	Count %	Property Acreage	Acreage %	Property Count	Count %	Property Acreage	Acreage %
100	Agricultural properties	x	x	x	x	57	2.14	3557.54	18.02
200	Residential properties	1373	79.36	405.88	32.19	1860	69.92	7521.76	38.09
300	Vacant Land	106	6.13	215.19	17.07	583	21.92	5699.26	28.86
400	Commercial properties	197	11.39	181.57	14.33	85	3.20	443.48	2.25
500	Recreation & Entertainment properties	8	0.46	13.21	1.05	8	0.30	330.61	1.67
600	Community Service properties	31	1.79	255.74	20.36	27	1.02	300.58	1.52
700	Industrial properties	6	0.35	105.43	8.36	5	0.19	377.01	1.91
800	Public Service properties	9	0.52	84.01	6.66	21	0.79	573.79	2.91
900	Public Parks, Wild, Forested & Conservation Properties	x	x	x	x	5	0.19	692.81	3.51
0	No Data	x	x	x	x	9	0.34	248.38	1.26
Total		1730	100	1261.02	100	2660	100	19745.22	100

Source: "Land Use Report for Monroe County, NY - Major Projects Proposed, Approved & Constructed in 2014" - Monroe County GIS Parcel File, April 2015 (Monroe County Department of Planning & Development - Planning Division)

The next Chapter presents the opportunities for and constraints to various types of development.

CHAPTER 3 – DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

This section examines the opportunities and constraints to development in Sweden and Brockport.

AGRICULTURE

There are significant opportunities for continued agriculture, as the agricultural industry is generally healthy, soils are good in many areas of the Town, and access to markets is excellent. Utilities have generally not been extended into farming areas, thus limiting conflicting land uses. Farmland owners are interested in continuing to keep land in agriculture.



Farming and agricultural lands help define the rural character of Sweden, as well as providing a significant local economic base. The Agricultural District program provides a means to identify significant agricultural areas in the Town and to provide needed protection to agriculture.

Constraints to continued agriculture in Sweden include conflicts with rural residential development, price competition (national and international), and the demand for agricultural land for other uses.

In order to maintain agriculture while encouraging additional development, clear boundaries need to be maintained between agricultural and development areas. Inducements to development such as the extension of water and sewer lines should be kept away from key farming areas. The Agricultural District program should be used to identify these limits.

RESIDENTIAL DEVELOPMENT

Residential neighborhoods

Residential neighborhoods in the Village are pleasant environments, with sidewalks and street trees. They are attractive to families, senior citizens, and others who enjoy the neighborhood feel and the ability to walk to destinations. Historic buildings enhance many neighborhoods. Designation of such homes as “Historic Landmarks” by an active Historic Preservation Board helps to ensure the survival of their



architectural integrity. Neighborhoods in surrounding areas in the Town, such as Sweden Village, also provide distinctive residential environments.

Recreation is available at Northampton Park, Village parks, Sweden Town Park, the Sweden/Clarkson Community Center, along the Canal, at the College and at the Brockport Central School facilities. The Canal contributes to the character of the Village and provides open space, vistas and canal side parks.

The vibrant presence of The College at Brockport, SUNY, contributes to the economic, cultural and educational well-being of our community. Student housing located in Village neighborhoods presents certain challenges to homeowners when parties and vandalism issues disrupt the quiet enjoyment of their homes. Also, years of lax code enforcement has resulted in many rundown properties—a challenge now being addressed. A Committee made up of representatives from the College administration, Campus Police, the Brockport Police Department, Village officials, neighborhood groups and others should continue to aspire to meet regularly to communicate concerns and identify ways to prevent problems.

Challenges to the Village residential properties include the proximity of the industrial zone in the southeast portion of the Village, property maintenance, and the high percentage of rental properties. A new and enlarged Code Enforcement Office as of 2014 has begun addressing some of these concerns. The Village is currently reviewing its zoning ordinances.

To alleviate traffic problems in the Village that could detract from residential neighborhoods, the main entrance to the College was re-directed to Commencement Drive off of Fourth Section Road. A complete re-build of Main Street within the Village limits was completed in November 2011.

Rural Residences

Homes in the countryside offer open vistas, farmland and natural areas such as woodlands and wetlands. These properties are attractive to families and individuals who enjoy a more rural lifestyle. Some older homes have special historic and architectural interest. Their preservation as important cultural resources should be ensured through designation as “Historic Landmarks” by the Landmarks Advisory Committee. Additional land is available for development in the Town.



Constraints to further residential development in the Town outside the Village and existing developed areas include soils limitations, the lack of public sewer and water



service, conflicts with existing agricultural and industrial land uses, the drawbacks of further strip development along existing roads, and conflicts with neighboring land uses. Due to these limitations, subdivision of land into building lots and the granting of building permits for new residential development must be carefully regulated.

Current zoning regulations require larger lot sizes where alternative septic systems are needed because of poor soils. Many areas in the Town do not have adequate groundwater supplies for private wells. In addition, problems with stormwater drainage afflict many residences.

Public water and sewer service extends to relatively few areas in the Town. Further extension is constrained by both technical feasibility and financial considerations. The lack of public water and/or sewer will limit the density of new residential development that could occur in the Town.

Strip development along major roads has become a problem for homes along Route 31 and Route 31A. As the Existing Land Use Map shows, many homes have been built on relatively narrow residential lots along these busy State highways. The location of these lots results in difficulty getting into and out of driveways, and compromises safety of the residents as well as the travelers along these roads.

Elsewhere in the Town, strip development tends to slow traffic on roads. Increasing numbers of curb cuts lead to conflicts with traffic, as cars enter and exit onto roads where traffic may be fast moving. In addition, strip development compromises the rural character and open vistas of the countryside. While there remains a considerable amount of land available for residential development in the Town outside the Village, care will be needed to avoid "land-locking" interior parcels.

Retaining the rural character of the Town is one of the main recommendations from residents. Innovative development designs need to be encouraged to allow future residential development while keeping the open and rural quality of the Town.

Certain land uses can conflict with residences in the Town. These include quarries, the airport and active or inactive hazardous waste sites. Development potential in the vicinity of these special land uses may be limited.

[Diversity of Housing Types](#)

Sweden and Brockport contain considerable diversity in housing types available to own or rent. The percentage of rented housing units is higher than the County average, particularly in the Village. Several apartment and condominium complexes offer an alternative housing arrangement for individuals and senior citizens, as well as families. Additional areas in the Town suitable for such high-density residential development exist on the south side of Route 31 and Route 31A (Fourth Section Road west of Redman Road). Multi-family development may be appropriate in the same

areas as commercial development, provided design of the facilities incorporates buffers between the commercial and residential uses.

Several multi-family dwellings in the Village have insufficient recreation space; forcing residents' children to use the sidewalk and street for play space. Additional conversions of single-family dwellings into apartments have been limited by Village zoning regulations.

COMMERCIAL DEVELOPMENT

Village Downtown

The Village's downtown business district benefits from a pedestrian-friendly environment due to its location near the college and residential neighborhoods, the seasonal tourism from the Canal, municipal parking lots, and the patronage of local industries. The character of this area is complemented by the historic buildings, Village parks, and the Canal. This area has become a unique shopping environment, with a concentration of specialty shops, restaurants and services. A Welcome Center with hospitality facilities for boaters, bikers, hikers, etc., opened in 2005 and enhances the attractiveness of the commercial district for travelers.



The Village has adopted a Brockport Canal Front Master Plan that “provides an exciting yet realistic vision that builds upon Brockport’s successful central business district and positions the canal as a prominent regional cultural and recreational resource.” See **Appendix B** for a Narrative Summary of the six phases of this plan. Also, the Village has adopted a more detailed plan for the redevelopment of the area between the canal and the south side of Clinton Street. The Greater Brockport Development Corp. has acquired the historic structure at 60 Clinton Street and is actively seeking a developer for that building and the Clinton Street areas as a whole.

Forty-five (45) commercial structures on Main and Market Streets have been designated “Historic Landmarks” locally and listed on the State and National Registers of Historic Places. Twenty-three (23) of them have had their facades improved with the help of subsidies from the Community Development Block Grant program. Buildings in that district will also benefit from subsidies from a \$200,000 New York Main Street grant for improvement to their facades and interiors.

The Village has commissioned a feasibility study of the practicality and desirability of encouraging the conversion of upper-level floors in downtown commercial structures for use as loft apartments. The recent addition of 201 dormitory



beds on campus and 401 on Redman Road at a time that the college enrollment is not growing suggests that student housing may no longer be the best use for such space downtown.

Town

The area surrounding the intersection of Routes 31 (Brockport-Spencerport Road) and 19 (Lake Road) has become a significant regional commercial hub. It has excellent access by car from a broad area. A large supermarket and discount stores, as well as car dealerships, fast food restaurants and several smaller local and chain businesses provide a diverse commercial base serving the Town of Sweden, surrounding towns and counties.

There are sidewalks servicing pedestrians in this area. However, there still remain opportunities to connect adjacent residents and businesses to the existing sidewalks.

INDUSTRIAL DEVELOPMENT

In the Town of Sweden and Village of Brockport areas have been designated for industrial development. They have been zoned for either light or heavy industrial use. They are or can easily be served by public water, sewer, rail or truck transportation.

An excellent labor force exists in the Town of Sweden/Brockport area and extends into surrounding towns.

TRANSPORTATION

A good network of roads makes it easy to travel within the Town of Sweden and Village of Brockport.

In August 1999, a Major Investment Study was completed regarding the Route 531/Brockport-Rochester Corridor. That study recommended extending the Route 531 expressway just north of Northampton Park to Sweden Walker Road and then southerly along the northern area of Shumway Road terminating west of Redman Road at Route 31-A (Fourth Section Road). That plan has been abandoned by NYS Department of Transportation (NYSDOT) due to its cost. In June 2012, five (5) alternatives for the Route 531 Terminus Improvement Project were presented to interested stakeholders by the NYSDOT. In February 2015, a public hearing was held for the selected alternative (Figure 14), as well as improvements to Route 31 (Figure 14A).

Included with the complete rebuild of Main Street in the Village, the traffic light at the northern most intersection of the Village, at Route 19 and West and

2002 Sweden/Brockport Comprehensive Plan



East Avenues, was removed and replaced with a round-about. Traffic flow was greatly improved at this busy intersection. With the rebuild of Main Street through the Village, the addition of turning lanes and improvements to the sidewalks and curbing has added a whole esthetic look coming into downtown.

The main commercial areas of the Town and the Village are served by the (Rochester) Regional Transit Service, which also has a park-and-ride center in the Town. Other modes of transportation include rail and water (the Erie Canal).



CHAPTER 4 – GOALS AND POLICIES

INTRODUCTION

This Chapter sets forth the community's goals and actions that are intended to allow the community to be a good place to live, work and visit.

The formulation of clear, concise and well-considered goals, objectives, and recommended actions is a critical part of the comprehensive planning process. They establish the basis for land use regulation, infrastructure improvements, and public and private investment.

Chapter 418 of the Laws of 1995 enacted by the New York State Legislature amended Town Law, Section 272(a) and Village Law, Section 7-722 by redefining the composition of a municipality's comprehensive plan. There is no set formula for what elements need to be included in a comprehensive plan, but the State statutes offer the following suggestions.

A comprehensive plan should contain a set of general statements of goals, objectives and policies that give consideration to the following elements, at a level of detail determined appropriate to guide decisions:

- Regional needs
- Agricultural need
- Historic and cultural resources
- Natural resources
- Sensitive environmental areas
- Population trends and future projections
- Transportation facilities
- Utilities and infrastructure
- Housing resources and needs
- Educational, cultural and historic facilities
- Park and recreational facilities
- Commercial and industrial facilities and
- Plans of other agencies and communities

Each of these thirteen functional areas has been organized in six broad functional categories (three with sub-categories). These categories are not prioritized,

but simply listed in the order that the Comprehensive Plan Update Committee developed them. They are as follows:

- A. Housing and Residential Land Use
- B. Managing the Built Environment
- C. Conservation, Open Space and Environmental Protection (Environment, Character)
- D. The Economy and Associated Land Uses (Economic Development, Commerce, Agricultural, Industrial and Commercial Development)
- E. Transportation
- F. Public Utilities, Facilities, and Services (Overall, Water and Waste Water Collection and Treatment Systems, Public Safety, Parks and Recreation, Solid Waste Management, Human Services, and Education)

A. HOUSING AND RESIDENTIAL LAND USE

GOAL: To promote the availability of diverse, high-quality, affordable, and attractive places for people to live and maintain the rural character of the community.

The objectives and actions are to have:

- 1. A variety of housing styles and patterns of development to meet the diverse needs of the community.**
 - a) Prepare a Housing Plan (this Plan will include the number and general location of dwelling units in the Town and Village, with attention to future housing needs).
 - b) Ensure that adequate amounts of suitable land are zoned to meet housing needs identified by the Housing Plan.
 - c) Use clustering as necessary for efficient use of land and other resources.
 - d) Encourage the construction of a range of housing types, styles, and prices to satisfy the diverse needs and desires of the community, including housing accessible to the handicapped.
 - e) Encourage the construction of energy efficient homes suitable to obtain the Department of Energy's "Energy Star" rating label; such as "Green Jobs-Green NY" the statewide effort to strengthen our communities through energy efficiency that is administered by NYS Energy, Research and Development Authority (NYSERDA).

- f) Encourage the use of upper floor space in downtown commercial buildings for low- and middle-income housing, especially for couples and families.

2. Neighborhoods that are quiet, clean, safe and that have low traffic, low vehicle speeds and attractive landscaping.

- a) Require buffers, such as landscaping and/or transitional uses, between commercial/industrial development and residential neighborhoods.
- b) Discourage sprawl and strip development in order to retain scenic vistas and the community's rural character.
- c) Encourage historic preservation of older buildings, both commercial and residential, by administering the Historic Preservation Ordinances in the Town and Village.
- d) Require amenities such as sidewalks, parks, landscaping, and obtain easements for such in establishing and maintaining neighborhood character
- e) Establish and enforce vigorously zoning standards (e.g., occupancy and usage limits) to minimize the negative effects of dwelling units occupied by students or other nonpermanent residents.
- f) Prepare regulations for the design, planting and maintenance of street trees as part of major new residential developments (10 lots or more), encouraging the incorporation of native species in the Town outside the Village, as is being done by the Village Tree Board.
- g) Discourage the conversion of local residential roads into through roads.
- h) Require more than one site entrance/exit in major developments for safety.

3. Opportunities for affordable housing.

- a) Use incentive zoning mechanisms to provide for affordable housing. (See Managing the Built Environment #10 b).
- b) Explore requiring that a small percentage of large developments be devoted to affordable housing.
- c) Provide for some flexibility in creating and applying design criteria to promote affordable housing. (See Managing the Built Environment #3.)

- d) Work with Monroe County and other agencies to plan and create affordable housing.
 - e) Make provisions for creative housing concepts, such as co-housing, elderhouses, group homes for Lifetime Assistance, Loft conversions, mixed-use zoning, etc., through Incentive Zoning.
- 4. Provision for customary and reasonable home occupations while guarding against the creation of nuisances.**
- a) Review and revise the criteria used to regulate home occupations in residential zones.

B. MANAGING THE BUILT ENVIRONMENT

GOAL: To shape and improve the quality of the built environment by focusing growth so as to provide for the needs of Townspeople, maintain the character of the Town and Village, and ensure a healthy environment for future generations.

The objectives and actions are to have:

1. Land use, development and environmental regulations that are in accordance with the Comprehensive Plan.

Review and revise as necessary, the respective Zoning Laws, Subdivision Regulations, and other land use and development regulations, including the use of Special Permits.

2. Criteria and guidelines for the various land use decisions (i.e. area variances, use variances and permitted uses) made by Town and Village boards and officials.

- a) Review and improve the criteria and/or guidelines for permits, rezoning, site plans, and subdivisions.
- b) Continue to require approval of site plans for all permitted uses.

3. Performance standards for new development.

- a) Have uniform design criteria and construction specifications for the Subdivision Regulations and Zoning Laws.
- b) Encourage innovative engineering standards for effective solutions that enhance aesthetics, safety, economics, and protects the environment.

4. Focus development to avoid sprawl.

- a) Update and maintain annually the anticipated land use plan map and narrative.
- b) Establish innovative land use programs such as purchase of development rights (PDR).
- c) Evaluate how and where limited mixing of uses might *best* occur.
- d) Require/retain large lot sizes (minimum 5 acres) in areas with no water or sewer.

5. The intersection of Routes 19 and 31 to remain a strong core for the community by providing a mix of commercial, business and high density residential development.

Emphasis will be given to building upon the community services and facilities located within the defined core area located at the intersection of State Routes 19 and 31.

6. Retention or creation of park and/or public open space in conjunction with development.

- a) Develop criteria and guidelines for use by the Planning Board in determining:
 - i. when to require land dedication, money in lieu of land, or a mixture equal to one building lot, at a rate of one lot for every 40 developed lots;
 - ii. which land would be best suited to fit public park or open space purposes (centrally located and accessible to all); and
 - iii. at what point in the project the land is dedicated (at halfway point).

7. Minimization of adverse environmental impacts resulting from development.

- a) Use the SEQR process to ensure that proposed actions are consistent with the Comprehensive Plan and use coordinated review procedures as necessary to enhance the quality of the process.
- b) Require site designs that minimize impacts to the natural environment, impacts of traffic on-site and off-site, erosion, sedimentation, and storm water runoff.
- c) Identify and weigh alternatives to proposed development and examine measures to mitigate negative impacts.

8. Efficient use of public infrastructure and facilities. (Also see Section F of this Chapter: Public Utilities, Facilities, and Services.)

- a) Focus major developments in areas where adequate public infrastructure and facilities exist.
- b) Require the phasing of large-scale developments as infrastructure and facilities permit. Require upgrade to infrastructure first as if total project is completed.
- c) Work to improve the Town's and Village's ratings under the Federal Emergency Management Agency's flood insurance Community Rating System, if it is determined that this would be cost effective.

9. Creative, efficient, and attractive plans and designs for all development, which are also compatible with or enhance their surroundings.

- a) Proposed commercial and industrial building plans shall be designed to complement the architectural design of adjacent buildings, all sites shall be landscaped to provide a distinct buffer between uses and site lighting shall not cause glare on adjacent properties or rights-of-ways.

10. Well-designed physical and visual transitions between different land uses to minimize conflicts.

- a) Require buffers (landscaping, distance, topography, native vegetation) to minimize conflicts but allow sufficient design flexibility.
- b) Provide zoning incentives that would enhance the physical and visual transitions between different land uses. Utilize the Town's Incentive Zoning regulations (allowed by Section 261-b of New York Town Law and Section 7-703 of New York Village Law as of July 1, 1992) to offer a developer incentives or bonuses with respect to, for example, density, area, height, open space, or use, in exchange for some community benefits or amenities such as open space, housing for persons of low or moderate income, parks,

elder care, day care, or other specific physical, social, or cultural amenities, or cash in lieu thereof, of benefit to the residents of the community.

11. Maintenance and improvement of the built environment, including protection of historic structures and sites and adaptive reuse of structures where appropriate.

- a) Install mechanisms (e.g. Historic Site Overlay Protection Regulations) for the protection of historic structures, districts and sites from intrusion by incompatible uses, inappropriate architectural solutions and improper site development.
- b) Keep current the Town and Village registers of historic structures and sites.
- c) Encourage maintenance of the existing housing stock and encourage homeowners and landlords to participate in home improvement programs. Explore setting up a program to assist community residents with maintaining and improving their property such as the historic home improvement program that the Village sponsored in 2008 in conjunction with the Community Development Block Grant program of the county. Pursue Federal, State, or other outside assistance for home improvement.

12. Require developers to pay for a fair share of the off-site infrastructure costs resulting from new development, based on a cost/benefit analysis which would otherwise be borne wholly by the Town or Village.

- a) Encourage the enactment of State legislation to allow municipalities to charge development impact fees. If so enabled, evaluate how to implement an equitable impact fee system.
- b) Undertake a review and revision of the Village's Zoning Code, including the adoption of Incentive Zoning provisions.

13. Signs that are attractive, informative, and do not create traffic or other hazards.

- a) Continue to evaluate the needs for commercial speech and non-commercial speech regulations and revise the Sign Laws accordingly.
- b) Adopt signage regulations specific to the Historic Commercial District of the Village appropriate to its historic and architectural character.

14. Lighting that is safe, energy efficient, attractive, and not visually annoying.

- a) Evaluate existing lighting policies and programs. Maintain lighting at road intersections as a Community wide benefit.
- b) Establish performance standards for lighting in the Zoning Laws (i.e. Dark Skies Guidelines).
- c) Through the creation of lighting districts, illuminate sidewalks, as necessary, to improve pedestrian safety.
- d) Authorize the Planning Boards to require street lights, as part of the infrastructure normally constructed by developers where the scale and density of projects dictate.

C. CONSERVATION, OPEN SPACE AND ENVIRONMENTAL PROTECTION

ENVIRONMENT

GOAL: To improve the environment and to preserve and protect it from degradation.

The objectives and actions are to have:

- 1. Protection for natural resources, open space, environmentally sensitive areas and unique natural areas.**
 - a) Support private sector efforts to protect significant environmental areas and coordinate these activities with the Community's comprehensive planning program where applicable.
 - b) Maintain the Open Space Plan for the protection or preservation of open spaces. (The Open Space Plan is all-inclusive covering the entire Town and all resources.)
 - c) Maintain and update the Town of Sweden/Village of Brockport Open Space Inventory.
 - d) Consider establishing and maintaining a Conservation Easements Program.
 - e) Establish a linear park along the Niagara (Lockport) escarpment to preserve and protect this unique geological feature.

- f) Protect unique scenic resources and vistas.
 - g) Limit the use of publicly owned sensitive areas (i.e. canal path) to low impact activities such as environmental education, walking & hiking, jogging, cross-country skiing and snow shoeing.
 - h) Investigate methods to protect environmentally sensitive areas as part of amended Zoning Laws. The following areas should be considered for protection:
 - i. Areas of Special Flood Hazard as defined by the Federal Emergency Management Agency (these areas are regulated by a local law regarding flood damage protection that is an appendix to the Zoning Law);
 - ii. New York State Freshwater Wetland Areas as defined in Article 24 of the New York State Environmental Conservation Law;
 - iii. Areas where slope, soil, depth to bedrock, or vegetation indicate potential erosion problems;
 - iv. Important stream corridors, to be delineated by the Town and Village; and
 - v. Mature forests, to be delineated by the Town.
 - i) Work with other municipalities, public agencies, and private agencies to identify and protect significant biological corridors and habitats.
 - j) Support methods or programs that minimize habitat fragmentation.
- 2. Protection of water and air quality to keep impacts from erosion, sedimentation, and drainage to a minimum.**
- a) Prepare and maintain a Watershed Management Plan. The Plan should encompass storm water management, stream corridor management, control of soil erosion and sedimentation, and groundwater management.
 - b) Identify and evaluate possible strategies for protecting air quality.

3. Identification and remediation of hazardous waste sites.

Collaborate with State, County, and other agencies to identify and remediate hazardous waste sites, sites of former landfills, and other potentially hazardous sites.

4. Fair Distribution of the costs and benefits of open space.

- a) Require dedication of park land (or open space) during subdivision approval or accept payments in lieu of land dedication.
- b) Create a dedicated Parks, Recreation, and Open Space Fund, if not already established.
- c) Investigate other methods for funding open space.

5. Increased conservation of water and energy.

- a) Encourage “green” development design that minimizes the use of water and energy; for example, landscaping for shade and winter wind protection, site design to maximize solar heating, low-flow water devices.
- b) Plan tree planting in developments and on municipal lands in ways that will capture storm water runoff, improve air quality, and conserve energy through heat reduction and wind protection.
- c) Encourage Monroe County and public utilities to expand and improve their energy conservation programs; for example, free energy audits.
- d) Capitalize upon the New York State Energy Research and Development Authority (NYSERDA) Energy Incentive Program by having public buildings evaluated to determine what improvements should be made to these facilities.
- e) Encourage all new buildings be built to comply with the Department of Energy Star guidelines.

CHARACTER

GOAL: To maintain the rural and agricultural character of the community.

The objective and actions are to:

- 1. Protect natural resources, minimize visual impact, retain rural and agricultural features and minimize site disturbance.**

- a) Locate structures and residences adjacent to tree lines and wooded areas.
- b) Preserve tree and shrub hedgerows and stone walls.
- c) Preserve steep slope areas.
- d) Design development to the site and locate and limit the path of development to the most suitable area of the site.
- e) Maximize the preservation of native and existing vegetation.
- f) Explore clustering as an option to maximize the preservation of open space or agricultural land.
- g) Minimize site disturbance during construction of roads, basins, and other land improvements.
- h) Preserve existing structures (houses, barns, silos, etc.) where feasible.
- i) Require a substantial amount of tree plantings in all new developments.

D. THE ECONOMY AND ASSOCIATED LAND USES

ECONOMIC DEVELOPMENT

GOAL: To promote a stable and diverse local economy.

The objective and actions are to have:

1. Promote a wide variety of employment opportunities for residents.

- a) Support the continued vitality of existing employers and ensure that there is adequate and suitable space available.
- b) Engage economic development agencies serving the area such as the Greater Brockport Development Corporation in cooperative efforts to promote adequate and stable employment opportunities within the parameters of Town and Village policy.
- c) Cooperate with The College at Brockport, SUNY, to attract "Start Up New York" businesses.

COMMERCE

GOAL: To provide for a limited number of small-scale, neighborhood-oriented commercial areas which are safe and attractive.

The objective and actions are to have:

- 1. Small-scale commercial areas (both present and future) that are set back from State Routes and that have good circulation, have good vehicular and non-vehicular access, are well-landscaped (to provide buffering, shade, and character), located so as to meet present and anticipated neighborhood needs while not adversely affecting surrounding neighborhoods, and of an architectural state that enhances their neighborhoods.**
 - a) Rewrite the commercial land use regulations. **Community Commercial** provides for an integrated transportation system (autos, pedestrians, emergency vehicles, delivery trucks), a greater number of allowed uses (some by special permit), controlled access, signs coordinated with adjacent uses, good site lighting, good landscaping, site plan review and elements of incentive zoning.
 - b) Prepare guidelines for siting commercial districts. These should include, among other things, the existence of water and sewer, sufficient size of site (for buildings, parking, open space, sidewalks, etc.), safe and efficient access to roads, sufficient market area population, safe and readily usable access for pedestrians and bicyclists, access by public transit, and sufficient distance from incompatible uses.
 - c) Review and revise as necessary commercial zoning standards regarding, among other things, maximum lot coverage, minimum open space, buffering, setbacks, signage, traffic generation, vehicular access, parking and parking lot layout, site design, pedestrian and bicycle access, drainage, outdoor storage, noise, odor, site lighting and landscaping.
 - d) Work with local businesses to identify different options for improving the design and appearance of new and existing commercial areas.
 - e) Communicate directly with business owners or via Merchant's Association/Chamber of Commerce.
 - f) Prepare pedestrian circulation plans for areas within one mile of commercial districts. Work with developers to provide for adequate networks of

pedestrian paths, bike ways, and sidewalks. Require facilities for bicycle parking at commercial areas. (Integrate with the Pedestrian Circulation Plan as recommended by Transportation #1(b).)

- g) In planning future residential neighborhoods, make provision for suitable neighborhood commercial centers in appropriate locations. (See also Section A, Housing and Residential Land Use.)

AGRICULTURE

GOAL: To enhance agricultural viability and preserve agricultural land resources.

The objectives and actions are to have:

1. Land use and development regulations which address the special needs of farmers, including provisions which stipulate that farming activities take precedence over other uses in areas used for agriculture.

- a) Stipulate that farming activities take precedence over other uses in areas used for agriculture as provided for in the Town's "right-to-farm" local law. (Individuals would continue to have the right to build homes in areas used for agriculture but would have to understand that farming is the primary activity in these areas and that living in the area, they may have to cope with noise early in the morning, odors from the smell of recently spread manure, and so on.)
- b) Establish a Farmland Advisory Board (FAB) to coordinate development applications with the Planning Board on actively farmed lands. The FAB reports would provide meaningful documentation to the Planning and Zoning Boards on the impacts non-farm development would have on the remaining lands in the area. The FAB would also play an important role in evaluating lands for a purchase of development rights program.
- c) Establish and maintain an Active Farmlands Map.
- d) Continue to allow farm stands in agricultural areas.

2. Productive agricultural lands remain in agriculture.

- a) Encourage the State, County, and farmers to renew, sustain, and expand the Agricultural Districts under the New York Agricultural Districts Law.

- b) Encourage legislative changes at the County and State levels that would reduce property tax pressures on agricultural lands or provide other tax relief such as reduced school taxes. Take action on similar measures at the Town level when feasible.
- c) Consider establishing a voluntary purchase of development rights program, or other innovative measures for protecting farmland and agriculture operations for farmers.
- d) Do not extend water and sewer lines into or through areas being actively used for agriculture and further, limit the placement of other infrastructure, such as highways and tap-ins to water and sewer lines, which would encourage growth and development in areas designated for agricultural use.

3. Encourage agricultural practices which minimize contamination of the environment, soil erosion, and surface water runoff.

- a) Work with farmers, Monroe County/Cornell Cooperative Extension, the Monroe County Soil and Water Conservation District, and other agencies to foster environmentally sound farm practices including minimization of fertilizer and pesticide use, soil erosion, and surface water runoff.

4. A renewed and diversified agricultural sector.

- a) Continue to support the local production and sale of food and agricultural products (i.e. Brockport Farmer's Market).
- b) Participate with Monroe County/Cornell Cooperative Extension and others in establishing a farmer recruitment program. Such a program would match farmers desiring to move from urbanizing areas, as well as new farmers, with active farmland that may become available. It would assist in their integration and also study ways to encourage people to remain in farming.

INDUSTRIAL AND COMMERCIAL DEVELOPMENT

GOAL: Maintain a diverse tax base and local jobs in both the village and the town outside the village, with appropriate commercial and industrial, as well as residential development.

The objective and actions are to have:

1. Industrial Policies

- a) Encourage industrial development.
- b) Promote available industrial sites in the Town and Village.
- c) Ensure that new uses are appropriate in the light industrial area.
- d) Provide for transitional uses as a buffer between contrasting uses, such as residential and light industrial or commercial.
- e) Plan for new industrial development to avoid conflicts with residential neighbors (noise, traffic, odors, views).
- f) Evaluate the extent of industrially zoned land (especially undeveloped land in the Town), and consider whether other uses would be more appropriate.

2. Commercial Development Policies

- a) Contain commercial development along Rt. 31 within a specified area (Owens Road to Sweden-Walker Road).
- b) Ensure appropriate designs for commercial and industrial development and redevelopment, through the appointment of at least one Architect on the Planning Board.
- c) Ensure that signage regulations are effective as well as fair.
- d) Ensure adequate circulation among commercial plazas, for automobile and pedestrian traffic.
- e) Ensure that the amount of land zoned for commercial and office uses is appropriate.
- f) Provide incentives for landowners and potential tenants to fill vacant commercial and office space.

3. Village Downtown Business District Policies

- a) Develop the Village downtown as a unique community business district.
- b) Market the Village in creative ways (Canal identity, community events).

- c) Reinforce the pedestrian-oriented character by maintaining sidewalks and street trees, requiring appropriately scaled signage, providing benches, and linking downtown to the Canal.
- d) Encourage events that involve both the Village and the College.
- e) Encourage redevelopment of under-used commercial and industrial areas such as the Clinton Street area and the former Kleen Brite properties.
- f) Encourage major public and commercial facilities (such as the Post Office, Municipal Offices, banks, etc.) to remain in the Village downtown.
- g) Promote the improvement of upper floor space in buildings in the Historic District for multiple uses; such as, loft apartments, offices, studios, etc., through tax abatements, zoning revisions, parking arrangements, etc.

E. TRANSPORTATION

GOAL: To provide a transportation system that minimizes congestion and is safe, efficient, convenient and environmentally responsible.

The objectives and actions are to have:

- 1. A reduced need for cars in the Sweden/Brockport area through development of a diversified transportation system that emphasizes more fuel-efficient forms of transportation such as public transit, bicycling, and walking.**
 - a) Work with other municipalities, major employers, and institutions to encourage commuter carpools, vanpools, bicycle and pedestrian travel, and the use of public transit.
 - b) Prepare a Pedestrian Circulation Plan. Seek the cooperation of institutions, businesses, and others in its implementation. Require new development to conform to the pedestrian plan, for example, providing sidewalks and crosswalks where planned. (May be prepared as part of the Transportation Plan recommended in 2(a).)
 - c) Prepare a Bicycle Circulation Plan, complementing bikeways established by other municipalities and local institutions. Cooperate with the existing ad hoc Genesee Transportation Council (GTC) Coalition for Bicycle Transportation (GTCBT). Encourage new development to conform to the Bicycle Plan, (e.g., by providing pathways linked to existing routes). (May be prepared as part of the Transportation Plan recommended in 2(a).)

- d) Provide a planning framework for new development and redevelopment to simplify provision of public transit. This could include channeling development to areas easily served by bus routes, increasing the number of bus routes, requiring appropriate turning radii for public transit access, and require pedestrian access to public transit amenities, i.e., bus shelters and stops.
- e) To the extent possible, integrate the elements of the transportation network that serve to reduce automobile use, such as pedestrian paths or bikeways, park-and-ride lots, and public transit.
- f) Work with The College at Brockport, SUNY, NYSDOT and RTS to promote increased usage of the Park & Ride lot on Commencement Drive. Encourage joint development of the Park & Ride lot through public-private initiatives (i.e. The Eagle Shuttle with the College).
- g) Road System Policies:
 - i. Seek funding sources for needed road system improvements.
 - ii. Work with NYS Department of Transportation to improve traffic flow along Route 19 into the Village.
 - iii. Continue to promote the use of Commencement Drive as the main entrance for both the College and the Brockport Central School campuses.
 - iv. Improve access among commercial plazas to avoid unnecessary entrances and exits onto Rt. 31 and Rt. 19.
 - v. Work with the NYS Department of Transportation to determine the most effective way to improve traffic flow on Route 31 from Route 531.
- h) Pedestrian Policies:
 - i. Maintain sidewalks for the safety and convenience of pedestrians.
 - ii. Require sidewalks in new residential development in the Village and in appropriate areas of the Town.

- iii. Determine where sidewalks are needed to serve existing development, and prepare a plan for installing sidewalks where needed and funding is available.
 - iv. Work with the NYS Thruway Authority/Canal Corporation to expand use of the path along the Erie Canal for use by hikers and bicyclists. Link canal path to Village downtown, Soldiers Monument, Town Park, The College at Brockport, SUNY, proposed subdivisions and other points of interest.
 - v. Expand the sidewalk network to commercial areas in the Town.
- j) Public Transportation Policies:
- i. Support the establishment of public transportation to recreational, cultural, senior citizen and youth activity locations and to the community center.
 - ii. Encourage RTS and The College at Brockport, SUNY, to expand and coordinate public transit services within Sweden.
 - iii. Encourage increasing the number of bus routes and frequency of public transit service.
 - iv. Support coordination of transportation services provided by and between Human Service Agencies, e.g., Lifetime Assistance, URMC Strong West, etc.
- k) Parking Policies:
- i. Encourage storekeepers to provide direct access to stores from rear parking areas.
 - ii. Encourage the use of the Park-and-Ride lot on Commencement Drive.

2. An appropriate transportation network.

- a) Prepare a Transportation Plan. Use the plan to guide decision making for Capital Highway Improvement Projects (CHIPs), other capital highway projects, and other transportation decisions, such as possible revisions to road specifications.
- b) Classify roads in the Town and Village according to existing and desired function after analyzing present characteristics and exploring how the road system should be used in the future. Among other things, an analysis should include an examination of the location and types of land uses served, manner

of road use, traffic speed, traffic volume, types of vehicles carried, character of adjacent land uses, the extent to which roads are used by pedestrians and bicyclists, and the degree of interference with through movement created by adjacent uses and intersections.

- c) Update the Town's and Village's Official (Highway) Map and revise it to reflect the Transportation Plan when it is completed. Protect planned transportation corridors through the subdivision review process. Purchase, participate in the purchase, or otherwise procure transportation corridors where necessary. The Town should seek to take incremental steps through accepting easements for thoroughfares as parcels of land are reviewed for subdivision and rezoning.
- d) Use the Metropolitan Planning Organization for the Genesee-Finger Lakes Region, the Genesee Transportation Council (GTC), to arrive at mutually acceptable solutions to transportation problems in the Sweden/Brockport area. Seek funding to study transportation issues as necessary.
- e) Provide for ample buffers between adjacent land uses and new arterial and collector roads. Where feasible, work to provide buffers along existing arterial and collector roads.
- f) Maintain desired levels of vehicular and pedestrian transportation service, require the provision of transportation improvements made necessary by new development such as sidewalks and traffic signals.
- g) Establish an equitable development impact fee system to help pay for new or improved transportation infrastructure, if so enabled by the New York State Legislature.
- h) Continue to work with County and Town Highway Departments in developing access management regulations along major County and Town Highways.
- i) Work with the NYS Department of Transportation on the Route 531 Terminus Project at Route 36 and along Route 31.
- j) Consider the widening of Owens Road and South Avenue.

3. Appropriate accident prevention strategies.

- a) Ensure that roadways and road intersections in the Town and Village are designed (or redesigned) and constructed (or reconstructed) to be safe and

efficient. Design roads to encourage compliance with posted speed limits, especially in residential areas.

- b) Employ appropriate signage and traffic controls (including speed monitors) for motor vehicles, bicycles, pedestrians, and users of public transit and canal path.
- c) Ensure that large volumes of traffic are not routed through residential areas or through awkward or confusing intersections.
- d) Provide safe pedestrian crossings at appropriate locations.
- e) Where possible, physically separate pedestrian paths and bikeways from roads carrying large volumes of traffic.

4. Minimal negative impacts on people and the environment from traffic, road maintenance, road construction, noise, exhaust, and the like.

- a) Strive to protect residential areas from the adverse effects of traffic: limit through traffic, road widths, traffic volumes and speeds; develop appropriate visual and sound barriers between roads and residences; ensure that new arterial and collector roads avoid residential areas.
- b) Design new arterial and collector roads to be adequately landscaped, offer a variety of visual exposures, be buffered from residential areas, and not significantly alter natural land contours.
- c) Avoid environmentally sensitive areas such as wetlands or areas of steep slopes in designing or approving new roads unless, after thorough consideration, there are no feasible or prudent alternatives.

5. Future development designed so as to minimize adverse impacts on present roadway efficiency and safety, as well as future road corridor locations.

- a) Limit the scale and concentration of development to what can be supported by the transportation system and public water and sewer.
- b) Where other access is possible, limit the number of individual access drives, roadways, and other curb cuts onto arterial and collector roads to maintain planned traffic-carrying capacity and safety, as well as permit more efficient use of interior lands. Consider the facilitation of shared driveways.

- c) Work with other municipalities and major traffic generators to reduce the negative impact of transportation from development outside the Town and/or the Village.
- d) Require developers to specify trip-generating characteristics of projects based on standards in the current Trip Generation Manual of the Institute of Transportation Engineers.
- e) Identify and protect future roadway corridors.

6. Promotion, protection, and enhancement of agricultural and scenic resources along rural roads in the Town.

- a) Consider designating roads of visual, cultural, or historical significance as official scenic roads under the New York Scenic Roads Program (Article 49, New York State Environmental Conservation Law).
- b) Limit Town and Village roadway improvement projects and all road-related land acquisition projects in agricultural, scenic, and historic residential areas to those necessary to maintain road surface, safety, and efficiency.

F. PUBLIC UTILITIES, FACILITIES AND SERVICES

OVERALL

GOAL: To provide public utilities, facilities and services that efficiently meet present needs and anticipate future needs of residents, in accord with the goals and objectives of this Plan.

The objectives and actions are to have:

1. Systems to assess, prioritize, and finance public utilities, facilities, and services.

- a) Develop a Multiyear Capital Planning Process using methods outlined in the Office of the New York State Comptroller's "Multiyear Capital Planning" Guide.
- b) Develop a system for planning, assessing, prioritizing, and financing Town and Village services.
- c) Create a Benefit Assessment Procedures Manual. (A manual would explain how the benefit assessments are calculated and applied within the Town and Village.)

- d) Continue to investigate and promote additional public and private funding sources for open space, affordable housing, infrastructure repair and construction, farm land preservation, and so on.

2. Adequate, appropriately located, and well-maintained publicly owned facilities and equipment, in accord with the goals, objectives and actions of this Plan.

- a) Continue to maintain an inventory of Town- and Village-owned facilities and equipment.
- b) Review maintenance standards for Town- and Village-owned facilities and equipment and ensure that they are met.
- c) Study the space needs of Town and Village Government and determine how best to meet them.
- d) Every attempt will be made to eliminate duplication of services in the Town and Village.

3. Joint development of utilities, facilities, and services with other municipalities and/or institutions, wherever mutually beneficial and practical.

- a) Explore joint development possibilities early in the capital improvements planning process.
- b) Continue to work on joint projects with the Monroe County Water Authority concerning the expansions to their water distribution system, and with the Monroe County Pure Waters Agency concerning the Sweden/Brockport Area Waste Water Treatment System.
- c) Continue and expand consolidating of services and sharing of equipment and possibly personnel, for example, sharing road construction equipment.

WATER AND WASTE WATER COLLECTION AND TREATMENT SYSTEMS

GOAL: To provide high-quality public water and sewage utilities at reasonable cost.

The objectives and actions are to have:

1. Public water and sewer utilities located, constructed, and maintained in accordance with the goals and objectives of this Plan.

- a) Limit extension of water and sewer services into areas not designated for intensive development.
- b) Give higher priority in the Capital Improvements Program to maintenance of public utilities than to constructing extensions of new utilities.
- c) Follow State Environmental Quality Review Regulations when considering the construction of new or expanded public utilities, especially the thorough examination of the potential for future development and its possible impact on existing land uses.
- d) Review and revise existing contingency plans for water and sewer services. Contingencies to plan for include complete failure of any one of the public water systems in the Town/Village, extreme drought, or an immediate and major public health problem outside of water and sewer service areas.

2. An assessment of the quality and cost of water and waste water collection and treatment systems, both public and private.

- a) Gather and analyze baseline data on the quality and cost of drinking water and waste water collection and treatment throughout the Town and Village, for both public and private systems. (Work with the County Health Department regarding private systems.)
- b) Determine where problems exist with quality, pressure or cost, where there may be problems in the future, and what approaches should be used to address them.

PUBLIC SAFETY

GOAL: The protection of people and their property.

The objectives and actions are to have:

1. High-quality and coordinated fire, police, and other public safety services and facilities.

- a) Encourage Brockport Fire District Commissioners to prepare an assessment of existing public safety services and facilities, examining quality, cost, and known problems or needs. Examine future needs and develop strategies for addressing them.

- b) If it is determined that additional police protection is warranted, consider negotiating an agreement with the County Sheriff for additional deputies to be paid by the Town for service solely within the Town.
- c) Encourage increased collaboration among the Brockport Police Department, the Monroe County Sheriff's Department, and The College at Brockport, SUNY Police.
- d) Add office personnel so as to increase the hours that the Brockport Police Department administrative offices are open.

2. Precautionary measures that minimize the need for or improve the coordination or delivery of emergency services.

- a) Continue to work with Monroe County's Office of Emergency Preparedness for disaster planning in the Town and Village.
- b) Evaluate the usefulness of improving the Town's Fire Protection Class rating.
- c) Encourage and assist in the formation of Neighborhood Watch or similar groups (i.e. SPAR-TAC).

PARKS AND RECREATION

GOAL: To provide accessible and attractive parks and diverse recreational opportunities.

The objectives and actions are to have:

1. An integrated system of parks and recreational facilities throughout the community, including undeveloped open space as one component, with linkages as feasible between various parts of the system such as pathways, stream corridors, trails, and utility rights-of-way.

- a) Acquire suitable park and recreation lands and develop them in accordance with the Open Space, Park and Recreation Plan.
- b) Work with other communities, NYS Thruway Authority/Canal Corporation, land owners, and institutions to explore possible joint park ventures and trail linkages.
- c) Through the subdivision approval process, continue to acquire park and recreation lands (and open space lands) as authorized by NYS Town Law

Section 277 and NYS Village Law Section 7-728 (Approval of Plats) and the Town's/Village's Subdivision Regulations.

- d) Parks should be designed to the site, reducing habitat fragmentation of existing natural resources and incorporating environmental corridors of existing native vegetation throughout the park.
- e) In instances where a suitable park cannot be located within a proposed subdivision or where a park facility or open space is not recommended in the Town/Village Open Space, Park and Recreation Plan, make use of the provision in the Subdivision Regulations to collect a fee in lieu of park land dedication for development of Town or Village park and recreational facilities. Each municipality should establish a Parks, Recreation, and Open Space Fund (if not already established) into which would be deposited such "in-lieu" fees as well as donations, proceeds from the sale of unsuitable lands, grants, and other such monies related to parks and recreation. The fund would be administered by Town and Village officials in accordance with guidelines developed in the Open Space, Parks and Recreation Plan.
- f) In the area of the Niagara (Lockport) escarpment consider a possible park with features such as hiking trails, bicycle trails, viewing areas, a tower, archaeological sites, gardens, and flowering shrubs.
- g) Develop the South Avenue Park as a playground.

2. Adequate recreational services.

- a) In the course of preparing the Town/Village Open Space, Park and Recreation Plan, assess the status of recreational services in the Town and Village to determine what actions may be warranted by the Town or Village, including joint municipal efforts and public/private sector efforts.
- b) Continue the development of the Sweden Town Park.

SOLID WASTE MANAGEMENT

GOAL: To ensure efficient and responsible management of solid waste.

The objectives and actions are to have:

1. Reduced generation of solid waste and increased reuse and recycling.

- a) Explore Village, Town or district-wide refuse collection to be bid by haulers.

2. Improved and expanded municipal composting.



- a) Continue the program of semi-annual pickup of yard waste.

HUMAN SERVICES

GOAL: To foster and improve the availability of human services.

The objectives and actions are to have:

1. Human services available to all residents, including those with special needs.

Work with Monroe County and local resources to ensure that adequate human services are provided to area residents.

2. High-quality services and facilities for children's day care, group homes, and elder care.

Ensure that there is sufficient provision in the Zoning Law for children's day care, group homes, and elder care facilities, which are compatible with other neighborhood uses.

3. High-quality health care services and facilities.

Work with the health care providers to ensure that the area's land use and other planning adequately accommodates identified community health needs.

EDUCATION

GOAL: To integrate public school facilities planning with area land use planning.

The objective and actions are to have:

1. Integration of public school facilities planning with area land use planning.

2. Work with the Brockport Central School District to coordinate facilities planning with Town and Village land use planning so that land can be reserved for the school's planning.

CULTURAL RESOURCES

GOAL: To improve the availability of cultural resources.

The objective and actions are to have:

1. Explore the development and improvement of cultural venues such as a local community museums, amphitheater, etc.
2. Support efforts to preserve the Soldiers' and Sailors' Monument on Owens Road.
3. Continue to support the Seymour Library.

CHAPTER 5 – LAND USE PLAN

The Future Land Use Maps, **Figures 21 and 22**, show the community's "preferred vision" or "priority" land uses for the 20-year planning period - 2002 through 2022. The land uses designated on the maps are based on an analysis of existing land use patterns, current zoning, (See **Figures 23 and 24**) utilities, wind energy overlay district, agricultural districts, and natural features such as depth to bed rock, freshwater wetlands and floodplains, as well as the community's stated goals and policies. These land use categories may differ from zoning district names, as they are intended to indicate a general direction rather than specific regulations. The following describes each land use category and the rationale for their delineation on the Future Land Use Maps.

CONSERVATION

Conservation areas shown on the Maps include state-regulated freshwater wetlands, sites that have shallow depth to bedrock preventing septic systems to be installed, designated flood hazard zones shown on the federal Flood Insurance Rate Maps for the Town and Village, and areas with steep slopes (over 15%). Land within fifty feet of streams shown on the map should also be preserved in a natural state whenever possible, to protect water quality and fish and wildlife habitat. In most cases, building construction should not be permitted within conservation areas. Agricultural uses will be permitted pursuant to State and Federal wetlands and flood zone regulations.

The major conservation emphasis of the Plan Update involves the completion of the update to the Town Open Space Inventory, the creation of an Open Space Plan, the

establishment of Environmental Protection Overlay District (EPOD) zoning, and the pursuit of federal, state and county grant funding to purchase development rights.

The Open Space Inventory identifies the existing natural features that exist throughout the community. The various review boards use this inventory as part of the documentation of the environmental record on all applications.

The Open Space Plan identifies those natural resources that are important to the community and for which regulations are needed to protect and preserve this component of the Comprehensive Plan. The completion of the Open Space Plan provides consensus on the open area resources the community wants to protect and sets the foundation for enacting overlay zoning regulations to document the appropriate mitigation measures to protect and preserve the open qualities of the community.

Two areas, identified in the County of Monroe Preservation of Environmentally Sensitive Areas (PESA) Report, known as Sweden 7 Wetland and HO-9 will be pursued for acquisition and protection. The Sweden 7 Wetland site is a State Class II scrub, shrub deciduous wetland of approximately 800 acres that is located between Swamp Road and Beadle Road and extends westward a bit past Redman Road. HO-9 is a 450 acre complex of four contiguous wetlands along the north branch of Black Creek. It is located on both the east and west sides of West Sweden Road south of White Road, with one section extending a bit south of LaDue Road. Both sites are classified by the County Environmental Management Council as Very High Priority and High Priority Sites for public acquisition.

The Environmental Protection Overlay District (EPOD) regulations are additional layers of land use regulation superimposed upon the underlying zoning district for the specific purpose of identifying measures to protect the important existing natural constraints to development which are found on the site. Using the information contained in the EPOD regulations, the Town and Village will identify the appropriate mitigation measures to be followed to preserve the community's natural features.

The Conservation Board, as part of each Environmental Record prepared for site development, will document the natural features to be preserved and identify the appropriate EPOD mitigation measures that will be set forth in both the Open Space Plan and the overlay zoning regulations. Then as part of all follow-ups, the Conservation Board will document compliance with the terms and conditions imposed by the respective planning, zoning or legislative board when approving applications.

Note: The Town of Sweden Environmental Conservation Board (ECB) perceives the community's Open Space Plan differently than most other communities. The Town's Open Space Inventory encompasses the entire Town of Sweden. The ECB has aerial photos of the entire town graphed by location. Every parcel in the town contributes its own set of resources (natural, cultural, historical, archeological, character, etc.) to the



Town. These resources overlap, intersect, entwine and envelop the entire Town and, therefore, cannot be evaluated only as separate entities. The priority factor in the Town of Sweden’s Draft Open Space Plan is dictated by the current proposals being brought before the Town Board, not by a preconceived listing that may never materialize in the perceived order. This does not mean that the ECB expects to protect or preserve all open space in the Town. Open space contributes many attributes to the Town and needs to be respected for these values during the development process to the extent that is feasible taking the entire needs of the community into consideration.

AGRICULTURE

Continued agricultural use is recommended for land within the two Monroe County Agricultural Districts, except where other non-residential uses are already established. These exceptions include the two golf courses in the northeastern portion of the Town and a small commercial area at the intersection of Route 31 and Sweden Walker Road. Neighboring residents should recognize that agriculture is a protected use within Agricultural Districts and those standard agricultural practices must be accepted as part of living in an agricultural area. Extensions of sewer and water lines, as well as land uses which would conflict with agriculture should be avoided in these areas.

The Plan Update continues to recommend the creation of a local Farmland Advisory Board (FAB) comprised of local farmers and landowners. The FAB would identify the active agricultural sites in the town; pursue with landowners their interests in enacting a purchase of development rights program and/or an agricultural conservation easement program. In addition, the FAB would provide agricultural data statement information to the various municipal boards on actions identified under New York State Town Law. Finally, the FAB would provide insight to the legislative boards on land use regulations and controls that adversely affect continued farming operations. The FAB takes the Town of Sweden Right to Farm Law to the next level by providing the resources necessary to promote this sector of the community's economy.

ALTERNATIVE ENERGY SYSTEMS

The Town recognizes the increased demand for alternative energy-generating facilities and the corresponding need for more inexpensive power that wind energy conversion facilities (wind turbines) may provide. Often, these facilities require the construction of single or multiple wind turbines. To regulate the use of wind turbines within the Town by protecting the community’s interest in properly siting wind turbines in a manner consistent with sound land planning, and more generally to promote the government, protection, order, conduct, safety health and well-being of the persons and property within the Town, a wind energy overlay district was defined and adopted in 2010.

The wind energy overlay district (see Figure 27) is defined by the:



1. Northern points of Colby Street and White Road.
2. Southern points of Euler Road, Covell Road and LaDue Road.
3. Western point of Monroe-Orleans County Line.
4. Eastern point of the Sweden Town Line.

RURAL RESIDENTIAL

Much of the Town is suitable for low-density residential uses in keeping with the rural character of the countryside. Areas designated for Rural Residential use are not served by public water or sewers, and are not expected to be served by these utilities within the next twenty years. Residential lot sizes in these areas should be large enough to accommodate on-site sewage disposal and water supply. Existing zoning regulations in these rural areas should be evaluated to determine whether they are providing the appropriate density and use guidelines to protect the rural character of the countryside. Agriculture is expected to continue in Rural Residential areas, but will not be treated in the same manner as land in Agricultural Districts.

A large parcel of land currently zoned recreation commercial is listed as number 2 on **Figure 24**. The Plan recommends that the Town Board consider rezoning this parcel from B-3 Commercial Recreation to R1-2 One Family Residential. A separate type recreation commercial use could potentially be incompatible with the adjacent rural residential property. In light of the fact that the golf course has no plan to expand on to this property, it is felt to be more in keeping with the rural residential use of the neighborhood to rezone that land back to rural residential use.

MEDIUM DENSITY RESIDENTIAL

Areas designated Medium Density Residential includes both established residential neighborhoods and appropriate undeveloped areas. The Plan Update envisions these areas as either being served by public water and/or sewers, or are areas that expect extensions of such service during the planning period. This category includes neighborhoods of predominantly single-family homes as well as neighborhoods with a mix of single-family homes, two-family dwellings and older homes converted into apartments.

MULTI-FAMILY RESIDENTIAL

Areas designated Multi-Family Residential includes existing apartment or condominium projects as well as undeveloped land which would be suitable for multi-family dwellings. These areas are served by public water and sewer, or are located where sewer and water lines can be feasibly extended. Multi-family residential development is appropriate in many locations as a transitional land use between lower

density neighborhoods of single or two-family dwellings and the higher intensity commercial or light industrial developments.

MULTI-FAMILY RESIDENTIAL/COMMERCIAL

Several sites are appropriate for a mix of commercial and multi-family residential use. Such areas shown on the map include both developed sites and suitable undeveloped land. In the undeveloped areas, planned development is encouraged which uses the multi-family development as a buffer between existing residential neighborhoods and commercial uses. Site design in these areas should include sufficient landscaping to buffer the multi-family residential from the commercial development, and should ensure adequate pedestrian and vehicular circulation among the sites.

As part of the annual review in 2004, a new area of mixed use, on vacant land on the west side of Redman Road, north of the Sweden Town Park and south of the railroad tracks, was re-zoned. This area, now known as Heritage Square, comprises 120 acres and has been approved for mixed use development (approved for hotel, multi family, single family, retail, medical and professional offices). A complete road system is in place. (This site is qualified for the New York State "Start Up New York" Tax Incentive Program.) College Suites at Brockport opened in 2009 as off-campus student apartments.

CENTRAL BUSINESS DISTRICT

The Central Business District (CBD) is the Village's downtown commercial area. Most of this land is already developed with a variety of retail and service businesses. The CBD consists of both the pedestrian-oriented business district along Main Street and the more automobile-oriented shopping area north of the Canal. While multi-family and other residential uses are expected to continue within this area, commerce should continue to be this district's priority land use. Residential use for upper-floor space will continue to be encouraged. The Village will also continue to promote the re-development of this CBD area along the guidelines set forth in the Brockport Canal Front Master Plan (see synopsis in Appendix B) and the Clinton Street Master Plan (Appendix G).

GENERAL BUSINESS

Areas designated for General Business are intended for larger scale commercial uses. They include the regional shopping area around the intersection of Routes 19 and 31, and along the south side of Route 31 east and west of Route 19. Other General Business areas are located:

- west of State Route 19 and south of State Route 31 (see Figure 25 Concept Plan);



- along the south side of Fourth Section Road (Route 31A) west of West Sweden Road;
- around the intersection of Brockport Spencerport Road (Route 31) and Sweden Walker Road;
- along the east side of Sweden Walker Road, between Colby Street and Swamp Road;
- east of the industrial area, between East Canal Road and the abandoned railroad;
- land at the southeast corner of East Canal Road and Owens Road;
- two small parcels east of Route 19 and on the south side of Crestview Drive (the Plan is recommending rezoning from residential to commercial as shown on Figure 24, number 1);
- a small area on the north side of Holley Street; and
- northwest of the intersection of White Road and Route 19.

The Plan Update recommends the area located west of State Route 19 and generally behind the Aldi's store to be developed in a mix of general businesses, office and public use. A concept plan depicting the recommended pattern of development in this area is shown on **Figure 25**. This plan serves as the basis for the preferred pattern of development that would enable rezoning of this area to occur. If rezoning were to occur, Royal Gardens Way would be a natural break between two zoning areas.

The Plan Update recommends the integration of access management regulations to control the movement of traffic into and through the major areas of commercial land use. In addition, the enactment of new site development regulations to provide for sidewalks, uniform sign regulations, site lighting and street trees are other aspects of land use regulation that will be considered by the Town and Village during this planning period.

AIRPORT AND RELATED BUSINESS

The airport and commercial uses associated with the airport are designated as Airport and Related Business. Ledge Dale Airpark is located along the north side of Colby Street, west of Sweden Walker Road. The airport itself occupies nearly all of the land in

this area (166 acres). Further development of the airport Facilities will be important to the economic development within the western portion of Monroe County and the eastern portion of Orleans County. All new development occurring adjacent to the airport's approach/departure corridor for the main runway must meet the height restrictions and clearance safety areas established by the Federal Aviation Agency (FAA).

The airport has completed a master plan and obstruction study in 1998. This Airport Master Plan identifies short-term (1998-2005), intermediate-term (2006-2010) and long-term (2011-2020) phased improvements for Ledgesdale Airpark. Two major standards affecting the long-term development of this facility include maintenance of a Runway Safety Area and construction of a secondary crosswind runway to meet the FAA's recommendations for runway systems. The secondary runway is seen as a long-term project to be completed by the year 2020.

The primary runway (designated as Runway 10/28) is an asphalt surface measuring 4,204 by 75 feet. According to the FAA's National Plan of Integrated Airport Systems for 2007-2011, Ledgesdale Airpark is categorized as a *reliever airport*.

The 2002 Plan Update recommended a zoning change from residential (R1-2) to light industrial for the parcel on the north side of Eisenhower Drive. The 2011-2012 Comprehensive Plan Review Committee and the Town Planning Board (per Planning Board Minutes of March 12, 2012) have both re-considered that recommendation due to the setback requirements as the property would end up allowing a pencil-size building. The Town Planning Board recommended the property be rezoned from residential (R1-2) to Airport-Commercial (B-2) with a 100-foot rear setback instead of the required 25 feet. This will provide additional buffers for the adjacent residences located along the north boundary of the existing airport property (as shown on **Figure 24, number 3**). The rezoning of this parcel was adopted by the Town Board on August 27, 2013 (Resolution No. 78).

QUARRY

The Town possesses an extensive area of dolomite (bed rock) that is used in building highways, bridges and other transportation facilities. This area is currently being excavated by Iroquois Rock Products under a mined land reclamation permit issued by the New York State Department of Environmental Conservation. The area encompassing the quarry operation is located between Colby Street and Swamp Road, west of Sweden Walker Road. This area is designated on the Future Land Use Plan Map for continued use as a quarry.

The existing quarry is expected to be active through the twenty-year planning period. At the end of the quarrying operations, the site will be returned in accordance with the Mined Land Reclamation Plan (hereinafter referred to as Reclamation Plan) that is on file in the Town Clerk's Office. The planned reclamation of the site includes a large man-made lake surrounded on the west by 61 custom townhouses with public



access to the lake on the south. In the northwest corner of the site (along the south side of Colby Street) the Reclamation Plan is proposing 72 townhouses. The Reclamation Plan is also proposing the development of 7 industrial sites (involving 40 acres of land) on the south side of Colby Street. A public park is envisioned for the northeast corner of the site (at the southwest corner of the intersection of Colby Street and Sweden Walker Road. Along the west side of Sweden Walker Road extending to Swamp Road, the Reclamation Plan is recommending single family residential on 5-acre lots (or larger). As the quarry operation approaches completion, the Town and the State Department of Environmental Conservation will need to work together closely on a reclamation plan that can be realistic and complement the Town's Comprehensive Planning Program goals and objectives.

INDUSTRIAL

Land at the Village's southern (along South Avenue and extending easterly to Owens Road) and eastern boundary (along Owens and Canal Roads) is recommended for Industrial use. Light Industrial areas include the former sites of Owens Illinois, Kleen Brite, and others. The Owens Illinois site has been used primarily for storage (warehousing) since the plant closed.

Land in the Town that is being used for Light Industrial purposes include the former site of PetSmart Direct Inc. and other businesses along Transit Way in the Town. Light industrial uses include assembly, warehousing, research and development and other businesses that do not emit noise, dust or odors.

Much of the land in the Town outside the Village that is designated for Industrial use is vacant. This land includes the area north of Route 31 and southeast of the Village. This area has been designated for industrial use for a number of years without any development. Commercial and industrial uses abut this land, and the extension of sewer and water service is expected to remain feasible, therefore consideration of commercial zoning, multi-residential and residential zoning with extensive planning in regard to access to the area, traffic, and buffers would be feasible.

RECREATION

Land designated for Recreation includes both public parks and privately owned land that meets certain recreational needs of the public. Public recreational land shown on the map includes:

- Northampton Park
- State-owned land along the Erie Canal
- Town of Sweden Wildlife Areas:
 - East Canal Road
- Swamp Road wildlife area (private)

- Town of Sweden Senior Center
- Sweden/Clarkson Community Center
- Rural Civil War Cemetery
- Harvester Park
- Corbett Park
- Barry Street playground
- Monika Andrews Children’s Park (a/k/a Utica Street playground)
- Evergreen Tot Lot
- Havenwood Tot Lot
- Sagawa Park
- Remembrance Park
- Sherry Lane tot lot
- Athletic fields of The College at Brockport and Brockport Central School District
- Sweden Town Park (Redman Road)
- South Avenue Park

The Plan Update recommends the promotion of the Erie Canal Corridor through the community. Major investments in this facility will have positive economic impacts on the community and the western portion of Monroe County. Focusing recreational programs that build upon the State's plans to revitalize the Erie Canal will serve to promote grant funding assistance to Town and Village recreational projects that otherwise might not be possible.

The Plan Update recommends the Village continue to implement the adopted *Brockport Canalfront Master Plan* and the adopted *Clinton Street Master Plan* in cooperation with the Greater Brockport Development Corporation. Phases 1 and 2 of the canal front (the canal banks between the Park Avenue and Main Street bridges) have been implemented. Phase 4 (Historic Old Town) has been elaborated and given more detail by the Clinton Street plan and the GBDC is negotiating with prospective developers to implement it. Nothing has been done about Phase 3 (the north bank of the canal between the Main Street and Smith Street bridges) or Phase 5 (Old Towne Park). Some parts of Phase 6 (Corbett Park) have been implemented (construction of a pavilion). When Phase 4 has been implemented, the Clinton Street area should be transformed from the most underused part of the Village to a bustling area of shops, cafes, restaurants, etc. and become an important magnet for area residents and tourists, taking full advantage of its location on the canal, adjacent to the historic commercial district, and near the college.

Both the Town and Village are strategically located along this Canal Corridor and have the utilities to support destination stops along this statewide resource. Integrating state plans for canal development with local goals and objectives will help both levels of government to realize major economic benefits. The south canal wall between Main

Street and the Smith Street Bridge requires extensive repair and reconstruction, which is included in the five-year capital plan of the NYS Canal Corporation.

PUBLIC

Land designated for public use includes properties of The College at Brockport, SUNY the parks listed under “Recreation”, the Brockport Central School campus, the Town and Village offices, the Village of Brockport Police Department, the Brockport Fire District fire stations, cemeteries, URM Strong West Urgent Care, and state-owned land used for the right-of-way for the formerly proposed extension of Route 531 in the vicinity of Northampton Park and Sweden Walker Road.

SPECIAL CONSERVATION

Areas where development potential is limited by site conditions or surrounding land uses are designated as Special Conservation on the Land Use Map. Two of these areas (one located on Beadle Road and the other on East Canal Road) have been designated as Inactive Hazardous Waste Sites by the New York State Department of Environmental Conservation. Further development at these sites must wait until satisfactory remediation is complete. In addition there are a number of other hazardous sites located in the Town and Village (see **Figure 10**). The other area is near the airport, where flight patterns and Federal Aviation Administration restrictions limit the heights of buildings and structures.

HIGHWAYS

The Future Land Use Map envisions five (5) major highway projects occurring during the plan period (2002-2022). These five include:

1. Proposed improvements to Route 31 from Route 531 at its present terminus in Ogden into the Town of Sweden.
2. Extending Owens Road south from State Route 31 to Shumway Road. This extension will also offer a third entrance to the Talamora Trail Subdivision and through the right-of-way enable the looping of public water service in this area.
3. Widening Redman Road between Fourth Section Road and New Campus Drive. This would assist in handling the increased traffic on State Route 31 and offer turning lanes for easy access to the Sweden Town Park and The College at Brockport, SUNY.
4. Extending Shumway Road to Redman Road. (Possible future access to The Woods at Sable Ridge.)
5. Extending Sweden Hill to Owens Road.

IMPLEMENTATION MEASURES

Merely presenting the ideas and strategies set forth above does not guarantee that they will be implemented or that they will be effective in guiding future development in the community. Various actions must be undertaken in order to exercise any significant amount of control over the subsequent course of events or to accomplish anything of substance. Some of these actions have been mentioned previously in the goals, objectives and policies (Chapter 4). The following Chapter (6) identifies the specific implementation actions that are to be provided by both the Town and Village, in order to realize the preferred pattern of development the community has established in the ongoing planning program.



Chapter 6 – Action Plans

In this chapter the Town Board and the Village Board are the responsible agencies in a number of the actions because they are ultimately responsible for the actions taken even though they may assign another board or committee to complete what is needed.

A. HOUSING AND RESIDENTIAL LAND USE

1. Prepare a Housing Plan (this Plan will include the number and general location of dwelling units in the Town and Village, with attention to future housing needs).

Responsible Agency: Town Board and Village Board
Priority: Long term (5-10 years)
Status: Volunteers have created a Village housing inventory.

2. Ensure that adequate amounts of suitable land are zoned to meet housing needs identified by the Housing Plan.

Responsible Agency: Town Board and Village Board
Priority: Long term (5-10 years)

3. Use clustering as necessary for efficient use of land and other resources.

Responsible Agency: Town Board, Town Planning Board, Village Board, Village Planning Board.



Priority: Ongoing

- 4. Encourage the construction of a range of housing types, styles, and prices to satisfy the diverse needs and desires of the community, including housing accessible to the handicapped.

Responsible Agency: Town Board, Town Planning Board, Village Board, Village Planning Board.

Priority: Ongoing

- 5. Encourage the construction of energy efficient homes suitable to obtain the Department of Energy’s “Energy Star” rating label; such as “Green Jobs-Green NY” the statewide effort to strengthen our communities through energy efficiency that is administered by NYS Energy, Research and Development Authority (NYSERDA).

Responsible Agency: Town and Village Building Departments

Priority: Immediate (within one year) and Ongoing

- 6. Require buffers, such as landscaping and/or transitional uses, between commercial/industrial development and residential neighborhoods.

Responsible Agency: Town Board, Town Planning Board, Environmental Conservation Board, Village Board and Village Planning Board

Priority: Immediate (within one year) and Ongoing

- 7. Discourage sprawl and strip development in order to retain scenic vistas and the community’s rural character.

Responsible Agency: Town Board, Town Planning Board and Environmental Conservation Board

Priority: Ongoing

- 8. Encourage historic preservation of older buildings, both commercial and residential, by administering the Historic Preservation Ordinance in the Town and Village.

Responsible Agency: Town Board, Village Board, Landmarks Advisory Committee and Historic Preservation Board

Priority: Ongoing

- 9. Require amenities such as sidewalks, parks, landscaping, and obtain easements for such in establishing and maintaining neighborhood character.

Responsible Agency: Town Board, Town Planning Board, Village Board and Village Planning Board

Priority: Ongoing



- 10. Establish and enforce vigorously zoning standards (e.g., occupancy and usage limits) to minimize the negative effects of dwelling units occupied by students or other nonpermanent residents.

Responsible Agency: Town Board, Village Board, Town and Village Code Enforcement Officers

Priority: Immediate (within one year) and Ongoing

- 11. Prepare regulations for the design, planting and maintenance of street trees as part of major new residential developments (10 lots or more), encouraging the incorporation of native species in the Town outside the Village, as is being done by the Village Tree Board.

Responsible Agency: Town Board, Environmental Conservation Board and Village Board

Priority: Short Term (1-3 years)

Status: The Village Board has created a Tree Board with the authority to recommend tree plantings as well as responsibilities for overseeing the management of the urban forest in the Village.

- 12. Discourage the conversion of local residential roads into through roads.

Responsible Agency: Town Planning Board, Town Highway Superintendent, Village Planning Board and Village DPW Superintendent

Priority: Immediate (within 1 year) and Ongoing

- 13. Require more than one site entrance/exit in major developments for safety.

Responsible Agency: Town Board, Town Planning Board, Village Board, Village Planning Board and Fire Marshals

Priority: Immediate (within 1 year) and Ongoing

- 14. Use incentive zoning mechanisms to provide for affordable housing.

Responsible Agency: Town Board and Village Board

Priority: Ongoing

- 15. Explore requiring that a small percentage of large developments be devoted to affordable housing.

Responsible Agency: Town Board and Village Board

Priority: Ongoing



16. Provide for some flexibility in creating and applying design criteria to promote affordable housing.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

17. Work with Monroe County and other agencies to plan and create affordable housing.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

18. Make provisions for creative housing concepts, such as co-housing, elderhouses, group homes for Lifetime Assistance, Loft conversions, mixed-use zoning, etc., through Incentive Zoning.

Responsible Agency: Town Board and Village Board
Priority: Medium (3-5 years)

19. Review and revise the criteria used to regulate home occupations in residential zones.

Responsible Agency: Town Board and Village Board
Priority: Short term (1-3 years)
Status: This has been address in the building Code of NYS, July 2003.
The Town has adopted Local Law No. 3-2006, Section 175-24-Home Occupations.

20. Continue the Liaison on Community and University Relations in the Village, which involves the Police Department, SUNY Campus Police, SUNY Student Government, citizens, the Fire Department and Village Board members, to communicate problems and encourage compliance of existing laws and regulations.

Responsible Agency: Village Board, Brockport Police Department, SUNY Campus Police, SUNY Student Government, Brockport Fire District
Priority: Ongoing

21. Consider a code requiring the upkeep of mixed use zoning areas where apartments and condominiums are constructed. This may require associations formed in these areas.

Responsible Agency: Town Board and Village Board
Priority: Short term (1-3 years)

22. Consider mixed uses and/or overlay districts for mixed use zoning when designing residential neighborhoods.



Responsible Agency: Town Board, Town Planning Board and Village Board, Village Planning Board

Priority: Short term (1-3 years)

B. MANAGING THE BUILT ENVIRONMENT

- 1. Review and revise, as necessary, the respective Zoning Laws, Subdivision Regulations and other land use and development regulations, including the use of Special Permits.

Responsible Agency: Town Board and Village Board

Priority: Ongoing

Status: The Town adopted amendments to “Land Use Development/Subdivision Regulations and Public Works Requirements and Specifications” by Resolution No. 44, April 8, 2014.

- 2. Review and improve the criteria and/or guidelines for permits, rezonings, site plans, and subdivisions.

Responsible Agency: Town Board and Village Board

Priority: Ongoing

- 3. Continue to require approval of site plans for all permitted uses.

Responsible Agency: Town and Village Planning Boards

Priority: Ongoing

- 4. Have uniform design criteria and construction specifications for the Subdivision Regulations and Zoning Laws.

Responsible Agency: Town Board, Town Highway Superintendent, Village Board, Village DPW Superintendent and Municipal Engineers

Priority: Ongoing

- 5. Encourage innovative engineering standards for effective solutions that enhance aesthetics, safety, and economics and protects the environment.

Responsible Agency: Town Planning Board, Town Highway Superintendent, Village Planning Board, Village DPW Superintendent and Municipal Engineers



Priority: Immediate (within one year) and Ongoing

- 6. Update and maintain annually the anticipated land use plan map and narrative.

Responsible Agency: Town Board, Town Planning Board, Environmental Conservation Board, Village Board and Village Planning Board

Priority: Ongoing

- 7. Establish innovative land use programs such as purchase of development rights (PDR).

Responsible Agency: Town Board

Priority: Medium (3-5 years) and Ongoing

- 8. Evaluate how and where limited mixing of uses might *best* occur.

Responsible Agency: Town Board, Town Planning Board and Village Board, Village Planning Board

Priority: Short term (1-3 years) and Ongoing

- 9. Require/retain large lot sizes (minimum 5 acres) in areas with no water or sewer.

Responsible Agency: Town Board

Priority: Ongoing

- 10. Emphasis will be given to building upon the community services and facilities located within the defined core area located at the intersection of State Routes 19 and 31.

Responsible Agency: Town Board

Priority: Ongoing

- 11. Develop criteria and guidelines for use by the Planning Boards in determining:

- a) When to require land dedication, money in lieu of land, or a mixture equal to one building lot, at a rate of one lot for every 40 developed lots;
- b) Which land would be best suited to fit public park or open space purposes (centrally located and accessible to all); and,
- c) At what point in the project the land is dedicated (at halfway point).

Responsible Agency: Town Board and Village Board

Priority: Immediate (within one year) and Ongoing

- 12. Use the SEQR process to ensure that proposed actions are consistent with the Comprehensive Plan and use coordinated review procedures as necessary to enhance the quality of the process.



Responsible Agency: Town Board, Town Planning Board, Environmental Conservation Board, Village Board and Village Planning Board
Priority: Ongoing

- 13. Require site designs that minimize impacts to the natural environment, impacts of traffic on-site and off-site, erosion, sedimentation, and storm water runoff.

Responsible Agency: Town Planning Board, Environmental Conservation Board and Village Planning Board
Priority: Ongoing

- 14. Identify and weigh alternatives to proposed development and examine measures to mitigate negative impacts.

Responsible Agency: Town and Village Planning Boards
Priority: Immediate (within one year) and Ongoing

- 15. Focus major developments in areas where adequate public infrastructure and facilities exist.

Responsible Agency: Town and Village Planning Boards
Priority: Ongoing

- 16. Require the phasing of large-scale developments as infrastructure and facilities permit. Recommend upgrade to infrastructure first as if total project is completed.

Responsible Agency: Town and Village Planning Boards
Priority: Immediate (within one year) and Ongoing

- 17. Work to improve the Town’s and Village’s ratings under the Federal Emergency Management Agency’s flood insurance Community Rating System, if it is determined that this would be cost effective.

Responsible Agency: Town Board and Village Board
Priority: Long term (5-10 years)

- 18. Proposed commercial and industrial building plans shall be designed to complement the architectural design of adjacent buildings; all sites shall be landscaped to provide a distinct buffer between uses and site lighting shall not cause glare on adjacent properties or rights-of-ways.

Responsible Agency: Town Planning Board, Environmental Conservation Board, Village Planning Board, and Code Enforcement Officers



Priority: Ongoing

- 19. Require buffers (landscaping, distance, topography, native vegetation) to minimize conflicts but allow sufficient design flexibility.

Responsible Agency: Town Board, Town Planning Board, Environmental Conservation Board, Village Board and Village Planning Board

Priority: Ongoing

- 20. Provide zoning incentives that would enhance the physical and visual transitions between different land uses.

Responsible Agency: Town Board, Village Board and Village Code Review Committee

Priority: Immediate (within one year) and Ongoing

- 21. Install mechanisms (e.g. Historic Site Overlay Protection Regulations) for the protection of historic structures, districts and sites from intrusion by incompatible uses, inappropriate architectural solutions and improper site development.

Responsible Agency: Town Board and Village Board

Priority: Short term (1-3 years)

- 22. Keep current a Town/Village register of historic structures and sites.

Responsible Agency: Town Board, Town Clerk, Village Board and Village Clerk

Priority: Ongoing

- 23. Encourage maintenance of the existing housing stock and encourage homeowners and landlords to participate in home improvement programs. Explore setting up a program to assist community residents with maintaining and improving their property (possibly in conjunction with the County). Pursue Federal, State, or other outside assistance for home improvement. Undertake nominations to the State and National Registers of Historic Places for residential districts in the Village.

Responsible Agency: Town Board, Village Board and Village Historic Preservation Board

Priority: Medium (3-5 years) and Ongoing

- 24. Encourage the enactment of State legislation to allow municipalities to charge development impact fees. If so enabled, evaluate how to implement an equitable impact fee system.

Responsible Agency: Town Board and Village Board



Priority: Medium (3-5 years) and Ongoing

25. Undertake a review and revision of the Village's Zoning Code, including the adoption of Incentive Zoning provisions.

Responsible Agency: Village Board

Priority: Medium (3-5 years) and Ongoing

26. Adopt signage regulations specific to the Historic Commercial District of the Village appropriate to its historic and architectural character.

Responsible Agency: Village Board

Priority: Ongoing

27. Continue to evaluate the needs for commercial speech and non-commercial speech regulations and revise the Sign Laws accordingly.

Responsible Agency: Town Board and Village Board

Priority: Ongoing

Status: The Town reviewed and amended Section 175-30 – Signs with the adoption of Local Law No. 2-2013.

28. Evaluate existing lighting policies and programs. Maintain lighting at road intersections as a Community wide benefit.

Responsible Agency: Town Board, Village Board, National Grid and Rochester Gas & Electric

Priority: Ongoing

29. Establish performance standards for lighting in the Zoning Laws (i.e. Dark Skies Guidelines).

Responsible Agency: Town Board and Village Board

Priority: Ongoing

30. Through the creation of lighting districts illuminate sidewalks, as necessary, to improve pedestrian safety.

Responsible Agency: Town Board and Village Board

Priority: Ongoing

31. Authorize the Planning Boards to require street lights, as part of the infrastructure normally constructed by developers where the scale and density of projects dictate.

Responsible Agency: Town Board, Village Board, National Grid and Rochester Gas & Electric

Priority: Ongoing



C. CONSERVATION, OPEN SPACE AND ENVIRONMENTAL PROTECTION

ENVIRONMENT

1. Support private sector efforts to protect significant environmental areas and coordinate these activities with the Community's comprehensive planning program where applicable.

Responsible Agency: Town Board, Environmental Conservation Board, and Village Board

Priority: Immediate (within one year) and Ongoing

2. Maintain the Open Space Plan for the protection and preservation of open spaces. (The Open Space Plan is all-inclusive covering the entire Town and all resources.)

Responsible Agency: Town Board and Environmental Conservation Board

Priority: Ongoing

3. Maintain and update the Town of Sweden/Village of Brockport Open Space Inventory.

Responsible Agency: Town Board, Environmental Conservation Board, and Village Board

Priority: Ongoing

4. Consider establishing and maintaining a Conservation Easements Program.

Responsible Agency: Town Board

Priority: Long term (3-5 years)

Status: This is an option in the Town's Incentive Zoning Law.

5. Investigate methods to protect unique natural scenic resources and vistas.

Responsible Agency: Town Board and Environmental Conservation Board

Priority: Ongoing

6. Limit the use of publicly owned sensitive areas to low impact activities such as environmental education, walking & hiking, jogging, cross-country skiing and snow shoeing.

Responsible Agency: Town Board and Village Board

Priority: Ongoing

7. Investigate methods to protect environmentally sensitive areas as part of amended Zoning Laws. The following areas should be considered for protection:

- a) Areas of Special Flood Hazard as defined by the Federal Emergency Management Agency (these areas are regulated by a local law regarding flood damage protection that is an appendix to the Zoning Law);
- b) New York State Freshwater Wetland Areas as defined in Article 24 of the New York State Environmental Conservation Law;
- c) Areas where slope, soil, depth to bedrock, or vegetation indicate potential erosion problems;
- d) Important stream corridors, to be delineated by the Town and Village; and
- e) Mature forests, to be delineated by the Town.

Responsible Agency: Town Board, Environmental Conservation Board, Village Board and Village Code Review Committee

Priority: Ongoing

8. Work with other municipalities, public agencies, and private agencies to identify and protect significant biological corridors and habitats.

Responsible Agency: Town Board, Environmental Conservation Board, and Village Board

Priority: Immediate (within one year) and Ongoing

9. Support methods or programs that minimize habitat fragmentation.

Responsible Agency: Environmental Conservation Board

Priority: Ongoing

10. Prepare and maintain a Watershed Management Plan. The Plan should encompass storm water management, stream corridor management, control of soil erosion and sedimentation, and groundwater management.

Responsible Agency: Town Board, Town Planning Board, Environmental Conservation Board, Village Board, and Village Planning Board

Priority: Ongoing

Status: The Town and Village are members of the Monroe County Stormwater Coalition.

11. Implement the recommendations from the drainage study of the northeast quadrant and complete and implement a drainage study for the northwest quadrant.

Responsible Agency: Town Board

Priority: Short term (1-3 years)

12. Identify and evaluate possible strategies for protecting air quality.

Responsible Agency: Environmental Conservation Board
Priority: Ongoing

13. Collaborate with State, County, and other agencies to identify and remediate hazardous waste sites, sites of former landfills, and other potentially hazardous sites.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

14. Require dedication of park land (or open space) during subdivision approval or accept payments in lieu of land dedication.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

15. Investigate other methods for funding open space.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

16. Encourage “green” development design that minimizes the use of water and energy; for example, landscaping for shade and winter wind protection, site design to maximize solar heating, low-flow water devices.

Responsible Agency: Town Board, Town Planning Board, Village Board and Village Planning Board
Priority: Immediate (within one year) and Ongoing

17. Encourage Monroe County and public utilities to expand and improve their energy conservation programs; for example, free energy audits.

Responsible Agency: Town Board and Village Board
Priority: Ongoing
Status: An energy audit was conducted at the Town Highway Garage and the S/C Community Center in 2010.

18. Capitalize upon the New York State Energy Research and Development Authority (NYSERDA) Energy Incentive Program by having public buildings evaluated to determine what improvements should be made to these facilities.



Responsible Agency: Town Board and Village Board
Priority: Ongoing

19. Encourage all new buildings must be built to comply with the Department of Energy star guidelines.

Responsible Agency: Town Board and Village Board
Priority: Ongoing
Status: The Town and Village Building Codes adopt the NYS Uniform Fire Prevention and Building Code and the State Energy Conservation Construction Code.

20. Seek grant funding through government, not-for-profits, and private sources to acquire ownership of freshwater wetland areas listed in the Preservation of Environmentally Sensitive Areas in Monroe County (PESA) report.

Responsible Agency: Town Board and Environmental Conservation Board
Priority: Ongoing

21. Seek grant funding from Monroe County and the State of New York for land acquisition and development of linear parks such as: the Niagara Escarpment, between the Town Park and the Canal Path, along to old trolley line or old railroad line.

Responsible Agency: Town Board
Priority: Ongoing (dependent upon funding available at any given time)

CHARACTER

1. Protect natural resources, minimize visual impact, retain rural/agricultural features and minimize site disturbance.
 - a) Locate structures and residences adjacent to tree lines and wooded areas.
 - b) Preserve tree and shrub hedgerows and stone walls.
 - c) Preserve steep slope areas.
 - d) Design development to the site and locate and limit the path of development to the most suitable area of the site.
 - e) Maximize the preservation of native and existing vegetation.
 - f) Explore clustering as an option to maximize the preservation of open space or agricultural land.
 - g) Minimize site disturbance during construction of roads, basins, and other land improvements.
 - h) Preserve existing structures (houses, barns, silos, etc.) where feasible.
 - i) Require a substantial amount of tree plantings in all new developments.

Responsible Agency: Town Planning Board, Environmental Conservation Board, and Village Planning Board

Priority: Ongoing

D. THE ECONOMY AND ASSOCIATED LAND USES

ECONOMIC DEVELOPMENT

1. Promote a wide variety of employment opportunities for residents.
 - a) Support the continued vitality of existing employers and ensure that there is adequate and suitable space available.
 - b) Engage economic development agencies serving the area such as the Greater Brockport Development Corporation in cooperative efforts to promote adequate and stable employment opportunities within the parameters of Town and Village policy.
 - c) Cooperate with The College at Brockport, SUNY to attract “Start Up New York” businesses.

Responsible Agency: Town Board and Village Board

Priority: Ongoing

COMMERCE

1. Rewrite the commercial land use regulations. **Community Commercial** provides for an integrated transportation system (autos, pedestrians, emergency vehicles, delivery trucks), a greater number of allowed uses (some by special permit), controlled access, signs coordinated with adjacent uses, good site lighting, good landscaping, site plan review and elements of incentive zoning.

Responsible Agency: Town Board and Town Planning Board, Village Board and Village Planning Board

Priority: Short term (1-3 years)

2. Prepare guidelines for siting commercial districts. These should include, among other things, the existence of water and sewer, sufficient size of site (for buildings, parking, open space, sidewalks, etc.), safe and efficient access to roads, sufficient market area population, safe and readily usable access for pedestrians and bicyclists, access by public transit, and sufficient distance from incompatible uses.

Responsible Agency: Town Board, Town Planning Board, Village Board, and Village Planning Board

Priority: Short term (1-3 years)

- 3. Review and revise as necessary commercial zoning standards regarding, among other things, maximum lot coverage, minimum open space, buffering, setbacks, signage, traffic generation, vehicular access, parking and parking lot layout, site design, pedestrian and bicycle access, drainage, outdoor storage, noise, odor, site lighting and landscaping.

Responsible Agency: Town Board, Town Planning Board, Village Board, Village Planning Board and Village Code Review Committee
Priority: Ongoing

- 4. Work with local businesses to identify different options for improving the design and appearance of existing commercial areas.

Responsible Agency: Town Board, Village Board and Historic Preservation Board (where applicable)
Priority: Ongoing

- 5. Communicate directly with business owners or via Merchant’s Association/Chamber of Commerce.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

- 6. Prepare pedestrian circulation plans for areas within one mile of commercial districts. Work with developers to provide for adequate networks of pedestrian paths, bike ways, and sidewalks. Require facilities for bicycle parking at commercial areas.

Responsible Agency: Town Board, Town Planning Board, Village Board, and Village Planning Board
Priority: Short term (1-3 years) and Ongoing

- 7. In planning future residential neighborhoods, make provision for suitable neighborhood commercial centers in appropriate locations.

Responsible Agency: Town Board and Village Board
Priority: Long term (5-10 years) and Ongoing

AGRICULTURE

- 1. Stipulate that farming activities take precedence over other uses in areas used for agriculture as provided for in the Town’s “right-to-farm” local law. (Individuals would continue to have the right to build homes in areas used for agriculture but would have to understand that farming is the primary activity in these areas and that living in the



area, they may have to cope with noise early in the morning, odors from the smell of recently spread manure, and so on.)

Responsible Agency: Town Planning Board
Priority: Ongoing

- 2. Establish a Farmland Advisory Board (FAB) to coordinate development applications with the Planning Board on actively farmed lands. The FAB reports would provide meaningful documentation to the Planning and Zoning Boards on the impacts non-farm development would have on the remaining lands in the area. The FAB would also play an important role in evaluating lands for a purchase of development rights program.

Responsible Agency: Town Board and Town Planning Board
Priority: Medium (3-5 years) and Ongoing

- 3. Establish and maintain an Active Farmlands Map.

Responsible Agency: Town Board, Monroe County/Cornell Cooperative Extension Service, and US Department of Agriculture/Natural Resources Conservation Service
Priority: Ongoing

- 4. Continue to allow farm stands in agricultural areas.

Responsible Agency: Town Board
Priority: Ongoing

- 5. Encourage the State, County, and farmers to renew, sustain, and expand the Agricultural Districts under the New York Agricultural Districts Law.

Responsible Agency: Town Board
Priority: Ongoing

- 6. Encourage legislative changes at the County and State levels that would reduce property tax pressures on agricultural lands or provide other tax relief such as reduced school taxes. Take action on similar measures at the Town level when feasible.

Responsible Agency: Town Board
Priority: Ongoing

- 7. Consider establishing a voluntary purchase of development rights program, or other innovative measures for protecting farmland and agriculture operations for farmers.



Responsible Agency: Town Board
Priority: Medium (3-5 years) and Ongoing

- 8. Do not extend water and sewer lines into or through areas being actively used for agriculture and further, limit the placement of other infrastructure, such as highways and tap-ins to water and sewer lines, which would encourage growth and development in areas designated for agricultural use.

Responsible Agency: Town Board
Priority: Immediate (within one year) and Ongoing

- 9. Work with farmers, Monroe County/Cornell Cooperative Extension Service, the Monroe County Soil and Water Conservation District, and other agencies to foster environmentally sound farm practices including minimization of fertilizer and pesticide use, soil erosion, and surface water runoff.

Responsible Agency: Town Board and Environmental Conservation Board
Priority: Ongoing

- 10. Continue to support the local production and sale of food and agricultural products (i.e., Farmer’s Market).

Responsible Agency: Town Board, Village Board, Monroe County/Cornell Cooperative Extension Service, and New York Farm Bureau
Priority: Ongoing
Status: The Village of Brockport has created a farmers market that operates from June to October

- 11. Participate with Monroe County/Cornell Cooperative Extension Service and others in establishing a farmer recruitment program. Such a program would match farmers desiring to move from urbanizing areas, as well as new farmers, with active farmland that may become available. It would assist in their integration and also study ways to encourage people to remain in farming.

Responsible Agency: Town Board and Monroe County/Cornell Cooperative Extension Service
Priority: Immediate (within one year) and Ongoing

INDUSTRIAL AND COMMERCIAL DEVELOPMENT

- 1. Encourage industrial development.



Responsible Agency: Town Board, Village Board and County of Monroe Industrial Development Agency (COMIDA)
Priority: Ongoing

- 2. Promote available industrial sites in the Town and Village.

Responsible Agency: Town Board, Village Board and COMIDA
Priority: Ongoing

- 3. Ensure that new uses are appropriate in the light industrial area.

Responsible Agency: Town Planning Board and Village Planning Board
Priority: Ongoing

- 4. Provide for transitional uses as a buffer between contrasting uses, such as residential and light industrial or commercial.

Responsible Agency: Town Board, Town Planning Board, Village Board and Village Planning Board
Priority: Ongoing

- 5. Plan for new industrial development to avoid conflicts with residential neighbors (noise, traffic, odors, and views).

Responsible Agency: Town Board, Town Planning Board, Village Board, and Village Planning Board
Priority: Ongoing

- 6. Evaluate the extent of industrially zoned land (especially undeveloped land in the Town), and consider whether other uses would be more appropriate.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

- 7. Contain commercial development along Rt. 31 within a specified area (Owens Road to Sweden-Walker Road).

Responsible Agency: Town Board and Town Planning Board
Priority: Ongoing



- 8. Ensure appropriate designs for commercial and industrial development and redevelopment, through the appointment of at least one Architect on the Planning Board.

Responsible Agency: Town Board, Town Planning Board, Village Board, and Village Planning Board

Priority: Immediate (within one year) and Ongoing

- 9. Ensure that signage regulations are effective as well as fair.

Responsible Agency: Town Board, Village Board and Village Code Review Committee

Priority: Ongoing

Status: The Town’s Sign Ordinance was reviewed and revisions adopted on October 29, 2013 by Local Law No. 2-2013.

- 10. Ensure adequate circulation among commercial areas, for automobile and pedestrian traffic.

Responsible Agency: Town Planning Board and Village Planning Board

Priority: Ongoing

- 11. Ensure that the amount of land zoned for commercial and office uses is appropriate.

Responsible Agency: Town Board and Village Board

Priority: Ongoing

- 12. Provide incentives for landowners and potential tenants to fill vacant commercial and office space.

Responsible Agency: Town Board and Village Board

Priority: Immediate (within one year) and Ongoing

- 13. Develop the Village downtown as a unique community business district.

Responsible Agency: Village Board, Merchants Association, and Chamber of Commerce

Priority: Ongoing

- 14. Market the Village in creative ways (Canal identity, community events).



Responsible Agency: Village Board, Merchants Association, and Chamber of Commerce
Priority: Ongoing

- 15. Reinforce the pedestrian-oriented character by maintaining sidewalks and street trees, requiring appropriately scaled signage, providing benches, and linking the area to the Canal.

Responsible Agency: Village Board
Priority: Ongoing

- 16. Encourage events that involve the Village and the College.

Responsible Agency: Town Board, Village Board, and The College at Brockport, SUNY
Priority: Ongoing

- 17. Encourage major public and commercial facilities (such as the Post Office, Municipal Offices, banks, etc.) to remain in the Village downtown.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

- 18. Encourage redevelopment of under-used commercial and industrial areas such as the Clinton Street area and the former Kleen Brite properties.

Responsible Agency: Village Board
Priority: Ongoing

- 19. Promote the improvement of upper floor space in buildings in the Historic District for multiple uses; such as, loft apartments, offices, studios, etc., through tax abatements, zoning revisions, parking arrangements, etc.

Responsible Agency: Village Planning and Zoning Boards
Priority: Ongoing

E. TRANSPORTATION

- 1. Work with other municipalities, major employers, and institutions to encourage commuter carpools, vanpools, bicycle and pedestrian travel, and the use of public transit.

Responsible Agency: Town Board and Village Board



Priority: Ongoing

- 2. Prepare a Pedestrian Circulation Plan. Seek the cooperation of institutions, businesses, and others in its implementation. Require new development to conform to the pedestrian plan, for example, providing sidewalks and crosswalks where planned.

Responsible Agency: Town Board, Town Planning Board, Town Highway Superintendent, Village Board, Village Planning Board, Village DPW Superintendent, and The College at Brockport

Priority: Ongoing

Status: The Walk! Bike! Brockport (WBB) group collaborated with the Village of Brockport on a \$50,000 grant from the Genesee Transportation Council to develop a pedestrian and cycling master plan for the greater Brockport area.

- 3. Prepare a Bicycle Circulation Plan, complementing bikeways established by other municipalities and local institutions. Cooperate with the existing ad hoc Genesee Transportation Council (GTC) Coalition for Bicycle Transportation (GTCBT). Encourage new development to conform to the Bicycle Plan, (e.g., by providing pathways linked to existing routes).

Responsible Agency: Town Board, Town Highway Superintendent, Village Board, Village DPW Superintendent, and NYS Thruway Authority/Canal Corporation

Priority: Ongoing

Status: The Walk! Bike! Brockport (WBB) group collaborated with the Village of Brockport on a \$50,000 grant from the Genesee Transportation Council to develop a pedestrian and cycling master plan for the greater Brockport area.

- 4. Provide a planning framework for new development and redevelopment to simplify provision of public transit. This could include channeling development to areas easily served by bus routes, increasing the number of bus routes, requiring appropriate turning radii for public transit access, and require pedestrian access to public transit amenities, i.e., bus shelters and stops.

Responsible Agency: Town Board, Town Planning Board, Village Board, Village Planning Board and Regional Transit Service (RTS)

Priority: Medium (3-5 years) and Ongoing



- 5. To the extent possible, integrate the elements of the transportation network that serve to reduce automobile use, such as pedestrian paths or bikeways, park-and-ride lots, and public transit.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

- 6. Work with The College at Brockport, SUNY, NYSDOT and RTS to promote increased usage of the Park & Ride lot on Commencement Drive. Encourage joint development of the Park & Ride lot through public-private initiatives (i.e. The Eagle Shuttle with the College).

Responsible Agency: Town Board, The College at Brockport, SUNY, NYSDOT and RTS
Priority: Ongoing

- 7. Seek funding sources for needed road system improvements such as (See Figure 26):
 - a) Proposed improvements to Rt. 31 from Rt. 531 at its present terminus in Ogden into the Town of Sweden;
 - b) Extending Owens Road south from Rt. 31 to Shumway Road;
 - c) Widening Redman Road between Fourth Section Road and New Campus Drive;
 - d) Extending Shumway Road to Redman Road;
 - e) Extending Sweden Hill to Owens Road.

Responsible Agency: Town Board
Priority: Ongoing

- 8. Continue to promote the use of Commencement Drive as the main entrance for both the College and the Brockport Central School campuses.

Responsible Agency: Town Board, Village Board, The College at Brockport, SUNY and Brockport Central Schools
Priority: Ongoing

- 9. Improve access among commercial plazas to avoid unnecessary entrances and exits onto Rt. 31 and Rt. 19.

Responsible Agency: Town Board, Town Planning Board, and NYSDOT
Priority: Long term (5-10 years) and Ongoing

- 10. Work with the NYS Department of Transportation to determine the most effective way to improve traffic flow on Route 31 from Route 531.

Responsible Agency: Town Board, Town Planning Board, and NYSDOT
Priority: Ongoing



11. Maintain sidewalks for the safety and convenience of pedestrians.

Responsible Agency: Town Board, Town Highway Superintendent, Village Board, and Village DPW Superintendent
Priority: Ongoing

12. Require sidewalks in new residential development in the Village and in appropriate areas of the Town.

Responsible Agency: Town Board, Town Planning Board, Village Board, and Village Planning Board
Priority: Ongoing

13. Determine where sidewalks are needed to serve existing development, and prepare a plan for installing sidewalks where needed and funding is available.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

14. Work with the NYS Thruway Authority/Canal Corporation to expand use of the path along the Erie Canal for use by hikers and bicyclists. Link canal path to Village downtown, Soldiers Monument, Town Park, The College at Brockport, proposed subdivisions and other points of interest.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

15. Expand the sidewalk network to commercial areas in the Town.

Responsible Agency: Town Board and Town Planning Board
Priority: Ongoing
Status: Sidewalks were added from Sweden Corners Plaza to Owens Road and from the S/C Community Center to Route 19 & 31.

16. Support the establishment of public transportation to recreational, cultural, senior citizen and youth activity locations and to the community center.

Responsible Agency: Town Board, Village Board, The College at Brockport and RTS
Priority: Ongoing



- 17. Encourage RTS and The College at Brockport, SUNY to expand and coordinate public transit services within Sweden.

Responsible Agency: Town Board, Village Board, The College at Brockport, and RTS
Priority: Long term (5-10 years)

- 18. Encourage increasing the number of bus routes and frequency of public transit service.

Responsible Agency: Town Board, Village Board, and RTS
Priority: Ongoing

- 19. Support coordination of transportation services provided by and between Human Service Agencies, e.g., Lifetime Assistance, University of Rochester Medical Center “Strong West”, etc.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

- 20. Encourage storekeepers to provide direct access to stores from rear parking areas.

Responsible Agency: Village Board and Village Planning Board
Priority: Ongoing

- 21. Prepare a Transportation Plan. Use the plan to guide decision making for Capital Highway Improvement Projects (CHIPs), other capital highway projects, and other transportation decisions, such as possible revisions to road specifications.

Responsible Agency: Town Board, Village Board, The College at Brockport, SUNY, Monroe County DOT and NYS DOT
Priority: Short term (1-3 years) and Ongoing
Status: The Town Highway Superintendent maintains a spreadsheet identifying all roads, the date maintenance was last completed, and cost. An annual review of road conditions is conducted and prioritized. Road work is dependent upon available funding.

- 22. Classify roads in the Town and Village according to existing and desired function after analyzing present characteristics and exploring how the road system should be used in the future. Among other things, an analysis should include an examination of the location and types of land uses served, manner of road use, traffic speed, traffic volume, types of vehicles carried, character of adjacent land uses, the extent to which roads are used by pedestrians and bicyclists, and the degree of interference with through movement created by adjacent uses and intersections.



Responsible Agency: Town Board, Village Board, Town Highway, Village DPW, Monroe County DOT and NYS DOT

Priority: Short term (1-3 years) and Ongoing

- 23. Update the Town’s and Village’s Official (Highway) Maps and revise them to reflect the Transportation Plan when it is completed. Protect planned transportation corridors through the subdivision review process. Purchase, participate in the purchase, or otherwise procure transportation corridors where necessary. The Town should seek to take incremental steps through accepting easements for thoroughfares as parcels of land are reviewed for subdivision and rezoning.

Responsible Agency: Town Board, Town Planning Board, Village Board, and Village Planning Board

Priority: Ongoing

- 24. Use the Metropolitan Planning Organization for the Genesee-Finger Lakes Region, the Genesee Transportation Council (GTC), to arrive at mutually acceptable solutions to transportation problems in the Sweden/Brockport area. Seek funding to study transportation issues as necessary.

Responsible Agency: Town Board, Village Board, The College at Brockport, SUNY and Brockport Central Schools

Priority: Ongoing

- 25. Provide for ample buffers between adjacent land uses and new arterial and collector roads. Where feasible, work to provide buffers along existing arterial and collector roads.

Responsible Agency: Town Board and Village Board

Priority: Ongoing

- 26. Maintain desired levels of vehicular and pedestrian transportation service, require the provision of transportation improvements made necessary by new development such as sidewalks and traffic signals.

Responsible Agency: Town Board, Village Board, Monroe County DOT, and NYSDOT

Priority: Ongoing

- 27. Establish an equitable development impact fee system to help pay for new or improved transportation infrastructure, if so enabled by the New York State Legislature.

Responsible Agency: Town Board and Village Board

Priority: Long term (5-10 years)



28. Continue to work with County and Town Highway Departments in developing access management regulations along major County and Town Highways.

Responsible Agency: Town Board
Priority: Ongoing

29. Ensure that roadways and road intersections in the Town and Village are designed (or redesigned) and constructed (or reconstructed) to be safe and efficient. Design roads to encourage compliance with posted speed limits, especially in residential areas.

Responsible Agency: Town Board, Town Planning Board, Town Highway Department, Village Board, Village Planning Board, Village Department of Public Works, NYS DOT, Monroe County DOT
Priority: Ongoing

30. Employ appropriate signage and traffic controls (including speed monitors) for motor vehicles, bicycles, pedestrians, and users of public transit and canal path.

Responsible Agency: Town Board, Town Highway Superintendent, Village Board, Village DPW Superintendent, NYS Thruway Authority/Canal Corporation and Brockport Police Department
Priority: Ongoing

31. Ensure that large volumes of traffic are not routed through residential areas or through awkward or confusing intersections.

Responsible Agency: Town Board, Town Planning Board, Town Highway Department, Village Board, Village Planning Board, Village Department of Public Works, NYS DOT, Monroe County DOT
Priority: Ongoing

32. Provide safe pedestrian crossings at appropriate locations.

Responsible Agency: Town Board, Town Planning Board, Town Highway Department, Village Board, Village Planning Board, Village Department of Public Works, NYS DOT, Monroe County DOT
Priority: Ongoing

33. Where possible, physically separate pedestrian paths and bikeways from roads carrying large volumes of traffic.



Responsible Agency: Town Board, Town Planning Board, Town Highway Department, Village Board, Village Planning Board, Village Department of Public Works, NYS DOT, Monroe County DOT

Priority: Ongoing

- 34. Strive to protect residential areas from the adverse effects of traffic: limit through traffic, road widths, traffic volumes and speeds; develop appropriate visual and sound barriers between roads and residences; ensure that new arterial and collector roads avoid residential areas.

Responsible Agency: Town Board, Town Planning Board, Town Highway Department, Village Board, Village Planning Board, Village Department of Public Works, NYS DOT, Monroe County DOT

Priority: Ongoing

- 35. Design new arterial and collector roads to be adequately landscaped, offer a variety of visual exposures, be buffered from residential areas, and not significantly alter natural land contours.

Responsible Agency: Town Board, Town Planning Board, Village Board, and Village Planning Board

Priority: Ongoing

- 36. Avoid environmentally sensitive areas such as wetlands or areas of steep slopes in designing or approving new roads unless, after thorough consideration, there are no feasible or prudent alternatives.

Responsible Agency: Town Board, Town Planning Board, Town Highway Department, Village Board, Village Planning Board, Village Department of Public Works, NYS DOT, Monroe County DOT

Priority: Ongoing

- 37. Limit the scale and concentration of development to what can be supported by the transportation system and public water and sewer.

Responsible Agency: Town Board, Town Planning Board, Village Board, and Village Planning Board

Priority: Ongoing

- 38. Where other access is possible, limit the number of individual access drives, roadways, and other curb cuts onto arterial and collector roads to maintain planned traffic-carrying capacity and safety, as well as permit more efficient use of interior lands. Consider the facilitation of shared driveways.



Responsible Agency: Town Planning Board, Highway Superintendent, Monroe County DOT, and NYS DOT
Priority: Ongoing

- 39. Work with other municipalities and major traffic generators to reduce the negative impacts of transportation from development outside the Town and/or the Village.

Responsible Agency: Town Board, Village Board, Monroe County Planning & Development, Monroe County DOT, and NYS DOT
Priority: Ongoing

- 40. Require developers to specify trip-generating characteristics of projects based on standards in the current Trip Generation Manual of the Institute of Transportation Engineers.

Responsible Agency: Town Board, Town Planning Board, Village Board, and Village Planning Board
Priority: Ongoing

- 41. Identify and protect future roadway corridors.

Responsible Agency: Town Board and Town Planning Board
Priority: Ongoing

- 42. Consider designating roads of visual, cultural, or historical significance as official scenic roads under the New York Scenic Roads Program (Article 49, New York State Environmental Conservation Law).

Responsible Agency: Town Board, Town Planning Board, Environmental Conservation Board, Village Board, Village Planning Board, Historic Preservation Board and Landmarks Advisory Committee
Priority: Ongoing

- 43. Limit Town and Village roadway improvement projects and all road-related land acquisition projects in agricultural, scenic, and historic residential areas to those necessary to maintain road surface, safety, and efficiency.

Responsible Agency: Town Board, Town Highway Superintendent, Village Board, Village DPW Superintendent, Historic Preservation Board and Landmarks Advisory Committee
Priority: Ongoing



44. Work with the NYS Department of Transportation on alternatives for traffic improvements on Route 31 (West) from Route 531.

Responsible Agency: Town Board
Priority: Ongoing

45. Consider the widening of Owens Road and South Avenue to allow for left turn lanes due to the increased commercial traffic.

Responsible Agency: Town Board and Town Planning Board
Priority: Long term (5-10 years) and Ongoing

F. PUBLIC UTILITIES, FACILITIES, AND SERVICES

OVERALL

1. Develop a Multiyear Capital Planning Process using methods outlined in the Office of the New York State Comptroller's "Multiyear Capital Planning" Guide.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

2. Develop a system for planning, assessing, prioritizing, and financing Town and Village services.

Responsible Agency: Town Board and Village Board
Priority: Medium (3-5 years) and Ongoing

3. Create a Benefit Assessment Procedures Manual.

Responsible Agency: Town Board and Village Board
Priority: Long term (5-10 years)

4. Continue to investigate and promote additional public and private funding sources for open space, affordable housing, infrastructure repair and construction, farm land preservation, and so on.

Responsible Agency: Town Board and Village Board
Priority: Immediate (within one year) and Ongoing

- 5. Continue to maintain an inventory of Town/Village-owned facilities and equipment. Review maintenance standards for Town- and Village-owned facilities and equipment and ensure that they are met.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

- 6. Study the space needs of Town/Village Government and determine how best to meet them.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

- 7. Every attempt will be made to eliminate duplication of services in the Town and Village.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

- 8. Explore joint development possibilities early in the capital improvements planning process.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

- 9. Continue to work on joint projects with the Monroe County Water Authority concerning the expansions to their water distribution system, and with the Monroe County Pure Waters Agency concerning the Sweden/Brockport Area Waste Water Treatment System.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

- 10. Continue and expand consolidating of services and sharing of equipment and possibly personnel, for example, sharing road construction equipment.

Responsible Agency: Town Board, Village Board, Town Highway Department and Village DPW
Priority: Ongoing

WATER AND WASTE WATER COLLECTION AND TREATMENT SYSTEMS



- 1. Limit extension of water and sewer services into areas not designated for intensive development.

Responsible Agency: Town Board
Priority: Ongoing

- 2. Give higher priority in the Capital Improvements Program to maintenance of public utilities than to constructing extensions of new utilities.

Responsible Agency: Town Board, Village Board, Monroe County Water Authority, and Monroe County Pure Waters Division
Priority: Immediate (within one year) and Short term (1-3 years)

- 3. Follow State Environmental Quality Review Regulations when considering the construction of new or expanded public utilities, especially the thorough examination of the potential for future development and its possible impact on existing land uses.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

- 4. Review and revise existing contingency plans for water and sewer services. Contingencies to plan for include complete failure of any one of the public water systems in the Town/Village, extreme drought, or an immediate and major public health problem outside of water and sewer service areas.

Responsible Agency: Town Board, Village Board, Town Highway Department, Village DPW, Monroe County Water Authority, and Monroe County Pure Waters Division
Priority: Ongoing

- 5. Gather and analyze baseline data on the quality and cost of drinking water and waste water collection and treatment throughout the Town and Village, for both public and private systems. (Work with the County Health Department regarding private systems.)

Responsible Agency: Town Board, Village Board, Town Highway Department, Village DPW, and Monroe County Health Department
Priority: Short term (1-3 years)
Status: The Town’s Engineering firm, MRB Group, updated the 1999 Comprehensive Water Study in August 2013.

- 6. Determine where problems exist with quality, pressure or cost, where there may be problems in the future, and what approaches should be used to address them.



Responsible Agency: Town Board, Village Board, Town Highway Department, Village DPW, and Monroe County Water Authority

Priority: Short term (1-3 years)

Status: Water pressure issues and system improvements within the Town have been addressed by the MCWA.

The Village adopted a sewer rental fee on April 27, 2011 by Local Law #1-2011 to help offset the operation and maintenance costs of their wastewater collection and conveyance system.

PUBLIC SAFETY

1. Prepare an assessment of existing public safety services and facilities, examining quality, cost, and known problems or needs. Examine future needs and develop strategies for addressing them.

Responsible Agency: Town Board, Village Board, Brockport Fire District Commissioners, Village Police Department, The College at Brockport, SUNY University Police, and Monroe County Sheriff's Department

Priority: Ongoing

Status: The Brockport Police Department achieved NYS Accreditation in 2004, making Monroe County the first in NYS to achieve 100% police accreditation.

2. If it is determined that additional police protection is warranted, consider negotiating an agreement with the County Sheriff for additional deputies to be paid by the Town for service solely within the Town.

Responsible Agency: Town Board and Monroe County Sheriff's Department

Priority: Medium term (3-5 years)

3. Continue to work with Monroe County's Office of Emergency Preparedness for disaster planning in the Town and Village.

Responsible Agency: Town Board and Village Board

Priority: Ongoing

4. Evaluate the usefulness of improving the Town's Fire Protection Class rating.

Responsible Agency: Brockport Fire District Commissioners

Priority: Ongoing

- 5. Encourage and assist in the formation of Neighborhood Watch or similar groups.

Responsible Agency: Town Board, Village Board, Brockport Fire District, Village Police Department, The College at Brockport, SUNY University Police, and Monroe County Sheriff's Department

Priority: Ongoing

PARKS AND RECREATION

- 1. Acquire suitable park and recreation lands and develop them in accordance with the Open Space, Parks and Recreation Master Plan.

Responsible Agency: Town Board and Village Board

Priority: Ongoing

- 2. Seek grant funding from the State of New York to continue the development of the Sweden Town Park as set forth in the town Recreation Master Plan, including up to four enclosed lodges with running water, fire places and picnic tables.

Responsible Agency: Town Board

Priority: Short Term (1-3 Years)

- 3. Work with other communities, NYS Thruway Authority/Canal Corporation, land owners, and institutions to explore possible joint park ventures and trail linkages.

Responsible Agency: Town Board and Village Board

Priority: Ongoing

- 4. Through the subdivision approval process, continue to acquire park and recreation lands (and open space lands) as authorized by NYS Town Law Section 277 and NYS Village Law Section 7-728 (Approval of Plats) and the Town's/Village's Subdivision Regulations.

Responsible Agency: Town Planning Board and Village Planning Board

Priority: Ongoing

- 5. Parks should be designed to the site, reducing habitat fragmentation of existing natural resources and incorporating environmental corridors of existing native vegetation throughout the park.



Responsible Agency: Town Board, Environmental Conservation Board, Village Board and Village Park Committee

Priority: Ongoing

6. In instances where a suitable park cannot be located within a proposed subdivision or where a park facility or open space is not recommended in the Open Space, Parks and Recreation Master Plan, make use of the provision in the Subdivision Regulations (Incentive Zoning) to collect a fee in lieu of park land dedication for continued development of Town or Village park and recreational facilities. Each municipality should establish an Open Space, Parks and Recreation Fund into which would be deposited such "in-lieu" fees as well as donations, proceeds from the sale of unsuitable lands, grants, and other such monies related to parks and recreation. The fund would be administered by Town and Village officials in accordance with guidelines developed in the Open Space, Parks and Recreation Master Plan.

Responsible Agency: Town Board and Village Board

Priority: Ongoing

Status: The Town has established a Parks and Recreation Reserve Fund and has enacted a local law for Incentive Zoning.

7. In the course of preparing and/or maintaining the Open Space, Parks and Recreation Master Plan, periodically assess the status of recreational services in the Town and Village to determine what actions may be warranted by the Town or Village, including joint municipal efforts and public/private sector efforts.

Responsible Agency: Town Board and Village Board

Priority: Ongoing

8. Implement recommendations in the 1998 Brockport Canalfront Master Plan.

Responsible Agency: Village Board, Historic Preservation Board and Greater Brockport Development Corp.

Priority: Ongoing

9. Create a master plan for a linear park in the area of the Niagara (Lockport) escarpment and pursue grant funding for the development of the park.

Responsible Agency: Environmental Conservation Board

Priority: Long term (5-10 years) and Ongoing

10. Develop the South Avenue Park as a playground.

Responsible Agency: Village Board

Priority: Immediate (1-2 years)
Status: The Village Board designated this Park as a public park on August 21, 2006. The Village’s Parks Committee has been working with vendors to produce a small playground equipment design plan. A proposal is anticipated to be submitted to the Village Board the summer of 2015.

SOLID WASTE MANAGEMENT

1. Explore ways to encourage better methods of dealing with solid waste through the design of new development, such as composting areas in developments and encouraging builders to include more space designed specifically for recycling.

Responsible Agency: Town Board, Environmental Conservation Board, Village Board, and Monroe County/Cornell Cooperative Extension Service
Priority: Ongoing

2. Explore Village, Town or district-wide refuse collection to be bid by haulers.

Responsible Agency: Town Board and Village Board
Priority: Medium (3-5 years)

3. Continue the programs of semi-annual pickup of yard waste.

Responsible Agency: Town Board, Town Highway Department, Village Board and Village Department of Public Works
Priority: Ongoing

4. Continue to encourage recycling through Monroe County’s curb-side recycling program.

Responsible Agency: Town Board and Village Board
Priority: Ongoing

HUMAN SERVICES

1. Work with Monroe County and local resources to ensure that adequate human services are provided to area residents.

Responsible Agency: Town Board, Village Board, and Monroe County



Priority: Ongoing

- 2. Ensure that there is sufficient provision in the Zoning Law for children's day care, group homes, and elder care facilities, which are compatible with other neighborhood uses.

Responsible Agency: Town Board and Village Board

Priority: Ongoing

- 3. Work with the health care providers to ensure that the area's land use and other planning adequately accommodates identified community health needs.

Responsible Agency: Town Board, Village Board, and Monroe County Department of Health

Priority: Ongoing

EDUCATION

- 1. Integration of public school facilities planning with area land use planning.

Responsible Agency: Town Board, Village Board, Brockport Central Schools, and The College at Brockport

Priority: Ongoing

- 2. Work with the Brockport Central School District to coordinate facilities planning with Town and Village land use planning so that land can be reserved for the school's planning.

Responsible Agency: Town Board, Village Board, and Brockport Central Schools

Priority: Ongoing

CULTURAL RESOURCES

- 1. Explore the development and/or improvement of cultural venues such as a local community museums, amphitheater, etc.

Responsible Agency: Town Board and Village Board

Priority: Ongoing

- 2. Support efforts to preserve the Soldiers' and Sailors' Monument.

Responsible Agency: Town Board



Priority: Ongoing

Status: The Town has completed the stabilization of the Soldiers Memorial Tower on Owens Road in the Fall of 2013.

- 3. Continue financial support of the Seymour Library.

Responsible Agency: Town Board, Village Board and Library Board

Priority: Ongoing



CHAPTER 7 – ADOPTION, IMPLEMENTATION, AMENDING AND MAINTENANCE

ADOPTING THE COMPREHENSIVE PLAN

Under New York State Town Law (Section 272.a) and Village Law (Section 7-722), the Town Board and Village Board of Trustees are responsible for adopting and maintaining their portion of this joint Comprehensive Plan. The Sweden Town Board adopted their portion of the Comprehensive Plan, now being amended, in July 2002 and the first amendment in 2005. The Village of Brockport has adopted their portion of the 2002 Comprehensive Plan as well as the 2005 amendment.

The Town of Sweden/Village of Brockport Comprehensive Plan Committee met from August 2011 through June 2012 to review the 2002/2005 amended document. The meetings were open to the public and advertised via an article in the Town’s Newsletter, “Snapshots”, as well as publicized on the Town’s and Village’s website. The Committee recommended amendments thereto and a draft of the Plan was submitted in January 2014 to the various Boards and other governmental agencies in the Town, Village and County for comments. A public hearing was held in May 2015. Following the public hearing, additional comments were received and incorporated in the draft amended Plan.

Under Town and Village Law, both Boards must hold a public hearing on the Plan Update within 90 days of receipt. The Village has subsequently decided in May 2015 to prepare their own Comprehensive Plan focusing on the Village; therefore, The Town Board will formally adopt the Plan after complying with the State Environmental Quality Review (SEQR) provisions. Legal adoption means that the Town Board accepts this amended Plan as the guide to the Town’s future development. Once passed, all other local laws enacted and development decisions made must be in accordance with this Plan. In addition, other governmental agencies proposing to undertake development within the Town must take the Plan’s recommendations into account. Public agencies and citizens alike should use this document to help make decisions concerning future growth in the Town of Sweden.

ENVIRONMENTAL REVIEW OF THE COMPREHENSIVE PLAN

The adoption of a municipality’s comprehensive plan is considered a Type I action under New York State Environmental Quality Review Act (SEQR) regulations. The Town Board must continue to abide by SEQR before adopting any amendments to the Plan. The Town Board served as the Lead Agency pursuant to SEQR for the adoption of the 2002 Plan and the amendments in 2005. Again in 2015, the Town Board was designated as the Lead Agency to complete the Environmental Record on the Plan amendments.



Under SEQR, the Lead Agency is responsible to assess the potential environmental impacts of the Plan Update and to determine their significance. **Appendix D** of the Plan Update document contains the environmental review record, including the Full Environmental Assessment Form and the Determination of Significance on the Plan adoption in 2002 and the Plan amendments in 2005 and 2015. The Environmental Record established in 2015 identifies the changes made to the 2002 Plan and 2005 amendments and the anticipated environmental impacts.

IMPLEMENTATION

Once adopted, the Town Board, Town Planning and Zoning Boards have responsibilities in putting this plan into action. The Town Planning Board should serve as the plan’s “custodian.”

It is their role to review the plan every year to make sure that the policies and recommendations remain current with the conditions in the Town and to make an Annual Status report on their findings to their respective legislative board.

- Ensure that the goals and objectives of this plan are integrated into land use and development decisions.
- The Planning Board and Zoning Board of Appeals should use this comprehensive plan as they review all development applications.
- These Boards must have active involvement in the decisions of Town Board, and have excellent communication with other Town and Village agencies and personnel.
- Rezoning, local laws, variances, subdivision, special use permits and site plan approvals all must be reviewed in the full context of this plan.

An annual **action** agenda of recommendations to be implemented that year should be prepared by the Town Board. Each year’s work should be manageable and involve the necessary staff, volunteers or agencies. An annual **status** report of what’s been done should be presented to the public. This will help keep everyone informed about what is being implemented, what has already been done, and what has not. A status report will not only help keep things moving along, but will help in the annual comprehensive plan update.

The ideas and tasks presented in this Plan Update have been scheduled for implementation but not prioritized in a specific order. The priorities are broken down as *Ongoing, Immediate (within one year), Short Term (1-3 years), Medium (3-5 years), and Long Term (5-10 years)*.

AMENDING THE COMPREHENSIVE PLAN

Circumstances that may warrant amendments to the Comprehensive Plan include:

- A finding of significant change within the community (e.g., demography, traffic, building activity, the economy, the environment, institutional activity, residents' opinions) or actions undertaken by other governmental agencies that affect the Plan's recommendations.
- A finding of significant public benefit associated with the proposed revision (e.g. a proposed rezoning of land)
- A need to amend the Plan in order to maintain and protect public investments and resources.
- A need to maintain compliance with new federal, state or county laws, regulations, court actions, or other mandates.

The following criteria have been established for amending the Comprehensive Plan:

- Consistency with the officially adopted goals, objectives, and recommended actions and the Future Land Use Map. If changes to these are proposed, the Town Board should justify and document the need for change and amend the Plan accordingly.
- Consistency with neighborhood character, community needs, and existing or emerging Federal, State or County regulations.

In the course of amending the Comprehensive Plan, the Town Board must also adequately evaluate environmental effects, alternatives, and other possible impacts as identified by SEQR.

The Town Board, with assistance from the Town Planning Board, Conservation Board and other committees as requested, shall determine and authorize all changes to be made in the Comprehensive Plan, including changes to text, maps, figures, and so on. New pages will be made available to insert into the original document, along with instructions for replacing superseded pages. Appendix F, the Record of Comprehensive Plan Revisions, will be updated each time a change is made to show the pages affected and the date of the revision. In addition, revision dates should be noted on affected pages and on the maps.

COMPREHENSIVE PLAN MAINTENANCE

As discussed previously, the Plan should be reviewed annually to ensure its continued relevance. Plan review should assess the status of the Plan and its implementation actions such as zoning revisions, capital improvement programming, special projects, and progress on other work plans identified in Chapter 6. Plan review should also include recommendations for the upcoming year, including priorities for implementation, financing mechanisms, and any recommendations for amendment to the adopted Comprehensive Plan.

The Town Board should charge the Planning Board to conduct this annual review. The review should identify all actions proposed in the Plan and note which have and have not taken place. Actions that are still needed should be included in the updated Action Plan.

After five years, or upon receipt of the most recent data received from the U.S. Census Information, a more detailed review should be undertaken. The Town Board should, at that time, appoint a joint committee, similar to the Comprehensive Plan Committee who prepared this Plan Update.

LOCATION OF COMPREHENSIVE PLAN DOCUMENTS

Official copies of the adopted Town of Sweden/Village of Brockport Comprehensive Plan will be filed in the offices of the Town Clerk, in accordance with the provisions of New York State Town Law. In addition, copies will be sent to various local, county, regional, and state planning agencies, local libraries, and adjacent municipalities. The Plan can be read online at www.townofsweden.org, or at the Town office, the Seymour Public Library, or purchased at the Town Clerk's Office.

