

DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT (DRAFT GEIS)
ENVISION BRIGHTON 2028 COMPREHENSIVE PLAN
TOWN OF BRIGHTON
MONROE COUNTY
NEW YORK

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DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT INTRODUCTION

For the purposes of compliance with the State Environmental Quality Review Act (SEQRA), this document in combination with the Brighton Comprehensive Plan (“Envision Brighton 2028”) consisting of Volume 1: Existing Conditions, Volume 2: Vision and Development, and Volume 3: Appendices shall also serve as a Generic Environmental Impact Statement (GEIS). SEQRA establishes a process requiring the consideration of environmental factors early in the planning stages of actions that are undertaken, approved, or funded by State, regional or local agencies. This systematic approach allows adverse impacts to be avoided or mitigated.

According to §617.10 of 6 NYCRR: “Generic EISs may be broader and more general than site or project specific EISs and should discuss the logic and rationale for the choices advanced. They may also include an assessment of specific impacts if such details are available. They may be based on conceptual information in some cases. They may identify the important elements of the natural resource base as well as the existing and projected cultural features, patterns and character. They may discuss, in general terms, the constraints and consequences of any narrowing of future options. They may present and analyze, in general terms, a few hypothetical scenarios that could and are likely to occur.”

The “action” that requires SEQRA review is the adoption of the Comprehensive Plan. Although not currently proposed for adoption, the Town Board may develop related Zoning and Subdivision Code Amendments and Zoning Maps to be consistent with the Comprehensive Plan in the future. It is the intent of the Town Board for this GEIS to analyze only the Comprehensive Plan and not future adoption of Zoning and Subdivision Code Amendments to implement the Plan. It is anticipated that to the extent that future Zoning and Subdivision Code Amendments are made to be consistent with the Comprehensive Plan, adoption of such regulations would not necessarily require the preparation of a separate GEIS, and that the Town’s obligation under SEQRA may be satisfied by the preparation of this document. It is also the intent of the Town Board to independently review environmental impacts through future GEIS actions related to proposed site development projects that may occur to align with the recommendations of the Plan. Therefore, this GEIS is not intended to preclude the need for future GEIS publications for individual site development projects presented to the Planning Board and Town Board.

The adoption of the Comprehensive Plan is a Type 1 Action under the SEQRA regulations. However, the action will not result in a significant adverse environmental impact. The Plan and its recommendations carefully consider the environmental resources found within the Town and future zoning and subdivision regulations may be crafted to preserve and enhance those resources. As explained in more detail below, the adoption of the Plan and future legislation is expected to have a positive effect on the Town’s environmental resources. Volume 1: Existing Conditions of the Plan clearly identifies these critical resources.

The Comprehensive Plan should be viewed as a mitigation measure against the prospective impact of development on environmental resources in Brighton. In addition, the Comprehensive Plan strives to guide new development in a manner that will enhance the community in the future. Environmental sustainability is one guiding principle that was determined early in the comprehensive planning process as being of particular importance. Environmental sustainability can be thought of as meeting the needs of the present without compromising the ability of the community to meet its needs in the future. Specifically, this involves managing the community’s natural resources for the benefit of this and future generations.

Balancing environmental sustainability, fiscal responsibility, and respect for property owners is an important approach that is evident when considering the Plan recommendations as a whole. It is important to note that the adoption and implementation of the Comprehensive Plan will not result in the approval of any development activity, either private or public. Accordingly, it will not directly result in any physical impacts to the environment; instead any prospective impact is indirect and as a result of one or more specific proposed projects. As individual projects and activities are proposed, environmental reviews in accordance with SEQRA and local, State and Federal regulations will be conducted by the Town Board, Planning Board or other approving agencies. The environmental review should consider the scale of the proposed action and consistency with the concepts and vision outlined in the Comprehensive Plan.

Cross-Reference Table

Elements that must be contained in a Draft EIS (according to 6 NYCRR 617.9(b)(5))	Location
<p>A concise description of the proposed action, its purpose, public need and benefits, including social and economic considerations.</p>	<p>Volume 1: Introduction Volume 2: Planning Process Volume 2: Vision and Policy Volume 2: Plan Recommendations and Focus Area Maps, Buckland Park Plan Volume 2: Implementation Volume 3: Appendices</p> <p>GEIS</p>
<p>A concise description of the environmental setting of the areas to be affected, sufficient to understand the impacts of the proposed action and alternatives.</p>	<p>Volume 1: Introduction Volume 2: Vision and Policy Volume 2: Plan Recommendations and Plan Focus Area Maps, Buckland Park Plan Volume 3: Appendices</p> <p>GEIS</p>
<p>A statement and evaluation of the potential significant adverse environmental impacts at a level of detail that reflects the severity of the impacts and the reasonable likelihood of their occurrence. The EIS should identify and discuss the following only where applicable and significant:</p>	<p><i>(a) Short and Long Term Impacts, Cumulative Impacts:</i> Volume 2: Plan Recommendations and Plan Focus Area Maps, Buckland Park Plan</p> <p><i>(b) Adverse Impacts that Cannot be Avoided or Adequately Mitigated:</i> Volume 2: Plan Recommendations and Plan Focus Area Maps, Buckland Park Plan</p>

	<p><i>(c) Irreversible or Irretrievable Commitment of Environmental Resources:</i> Volume 2: Plan Recommendations and Plan Focus Area Maps, Buckland Park Plan</p> <p>GEIS</p> <p><i>(d) Growth Inducing Impacts:</i> Volume 2: Plan Recommendations and Plan Focus Area Maps, Buckland Park Plan</p> <p>GEIS</p> <p><i>(e) Use and Conservation of Energy</i> Volume 2: Plan Recommendations and Plan Focus Area Maps, Buckland Park Plan</p> <p>GEIS</p> <p><i>(f) Solid Waste Management</i> Volume 2: Plan Recommendations and Plan Focus Area Maps, Buckland Park Plan</p> <p>GEIS</p> <p><i>(g) Public Acquisition of Lands/Agricultural Land</i> Volume 2: Plan Recommendations and Plan Focus Area Maps, Buckland Park Plan</p> <p>GEIS</p>
<p>A description of mitigation measures</p>	<p>Volume 2: Plan Recommendations and Plan Focus Area Maps, Buckland Park Plan</p> <p>GEIS</p>
<p>A description and evaluation of the range of reasonable alternatives to the action in Sufficient detail to permit comparative assessment.</p>	<p>Volume 2: Plan Recommendations and Plan Focus Area Maps, Buckland Park Plan</p> <p>GEIS</p>

<p>A list of any underlying studies, reports, EISs and other information obtained and considered in preparing the statement including the final written scope.</p>	<p>A list of existing materials reviewed in Volume 1 include:</p> <p>The Code of the Town of Brighton.</p> <p>The Brighton 1990 Comprehensive Plan</p> <p>And many others</p>
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DESCRIPTION OF THE ACTION

The action in question is the adoption of Comprehensive Plan Update “Envision Brighton 2028” (the Comprehensive Plan). The original Master Plan was published in April 1971; a revised Master Plan was adopted in 1992. The revised Master Plan contained numerous recommendations that were implemented, along with other code amendments, through a major revision of the town’s Comprehensive Development Regulations in 1993. It also contained the recommendation that the Master Plan should undergo a general update every ten years to ensure that present and future concerns and needs of the community are addressed by the Plan

In 1995, the Legislature amended the Town Law of the State of New York to codify the common law requirement that the adoption of local land use regulations be based on a Comprehensive Plan. The Town of Brighton recognizes that the Comprehensive Plan provides the legal basis for developing and implementing its land use regulations. It also recognizes that a Comprehensive Plan is needed to guide both the public and private decisions that will influence the community in the future. Plans based on the needs and values of the community offer solid direction and focus for town decisions affecting long-term growth and development.

In 1998, the Town of Brighton formed an eleven member Comprehensive Plan Steering Committee (the Steering Committee) to update the towns Comprehensive Plan. The Steering Committee carried out a planning process that included both data research and public participation. Facts were gathered from local, county, state and federal data sources, interviews, public surveys and studies of local conditions. The results of the research are incorporated into the chapters and supplemental reports of the 2000 Comprehensive Plan.

The 2000 Comprehensive Plan effectively addressed priorities relating to sustainability, open space, and environmental preservation, but it could not fully prepare and plan for some of the current challenges the community now faces. Brighton has undertaken a commitment to update its Comprehensive Plan in order to stay current with development trends and the needs of the community. It is important that the Plan include a strategy for acquired parkland and sustainability and smart growth principles. Therefore, the Town applied for and received a Cleaner Greener Communities (CGC), Phase II Implementation Grants funding from New York State Energy Research and Development Authority (NYSERDA) to update its existing plan.

The Town established the ENVISION BRIGHTON COMPREHENSIVE PLAN STEERING COMMITTEE to facilitate the planning process. The role of the Steering Committee is to guide and lead the planning process, disseminate relevant information, review documents; educate residents about the project and the process, and assist with community outreach and publicity. To aid in the planning process the Town contracted a team of planning and design consultants.

The planning horizon is defined by the length of time for which the Plan is considered relevant and representative of the community. It may also quantify the length of time necessary to implement a majority of the Plan’s recommendations. The planning horizon for this comprehensive planning effort is 10 years, or to the year 2028. This allows for information obtained in the 2020 Census to be included in the next comprehensive planning effort. However, it is recommended that the Town review the information contained in this document every one to two years in order to ensure that it is still relevant and beneficial prior to 2028.

EXISTING CONDITIONS AND SETTING

The existing conditions in the Town of Brighton are discussed in Volume I: Existing Conditions and Volume 3: Appendices of the Plan. The Comprehensive Plan is incorporated into this Draft Generic Environmental Impact Statement by reference.

Summary of Existing Land Use

NYS Real Property Tax Data documents the array of Property Type Classification Codes within the Town, which indicate primary uses of each parcel on an assessment roll. The NYS Office of Real Property Services has developed a simple and uniform classification system to be used in assessment administration in New York State. The system of classification consists of numeric codes in nine categories. The Table below shows the current breakdown of land use categories in Brighton, while also indicating the change in land use acreage from 1998 to 2013.

Town Land Use by Acreage					
Land Use Classification	Code	Acreage (1998)		Acreage (2013)	
Agricultural	100s	145	1.7%	-	0.0%
Residential	200s	3469	41.7%	3,407	41.4%
Vacant Lands	300s	1695	20.4%	1,537	18.7%
Commercial	400s	1059	12.7%	1,107	13.4%
Recreation	500s	384	4.6%	356	4.3%
Community Services	600s	978	11.8%	982	11.9%
Industrial	700s	44	0.5%	48	0.6%
Public Services	800s	248	3.0%	239	2.9%
Forested Lands	900s	288	3.5%	338	4.1%
No data	---	-	0.0%	218	2.6%
Total		8,310	100%	8,232	100%

Since 1998, the Town’s land use categories have generally remained stable. Notable changes include a 1.7% decrease in vacant lands, 0.7% increase in commercial lands, and 0.6% increase in forested lands. The data also indicates a loss of agricultural uses. It is unclear if this is due to a cease in operations or reclassification of parcels. There is a slight difference (78 acres) in the total acreage reported from 1998

to 2013, likely due to varying right-of-way and roadway calculations in each year's parcel inventory. The following sections provide a brief assessment of each land use category within the Town.

Residential Land Use (Property used for human habitation – Apartments are classified as Commercial)

Residential uses (shown in yellow on Map 14 – Existing Land Uses found in Volume 1) constitute the largest single land use classification in Brighton. According to the Real Property System data, over 40% of the Town is devoted to residential uses. Nearly all of this can be attributed to the presence of single-family homes located in neighborhoods throughout the community. These neighborhoods vary in their year of establishment, many dating back to the early nineteenth and twentieth centuries, with a little over half built post 1950.

The Town's older neighborhoods are generally located near the City of Rochester boundary and consist of homes placed on smaller lots ranging in size from a quarter to half acre in size. By comparison, the neighborhoods built after 1950 have a more suburban development pattern, characterized by larger lots, and are generally located in the southern and eastern portions of the Town.

Vacant Land Use (Property that is not in use, is in temporary use, or lacks permanent improvement)

Much of Brighton's vacant lands (identified by gray on the Existing Land Use Map) are parcels that have the potential for future development. Other parcels are undeveloped with significant woodlands still present like those located in the southwestern section of Town. The Sandra L. Frankel Nature Park, north of Buckland Park, is owned by the Town and includes trails connecting to surrounding destinations and residences.

Commercial Land Use (Property used for the sale of goods and services)

Commercial properties within the Town of Brighton include a wide range of uses such as retail establishments, restaurants, hotels, offices, and apartments. These businesses (indicated by the color red on the Existing Land Use Map) are generally concentrated along the following corridors:

1. **MONROE AVENUE (FROM THE CITY LINE TO THE TOWN OF PITTSFORD):**
The commercial operations located along Monroe Avenue, north of Route 590 are generally oriented to serve local residents. By comparison, the stores and restaurants situated south of Route 590 are catering to the large volume of motor vehicle traffic that arrives via Route 590 from around the region.
2. **EAST HENRIETTA ROAD (OPPOSITE MCC CAMPUS):**
The west side the East Henrietta Road has a combination of services, restaurants, and lodging that cater to the students, faculty, and visitors of MCC. There is also a significant amount of office space in this area. It should be noted that in recent years, MCC has re-located some administrative functions off campus and placed them in this area in order to increase the space in its main building for other programs.
3. **WEST HENRIETTA ROAD (CRITTENDEN ROAD TO THE SOUTHERN TOWN LINE):**
There is a wide range of commercial uses along this corridor including auto dealers, a movie theater, and restaurants. This type of activity continues south into Henrietta, making West Henrietta Road one of the region's primary retail destinations.

4. SOUTH CLINTON AVENUE (ELMWOOD AVENUE TO WESTFALL ROAD):

The largest single use in this area is Tops Friendly Markets. However, there are a number of retail establishments and medical offices along the corridor. Nearly 5% of the Town's commercial land is devoted to residential uses classified as townhouses and apartments. Many of these residential uses are located near supporting commercial and public uses, blending into existing developments like the apartment complexes adjacent to Persimmon Park along Elmwood Avenue and those near to French Road Elementary.

Recreation and Entertainment (Property used by groups for recreation, amusement, or entertainment)

Recreation and entertainment uses are identified by the color orange on the Land Use Map. The largest single recreational use consists of the County Club of Rochester, located southwest of East Avenue at the Town of Pittsford border. The Club's privately-owned property includes land in the Towns of Brighton and Pittsford. Additional recreation facilities include the Rochester Rifle Club located at the southwest corner of South Winton Road and the Erie Canal, and the Bill Gray's Regional Iceplex located on the Monroe Community College campus off Route 390. The parcel adjacent to the Routes 390 and 590 interchange is owned by WBBF-AM Rochester, a local radio station.

Community Services (Property used for the well-being of the community)

Community service land uses are shown using a light yellow color on the Existing Land Use Map. Over half of the total acres devoted to community services are occupied by educational institutions including; local primary and secondary schools, universities, and colleges. The University of Rochester (west of West Henrietta Road and south of Route 390) and Monroe Community College (south of the Erie Canal and west of Route 390) are two of the largest educational campuses within the Town. Senior or retirement communities, assisted living facilities, and hospice care facilities are also included in this classification. Like many of the multi-family developments throughout the Town, these communities and facilities are often located in close proximity to commercial and public uses that provide supporting services to local residents. Other community services within the Town include various religious institutions, Brighton's Town Hall, Town Library, and Town's Parks and Recreation building.

Industrial (Property used for the production and fabrication of durable and nondurable man-made goods)

The Town's industrial land uses (indicated by the color purple on the Existing Land Use Map) make up less than 1% of its total land use acreage. These areas include operations such as Rochester 100, a vinyl plastic holder manufacturer (on East River Road along the Genesee River) and Solid Surfaces, a counter top store (the large parcel east of West Henrietta Road). In general, Brighton's industrial uses are concentrated in the southwestern portion of the Town, near Brighton Henrietta Town Line Road.

Public Services (Property used to provide services to the general public)

Public service land uses within the Town are shown in light blue on the Existing Land Use Map. The long, thin strips of public service uses represent the various railroad and utility rights-of-way within Brighton. The large public services area located south of Genesee Valley Park is a utility facility owned and operated by RG&E, while the linear section running through this parcel includes utility easements. The parcel located along French Road is utilized for non-cable TV services. There are a few other significant public service sites in the northeastern section of the Town. The large parcel north of Browncroft

Boulevard is a former landfill site, which has since been remediated and is used by the Town Highway Department, while the linear public service parcel running along Corbett's Glenn Nature Park remains an active rail line.

Wild, Conservation, and Forested Areas (Reforested lands, preserves, and private hunting and fishing clubs)

The green parcels on the Existing Land Use Map represent areas of wild, forested, or conservation land as well as public parks, preserves, and nature clubs. The local parks and nature areas have been labeled on the map. Ellison Park (along the northeastern border) and Genesee Valley Park (portion north of Crittenden Road and west of Lynch Woods Park) are both Monroe County parks. The green strip running north/south next to Genesee Valley Park is the Lehigh Valley Trail, which runs from the City of Rochester and through the Town of Henrietta. Parcels on the westernmost side of the Town shown in green are largely wild, undeveloped lands. The images at right show the varying topography and conditions of the Town's vast parks and environmental resources.

VISION AND DEVELOPMENT

The Comprehensive Plan sets forth a vision for the community given changes in demographics, economic activity, land use, and increased understanding of the threats to the sustainability of the Town's resources. The proposed action seeks to protect the long-term viability of the Town's community character, natural resources, and quality of life, while improving its economic viability. Adoption of the Comprehensive Plan is needed to implement the Town's vision, policies, and recommendations.

As such, actions for the purpose of this GEIS are defined by four (4) core Policy Statements and Objectives, and five (5) Land Use Subareas and the Buckland Park Master Plan, and their guiding recommendations which summarize proposed changes in land use and development patterns.

The four policy statements include:

- Environmental Policy
- Sense of Community Policy
- Economic Vitality Policy
- Public Health and Safety Policy

The five core Land Use Subareas, as well as Buckland Park Master Plan area, include:

- Monroe Avenue Subarea
- Westfall Road Subarea
- South Clinton Avenue Subarea
- Brighton-Henrietta Town Line Subarea
- West Henrietta Road Subarea
- Buckland Park Master Plan Area

Core Objectives: Environmental Policy

Brighton's natural environment and resources play an important role in the community as ecological, aesthetic, and recreational assets. The continued preservation and enhancement of our wild areas, woodlots, parks, wetlands, and waterways will remain a priority in all development efforts and decision-making. We will work to promote environmental stewardship throughout the community to ensure the quality, availability and efficient use of our natural resources, open space, and parkland for both current and future generations.

Objectives

- A. Preserve, in their natural state, open space areas that have significant ecological value, and sensitive environmental areas, including wetlands, floodplains, watercourses, woodlots, steep slopes, and wildlife habitats.*
- B. Promote sustainable development practices that protect sensitive environmental areas, enhance biodiversity, and create or maintain quality open space areas.*
- C. Minimize local sources of air, water, soil, light, heat, and noise pollution.*
- D. Reduce waste generation and manage recycling, reuse, and composting efforts to minimize environmental impacts.*
- E. Make significant reductions in greenhouse gas emissions and increase climate resilience to adapt to unavoidable change.*
- F. Promote and support the increased use of renewable energy sources and discourage any increased large scale transport and/or use of fossil fuels.*

Core Objectives: Sense of Community Policy Statement

There is a strong sense of community pride within the Town of Brighton. We are known for the beauty, walkability and livability of our neighborhoods, as well as the economic and educational opportunities afforded to all who live, work, shop, and play in Brighton. Much of our community character and identity, born from our history as an Erie Canal community and one of the first towns in Monroe County, is still present today in the architecture and design of our older streets and neighborhoods. In an effort to preserve and enhance our community pride and identity we will strive to continually provide a supportive and engaging environment that respects our history and accommodates a variety of lifestyles.

Objectives

- A. Continue to foster an atmosphere where diversity is celebrated, and where residents and business owners feel comfortable and motivated to participate in matters that impact their neighborhood and the community at large.*
- B. Preserve and enhance the visual and historic qualities of the community that give Brighton its unique character while not compromising other community goals.*
- C. Provide a balance in the type and affordability of housing for Brighton residents,*

employing smart-growth principles that strategically encourage density and diversity of housing options in areas with ready access to local goods, services, infrastructure, and mass transit.

- D.** *Protect our established residential neighborhoods and ensure that new residential developments create neighborhoods with the same high level of quality and integration into the community's assets and existing infrastructure.*
- E.** *Encourage the provision of housing options with increased non-vehicular connectivity and universal design (design for all abilities) to enable senior resident preferences for "aging-in-place."*
- F.** *Maintain the attributes of the community that support our world-class educational system, diverse cultural and religious history, and inclusive community environment.*

Core Objectives: Economic Vitality Policy Statement

The presence of small businesses, technology industries, medical services, and educational institutions help to shape Brighton's diverse and vibrant local economy. Continued investment in the character and success of our commercial corridors, such as Monroe Avenue, South Clinton, and West Henrietta Road, is instrumental to providing our community with long-term economic growth and resiliency. It is important that we foster an economic climate suitable for businesses and industries of all sizes to expand our employment opportunities and tax base in a sustainable manner while providing goods and services that the community needs and desires in an environmentally responsible manner.

Objectives

- A.** *Attract and promote the sustainable development of quality office, retail, commercial, medical, light industrial, and residential uses in areas with existing critical infrastructure, in an effort to expand the Town's local tax base while providing needed and desired goods and services, and without compromising other community goals.*
- B.** *Foster a mix of residential and commercial investment that promotes the vitality, density, and walkability of local activity centers.*
- C.** *Improve multi-modal transportation options to local services, shops, and employment opportunities within the Town and around the region.*
- D.** *Improve access to and promote utilization of local parks, open space, and recreational resources within the Town.*
- E.** *Provide support for local businesses, entrepreneurs, institutions, and enterprises to attract and retain local talent and increase access to local goods.*
- F.** *Conserve existing open space by promoting redevelopment of vacant, underutilized and obsolete commercial properties to enhance the Monroe Avenue and west Henrietta Road corridors.*
- G.** *Enhance the village feel of the Twelve Corners area and extend that concept to other commercial areas of the town wherever practicable.*

Core Objectives: Public Health and Safety Policy Statement

By supporting the physical, intellectual, and emotional health of Brighton residents and their environment, our collective quality of life is enhanced. Our residents' physical health and safety is dependent upon the efficient provision of public services and utilities, as well as the implementation of an effective multi-modal transportation network, while our intellectual and emotional well-being is fostered by our local schools, libraries, parks, religious institutions, and various service organizations. As our Town continues to grow and change with future development and investment, we will commit to evaluating the health, safety, and well-being of our residents to ensure the community services available are adequate to meet the demands of current and future populations in a fiscally responsible manner.

Objectives

- A. Provide a high standard of service, including utilities, to town property owners and residents while managing service costs to control tax impacts.*
- B. Provide for the active and passive recreational needs of current and future town residents.*
- C. Provide safe pedestrian and bicycle linkages among parks, recreation areas, and neighborhoods and between neighborhoods and commercial areas, and take additional steps to encourage their use.*
- D. Enhance the level of safety, comfort and effectiveness of transportation routes with respect to non-motorists as infrastructure improvement opportunities arise.*
- E. Facilitate and encourage the use of a sustainable, multi-modal transportation network, including roads, sidewalks, bike lanes, trails, public transit, and waterways to serve the needs of existing and projected development within the town, and to ensure direct linkages with neighboring municipalities and other areas of the county.*
- F. Continue to fund professional public safety agencies.*

Summary of Proposed Land Use by Subarea

The land use component for Envision Brighton builds upon the policy framework's objectives and recommendations and focuses on five strategic geographic areas where development or redevelopment activity is likely to happen in the future, in addition to the master plan area for Buckland Park. The five focus areas identified and numbered on the Future Land Use Map (Map 1) found in Volume 2 includes:

1. Monroe Avenue;
2. Central Brighton / Westfall Road;
3. Brighton – Henrietta Town Line Road;
4. South Clinton Avenue; and
5. West Henrietta Road
6. Buckland Park Master Plan Area

Some of the focus areas encompass activity centers within the Town where market-driven redevelopment could occur on smaller existing development sites that, given their proximity to other adjacent small sites and accessibility and visibility from key transportation corridors, could be

assembled into larger redevelopment lots. However, other focus areas include large open space parcels that have been the target of future development for years. The land use plans for these focus areas, in concert with the policy framework's objectives and recommendations, is intended to guide decisions on land use and development proposals that may be presented to the Town in the future.

Land Use Classifications

In order to illustrate proposed land use for the five focus areas in the Town of Brighton, it is necessary to first generally define the land use classifications being proposed.

Low Density Residential

Areas intended for primarily single-family housing that may include provisions for open space or cluster development. Home businesses, community organizations, and some other types of non-residential uses may be allowed if they meet specific standards.

Medium Density Residential

Areas intended to create the opportunity for neighborhoods that offer a variety of lot sizes, housing, and ownership options. Medium to high-density residential areas should include a variety of unit types designed to incorporate features from both single-family and multi-family developments, support cost-effective housing, facilitate infill development, encourage use of transit services, and promote the efficient use of urban services and infrastructure. Home businesses, community organizations, religious institutions, and some other types of non-residential uses may be allowed if they meet specific standards.

Neighborhood Commercial/Mixed Use

Areas intended to provide small-scale convenience retail/commercial developments offering incidental retail and service needs for the surrounding residential neighborhoods. Uses serving a larger area may be appropriate if they also serve the residents of the immediate area and are compatible with scale and character of the neighborhood.

These land uses are the smallest and least intensive of the Town's commercial areas. Land uses also shall include concentrated mixed-use residential and commercial redevelopment designed to urban rather than suburban development standards that support transit-oriented development and active transportation. Use allowances promote commercial and retail development opportunities for residents to shop locally. Uses and standards allow complementary, high-density residential development, and discourage garden-style, multi-family development.

General Commercial

Areas intended to evolve from "strip commercial" linear districts to business areas characterized by enhanced site planning and pedestrian orientation, incorporating efficient parking lot design, coordinated access management, amenities and boulevard treatment with greater densities. These commercial areas provide for a wide variety of retail sales, services, and other commercial activities along high-volume traffic corridors. Residential uses may be integrated into these areas through mixed-use buildings.

General Office

Established to provide areas appropriate for professional medical, administrative, and business offices and related uses, offering high-quality and amenity work environments. In addition, a mix of limited retail and service uses may be allowed to primarily support other uses within the zone, subject to special conditions.

Park

Areas designated as town, county or state parks, owned and operated by a government entity. This classification shall also include lands that are considered for conservation easements or environmental sensitive areas.

Technology Office Park (TOP)

Areas for business, industry and offices, which could include research, design, and development laboratories, consisting of a high level of design quality, extensive amenities, open spaces and environmental protection. These areas may create high-prestige environments for uses engaged in research and development in a setting with extensive amenities and the infrastructure necessary to conduct business without creating adverse impacts to adjacent uses. Development in these areas should strengthen the Town's tax base without causing major increases in demand for governmental services.

“Rochester Multiversity” Concept

The Multiversity Concept is based on the close proximity of the universities, the wealth of natural resources in West Brighton, and the existing trail network in that area. The emphasis is on redevelopment, connectivity, and conservation, not new development.

The Greater Rochester, NY region is now home to 19 colleges and universities with more than 86,000 students and 19,000 graduates per year. Colleges and universities in the Rochester area are major employers and economic anchors. As the role of higher education continues to evolve, local colleges are becoming increasingly intertwined with community development initiatives in their host communities. The schools are engines of innovation and catalysts for progressive sustainability in the larger community. Some colleges in the area have signed the American College and University Presidents' Climate Commitment (ACUPCC), which requires hard targets for achieving carbon neutrality.

The three largest schools in the region are the University of Rochester (U of R), Rochester Institute of Technology (RIT) and Monroe Community College (MCC).

The University of Rochester is now the largest employer in the region with more than 23,000 faculty and staff. University of Rochester South Campus is located in Brighton and the University has long-term plans for continued development in the South Campus.

Rochester Institute of Technology has an enrollment of over 18,000 students, and is a recognized leader in sustainable technologies. RIT also owns undeveloped land in west Brighton along Jefferson Road.

Lastly, Monroe Community College provides affordable higher education with an emphasis on workforce development from its main campus and Applied Technology Center, both located in Brighton.

The distance from U of R to MCC and from RIT to U of R is about 2.5 miles, and the distance from MCC to RIT is about 3 miles. These three institutions form a close-proximity triangle. This triangle has been dubbed the “Rochester Multiversity” area.

Major Recommendations – Monroe Avenue

INTENT: Monroe Avenue is a key commercial and mixed use corridor with Twelve Corners at its center. The focus area is characterized by mixed use, village scale design, and pedestrian and bicycle connectivity. Together, these attributes make Monroe Avenue a bustling community center. Any developments within this area should reinforce this identity.

The Monroe Avenue corridor has been the subject of several studies over the last twenty years in the Town of Brighton. The Monroe Avenue Comprehensive Plan (MACP), adopted by the Town Board in 1997, recommended strategies to maintain the commercial success of the avenue and protect adjacent residential neighborhoods. Code amendments guided by the recommendations of the plan were adopted in 1998. The Monroe Avenue Design Plan, Guidelines and Standards, adopted in 1999, provided design standards for public and private property on the avenue. In 2000, the first phase of the Monroe Avenue Corridor Study was completed in a cooperative effort between the Towns of Brighton and Pittsford, the Village of Pittsford, and the City of Rochester. The corridor study addressed the common goals of economic growth, transportation enhancement, promotion of historic/tourism attractions and improvement of the quality of life in the Monroe Avenue corridor.

The Monroe Avenue Corridor Community Vision Plan (2011) incorporated ideas for design and development recommendations for segments of Monroe Avenue. In 2012, BikeWalk Brighton – A Comprehensive Pedestrian and Bicycle Master Plan, was prepared to summarize key improvements to the Town’s active transportation and multi-modal facilities, including signature improvements to the Monroe Avenue corridor and the addition of signature Bike Boulevards on key connectivity corridors. Finally, the Town’s Green Innovation Grant Program (GIGP) project identified key design recommendations that should continue to be carried out through future capital projects related to Monroe Avenue including reduction of curb cuts, parking enhancements, landscape treatments, stormwater management, and signage and lighting.

Recommendations

The following recommendations for the Monroe Avenue corridor draw from Volume 1: Existing Conditions of the Plan, the policy framework, and the identified values and priorities of the public and Envision Brighton Steering Committee. See Maps 3 & 4 found in Volume 2 for geographic references.

1. As the Town’s core commercial and mixed use area, Twelve Corners should invoke a “village-like” atmosphere where pedestrians are encouraged to safely walk from one destination to another. Providing physical improvements such as sidewalks and green spaces within parking areas that connect one parcel or one building to the next will greatly enhance the visitor experience and provide a sense of safety and security.
2. Update the Monroe Avenue Comprehensive Plan (MACP) to evaluate and define specific recommendations related to zoning and land use along the Monroe Avenue corridor.

3. Increase safety for all modes of transportation through high visibility crosswalks, additional wayfinding signage and pedestrian countdown signals.
4. Emphasize maximum building heights of two to three-stories in the Twelve Corners area, specifically between Glen Ellyn and Roosevelt Roads.
5. Maximum building heights should be two-stories from the City line to Glen Ellyn Road in the northern Monroe Avenue segment, and from Roosevelt Road to the Town line in the southern segment. Transition of building heights between areas should help to minimize the impacts on adjacent residential neighborhoods.
6. Consider amending the Town's zoning code to include a form-based code that directs the form, function and pattern of development along Monroe Avenue, both in the mixed-use commercial segment north of Westfall Road and in the higher density commercial area to the south. The amendments should discuss the feasibility of shared parking.
7. All future development or redevelopment should incorporate design provisions for the street edge including signage, landscape buffers, sidewalks, lighting, and buildings fronting the street.
8. Diverse types of mixed-use development should continue to be encouraged along all segments of Monroe Avenue, with proper buffers and screening between commercial or mixed uses and adjacent residential neighborhoods.
9. As redevelopment on existing sites occurs over time, consider best practices for access management by consolidating parking areas and driveways where practicable, via the use of on-street parking, municipal parking lots, or underground parking. The feasibility of shared parking should be considered. Replace large expanses of asphalt along the road frontage with green space and amenities.
10. Consider the addition of small scale, well designed, and strategically located public parking areas along Monroe Avenue.
11. Encourage NYSDOT to implement a "road diet" along Monroe Avenue from Highland Avenue, through Twelve Corners, to Clover Street. Employing best practices to allow for wider sidewalks for pedestrians, wider shoulders for bicyclists, reducing vehicle speeds (lowering speed limit to 30mph) and crossing widths, plant street trees, and make provisions for on-street parking would contribute to the safety and overall character of the Monroe Avenue corridor.
12. Pursuant to key recommendations from BikeWalk Brighton, enhance bicycle linkages from existing neighborhoods to employment and commercial areas along Monroe Avenue by including more bicycle boulevards.
13. Establish a dialogue with existing business and property owners along Monroe Avenue to discuss how parking and accessibility can be improved to foster and encourage business retention and growth. Simple enhancements which consider how a business addresses the street edge and pedestrian environment can have positive impacts to a business's bottom line.

14. Encourage the development of a Monroe Avenue transit shuttle.
15. Complete the current round of Monroe Avenue Green Innovation Grant Program (GIGP) projects and acquire funding for a second phase.

Major Recommendations – Westfall Road

INTENT: The Westfall Road Focus Area has two major components.

1. *Expand Buckland Park to conserve open space, maximize ecosystem services, and increase recreation opportunities within the Town.*
2. *Complete Senator Keating Boulevard as a state of the art, context sensitive, green, complete street.*

By thoughtfully integrating these components the Westfall Road Focus Area will become a new model for development that supports and benefits from conservation. Developments within this area will benefit from beautiful views, easy access to parks and recreation, and high pedestrian and bicycle access standards.

The Central Brighton / Westfall Road Open Space Focus Area is comprised of Town parkland and is the largest assemblage of contiguous park and open space land in central Brighton. These areas are notable for their relative lack of environmental constraints and their location adjacent to the I-590 expressway. Environmentally, the areas are impacted by the 100-year flood plain of the West Branch of Allens Creek, which runs west to east through the central portion of the area, small areas of woodlot in the eastern portion of the focus area, and small wetland areas associated with the West Branch of Allens Creek. An extension to Senator Keating Boulevard is planned to parallel the path of the West Branch of Allens Creek and will impact minor wetland areas and involve filling in the floodplain. Any future development in this area should be conditioned upon the capacity of the floodplain and the quality and quantity of water flowing into the West Branch of Allens Creek.

Throughout the planning process the public often stated its desire to preserve open space in this area where possible, while also allowing for Smart Growth. Notable considerations for future development take into account the future extension of Senator Keating Boulevard to Winton Road South, and the Town parkland in the center of the area on Westfall Road for which a Master Plan was prepared as part of the Comprehensive Plan update process. Apart from environmental concerns, proposed uses in the area must take into account the residential development to the north of Westfall Road, the office development to the west and east, and the expressway to the south. Also important to note is that as of this writing, the Town is in the process of potentially acquiring additional acreage east of Buckland Park for expanded park space.

The amount of existing open space in this focus area is an important factor because the manner in which it develops will have a significant impact on traffic volumes, and ultimately, the character and sense of place in this part of Town.

Recommendations

The following recommendations take into consideration the Buckland Park Master Plan, the opportunity to complete Senator Keating Boulevard, the importance of maintaining and preserving some of the area's more critical and pronounced open spaces, while enhancing the Town tax base

through well planned development to provide services for residents and visitors. This section also draws from Volume 1: Existing Conditions of the Plan, the policy framework, and the identified values and priorities of the public and Envision Brighton Steering Committee.

1. Any proposed development in this area should be presented in the form of a Master Plan for the entire focus area taking into consideration the future construction of Senator Keating Boulevard, the Buckland Park Master Plan prepared as part of Envision Brighton, and other land use recommendations summarized in this section. The Master Plan should be designed to support the residential and employment goals of the Town. It should incorporate smart growth guidelines and therefore setbacks, heights, landscaping, parking, and design standards should be urban in scale and configured in a layout utilizing the street system to create a human-scale, pedestrian oriented development. A form-based code with accompanying architectural design regulations should be considered for the focus area by the developer of the site. The use of form-based code might be a required incentive for the developer as part of an incentive zoning application.
2. Continue discussions with private developers, State and County DOT's, and the Genesee Transportation Council (GTC) to foster the extension of Senator Keating Boulevard to connect to Winton Road South. Not only would the extension induce economic development by opening up more road frontage and accessibility to interior portions of the focus area, but it would also alleviate traffic concerns along Elmwood Avenue, South Clinton Avenue and Westfall Road as a result of future development.
3. Density of development should be greatest parallel to and in proximity to I-590, and decrease as patterns of density transition northward towards the character of Westfall Road.
4. A generous setback or open space buffer should predominate along Westfall Road between Buckland Park and Winton Road South to preserve the open space network in this area, provide ample room for landscape screening and amenities.
5. Future development proposals should preserve natural resources and important open space while allowing for revenue-generating mixed-use development. A Master Plan should reflect land uses and patterns in this area within the following context, at minimum:
 - More dense development along I-590 expressway, including office, retail, commercial and mixed uses;
 - Office development that takes advantage of recent trends of higher education institutions moving further away from their campuses into host communities;
 - The ecological sensitivity of Allens Creek adjacent to Senator Keating Boulevard Extension. Consider a greenway of connected open spaces that should be preserved and built into future Master Plans;
 - Parking facilities for future office developments should be planned and designed to accommodate users of nearby parks so that shared parking can be provided after business hours, similar to Meridian Park.

6. As illustrated in the Buckland Park Master Plan presented in Map 9 found in Volume 2 of the Plan, primary vehicular access to Buckland Park should be off of Senator Keating Boulevard in the future. The driveway off of Westfall Road should remain as a secondary entrance. Community connectivity, emergency access, and park maintenance will all be enhanced by maintaining two access points.
7. Future development within this focus area must consider the limited capacity of the exiting sewer line that runs parallel to Allens Creek.
8. Identify locations where pedestrian connections can be extended from Buckland Park to future development sites as build-out occurs. Pedestrian improvements are identified in prior studies such as, but not limited to, BikeWalk Brighton and the I-590/Pedestrian Bypass Feasibility Study.

Major Recommendations – South Clinton Avenue

INTENT: Strengthen the commercial core while protecting the integrity and value of surrounding residential areas. Increase pedestrian and bicycle connectivity between mixed use areas, educational institutions, senior facilities and nearby natural areas.

This area is largely characterized by Brighton Corners office park, Tops Plaza, McQuaid Jesuit High School as well as vacant open space.

Recommendations

The following recommendations are based on Volume 1: Existing Conditions of the Plan, the policy framework, and the values and priorities identified by the public and Envision Brighton Steering Committee. See Map 6 found in Volume 2 of the Plan for geographic references.

1. Predominant land uses should continue to reflect general office and commercial development.
2. All future development proposals must take into account traffic impacts on existing infrastructure and nearby non-commercial areas.
3. Incorporate a woodland buffer on the existing site on the west side of South Clinton Avenue across from Tops Plaza to preserve and protect surrounding land uses.
4. Incorporate sidewalk extensions to Westfall Road on the western side of South Clinton Avenue to provide improved multi-modal connectivity between the various current and future developments west of South Clinton Avenue.
5. Internal and external pathways linking the various residential uses from their respective sites, to the eastern side of South Clinton Avenue should be considered to provide safer pedestrian accommodations to core commercial and office areas and the canal.
6. Amend the Town's zoning code to include a form-based code that directs the form, function and pattern of development along South Clinton Avenue. The amendments should address the feasibility of shared parking.

7. All future development or redevelopment should incorporate design provisions for the street edge including signage, landscape buffers, sidewalks, and lighting.
8. As redevelopment on existing sites occurs over time, consider best practices for access management by consolidating parking areas and driveways where practicable, via the use of municipal parking lots, or underground parking. The feasibility of shared parking should be considered.

Major Recommendations – Brighton Henrietta Town Line Road

INTENT: Develop the relationship between the focus area and the Erie Canal by preserving open space along the canal and creating canal linkages. This will strengthen the identity and desirability of the Brighton Henrietta Town Line Road Focus Area.

This focus area has largely been comprised of low density residential development to the west and Canal View Office Park (TOP - Technology Office Park) to the east. In between is primarily former agricultural land. Known environmental constraints consist of woodlot areas along the Erie Canal, which forms the northern border of the area, and behind the residential development along South Clinton Avenue.

The central portion is primarily grass and scrub-land, and an unnamed stream flows through the central portion of the area. Existing development in the western portion is served by Town sanitary sewer lines, pumped to the north to connect with the central Brighton trunk line. Properties along Brighton-Henrietta Town Line Road have been granted access to the Town of Henrietta sanitary sewer line south of Brighton-Henrietta Town Line Road, but accessibility to that line for the interior of the area is questionable. A connection to the Town's sewer system is located in the Canal View Office Park, to the east, and would be the likely connection for the interior of the area. Road frontage in the focus area is largely single lot residential and vacant lots, which contrasts significantly from the industrial/manufacturing facilities along the focus area's southern border on Town Line Road and the I-390 expressway along its western border.

Recommendations

The following recommendations draw from Volume 1: Existing Conditions of the Plan the Plan, the policy framework, and the values and priorities identified the public and Envision Brighton Steering Committee.

1. Consider preparation of an area-wide Master Plan for this focus area that incorporates a transition from low-density residential adjacent to the expressway and along Brighton-Henrietta Town Line Road to medium-density residential on the interior of the focus area south of the canal. Transitions in land use in any future Master Plan for the focus area shall also consider the expansion of the Technology Office Park (TOP) site.

As with the Westfall Road focus area, the Master Plan should be designed to support the residential and employment goals of the Town, as well as commercial development. It should incorporate smart growth guidelines and therefore setbacks, heights, landscaping, parking, and design standards should be urban in scale and configured in a layout utilizing the street system to create a human-scale, pedestrian-oriented development. A form-based code

with accompanying architectural design regulations should be considered for the focus area by the developer of the site. The use of a form-based code might be an appropriate incentive for the developer as part of an incentive zoning application.

2. Incorporate development controls to prevent adverse impacts to the canal bank, the stream, and woodlots on the site during future site plan reviews.
3. Ensure future development provides physical pedestrian links to the Erie Canal Towpath, if feasible. Due to the change in grade from the toe of the canal embankment to the top of it, a design study may be needed to ensure ADA accessibility. Additionally, provide bicycle and/or pedestrian access to South Clinton Avenue from the interior parcels which will ultimately provide indirect access to the Canalway trail.
4. Minimize new driveways by required use of shared driveways and parking facilities of any new non-residential developments along South Clinton Avenue and Brighton-Henrietta Town Line Road. Future residential development in the interior of the focus area should be accessed from Brighton-Henrietta Town Line Road using collector streets to limit the number of access points.
5. Preserve as much open space as possible parallel to the canal to provide adequate buffers between developments and the towpath, and to ensure a contiguous open space system within future developments. Provide a continuous shared use trail on the north side of Brighton Henrietta Town Line Road from Winton Road South to the south entrance of MCC.
6. Clustering should be considered in this sub area to minimize disruption and fragmentation to existing open spaces.

Major Recommendations – West Henrietta Road

INTENT: Support and encourage sustainable redevelopment, adaptive reuse, ecological enhancements and bicycle and pedestrian improvements to benefit from educational institutions and development trends in west Brighton.

This area is comprised of residential, commercial, retail, restaurant, and office uses between Brighton-Henrietta Town Line Road on the south and the I-390 expressway on the north. Bordered on the west by single family residential, apartments, light industrial uses and large expanses of open space, the section of this focus area south of Crittenden Road is largely built out and caters heavily to the automobile. The area north of Crittenden Road takes on a drastically different development pattern largely as single-lot residential uses.

This focus area provides opportunities for commercial and mixed use redevelopment. West Henrietta Road is within the Rochester Multiversity area, which is loosely defined as the triangle formed by Monroe Community College, University of Rochester, and Rochester Institute of Technology.

Development in Henrietta and in Rochester have increased through-traffic and threatened the continued success of businesses in Brighton within this focus area. Traffic levels have reached the point where detached housing on West Henrietta Road may not continue to be viable. At the same time, it is important to protect the residential development behind the West Henrietta Road properties from the impacts of commercial development.

Recommendations

The following recommendations are based on Volume 1: Existing Conditions of the Plan the Plan, the policy framework, and the values and priorities of the public and Steering Committee.

1. As redevelopment on existing sites occurs, consider best practices for access management by consolidating parking areas and driveways where practicable. Replace large expanses of asphalt along the road frontage with green space and amenities.
2. Consider provisions for a contiguous system of sidewalks or side paths that would allow for biking and walking from nearby residential areas to commercial, retail or restaurant destinations.
3. Provide surface enhancements and access improvements to the Lehigh Valley Trail. Encourage connections from the Lehigh Valley Trail to redevelopment projects along and adjacent to West Henrietta Road.
4. Pedestrian accommodations from the Erie Canal to the West Henrietta Road commercial corridor should be considered in future planning and design feasibility studies. Future development and redevelopment along the Canal should promote the heritage and historical value of the canal while enhancing its long-term financial sustainability.
5. A study should be conducted for the entire West Henrietta Road corridor. The Study should recommend, at minimum, appropriate land use along with site development standards for the frontage parcels. Best practices for parking and access management should be the cornerstone of future redevelopment and improvements to the West Henrietta Road corridor. The Monroe Avenue Design Plan, Guidelines & Standards and the Monroe Avenue Corridor Community Vision Plan could be used as a model for the new study. Consider changes in zoning code for the West Henrietta Road corridor based on such a study. Also consider development of architectural design regulations in place of, or in addition to, design guidelines for the corridor.
6. Consider measures to take advantage of the “Multiversity” concept - the expanding role of higher education in the future development landscape of this area. West Brighton is the center of a dynamic synergy of natural resources and powerful educational institutions.
7. Water service capacity issues along West Henrietta Road may need to be addressed to permit redevelopment or to allow recommendations to be implemented.
8. Encourage the direct extension of the Lehigh Valley trail north of East River Road to connect to the Canal trail without using sidewalk.

Major Recommendations – Buckland Park Master Plan

INTENT: The purpose of the Buckland Park Master Plan is to establish a vision for Buckland Park that balances recreational needs, ecological enhancement, and agricultural history while connecting to both its natural and developed context.

One key task of the Envision Brighton Comprehensive Plan update was to provide a conceptual master plan for the approximately 120 acres of Town-owned land along the south side of Westfall Road, between Clinton Avenue and Winton Road.

The master plan provides the Town of Brighton with an innovative model for public parkland in the 21st century. As an integral part of the Brighton's activity infrastructure, the park will play an important socio-economic role in reducing health care costs by enhancing fitness of all age groups. Created through collaboration and cooperation, the park will successfully balance ecological sustainability with a diversity of healthy recreational opportunities. Responsive to both natural history and local culture, Buckland Park will provide a public resource of lasting environmental and community value.

The Buckland Park Master Plan emphasizes multi-functional use zones and facilities to ensure that park improvements are adaptable, flexible, and multi-season.

Recommendations

Key recommendations considered in the Buckland Park Master Plan include, but are not limited to:

1. Brighton Winter Farmers Market
2. Community Center facility
3. Brighton Community Farm
4. Arboretum
5. Outdoor Event & Performance Space
6. Upgrades to recreational facilities at Buckland Park
7. Eco-system conservation and habitat enhancements
8. Preservation and adaptive reuse of historic resources
9. Green infrastructure for storm water management
10. Inclusive, shared-use trail system to support and encourage outdoor activity
11. Multi-modal connectivity to nearby neighborhoods and the larger community

A detailed description of the proposed Buckland Park improvements and recommendations can be found in Map 9 in Volume 2 of the Plan. Pages 52 to 55 include graphical representations of several key recommendations, including a site plan of the proposed winter farmers market (Map 10).

IMPACTS AND MITIGATION

Land Resources

The adoption and implementation of the Envision Brighton 2028 Comprehensive Plan by the Town of Brighton will not in and of itself impact land because it does not directly authorize any particular development project. However, the adoption and implementation of the Comprehensive Plan will reduce land development impacts when compared to the Town's future development under existing land use regulations.

Future land development applications will be required to comply with the Town's land use and environmental regulations and SEQRA. Some of the key development constraints in Brighton relate to topography and soils, which are fully described and mapped in Volume I: Existing Conditions of the Plan.

Therefore, all future land development applications will still be subject to the SEQRA review process, and in cases where adverse impacts are likely, a GEIS and FEIS will be required to demonstrate mitigative measure to ensure the health, safety, and welfare of the Town of Brighton and its residents and business

Water Resources

The adoption and implementation of the Comprehensive Plan by the Town of Brighton will not in and of itself impact water resources; however, future land development applications may impact such resources and the adoption and implementation of the Comprehensive Plan will reduce future impact on these resources when compared to the Town's future development under existing land use regulations. Existing surface and groundwater resources are described in detail analyzed, and mapped within Volume I: Existing Conditions.

Air Quality

The adoption and implementation of the Comprehensive Plan by the Town of Brighton will not in and of itself impact air quality. However, as a result of continued residential development and the small expansion of commercial districts at the historic corners, minor adverse impacts to local air quality can be anticipated. These impacts will not be of a type or magnitude that would adversely impact human health or the environment. The implementation of the Comprehensive Plan will have the effect of improving air quality by reducing density, limiting land disturbance, and protecting open space.

Plants and Animals

The adoption and implementation of the Comprehensive Plan by the Town of Brighton will not in and of itself impact plant and animal resources located within the Town. However, where new development is proposed, existing vegetation will be removed and some wildlife may be displaced.

The Comprehensive Plan recommends several methods for limiting the potential adverse impacts of development on plants and animals.

Agricultural Land Resources

The adoption and implementation of the Comprehensive Plan by the Town will not adversely impact the agricultural resources in the Town. The Plan supports current agricultural activities and suggests the promotion of local agriculture through education, promotion of agri-business and agri-tourism, encouragement of farmer's markets, and the establishment of a buy local program.

Aesthetic Resources

The intent of the recommendations found in the Comprehensive Plan is to enhance the aesthetic resources in the community. Protection of community character in both the developed and undeveloped areas of the Town is an important goal of the Plan. Several recommendations assist in protecting community character including gateway enhancement, infill and redevelopment in developed areas of the Town, the use of incentive zoning, a focus on compact development within the historic corners, and the continued use of master planning and deployment of design guidelines for commercial and mixed-use development. In addition, the Plan includes a Master Plan for Buckland Park that addresses future open space needs and development, including aesthetics and design.

Historic and Archeological Resources

The adoption and implementation of the Comprehensive Plan by the Town will not negatively impact historic and archeological resources in the Town. The Plan recognizes the importance of these resources and calls for a town-wide inventory of historic and cultural resources that could build from known resources identified in Volume I of the Plan. Further, as part of its SEQRA evaluation, the Planning Board will continue to require applicants to request information from the Office of Parks, Recreation and Historic Preservation regarding State and nationally listed historic resources and archeological preservation when appropriate.

The Town's known historic and cultural resources are discussed within Volume I of the Comprehensive Plan.

Open Space and Recreation

The adoption and implementation of the Comprehensive Plan by the Town will have a positive impact on open space and recreation in the Town. In addition to the Plan recommendations described below, the Plan suggests that the Town continue to determine the potential build-out of the Buckland Park and future recreational needs, recommends that the Town develop mechanisms for creating and funding recreational trails, and promotes the use of existing trails within the Town. Further, through the Planning Board subdivision approval process and in an effort to contribute funds to the future recreational needs of the community, the Town will continue to utilize incentive zoning as a mechanism to contribute to future development of green spaces, trails, and other amenities in the Town.

Critical Environmental Areas

According to the New York State Department of Environmental Conservation, there are no Critical Environmental Areas within the focus areas of the Town as outlined above; therefore, the adoption and future implementation of the Comprehensive Plan by the Town will have no impact on such areas.

Transportation

The adoption and future implementation of the Comprehensive Plan will not negatively impact transportation systems in the Town. Although commercially zoned corridors may generate additional vehicle trips to the area and to the surrounding road network, this increase will be offset by residential density controls established in the Town's current zoning code.

A description of the Town's existing transportation network is provided in Volume I.

Energy

The adoption and future implementation of the Comprehensive Plan by the Town will not have a significant impact on energy consumption. While additional commercial and residential development may increase energy usage, density and land use recommendations within the Plan should aid in offsetting increased energy usage. Further, the plan identifies ways in which energy consumption can be reduced for commercial and residential buildings that are constructed.

Recommendations included in the Comprehensive Plan that relate to energy conservation are listed in Volume 2.

ALTERNATIVES

The Town of Brighton may adopt the Comprehensive Plan as proposed. Alternatively, the Town may adopt the Comprehensive Plan with changes. A third alternative action is to not adopt the Comprehensive Plan. The third alternative might also be referred to as the no action alternative.

The adoption of the Comprehensive Plan by the Town of Brighton as proposed would provide the most appropriate balance of properly scaled growth and economic development, open space and natural resource protection and recreational opportunities, as well as enhancement of community character. The importance of this balance has been expressed by Town residents and is reflected in the vision and goals of the Plan. This preferred alternative would further the Town's goals and assist the Town in taking the necessary steps to achieve its vision. The Town and the Comprehensive Plan Review Steering Committee have reviewed and evaluated numerous alternatives to many of the recommendations which are reflected in the Comprehensive Plan and have devoted a significant amount of time and energy into developing a plan that reflects the needs and desires of all residents. The Plan represents the results of an extensive public involvement process. To the greatest extent possible, the Plan as proposed provides a balance of resident needs and desires. Alterations to the Plan at this time may upset the balance that has been achieved.

Adoption of the Comprehensive Plan with changes, while an alternative that the Town could consider, must insure a balance of properly scaled growth and economic development, open space and natural resource protection and recreational opportunities, as well as enhancement of community character.

The no action alternative would not further the Town's goals and would prevent the Town from achieving its full vision for the future. Further, the Comprehensive Plan being considered for adoption builds upon studies completed over the last two decades. While existing federal, State

and local regulations could be sufficient to protect natural and cultural resources, the benefit of the Comprehensive Plan is that it suggests a manner in which the Town can grow, while still enhancing community character and protecting the Town's valuable resources. This delicate balance can only be achieved through a deliberate and collaborative planning process. The absence of a plan, a program for implementation will place the Town in a position of reacting to development instead of being proactive in its efforts.