

COMPREHENSIVE PLAN 2000

Executive Summary

Comprehensive Plan 2000 provides a community vision and plan for the future of Brighton. Although it has not experienced the level of building activity of some other towns, Brighton's central location between Rochester and the outlying suburbs and excellent access to transportation systems have led to a steady pace of development since the 1960s. This has occurred even though the population declined in the 1980s and is projected to remain flat over the ensuing few decades of the new millennium. Approximately 25% of Brighton's land area remains as parkland or open space. As the proposal of new development continues, *Comprehensive Plan 2000* will be the primary instrument used to direct the use of land in the town, particularly the town's remaining open spaces.

The vision for the future of the town as stated in the plan is:

Centrally located in the Rochester metropolitan area, the Town of Brighton values its diversity and sense of community. In planning for the future, our community wishes to protect the beauty and livability of its residential areas, increase park and recreation space, enhance the Twelve Corners/Town Hall area as the center of the Town, extend the green and landscaped aspect of its neighborhoods to its commercial areas, and expand its tax base in a financially responsible manner that is compatible with these goals.

In support of this vision, *Comprehensive Plan 2000* incorporates two major elements, the Open Space & Recreation Plan and the Land Use Plan, and includes other elements important to Brighton's future: Visual Character, Regional Coordination, the Natural Environment, Town Services, Housing and Transportation. For each of these plan elements, goals and recommendations were developed by the Comprehensive Plan Steering Committee based on the information gathered from the sources mentioned above. The plan also includes an implementation element to ensure that recommendations made are acted upon and to lay out a procedure for updating the plan in the future.

The Open Space and Recreation Plan describes existing parkland and the trails system in the town, discusses the projected future need for expansion of the parkland inventory based on previous studies, and provides recommendations to expand parkland and the trails system to meet future needs. Recommendations include the acquisition of approximately 400 acres of land to be added to the town's parkland inventory. The proposed areas were chosen for their strategic location and their physical characteristics.

For example, 88 acres of open space adjacent to the town's existing parkland on Westfall Rd. is recommended for acquisition. The characteristics of the site lend themselves to numerous uses, its central location in the town increases its accessibility for town residents, and its connection to the existing parkland increases the parkland value of both areas. Additionally, its location on Westfall Rd. supports the plan's objective of retaining open space along Westfall Rd. and locating development along Senator Keating Blvd. to preserve the open character of the Westfall Rd. frontage and to control traffic impacts on Westfall Rd.

New multiple use trails are proposed along the abandoned Lehigh Valley Rail Line ROW in western Brighton (this trail is already in the planning stage) and along the abandoned Penn Central ROW in central Brighton. New footpaths are proposed in western Brighton to link the

Stowell Nature Conservancy with the Genesee Valley Park trail and the Erie Canal, through the central Brighton open space between the Town Hall and the Erie Canal, between Elmwood Avenue near St. John's Meadows and the Town Park, along the West Branch of Allens Creek, and between Penfield Road at Temple Sinai and Corbett's Glen in eastern Brighton. The investigation of a bridge over or a tunnel under I-590 to facilitate a central Brighton trail is also recommended.

The Land Use Plan. The main objective of the Land Use Plan is to identify appropriate land uses for the remaining large areas of open space in the town, although recommendations are also made for the West Henrietta Rd. and Monroe Avenue street corridors. During the preparation of the plan, it became apparent that existing zoning regulations were not adequate to address potential development impacts and constraints in some areas of the town. Because of this, the Land Use Plan recommends the creation of two new zoning districts, Large Lot Residential and Low Density Office.

The Large Lot Residential district responds primarily to physical constraints: The poorly drained soils, floodplains, watercourses and wetlands present in western Brighton, along with that areas general lack of sanitary sewers, support much of that areas designation for the new district. The steep slopes on Pinnacle Hill also support its designation. The Large Lot Residential district is also intended to preserve the character of designated areas.

The Low Density Office district is intended to provide a transition between higher intensity non-residential uses (or high volume roads) and low density residential areas, control traffic impacts from office development, promote the preservation of existing natural features and habitats and the protection of sensitive environmental features, aid in the preservation of the open character of designated areas, and provide for the establishment of office uses at a scale compatible with surrounding uses.

The Land Use Plan recommends changes in land use (compared to current zoning) for much of the remaining open space in Brighton. It reinforces the acquisition recommendations of the Open Space & Recreation Plan and further recommends that open land owned by Monroe County should be consolidated and incorporated into the county park system.

The Land Use Plan also recommends the development of a plan for W. Henrietta Rd. that protects the surrounding neighborhoods while promoting the local economy. The intent of the plan is to determine whether residential uses located along W. Henrietta Rd. will remain viable and, if not, to provide for an orderly transition to non-residential use, while ensuring that non-residential uses do not threaten remaining stable residential neighborhoods in the area.

Comprehensive Plan 2000 also includes numerous recommendations that are intended to:

influence the design of new development to improve the quality of greenspace/open space incorporated in development and to ensure that new development is coordinated with existing land uses;

protect wetlands;

provide for the housing needs and desires of senior citizens;

promote the development of **affordable** housing;

promote the development of design guidelines and standards for commercial areas of the

town and investigate the creation of guidelines and standards for residential areas;
promote regional cooperation; and

Ensure that resources such as the Open Space Index and Environmental Protection Overlay District regulations and maps are up to date.

Major plan implementation proposals include a comprehensive revision of the Town Code and Zoning Map, the development of an open space acquisition strategy, and the development of a West Henrietta Road plan (see above). Implementation actions are recommended to be carried out in two phases. Phase I actions will begin immediately following adoption of the plan; Phase II actions will be included in annual town departmental plans so that their implementation can be coordinated and budgeted.

The Comprehensive Plan Steering Committee, a panel of dedicated citizens appointed by the Town Board, directed the development of the plan by town staff, formed focus groups to investigate components of the plan, and held more than two dozen meetings over the two year course of the plan's development. Important contributions were also made by liaisons to the Steering Committee from the Brighton Central School District and the Penfield Central School District. Information was gathered by the Steering Committee from citizens, property owners, interest groups and developers at the committee meetings and larger public meetings, from professionals in various fields during focus group meetings, and from numerous existing reports, plans and other publications. The services of a transportation consultant were also enlisted to provide projections relative to potential development scenarios.