

---

## AREAS 9 - 13

Areas 9 - 13 are located between the abandoned Lehigh Valley RR right-of-way and W. Henrietta Rd., including the W. Henrietta Rd. corridor and the open space at Rustic Village Apartments (Area 12). There are two major open space areas in this block - Area 10 and Area 13. Area 10 has been proposed for development in the recent past and is under consideration for development at present (yr 2000). There is a large state wetland and a large Woodlot EPOD in Area 10, a large Woodlot EPOD in Area 13, and there are smaller wetlands in Areas 9,10 and 13.

---

### Area 9

#### RECOMMENDATION — Industrial

Existing Zoning — IG, RLC

Size — +/- 41 acres

Environmental — Floodplain (10%), Wetland (Class 2: +/- 5%, Federal: +/- 10%)

Although it incorporates a significant number of single family residences, Area 9 is most suitable for industrial development: it is located adjacent to the commercial uses on West Henrietta Rd. and has good access to that road; uses on the south side of Brighton Henrietta Town Line Rd. are primarily industrial; and many uses in the area are industrial. Development or redevelopment of the area should include a buffer between industrial uses and existing/recommended residential uses.

---

### Area 10

#### RECOMMENDATION —

North of Crittenden Creek - Acquisition for Parkland / Large Lot Residential

South of Crittenden Creek - Industrial

Existing Zoning — RLB (north), RLC (central), RM (south), IG (south)

Size — +/- 155 acres

Environmental — Floodplain (10%), Woodlot EPOD (+/- 70%), Wetland (Class 2: +/- 35%  
Federal: +/- 20%)

Area 10 has extensive environmental constraints. Woodlots cover nearly the entire site, and Crittenden Creek is located in the southern portion. There is also a large area of Class 2 state wetland and smaller federal wetland areas. There are no sanitary sewers on site, although bringing sewers to the site would be easier than bringing them to areas farther west. The major state wetland area, which was mapped after the 1990 plan was adopted, along with the other

---

constraints in the area, dictate less dense development than current zoning allows for the majority of the area.

The portion of Area 10 north of Crittenden Creek is recommended for acquisition by the town for use as parkland (see p.34, Area 10). If it is not acquired, the land to the north of Crittenden Creek is recommended for Large Lot Residential use to better protect the sensitive environmental features of the area. Cluster development should be considered in the eastern half of the property so that development is compatible with the character of the surrounding area, and a natural buffer should separate residential development in the south from the power lines and in the west from the planned Lehigh Valley Trail. A conservation easement should be obtained along the trail to ensure an adequate and permanent buffer. The oldest part of the woodlot mentioned above consists mainly of beech trees, many of which are more than three feet in diameter. This area, listed in the *1973 Open Space Index* as "Lynch Woods," should be protected from development.

The area south of Crittenden Creek is heavily constrained by the floodplain of the creek and state and federal wetlands. However, the major power transmission lines forming the southern border of Area 10 and adjacent industrial development to the east and south make a recommendation for industrial development appropriate for this area. The stream corridor and wetlands would buffer industrial development from the recommended residential development to the north, and existing and proposed Environmental Protection Overlay District and wetland regulations would control impacts of development on the environmental features of the area. Development in this area should be limited to those uses with minimal environmental impacts from the use itself, including parking lot runoff, and from generated truck and car traffic. The western portion of Area 10 contains a platted, undeveloped subdivision, many of the lots of which are approximately 1/7 acre in size. This subdivision should be abandoned or resubdivided to minimum one acre lots.

---

## Area 11

**RECOMMENDATION** — Detailed study of entire street corridor

Existing Zoning — RLB, BF-2

Size — NA

Environmental — NA

Area 11 comprises the properties with street frontages on W. Henrietta Rd., commercially zoned properties to the west of W. Henrietta Rd. near B-H Town Line Rd., and vacant properties to the east of W. Henrietta Rd. near B-H Town Line Rd. W. Henrietta Rd. has two distinct land use sub-areas. The portion south of Crittenden Rd. is zoned BF-2, General Commercial, and is a mixture of retail, restaurant and service uses. The area north of Crittenden Rd. is zoned RLB, Residential Low Density, and is primarily single family detached housing, with some office use and a restaurant.

Each of the sections of W. Henrietta Rd. has its own issues. Development in Henrietta has increased through-traffic and threatened the continued success of businesses in Brighton. Traffic levels have reached the point where detached housing on W. Henrietta Rd. may not continue to be viable. At the same time, it is important to protect the residential development behind the W. Henrietta Rd. properties from the impacts of commercial development.

It is recommended that a study be conducted for the entire W. Henrietta Rd. corridor. The study should recommend, at minimum, appropriate land uses and site standards for properties north of Crittenden Rd., and design/site standards for all properties in the corridor. The *Monroe Avenue Comprehensive Plan* and the *Monroe Avenue Design Plan, Guidelines & Standards* could be used as a model for the new study.

The most critical component of the study is the accurate evaluation of future traffic conditions on W. Henrietta Rd. Because the proposed Southern Corridor Mobility Study improvements (see p. 129) should have a significant impact on traffic volumes and patterns in the area, the implementation of the W. Henrietta Rd. study should not begin until these impacts have been fully assessed.

## Area 12

### **RECOMMENDATION** — High Density Residential

Existing Zoning — RHD-2

Size — +/- 18 acres

Environmental — No significant constraints

This undeveloped area is part of the Rustic Village Apartment complex. High Density Residential development would be compatible with the existing apartments.

## Area 13

### **RECOMMENDATION** — North of Southern End of Whipple Park - Institutional South of Whipple Park - Low Density Residential

Existing Zoning — RLB

Size — +/- 188 acres

Environmental — Woodlot EPOD (+/- 50%), Wetland (Federal: +/- 5%)

Area 13 is owned by the University of Rochester (with the exception of .4 acre owned by Monroe County Pure Waters). It includes research facilities north and south of East River Rd., the Whipple Park university housing development and open space areas between East River Rd. and Crittenden Rd. The area has access from E. River Rd. and potential access from Crittenden Rd., and contains woodlots and a small federal wetland area.

**Recommendation for the area north of the southern end of Whipple Park:**

The area north of the southern end of Whipple Park is recommended for institutional use compatible with the existing U of R facilities. Any institutional development of this area should be based upon a master plan for the entire area that has been approved by the town. The master plan should include: a buffer that is substantially wider than the 50 feet currently required by town regulations between the institutional district and any surrounding residential development; a buffer along the abandoned Lehigh Valley Rail ROW; access only from East River Rd. (no access from Crittenden Rd.); building uses and orientations; a transition of intensity of building and impervious coverage from south to north; and a drainage plan.

**Recommendation for the area south of Whipple Park:**

The area to the south of Whipple Park is recommended for low density residential development with minimum ½ acre lots. This would allow for development compatible with surrounding residential areas and sensitive to the area's environmental constraints.

---

**Area 14**

**RECOMMENDATION** — Commercial - Waterfront uses appropriate

Existing Zoning — BF-2

Size — +/- 11 acres

Environmental — No significant constraints

Area 14 is significant because of its location on the Brighton/Rochester border and on the Erie Canal. The commercial zoning of the site is appropriate: it is surrounded by office/industrial, institutional and commercial uses, although the heaviest influence on the site is the I-390 expressway that borders it on the south. This area would also be appropriate for waterfront uses because of its location on the canal. It is likely that Area 14 will be acquired by the state for modifications to the I-390/E. Henrietta Rd. interchange - one of the proposals of the Southern Corridor Mobility Study now under way by the state. The major constraint on the site is difficult access due to the presence of I-390.

---

**Area 15**

**RECOMMENDATION** — Low Density Office

Existing Zoning — RLB

Size — +/- 18 acres

Environmental — No known significant constraints: possible federal wetlands or steep slopes

---

This 18 acre area, owned by Monroe County and containing several county storage buildings, is part of the Iola complex, the majority of which is located in Rochester, to the west. There are no known significant environmental constraints on the site, although it may contain areas of unmapped federal wetlands or steep slopes.

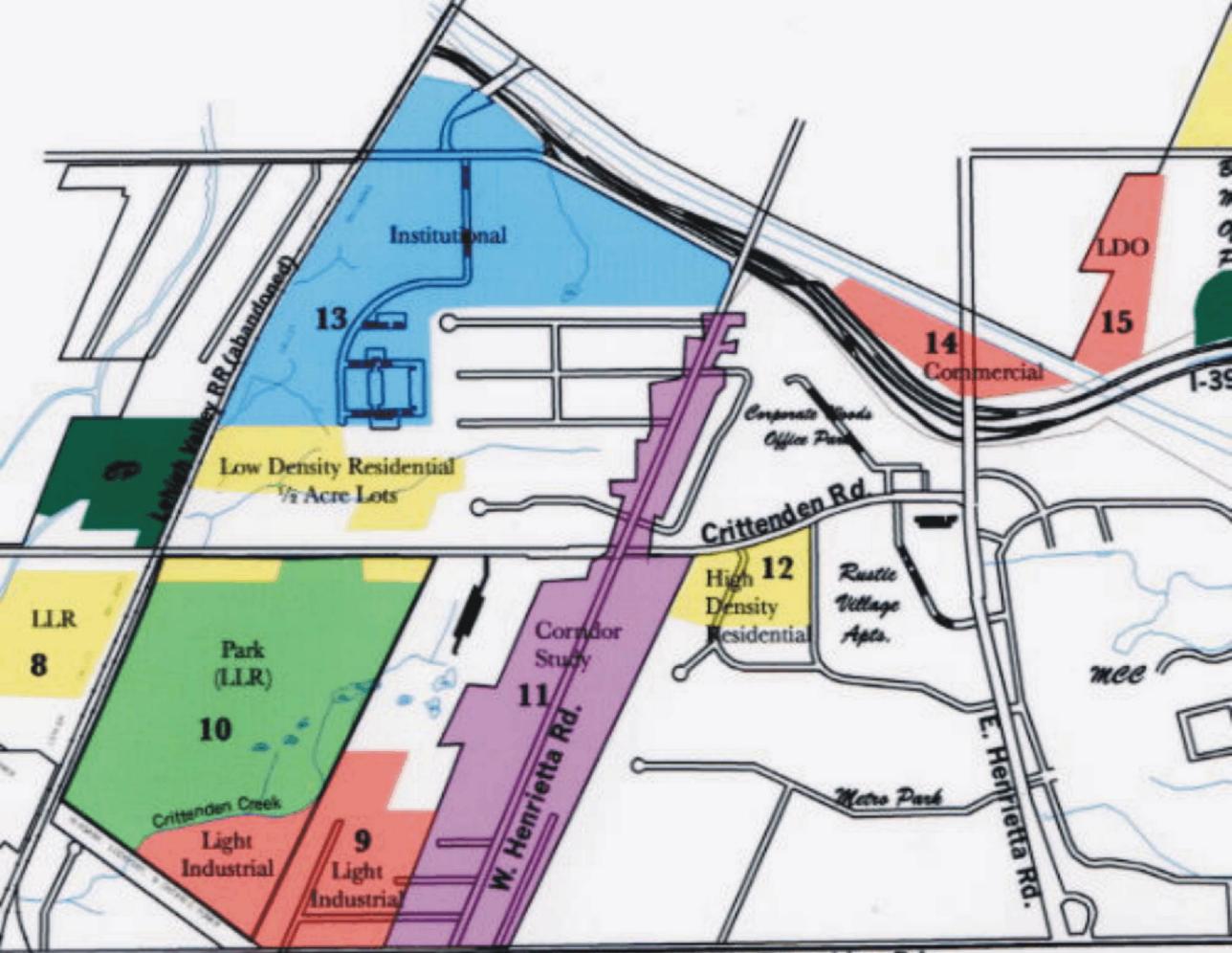
Because of the location of the site, between Brighton Meadows office park to the east and the Iola campus, this site is not well-suited for residential use. Monroe County, with the cooperation of the Town of Brighton and the City of Rochester, is developing a master plan for the use of the Iola complex, including Area 15. The majority of the buildings on the Iola campus are vacant, and redevelopment through a well-thought-out master plan would help to preserve this area on Brighton's border. However, the levels of traffic on Westfall Road and S. Clinton Avenue, the existing congestion at area intersections, particularly Westfall and Clinton, and anticipated development in the area, including at Brighton Meadows office park, mean that caution must be exercised in determining the type and density of development permitted on Area 15. A critical component of the master plan process must be the identification and control of traffic impacts from development of the campus.

**Recommendation for the Area:**

In the absence of a master plan for the Iola campus that has been approved by the Town, Low Density Office use is recommended for Area 15 to provide the least impact on traffic and the environment. Because of the existing traffic in this area, development should not take place until Road and intersection improvements as recommended by the Central Brighton Transportation Study (1993) and the Southern Corridor Mobility Study (1999) are completed.

If the final master plan for the Iola campus shows convincing evidence to the Town Board and Planning Board that (1) an alternative use on Area 15 would provide acceptable traffic levels based on the uses proposed for the campus in the master plan, the infrastructure design of the master plan, and the phasing of the plan relative to road and intersection improvements, and (2) that the alternative use is preferable to Low Density Office relative to the other uses proposed in the master plan, then the use proposed by the County master plan should be considered.

Any development on Area 15 should include enhancements on the southern portion of the site that benefit the recreational use of the Erie Canal area to the south. The Town of Brighton should be consulted on all phases of the master plan, and should play a central role in the environmental review of the plan.



Brighton-Henrietta Town Line Rd.

TOWN OF HENRIETTA