

# envision BRIGHTON 2028

Planning for a Sustainable Future

## VOLUME 1: EXISTING CONDITIONS



FINAL REPORT  
September 26, 2018

**THIS PAGE INTENTIONALLY LEFT BLANK.**

## ACKNOWLEDGMENTS

### TOWN BOARD MEMBERS

- William W. Moehle, Supervisor
- Jason S. DiPonzo
- James R. Vogel
- Christopher K. Werner
- Robin R. Wilt

### STEERING COMMITTEE MEMBERS

- Frank Sciremammano, Chair
- Rochelle Bell (Active through December 2015)
- Martha L. Blair
- Rachel Clar
- Christine Corrado
- David Fader
- Mark Kokanovich
- Mohammed M. Razak
- Dick Rosenbloom (Active through July 2017)
- Erinn Ryen
- John Schiess

### TOWN STAFF

- Ramsey Boehner, Town Planner
- Mike Guyon, Commissioner of Public Works
- Paul White, Planning Technician



**NYSERDA**  
Supported

#### SUPPORT PROVIDED BY:

New York State Energy Research and Development Authority's (NYSERDA) Cleaner, Greener Communities Program.

#### PLAN PREPARED BY:

Barton & Loguidice, D.P.C  
Steinmetz Planning Group

#### MARKET ASSESSMENT & SUSTAINABILITY REPORT BY:

Vita Nuova LLC

#### PUBLIC ENGAGEMENT STRATEGY BY:

Highland Planning LLC

**Barton & Loguidice** SPG

Vita Nuova

HIGHLAND PLANNING

**THIS PAGE INTENTIONALLY LEFT BLANK.**

## TABLE OF CONTENTS

### VOLUME 1: EXISTING CONDITIONS

• Plan Introduction .....	1
• Market Assessment .....	7
• Community Profile .....	17
- Natural Resources .....	18
- Parks & Open Space .....	26
- Municipal Infrastructure .....	36
- Community Resources .....	44
• Existing Land Use Summary .....	49
• Zoning Code Analysis .....	57

### MAPS

1. Market Map	14. Land Use
2. Wetlands	15. Zoning Districts
3. Floodplains	
4. Topography	
5. Soils	
6. Parks & Trails	
7. Roadways	
8. Transit & Pedestrian Connections	
9. Water Service	
10. Sewer Service	
11. Schools	
12. Historic Resources	
13. Land Ownership	

### VOLUME 2: VISION & DEVELOPMENT

(UNDER SEPARATE COVER)

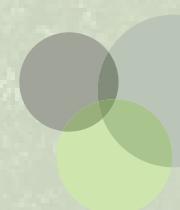
• Town Policy Framework	
- Environmental Policy	
- Sense of Community Policy	
- Economic Vitality Policy	
- Public Health & Safety Policy	
• Land Use Recommendations	
• Conclusion	

### VOLUME 3: APPENDICES

(UNDER SEPARATE COVER)

A. Market Assessment	
B. Public Input Summary	
C. Tabloid Sized Maps (11" x 17")	
D. Sustainability Report & Metrics	
E. Generic Environmental Impact Statement (GEIS)	





# PLAN INTRODUCTION

ENVISION BRIGHTON 2028

*Planning for a Sustainable Future*

TOWN  
OF  
BRIGHTON



## PLAN PURPOSE & INTENT

The primary purpose of a comprehensive plan is to put a community's vision for its future on the record. Any development proposal or action, whether private or public, should take into consideration the Town's vision as expressed in the Plan and be consistent with these stated priorities. An adopted comprehensive plan provides an accessible and clear guide for entities seeking to undertake a project in the community. It provides them with a better understanding of what the Town is likely to support and the types of actions that are preferred. Maintaining an updated comprehensive plan is important to ensure that the document accurately reflects current community values and addresses up and coming issues and opportunities.

NYS Town Law Section 272-a, defines a comprehensive plan as:

*"...the materials, written and/or graphic, including but not limited to maps, charts, studies, resolutions, reports and other descriptive material that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the Town."*

Modern comprehensive plan updates go beyond land use, zoning, and infrastructure issues. A comprehensive plan provides guidance toward the priorities and concerns of local residents regarding what they consider important to their quality of life. It establishes policies and objectives that reflect those priorities, and provides a set of recommendations and actions to help the Town achieve their goals. While there are recommendations that pertain to land use, zoning, and infrastructure, other policy and programmatic actions and priorities are also articulated.

Keeping a comprehensive plan up to date is important as it directly and indirectly informs a number of municipal functions and initiatives. These include, but are not limited to, the following:

- » **GRANT ACQUISITIONS** - Federal and State funding is increasingly tied to a community's Comprehensive Plan. The projects and programs that have public support and are identified in the Plan are more likely to be successful in obtaining funding than those that are not.
- » **ZONING, SUBDIVISION & LAND DEVELOPMENT** - A Comprehensive Plan can inform future regulatory changes in a municipality. Over time, regulatory tools such as zoning, design review, subdivision requirements and environmental protection overlay districts should be brought into conformance with the Comprehensive Plan.
- » **BUDGETING & CAPITAL IMPROVEMENT PLANNING** - The Comprehensive Plan can be used as a tool during the development of a municipality's annual budget. The projects and programs contained in the Plan are often included in the budgeting process to ensure the community's priorities are being considered and addressed.
- » **CULTURAL & ECONOMIC DEVELOPMENT EFFORTS** - An increasing number of municipalities are beginning to undertake more non-traditional efforts to foster community vitality. Examples include the creation of arts and cultural venues and programming as well as economic development initiatives to reduce commercial vacancies. The need and support for such efforts is often determined through the comprehensive planning process and documented in the Plan itself.



*Town Supervisor, William Moehle*

## PROJECT BACKGROUND

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.

## PLANNING HORIZON

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 2026.

## ACRONYMS USED

There are numerous agencies, organization, and planning references used throughout this document. The following list provides the acronyms for the most commonly used names and titles:

<b>ACS</b>	American Community Survey
<b>CPS</b>	Community Preference Survey
<b>DEC</b>	Department of Environmental Conservation
<b>DOT</b>	Department of Transportation
<b>EPOD</b>	Environmental Protection Overlay District
<b>FEMA</b>	Federal Emergency Management Agency
<b>LEED</b>	Leadership in Energy & Environmental Design
<b>MC</b>	Monroe County
<b>NWI</b>	National Wetlands Inventory
<b>NYS</b>	New York State
<b>NYSERDA</b>	New York State Energy Research & Development Authority
<b>PMU</b>	Public Multiple Use Trail
<b>PFP</b>	Public Footpath
<b>SEQRA</b>	State Environmental Quality Review Act
<b>US</b>	United States

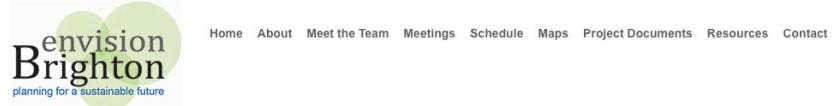
## PUBLIC PARTICIPATION

In an effort to ensure that this Plan Update addressed the values and concerns of the public, opportunities were provided to engage Town residents and stakeholders in the development of the Plan's content. The consultant team, in conjunction with Town staff and the Steering Committee, completed the following public input efforts:

- » Steering Committee Interviews, August 2015
- » Public Information Meeting (#1), October 2015
- » Town-wide Online Survey, November 2015
- » Chamber of Commerce Presentation, January 2016
- » Public Sustainability Workshop (#2), February 2016
- » Buckland Park Master Plan Meeting (#3), June 2016
- » Draft Plan Public Review Meeting (#4), TBD

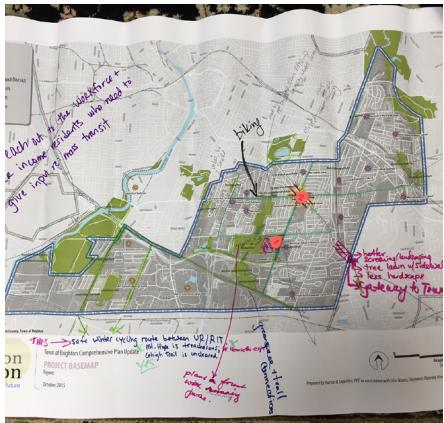
In addition to these public outreach events, the Town maintained an online presence for the Plan Update on their Facebook page and a project specific website (screenshot shown in the top right): [www.envisionbrighton.org](http://www.envisionbrighton.org)

Attendees of the first Public Information Meeting were asked to participate in a visual Community Preference Survey (CPS). The CPS asked attendees to rate a series of images showing various development styles from most desirable to least desirable. The purpose of the CPS was to help identify the Town's preferred development character and application of design elements such as landscaping, signage, and architecture. A complete summary of the CPS results and all public input received throughout this process can be found in [Appendix B](#).



Photos from the Public Information Meeting held in October 2015.

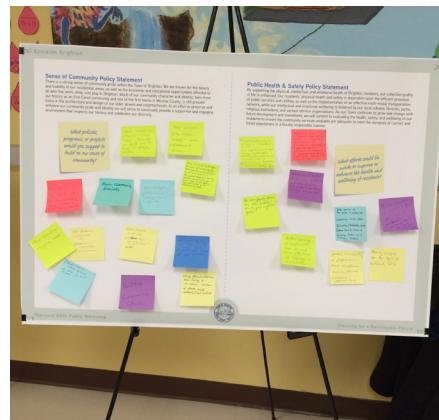
# PLAN INTRODUCTION



Left: Map from Public Information Meeting; Middle/Right: Photos of Park Master Plan Meeting.



Public Sustainability Workshop



Left/Middle: Public Sustainability Workshop; Right: Park Master Plan Meeting



WELLS FARGO

MUTUAL FUND STORE

STARBUCKS COFFEE

GREAT NO.  
PIZZA KIT



# MARKET ASSESSMENT

ENVISION BRIGHTON 2028

*Planning for a Sustainable Future*

This assessment serves to provide a baseline understanding of the market forces at work in the Town and its surrounding region, including the Rochester market area. A complete summary of the supporting data for the Market Assessment can be found in **Appendix A**. For the purposes of this assessment, data sets were collected and aggregated for three geographic areas. These include:

1. *The Town of Brighton;*
2. *Monroe County; and*
3. *10-, 20-, and 30-minute drive-times from the Twelve Corners intersection.*

The 12 Corners intersection (Elmwood Avenue, Monroe Avenue, and South Winton Road) was chosen as the reference point since it is generally accepted as the geographic center of Brighton's residential and commercial community. Using demographic and market information collected from ESRI and other data sources, this analysis presents a picture of Brighton's current and projected demographic and economic position in the region and identifies potential growth opportunities.

## DEMOGRAPHICS

From 2010-2020, the population of Brighton is projected to grow at a rate slightly exceeding that of its home County of Monroe (1.5% growth estimated in Brighton compared to 1.1% growth in Monroe County). Over this same period, Brighton's projected population growth keeps pace with the expected growth in the wider 30-minute drive-time area (1.5% increase in Brighton compared to a 1.4% increase in the region).

Current estimates indicate that the Town's senior population (ages 65+) is expected to increase from 19.2% of the current Town population (2015) to nearly 21.1% in 2020 (totaling a 20.6% increase between the years 2010-2020).

Throughout the interview phase of our work, local officials, residents, and businesses, without exception, cited Brighton's educational system as a major asset and "draw" to the area. The success of Brighton's educational system is not simply anecdotal; educational data supports the fact that Brighton is a highly-educated community, particularly when viewed in comparison to the region. The percentage of Brighton's population obtaining either a Bachelor's or Graduate degree far exceeds the surrounding County. In 2015, 28.3% of Brighton residents age 25+ held Bachelor's degrees and 35.1% held Graduate/Professional degrees as their highest level of educational attainment. This is compared with only 20.7% and 16.6% of the population at the County level. In addition, in Brighton only 11.0% of the population had no education further than high school, compared with 24.4% for the surrounding County. The interviews suggest that Brighton's five school districts are of the Town's strongest attractions and drive a considerable portion of the Town's residential development and stability.

The Brighton labor force also reflects the importance of education within the Town. According to the U.S. Census Bureau, in 2013 21.6% of Brighton's civilian population age 16+ was employed in the field of education, compared with only 13.5% of the County's population. Not surprisingly, the three top employment industries in Brighton are as follows:

**Table 1 - Employment Industries**

Industry	Brighton	Monroe County
Educational Services	21.6%	13.5%
Health Care/Social Assistance	21.0%	17.3%
Professional, Scientific & Technical Services	11.3%	7.3%

Over 50% of Brighton's workforce is employed in the top three professional fields of work, compared with 38% at the County level (**see Table 1 above**). In addition, 81% of Brighton's workforce is employed in professional occupations, while this figure is only 65.9% in the surrounding County. Given the proximity and/or presence of major educational centers like Monroe

Community College, Rochester Institute of Technology, and the University of Rochester, as well as satellite campuses such as the State University of New York Empire State College and Medaille College, all of which serve as educational resources and leading regional employers, Brighton has a strong educational focus.

Overall for the period 2015-2020, Brighton's annual growth rate in median household income (\$61,819 in 2015 and projected to increase to \$71,815 in 2020) will exceed both state and national figures. In sharp contrast to Brighton, during this same period of time, the annual growth rate in median household income within the 30-minute drive-time will fall below both state and national predictions. Income levels in Brighton are high, making the Town attractive to developers. The Town's higher income levels result in disposable income that exceeds the availability in the surrounding region.

## DEVELOPMENT CONSIDERATIONS

Brighton's continued strength in employment in the educational and health sectors (*as indicated in Table 1*) dominates the Brighton workforce. Additional growth in these sectors will in part be driven by the availability of the remaining undeveloped land in Brighton. Such development must be undertaken in a well-balanced and sustainable manner, taking into account new housing opportunities; residents' need for access to retail and commercial services; and the availability of the highly-skilled jobs in-demand by the Town's citizens. As Brighton continues to develop and the amount of vacant land decreases, smart growth decisions and strategies will have to respond in kind—including seeking opportunities for redevelopment, infill and adaptive reuse of existing buildings to meet the needs of high performing market sectors outlined above. The West Henrietta Road commercial corridor of Brighton, however, is a particularly suitable section of town for redevelopment based on its dynamic synergy of workforce resources, powerful educational institutions, and suitably-sized available commercial sites that are either underutilized, dormant, or able to be redeveloped.

## ROCHESTER 'MULTIVERSITY' CONCEPT

The University of Rochester (U of R), Rochester Institute of Technology (RIT) and Monroe Community College (MCC) are in close proximity to each other and form an educational resource triangle with West Brighton as the geographic center within a two-mile radius. In addition, this area of West Brighton has several important geo-physical assets, including the Erie Canal, Lehigh Valley Trail, Monroe County's Genesee Valley Park, and the Genesee River. One possible opportunity for Brighton in the next decade would be connecting the traditional "town center" at Twelve Corners and the evolving Rochester 'Multiversity' Concept area with improved walkability and bikability. The abundance of natural resources and open space systems in West Brighton could contribute to a greater synergy between West Brighton and the Town Center at Twelve Corners. [Map 1 on page 15](#) illustrates the connectivity opportunities between the community assets in the West Brighton Area.



In the 2013 Bike Walk Brighton Plan the Rochester Multiversity Concept is established with the goal to provide enhanced bike and pedestrian connections between local universities using existing and proposed shared-use trails.

## RESIDENTIAL

Two main drivers will dominate Brighton's housing demand as it moves towards 2025: 1) Brighton's largely well-educated and affluent working-age population, many of whom work at local universities and associated technical and healthcare related fields; and 2) growth in the 65+ aged-in-place population which desires to remain in Brighton. These demographic sectors are attracted to the Town due in no small part to the availability of Brighton's robust health care system, the proximity to the entertainment, jobs, and cultural attractions offered in Rochester, and the close knit development patterns in parts of Town (promoting desirable lifestyle options based on accessibility and walkability). In order to capitalize on the predicted increase in demand for senior residences, Brighton will need to consider the development or conversion of housing types for seniors who desire limited or maintenance-free smaller, less expensive residences. As a direct result, this will free up their former larger homes for the younger, working-age population.

**Table 2 - Town of Brighton Housing Units by Type**

Housing Units by Units in Structure	Town of Brighton % of Units	30-Minute Drive-Time % of Units
1, detached	52.4%	63.7%
1, attached	6.6%	5.4%
2	0.8%	6.9%
3 or 4	4.2%	6.3%
5 to 9	17.1%	7.1%
10 to 19	9.2%	2.9%
20 to 49	2.6%	2.2%
50 or more	7.1%	4.2%
<b>Total Multi-Family</b>	<b>41.0%</b>	<b>29.6%</b>



*View along Claybourne Road, Brighton*

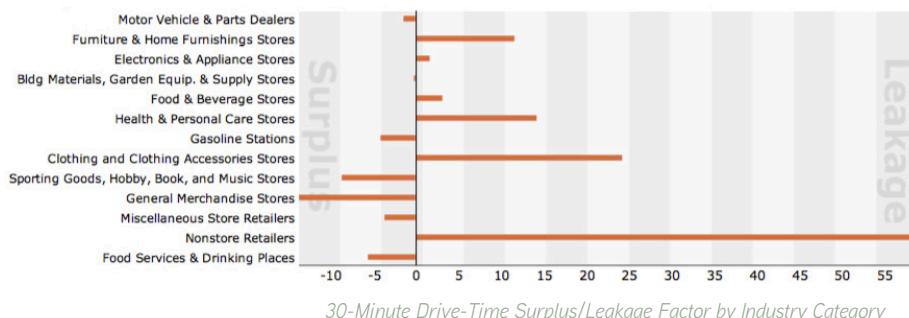
A wide variety of housing options are currently available in Brighton at differing price points; a development pattern which distinguishes it from the surrounding 30-minute drive-time. These options provide for a wide range of housing opportunities serving a broad economic spectrum. The Town's diversity of housing and its significant amount of existing multi-family units will help to address the predicted senior population growth. Brighton's availability of health care and support services, varying housing types, and proximity to the greater Rochester metro area point to a potential niche market to expand its senior housing stock in a variety of ways—from single family patio-style homes to denser townhouse and apartment-type clusters.

## RETAIL & COMMERCIAL

A retail leakage analysis (i.e., an evaluation of which goods and services are available within the Town limits) indicates that only two consumer sectors fully meet consumer demand within Brighton — Motor Vehicle & Parts Dealers and limited Food Services & Drinking Places. All other retail, ranging from clothing to gas stations, are not fully satisfied within the Town. Despite the shortage of these services in Town, the abundance and proximity of large-scale retail development in both Pittsford and Henrietta provides Brighton residents with access to all consumer needs within a 20-30 minute drive.

Given the high median household income level in Brighton and the apparent leakage of Brighton retail dollars to surrounding communities like Henrietta and Pittsford, Brighton can easily sustain additional retail development.

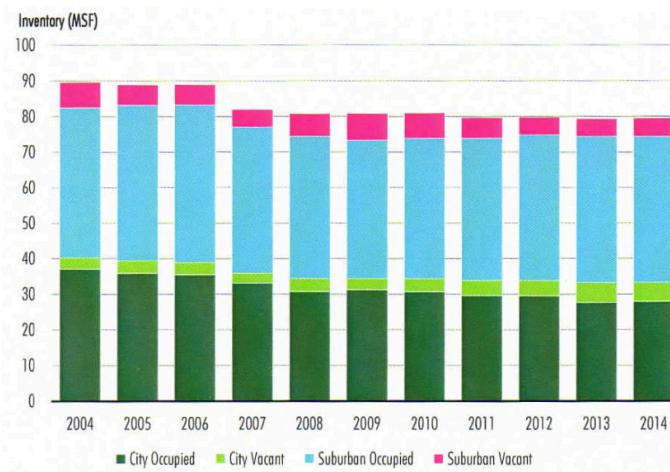
## Leakage Analysis



However, such retail growth will be constrained in some areas by an inability to assemble suitably-sized retail sites (particularly along Monroe Avenue where residential developments back up to the retail uses), as well as increased traffic congestion servicing retail centers caused by State-owned roadway constraints. To overcome these constraints, targeted redevelopment and infill projects could be a catalyst for future development along Monroe Avenue as well as the West Henrietta Road corridor. There is also potential for retail and commercial growth along Route 590 between Winton Road and Clinton Avenue. This area would be accessed by the future construction of Senator Keating Boulevard. Much of this future development would be driven by redevelopment as well as infill projects, or adaptive reuse of current spaces along the corridors.

## FLEX SPACE

The broader Rochester market region has developed a total of 4.6 million square feet of flex office/light industrial space and “demand for new space is expected to remain steady with absorption rate for new space surpassing supply.” Demand for industrial space has increased over the past 24 months, resulting in the need for new ground-up construction. This includes the creation of flex-industrial space that has the potential to house both office and light industrial companies. Demand for suburban occupied industrial/flex space has remained steady throughout the last 10 years in both supply, as well as vacancy rate. In the region, the overall flex vacancy rate measured 13.5%, manufacturing vacancy 10.9%, and warehouse vacancy 14.2% in Q3 2015. Asking rental rates for industrial/flex space have increased since the end of Q1 2015. While limited in the availability of large-scale sites to accommodate corporate park-scale development for flex space, Brighton’s proximity to Rochester and the regional highway systems makes it a potential candidate for smaller-scale suburban flex development. Suitable site selection for flex space should be on Brighton’s agenda for the future.



Source: CBRE Research, Q4 2014

Rochester Industrial Inventory by Occupancy Status

## EDUCATIONAL SPACE

The University of Rochester has experienced steady demand for campus space since 1920 and demand is not expected to decrease. According to the University's 2008 Campus Master Plan, "The University's pattern of growth is expected to continue into the future as needs for increased classroom, meeting, faculty office, research, residential and clinical spaces continue to rise." Today, according to the Executive Director of Campus Planning, Design, and Construction Management, the University projects a potential demand for upwards of 200,000 square feet of space within the Town of Brighton over the next five to ten years. However, such growth will not include undergraduate housing but rather research and related campus facilities.

## SMART GROWTH IN BRIGHTON

Like all municipalities, Brighton desires and has the need to encourage new smart growth development to generate tax revenues that support the Town's municipal budget.

With an ever shrinking base of develop-able land in the Town of Brighton, decisions on the size and types of development in Brighton will likely be driven by four basic criteria:

1. *The availability of necessary utilities and infrastructure;*
2. *The ability of the market to absorb the proposed development;*
3. *The community and/or political appetite for the development type (including new, walkable lifestyles based on increased accessibility to amenities); and*
4. *The impact on the environment, traffic, and municipal budget and services.*

Looking at Brighton today, no single compelling development need is readily apparent, though many development alternatives can be supported, including:

- » Senior residential housing of a variety of types ranging from patio homes to townhouse/apartment units;

- » Compatible retail and commercial uses that are lacking within the Town; and
- » Flex space to meet private business and University requirements, as well as larger regional demands.

## KEY ISSUES, CHALLENGES & OPPORTUNITIES

### ISSUES

- » No single compelling development need is readily apparent.

### CHALLENGES

- » Developable land of appropriate size and location is limited.
- » Ensure that development is in balance with the environment, traffic, and municipal budget and services.

### OPPORTUNITIES

- » The West Henrietta Road corridor appears to be a strong candidate for future retail development and redevelopment based on developable land constraints, the desire to maintain natural open space systems, and proximity to the University of Rochester, Rochester Institute of Technology and Monroe Community College. Route 590 between Winton and Clinton appears to be another considerable candidate for future retail development and redevelopment.
- » The community/political appetite with students and empty-nesters for new, walkable family-friendly development based on increased accessibility to amenities.
- » Senior residential housing of a variety of types ranging from patio homes to townhouse/apartment units.
- » Flex space to meet private business and University requirements, as well as larger regional demands.

## MARKET SUMMARY

Brighton is a highly educated, well-developed, diverse community. Unlike many towns throughout the State, Brighton is blessed with the ability to plan future development in a well-balanced sustainable fashion without the urgent economic pressures to develop older downtown or surrounding decaying residential areas to generate needed tax revenues. Brighton has limited development sites available to it for physical growth and, as such, the Town must determine what its development and lifestyle priorities should be as it seeks to define the highest and best uses for its dwindling land resources.

Brighton is fortunate in that it has the luxury of planning in a pro-active, rather than reactive, fashion. The Town's usage of incentive zoning has allowed it to control development due to high demand and negotiate for better outcomes because of the strong market. Moving towards 2028, Brighton is ideally positioned to leverage its marketplace potential in a manner that ensures that future developments reflect Brighton's vision for a sustainable and economically stable community.

See **Map 1 (Market Map)** on the next page for a visual representation of some of the concepts discussed in this section.



Brighton Summer Farmers Market

**THIS PAGE INTENTIONALLY LEFT BLANK.**

## MAP 1

# Market Map







# COMMUNITY PROFILE

ENVISION BRIGHTON 2028  
*Planning for a Sustainable Future*



## NATURAL RESOURCES

### WETLANDS - SEE MAP 2

Wetlands are areas that form the transition between terrestrial and aquatic ecosystems and comprise a wide range of hydrologic and vegetative conditions. They are some of the most productive and diverse ecosystems in the world and, as such, provide important habitat for a variety of species along the creeks, glens and hollows of Brighton. The ecological importance of wetlands is also supplemented by their impact on water quality. By impeding drainage flow from developed land, wetlands can filter out pollutant- and sediment-laden run-off prior to it entering streams, thus improving water quality. Wetlands hold vast ecological and environmental significance which mandates restrictions on development in their vicinities.

To accurately account for wetland areas within the Town of Brighton, two data sets were included in this analysis – NYSDEC wetlands and National Wetlands Inventory (NWI) wetlands. The NYSDEC identifies and regulates all freshwater wetlands greater than 12.4 acres in size and protects an adjacent “buffer” area of 100 feet around those wetlands.

The NYSDEC regulates twelve wetlands within the Town. These NYSDEC wetlands can be found primarily in the lowlands near the Genesee River and



Meridian Centre Park, Brighton

Irondequoit Creek as well as along Red Creek, Allens Creek, and Buckland Creek. These wetland areas cover over 420 acres within the Town.

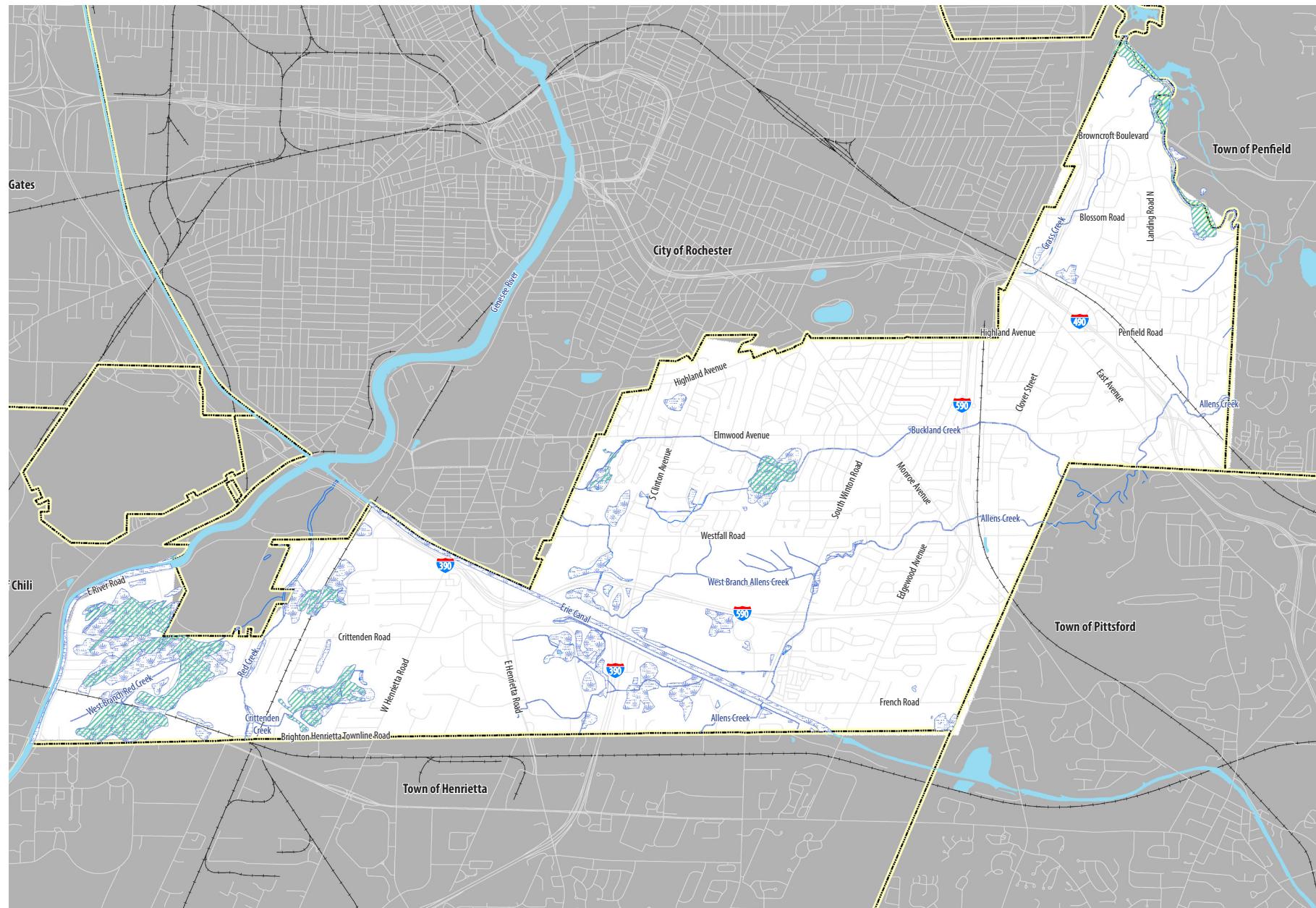
Wetland areas are also mapped by the U.S. Fish and Wildlife Service through the NWI. The NWI regulates over 86 wetland areas within Brighton. Wetland types include seasonally-saturated and emergent palustrine wetlands consisting of forested and scrub-shrub areas. These areas are also found along all creeks, hollows, and glens within the Town and account for over 510 acres of land.

### FLOODPLAINS - SEE MAP 3

Floodplains are low-lying areas that are most subject to recurring inundation. Development in floodplains is complicated by the increased potential for flooding. Floods, and floodplains, are generally identified based on the statistical frequency of occurrence. A “100-year floodplain,” for example, is an area that is subject to a one percent or greater chance of flooding in any given year. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Program, in areas exposed to 100-year floods, new or substantially improved dwellings must have the lowest floor elevated to or above the base flood level, in addition, property owners within the 100-year floodplain are subject to rising insurance rates, as the National Flood Insurance Program is increasing flood insurance rates.

Approximately 15% of the Town is located within a mapped floodplain. The floodplain areas are found in the western part of the Town near the Genesee River and Red Creek as well as along Allens Creek, Buckland Creek, and to the northeast along the Irondequoit Creek. A large floodplain is also found on the Sandra L. Frankel Nature Park (location of the Brickyard Trail) at the center of the Town between Elmwood Avenue and Westfall Road, east of Fairfield Drive and west of Avalon Drive.

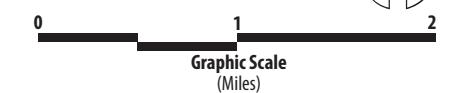
Certain types of development in these areas may be complicated by the possibility of flooding and a high water table. The Town municipal code contains floodplain development regulations in the form of the floodplain development permit. A floodplain development permit is applicable for all



## MAP 2

### Wetlands

- NYSDEC Wetlands (423 Acres, 4.2%)
- Federal NWI Wetlands (921 Acres, 9.2%)
- Municipal Boundaries



development to be undertaken in areas of special flood hazard in Brighton, for the purpose of protecting its citizens from increased flood hazards and ensuring that new development is constructed in a manner that minimizes its exposure to flooding. It is unlawful to undertake any development in an area of special flood hazard, as shown on the Flood Insurance Rate Map (FIRM), without a valid floodplain development permit. In response to the Biggert-Waters Flood Insurance Reform Act (2012), which extends the National Flood Insurance Program (NFIP) for five years while requiring significant reform, the Town of Brighton continues to evaluate the Community Rating System (CRS) to plan for floodplain management activities that reduce flood risk and keeps flood insurance premiums at a discounted rate. As a Climate Smart Community, this is a key initiative and the Town should be commended on its ongoing efforts to ensure affordable flood insurance.

## RIVERS & STREAMS - SEE MAP 3

Rivers and streams are watercourses of varying volume that drain wetlands, lakes, and ponds into larger water bodies and watershed systems. Some may be navigable to varying degrees of capacity. Several rivers and streams run through the Town of Brighton. The largest and most regionally significant watercourse is the Genesee River, forming Brighton's far western border. The Irondequoit Creek forms the Town's far eastern border and flows into Irondequoit Bay. Several tributaries to these major watersheds cross interior portions of Brighton. Grass Creek flows out of Rochester into the Irondequoit Creek via Brighton's Browncroft neighborhood. Allens Creek is a major tributary to the Irondequoit Creek and originates in central areas of Brighton and the Town of Henrietta. Allens Creek and its branches flow through Brighton Park, Buckland Park, Meridian Centre Park and Corbett's Glen Nature Park before entering the Town of Penfield.

Buckland Creek is a tributary to Allens Creek crossing north central Brighton and flowing through the former Rochester Brick & Tile Manufacturing Company property (Brickyard Trail). Red Creek is a tributary to the Genesee River, draining wetland areas in southwestern Brighton. Crittenden Creek is a tributary of Red Creek and flows through Lynch Woods Park.

## KEY ISSUES, CHALLENGES & OPPORTUNITIES

### ISSUES

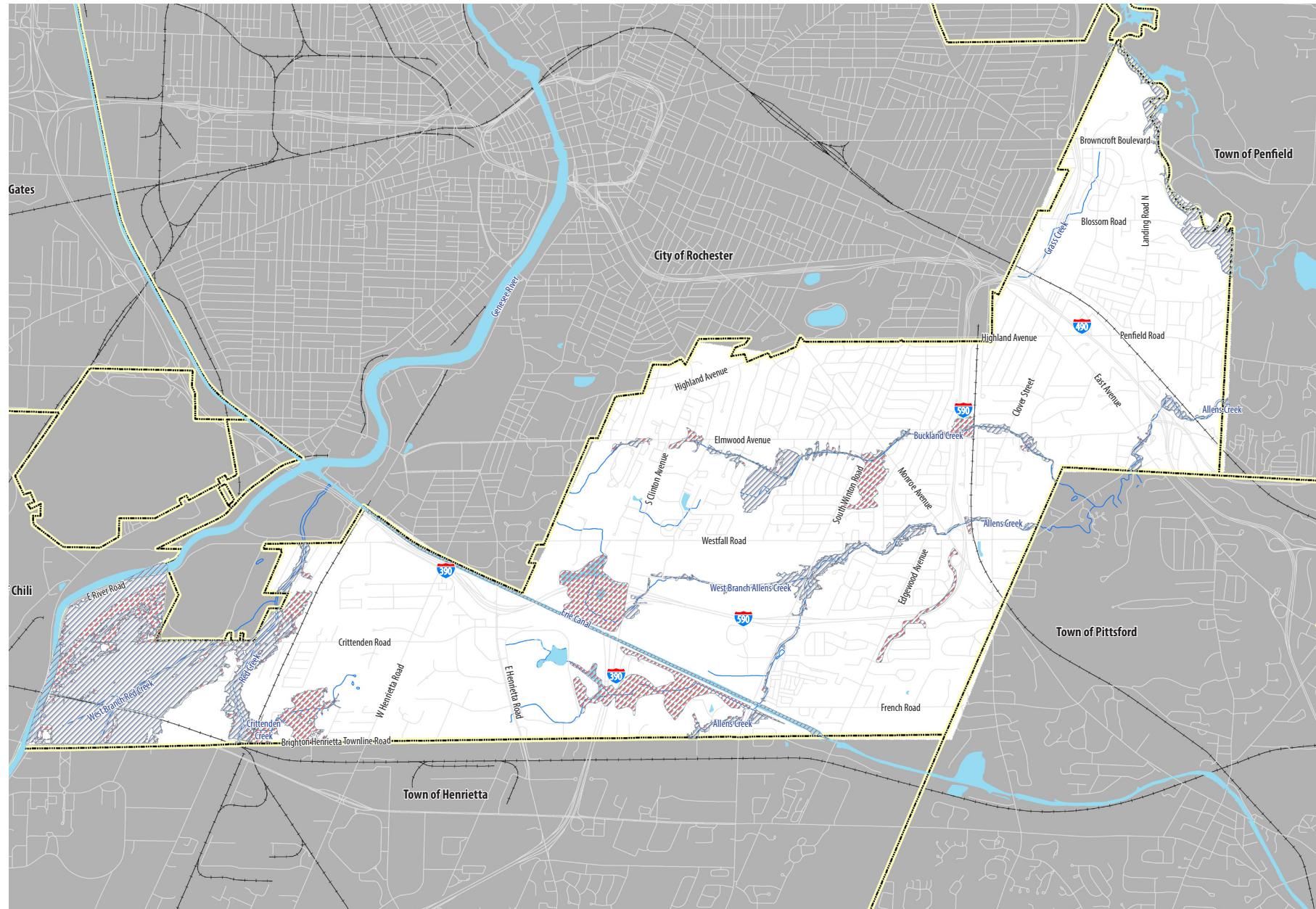
- » Stream corridors including Allens Creek, Buckland Creek and Red Creek are important natural features in Brighton.
- » Wetlands inundate most of the developable land left within the Town. At the same time, development pressure is threatening these same wetlands. These areas are largely in the southwest of Town.

### CHALLENGES

- » Watershed urbanization is degrading water quality, stream ecology, and biodiversity.
- » Understanding the impacts of federal increases to flood insurance rates on potential new development.

### OPPORTUNITIES

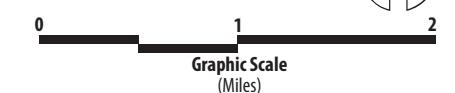
- » Water transportation is currently available in the Town via the Erie Canal as part of the NYS Enlarged Barge Canal System. The Genesee River is also navigable for stretches along the Town's western border.
- » Continue to use and explore how the Town's Environmental Protection Overlay District (EPOD) can reduce issues or loss of property related to natural systems.
- » Reduction of impervious surfaces and increased use of Green Infrastructure for storm water management will help protect water quality and stream ecology. *(Example: Monroe Avenue Green Innovation Grant Project)*
- » Ongoing evaluation of the National Flood Insurance Program's Community Rating System to ensure sustainable flood management.



### MAP 3

#### Floodplains

-  100-year Floodplain (945 acres, 9.4%)
-  500-year Floodplain (510 acres, 5.1%)
-  Municipal Boundaries





## TOPOGRAPHY - SEE MAP 4

Brighton contains large swaths of relatively flat terrain with some scattered steep hillsides and ravines. As a whole, the Town exhibits a relief of 500 feet as terrain rises from the valley formed by Irondequoit Creek at 246 feet above median sea level (amsl) to Cobb's Hill on the border with the City of Rochester at 746 feet amsl.

Steep slopes are generally more susceptible to erosion than flatter slopes. As a result, understanding the location and abundance of steep slopes can help to determine an area's development potential and identify the most appropriate uses for that area. Slopes greater than 8% are considered to be steep and slopes greater than 15% are considered to be very steep, limiting their development potential.

Overall, the Town of Brighton features gradual slopes as terrain slowly rises from Irondequoit Creek in the northeast toward the west. A ridge rises slightly in the area of West Henrietta Road falling to the east and west. Higher terrain also exists around Cobb's Hill and to the extreme southeast of the Town. Very steep slopes (>15% grade) are related to the Cobb's Hill hillside and the ravines formed by Allens Creek in Corbett's Glen and Irondequoit Creek.

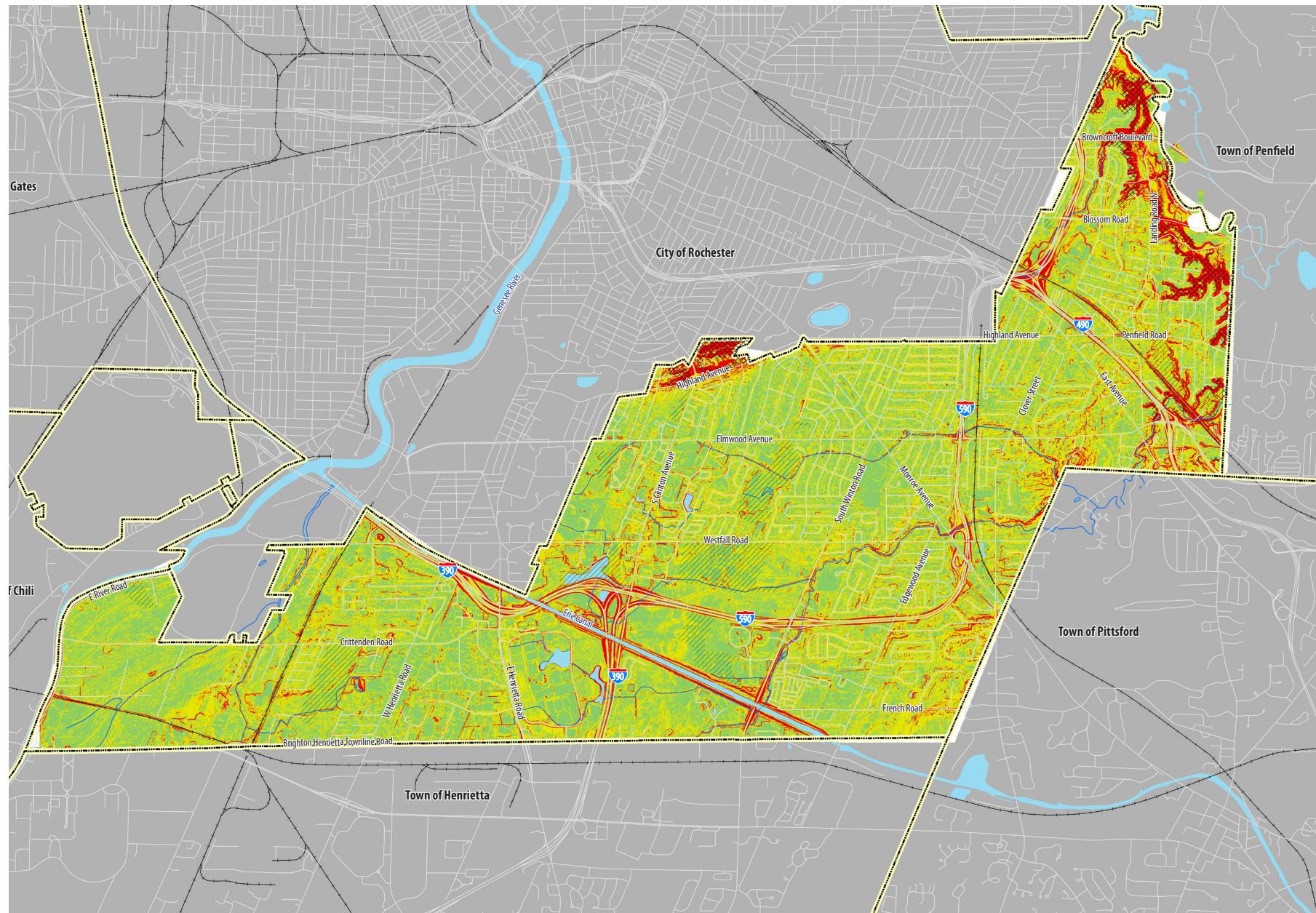
## KEY ISSUES, CHALLENGES & OPPORTUNITIES

### CHALLENGES

- » Minimal slopes throughout most of the Town can make conveyance of stormwater challenging in some areas.

### OPPORTUNITIES

- » Land in the Town is largely flat, with elevation varying little beyond the outer ravines and Cobb's Hill. This flat landscape is ideal for development and redevelopment. However, the hills and ravines, though rare, provide scenic vistas of ecology, river valleys, and Downtown Rochester.
- » Gentle topography throughout most of the Town is advantageous for ADA compliance and for the expansion of a town-wide bicycle and pedestrian mobility network.



**MAP 4**  
*Topography*

	Steep Slopes (>15%)
	Municipal Boundaries
	Town Parks
<b>Slope</b>	
	0-3%
	3-10%
	10-15%
	>15%

0 1 2  
Graphic Scale  
(Miles)



## SOILS - SEE MAP 5

Brighton has a wide variety of soils that have varying levels of drainage capability. Approximately one-third of the Town is categorized as urbanized land with unknown drainage capabilities. Preexisting soil types have known hydrological attributes but soils of urbanized land can vary depending on the previous land use and the materials left behind.

Based on the National Resource Conservation Survey soils data, Well or Moderately Well drained soil comprises over 40% of the Town of Brighton, which is suitable for many kinds of development. These soils are classified as hydrologic soil group A or B. Such soils have low runoff potential and high infiltration rates even when thoroughly saturated, meaning that they drain well. They tend to consist chiefly of deep, well to excessively drained sand or gravel. These soils are found throughout the Town in areas outside of creek ravines and glens. However, while the fact that such soils have been built on before may be a good indication of appropriate soils for development, soils testing over the last decade for various projects in concentrated retail/commercial areas of the Town has shown that heavier soils may be present, resulting in drainage concerns, and also making it difficult to institute green infrastructure projects.

About 16% of the Town's soils are somewhat poorly drained. These soils are classified as hydrologic soil group B or C. These soils have moderate to poor drainage and usually have a layer that impedes the downward movement of water. The upland portions of the Allens, Buckland, and Red Creeks and Genesee River floodplain and are more concentrated in the western part of the Town than the east. Poorly or very poorly drained areas account for less than 8% of the Town and are found in all creek ravines and the Genesee River floodplain. These soils are usually classified as hydrologic soil group C or D and have high runoff potential and low filtration rates. Development in these areas will likely be complicated by pooling water during periods of high flow and the potential for water damage and subsidence.

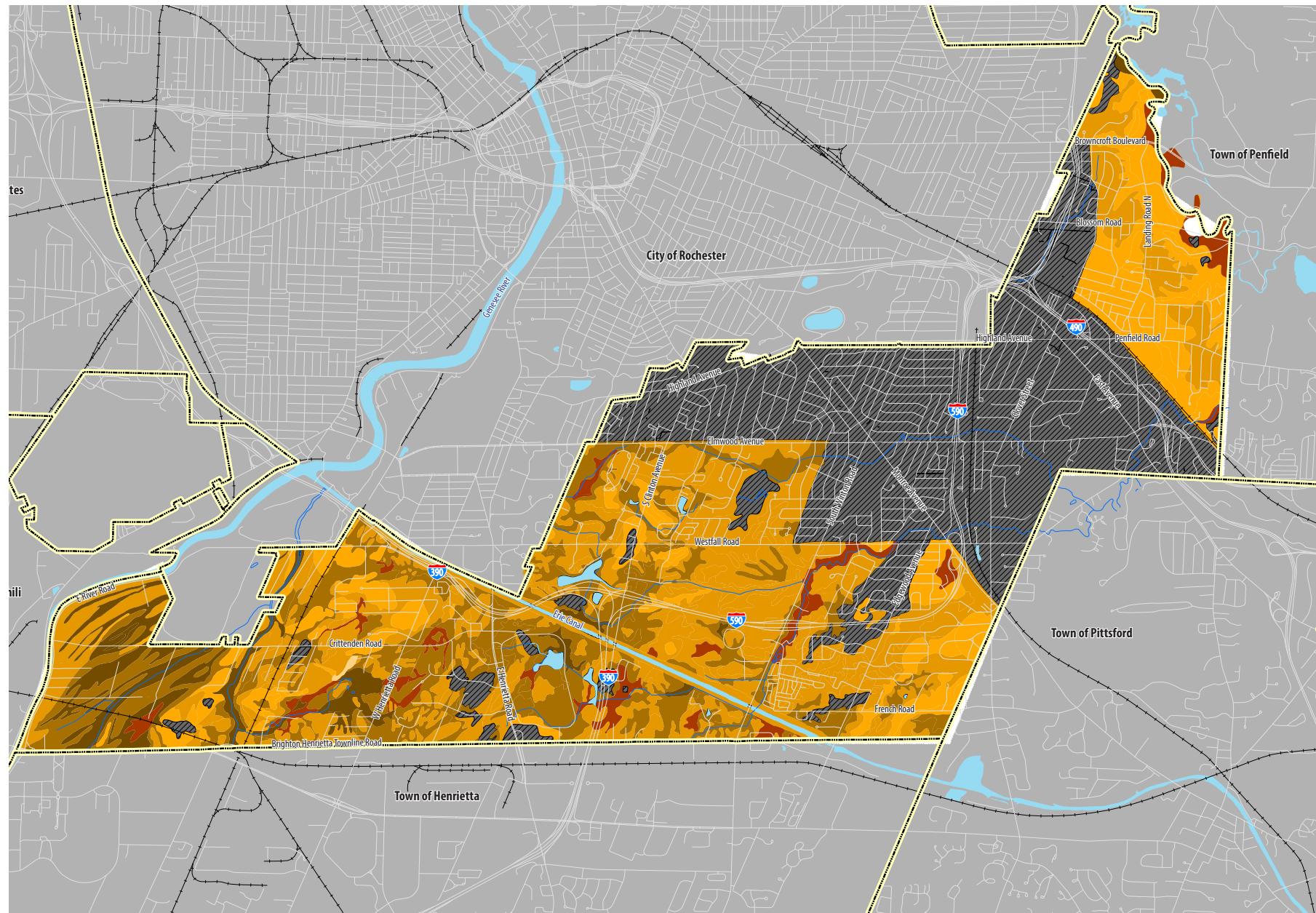
## KEY ISSUES, CHALLENGES & OPPORTUNITIES

### CHALLENGES

- » Poorly drained soils are constraints to economically viable construction in some sections of Brighton. Poorly or very poorly drained areas account for less than 8% of the Town and are found in all creek ravines and the Genesee River floodplain. Areas of poor drainage correlate to floodplain and wetland mapping in Brighton.

### OPPORTUNITIES

- » Soils are conducive to development in most of Brighton, corresponding to the flat areas described in the topography section on the previous page.

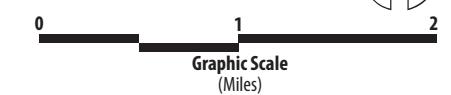


## MAP 5

### Soils

	Municipal Boundaries
<b>Soil Drainage Capability</b>	
	Unknown (Urbanized Area)
	Very poorly drained
	Poorly drained
	Somewhat poorly drained
	Moderately well drained
	Well drained
	Somewhat excessively drained

Note: Soils data based readily available USDA National Resources Conservation Service (NRCS) GIS layer information. More detailed information provided by the Town of Brighton suggests there are areas of the Town with heavier soil classes such as Clay, particularly in Central Brighton. Please contact the Town Engineer for more detailed soils data.



## PARKS & OPEN SPACE

### TOWN PARKS - SEE MAP 6

#### GENESEE VALLEY PARK

This park is largely in the City of Rochester but extends into Brighton for 44 of its nearly 700 acres. Genesee Valley Park offers an array of trails, open space, scenic vistas, and other passive recreational features along with a golf course and other active recreation amenities. This park is owned by Monroe County.

#### LAWRENCE STOWELL NATURE CONSERVANCY

This vast undeveloped area is located near Genesee Valley Park and composed of woodlands and wetlands. This park is owned by the Town.

#### LYNCH WOODS PARK

Lynch Woods Park is a 76-acre park that was previously owned, in part, by the University of Rochester in western Brighton. It is largely undeveloped and accommodates open space preservation and passive recreation opportunities. This park is owned by the Town.

#### BRIGHTON TOWN PARK

Brighton Town Park is a 45-acre space in central Brighton that contains a 12-acre pond at its center. The Carmen Clark Lodge is an event venue that overlooks the pond and can accommodate up to 100 people. There are also two smaller pavilions that can host events in the park as well as a playground, softball fields, walking paths, and trails. This park is operated by the Town of Brighton on land owned by New York State.

#### PERSIMMON PARK

Located in the north central part of Brighton, Persimmon Park is a 12-acre, passive recreation park near the boundary with the City of Rochester. It includes a half-acre open lawn area that is ideal for picnicking. This park is owned by the Town.

#### BUCKLAND PARK

The Buckland Park is Brighton's premier active recreation area with additional passive recreation opportunities over its 120 acres in central Brighton. It contains an adult baseball field, junior baseball fields, five multi-use fields, three playgrounds, a concession/restroom facility, lodge, tennis and basketball courts, trails and a pavilion. This park is owned by the Town.

#### SANDRA L. FRANKEL NATURE PARK

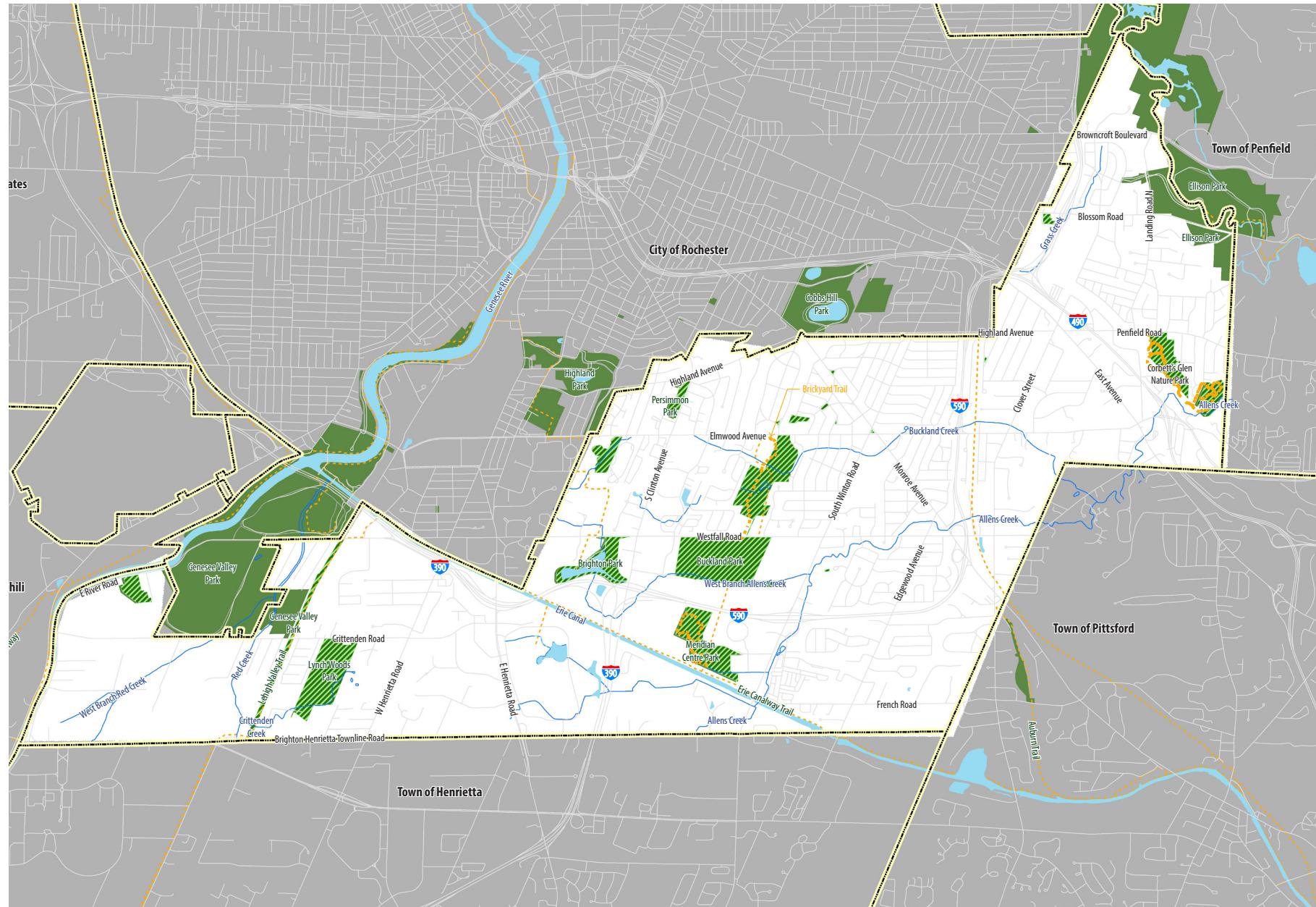
This 72-acre parcel offers a myriad of cultural resource, natural resource, and connectivity opportunities to the Town of Brighton. This parcel was once the site of clay mining beds of the Rochester Brick and Tile Manufacturing Company – one of the most important businesses in Brighton and Greater Rochester in the early part of the 20th Century. Since mining and brick manufacturing have moved elsewhere, the clay beds have evolved into wetlands but the narrow gauge railroad bed that used to haul clay remains, and forms a portion of the path of the Brickyard Trail, a 0.8 mile multiple use trail that connects Buckland Park with Town Hall and nearby neighborhoods, showcasing the historic clay beds and wetlands along the way. This park and trail is owned by the Town.

#### MERIDIAN CENTRE PARK

On par with Buckland Park, the 57-acre Meridian Centre Park also offers a variety of both passive and recreation features and is located in the south central part of Brighton. These include trails, vistas of the Erie Canal, docks, fishing, tennis, multi-use fields and baseball/softball diamonds, a playground, and a concessions/restroom facility. This park is owned by the Town.

#### CORBETT'S GLEN NATURE PARK

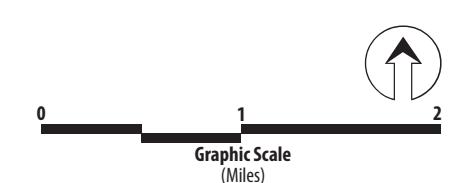
A scenic gem hidden on 53 acres in eastern Brighton is Corbett's Glen Nature Park. Providing passive recreation and open space preservation, Corbett's Glen offers trails and benches that showcase the idyllic landscape in the ravine formed by Allens Creek. There are about two miles of eight-foot wide trails, a boardwalk area, deck viewing area, and a seating area that overlooks Postcard Falls. This park is owned by the Town.



## MAP 6

### Parks & Trails

- Town of Brighton Parks (499 Acres, 4.9%)
- Monroe County Parks
- Trails
- Municipal Boundaries



## ELLISON PARK

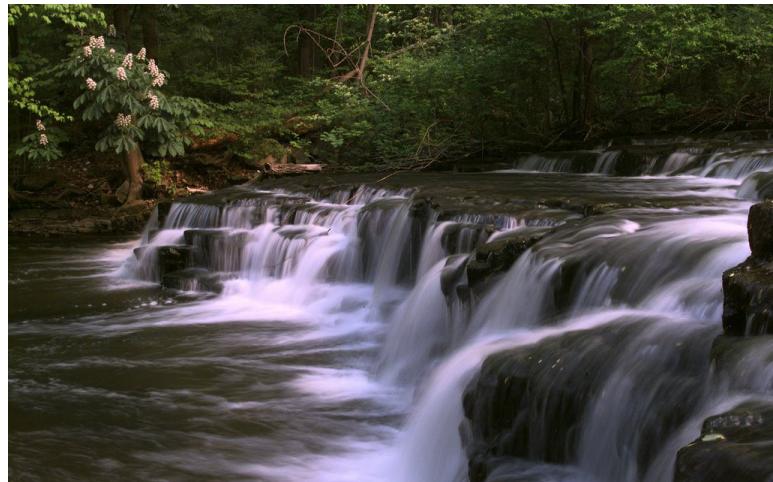
Ellison Park is located at the far northeastern part of Brighton, bisected by the border with the Town of Penfield. At 447 acres, the landscape is varied including natural woodlands, steep slopes, and the level flood plain of the Irondequoit Creek. There are softball diamonds, playground equipment, and an off-leash dog park. Tennis courts are located in the park off Blossom Road, and are lined for Pickleball also. There are two designated sledding hills, a canoe/kayak launch located by the Circle Shelter along the Irondequoit Creek. Fishing and trail hiking are other passive recreational uses of Ellison Park. Lastly, the park's Fort Schuyler is a cultural attraction that offers a replica of the original Fort, showcasing an important part of the history of the region. This park is owned by Monroe County.

## LEHIGH VALLEY TRAIL

Located in western Brighton adjacent to Genesee Valley Park and near Lynch Woods is the Lehigh Valley Trail. This trail runs in a north-south direction from the University of Rochester Campus south into Henrietta. This trail and park land together are owned by the Town.

## ERIE CANALWAY TRAIL

The Erie Canalway Trail runs across New York State along former and existing stretches of the Erie Canal towpath. It bisects the Town of Brighton in a southeast-to-northwest heading before crossing the Genesee River. This trail is owned by New York State.



Corbett's Glen Nature Park (Ron Andrews, [www.panoramio.com](http://www.panoramio.com))



Ellison Park - Ellison Creek (Garrett Kinsman, [www.panoramio.com](http://www.panoramio.com))

## OPEN SPACE ACQUISITIONS 1990-2000

In 1990 there were approximately 84 acres of Town owned open space. The 1990 Master Plan identified open space acquisition as a priority for the Town of Brighton, to maintain the character of the Town as development continued. By 1999 there were 221 acres of Town parks and conservation areas. Open space and recreation properties owned or controlled by the Town in 1999 are listed in *Table 3 on page 30*, which was included in the 2000 Comprehensive Plan.

The 2000 Comprehensive Plan set an ambitious goal of increasing protected open space within the Town of Brighton by an additional 400 acres. 10 areas were selected for acquisition in order to protect open spaces in Brighton and increase recreation opportunities. Many of these areas have been purchased by the Town and developed into popular parks. Since the completion of the 2000 Comprehensive Plan, approximately 280 acres have been purchased and added to the Town open space collection. Today, approximately 500 acres of parks and open space are owned by the Town. The following is a summary of properties recommended for purchase in the 2000 Comprehensive Plan.

### » AREA 1. BUCKLAND PARK EXPANSION

22 acres recommended. In 2000, Buckland Park was 32 acres. Since 2000, this area has been acquired by the Town along with part of Area 6. Today, the Town owns approximately 120 acres. The original 32 acres and Area 1 have been developed into an active recreation area featuring lodges, athletic fields and trails.

### » AREA 2. SANDRA L. FRANKEL NATURE PARK

88 acres recommended. 72 acres within this area were purchased in 2012. The site has been selectively enhanced for passive recreation through the installation of the new Brickyard Trail. Sandra L. Frankel Nature Park Connects Brighton Town Hall with Buckland Park, increasing passive and active recreation opportunities in central Brighton. Project completed in 2016.

### » AREA 3. PINNACLE HILL

24 acres recommended. Currently owned by Hillside Children's Center Foundation. This area is frequently used for passive recreation, and has been identified in Town of Brighton and City of Rochester planning documents as a possible park location, however, no feasibility studies have been completed.

### » AREA 4. ALLENS CREEK NORTH OF BROOKSIDE SCHOOL

8 acres recommended. Currently owned by New York State. Remains undeveloped.

### » AREA 5. CORBETT'S GLEN ADDITION

34 acres recommended. Corbett's Glen is a natural area for passive recreation made up of two nearby parcels. As of 2000, one 21 acre parcel was Town owned. Since 2000 the Town purchased this additional 34 acre parcel and connected the two parcels with conservation easement trails. The project was completed in 2007. Corbett's Glen is a very popular Town natural resource, and additional trail improvements to increase trail sustainability are recommended.

### » AREA 6. BUCKLAND PARK EXPANSION

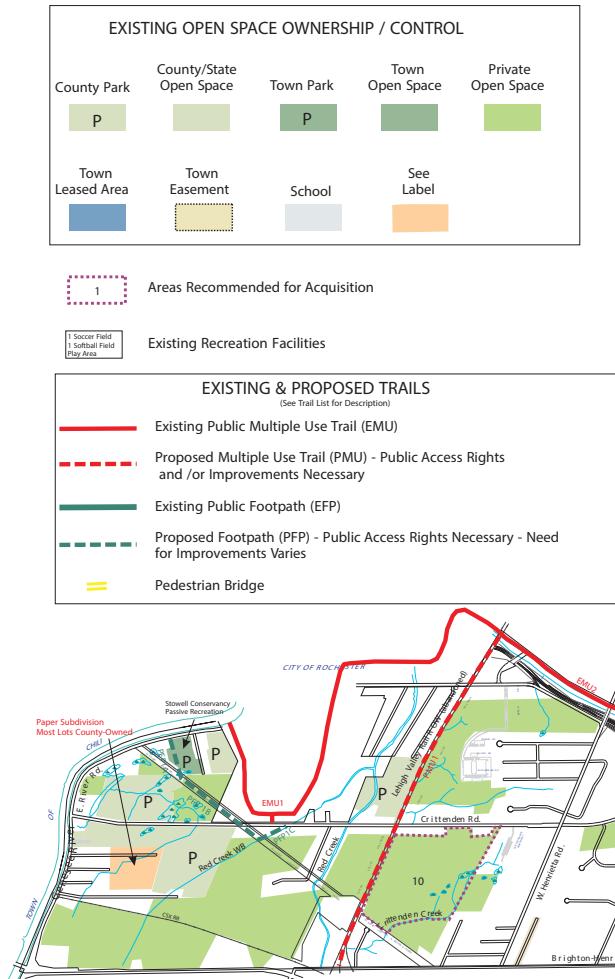
66 acres recommended. In 2000, Buckland Park was 32 acres. Since 2000, a portion of this area has been acquired by the Town along with Area 1. Today, the Town owns approximately 120 acres with 26 more acres recently acquired. A Buckland Park Master Plan has been developed as part of the Envision Brighton plan. Plans for Area 6 include a proposed Recreation Center and Winter Farmer's Market, environmental conservation, and additional trails. Other facilities including an arboretum, community garden, and additional playing fields are currently under consideration.



Table 3 - Town Controlled Recreation and Conservation Areas - June 1999 (From 2000 Comprehensive Plan)

NAME	LOCATION	AREA ACRES	FACILITIES / USE	CONTROL
Town Park	Westfall Rd.	32	1 Softball / 1 Basketball / Play Area / Fishing Pond / Canal Access / Lodge	Leased from NYS
<b>Persimmon Park</b>	<b>S. Clinton/HIGHLAND</b>	<b>11</b>	<b>Passive Rec./Conservation</b>	<b>Town-Owned</b>
Meridian Centre Park	Meridian Centre (Winton Rd.)	18.4	2 Jr. Baseball / 2 Soccer / 2 Tennis / Play Area / 4 Horseshoe / Boat Dock / Fishing Pier	Town-Owned
Stowell Nature Cons.	E. River Rd.	14.5	Passive Recreation / Conservation	Town-Owned
"Gonsenhauser A"	Westfall Rd.	32	To Be Decided	Town-Owned
"Gonsenhauser B"	West of The Summit	32	To Be Decided	Town-Owned
"Gonsenhauser D"	South of The Summit	6.4	To Be Decided	Town-Owned
Corbett's Glen	Linden Ave.	18	Trail / Fishing / Passive Recreation / Conservation	Town-Owned
Blossom Rd. Ballfield	Blossom Rd. W of I-590	2.7	1 Jr. Baseball	Town-Owned
Town Hall	Elmwood Ave.	3	2 Combination Fields / Swimming Pool / Play Area	Town-Owned
S. Clinton Pump Station	S. Clinton Ave./ Brighton	5.6	Open Field (Local Use)	Town-Owned
<b>Don &amp; Bob's</b>	<b>Monroe Ave.</b>	<b>1</b>	<b>Play Area / Field</b>	<b>Leased</b>
St. John's Meadows	Elmwood Ave.	8	Trail / Conservation	Cons. Easement
Brighton Meadows Office Park	Westfall Rd. W of Town Park	13	Buffer / Access	Access Easement
Linden Tech.	Linden Ave.	1.5	Trail / Fish / Passive Recreation	Cons. Easement
Linden Oaks	Linden Oaks Office Park	4.2	Buffer / Conservation	Cons. Easement
Brandon Woods	S. Clinton Ave.	1.3	Buffer / Conservation	Cons. Easement
Cambridge Place	Cambridge Place Office Park	2.3	Buffer / Conservation	Cons. Easement
Miscellaneous Small	Throughout Town	14	Undefined	Town-Owned
<b>TOTAL</b>		<b>221</b>		
<b>TOTAL ACQUIRED SINCE 1991</b>		<b>135</b>		
<b>TOTAL PROTECTED SINCE 1991 (BOLD)</b>		<b>167</b>		

## COMMUNITY PROFILE



## Comprehensive Plan 2000 Open Space & Recreation Plan

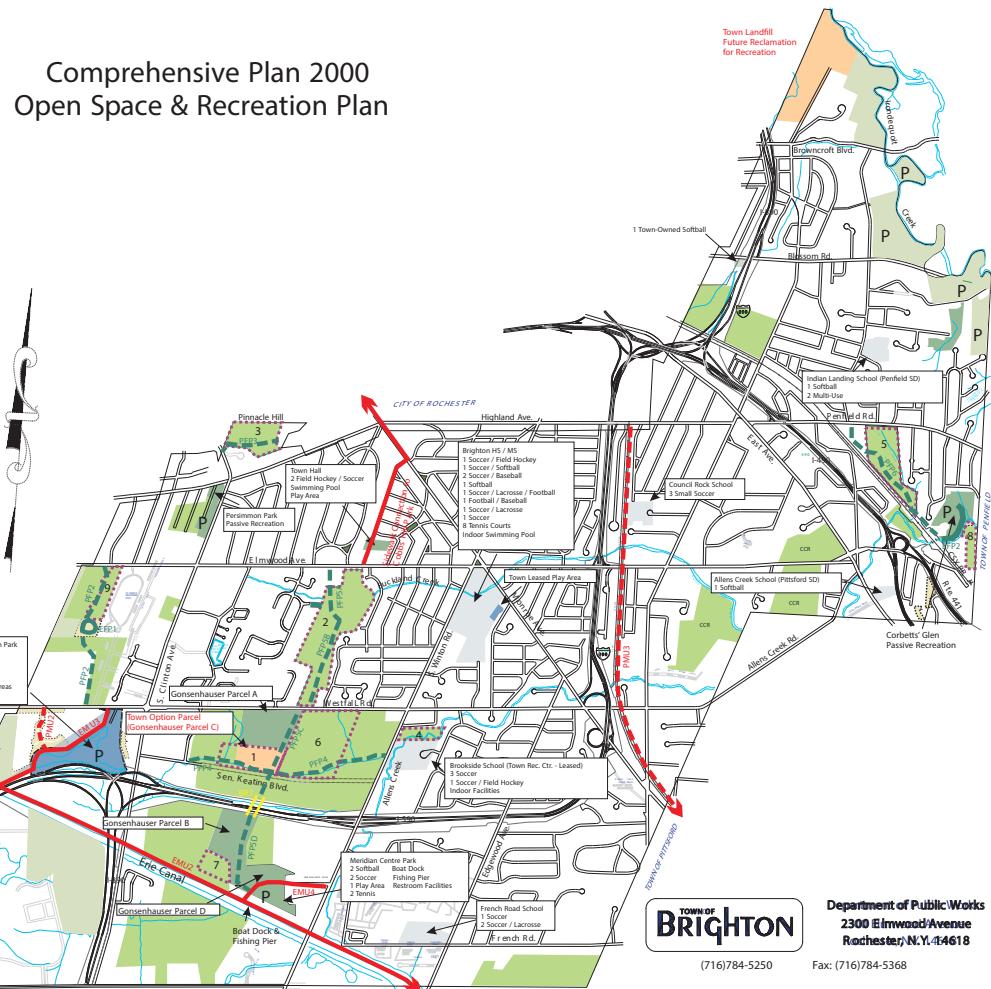


Fig. 1

A Buckland Park Master Plan has been developed as part of the Envision Brighton Plan. See Volume 2 for more information.

### » AREA 7. THE RESERVE

12 acres recommended. Adjacent to Meridian Centre Park. Property has been purchased by Anthony J. Costello and Son Development, LLC, and is being developed into 'The Reserve', a 327 unit residential development.

### » AREA 8. CORBETT'S GLEN EXTENSION

7 acres recommended. Property is currently owned by Paychex Real Estate, LLC. A study for the preservation of this site was completed for the Allens Creek- Corbett's Glen Preservation Group in 2010. Property remains undeveloped.

### » AREA 9. UNNAMED PARCEL ADJACENT TO ST. JOHN'S MEADOWS

10-15 acres recommended. 16 acres acquired by the Town since 2000. Property remains undeveloped.

### » AREA 10. LYNCH WOODS

125 acres recommended. 125 acres acquired. A trail plan for passive recreation improvements in Lynch Woods was completed in 2009, but no improvements have been installed. Lynch Woods is connected to the Erie Canal Trail by the adjacent Lehigh Valley Trail. Constructing passive recreation amenities in Lynch Woods would expand Brighton's connectivity to the newly proposed Empire State Trail project, expanding local tourism.

## TRAILS & FOOTPATHS

The 2000 Comprehensive Plan proposed three multiple use trails (PMUs) and six new footpaths (PFPs) in the Town of Brighton. The following is a summary of these projects and their completion status.

### » PMU 1. LEHIGH VALLEY TRAIL

Constructed. "Within the Town of Brighton, the Lehigh Valley Trail travels north to south between the Erie Canalway Trail (near the U of R) and Brighton Henrietta Town Line Road. Between the Canalway Trail and East River Road, the trail is 12 feet wide and composed of gravel. From East River Road to Town Line Road, the trail is 8 feet wide and composed of stone dust" (Bike/Walk Brighton, 36).

This collaborative project between the Town of Brighton, Town of Henrietta, and Monroe County connects other regional recreational resources including the Erie Canal Trail, Genesee Valley Park, Lynch Woods Park, the Genesee Valley Greenway and the Auburn Trail. The Lehigh Valley Trail is also a key component of the Multiversity concept, connecting Rochester Institute of Technology and the University of Rochester. Bike/Walk Brighton proposed enhancing connections with Rochester Institute of Technology, University of Rochester, and additional signage at intersections. Strengthening connectivity between these community resources along the Lehigh Trail is a crucial step for the evolution of west Brighton.

### » PMU 2. BRIGHTON MEADOWS OFFICE PARK

Constructed. This trail connects the Erie Canal Trail to recent improvements along Westfall Road. Connecting major roads and recreation resources is an objective of other Town planning documents including Bike/Walk Brighton.

## » **PMU 3. BRIGHTON AUBURN TRAIL - PENN CENTRAL RIGHT OF WAY**

Proposed. This route was also identified as a potential trail in Bike/Walk Brighton and identified by the GTC as a near term initiative. The right of way is already cleared and graded, which would reduce the cost of trail construction. The trail would extend the established 9 mile Auburn Trail in Monroe and Ontario Counties. It would connect to the business district on Monroe Avenue and two schools, Council Rock Elementary School and the Harley School. The property is currently owned by RG&E and provides maintenance access to overhead utility lines. The Trail is currently planned to be developed, at no cost to the Town, as an amenity approved as part of the Whole Foods zoning project.

## » **PFP 1. STOWELL CONSERVANCY**

Proposed. Stowell Conservancy is a town owned parcel located on the Brighton-Chili Town Line, just south of the Genesee River and north of a right of way owned by Rochester Gas and Electric / Niagara Mohawk. The property was donated to the Town in 1995. The Town Open Space Plan 2007 identifies the site as having high aesthetic value and also identifies a possible connection to the Lehigh Valley Trail. No trail has been constructed, and the Stowell Conservancy property has no signage. The site has a small parking lot but the entrance has been closed.

## » **PFP 2. HIGHLAND CROSSING TRAIL.**

Proposed. The Highland Crossing Trail is a collaborative effort between Brighton and the City of Rochester. While the trail alignment in the 2000 Comprehensive Plan differs from the 2011 Highland Crossing Trail proposed trail alignment, both trails connect Highland Park with Brighton Town Park and the Erie Canalway Trail. This would improve access to recreational resources in Brighton and expand the regional trail system. Planning and design for this trail have been completed. Trail construction is anticipated for 2018-2019.

## » **PFP 3. PINNACLE HILL PATH**

Proposed. The 2000 Comprehensive Plan proposed purchase of Pinnacle Hill ([Area 3, see page 31](#)). Pinnacle Hill is currently owned by Hillside Children's Center and has not been developed.

## » **PFP 4. BUCKLAND PARK ALLENS CREEK TRAIL**

Proposed. More detailed plans for this trail are being developed as part of the Buckland Park Master Plan. This trail would run along Allens Creek at the south edge of Buckland Park, and would include a stream buffer enhancement. The trail would be integrated with other trails in the park, and would run parallel to the new Senator Keating Boulevard extension complete street project. The trail would run from Winton Road on the east to Lac De Ville Boulevard on the west.

A further potential step for integrating the Brighton Trail system would be to expand the sidewalks along the northern side of the existing segment of Senator Keating Boulevard, to create a multi-use trail. This would create a direct trail connection from Winton Road to South Clinton Avenue. A short length of additional trail either along South Clinton Avenue or on private property would connect the Buckland Park Allens Creek Trail to Brighton Town Park, the proposed Highland Crossing Trail, and Highland Park.



### » **PFP 5. BRICKYARD TRAIL AND EXTENSION**

Trail constructed from Elmwood Avenue to Westfall Road. The Brickyard Trail, completed in 2016, connects Brighton Town Hall to Buckland Park through Sandra L. Frankel Nature Park. The Brickyard Trail not only provides passive recreation, it also increases access to all of the active recreation opportunities in Buckland Park, including athletic fields and playgrounds. The trail also increases access to the proposed location of the Winter Farmers Market in Buckland Park.

The Buckland Park Master Plan includes an extension of the Brickyard Trail along an existing farm path, which would connect to the Buckland Park Allens Creek Trail. Extending the Brickyard Trail across Westfall Road would require installation of bicycle and pedestrian safety enhancements.

A pedestrian bridge over I-590 would connect the Brickyard Trail to Meridian Centre Park and the Erie Canal Trail, improving access to the Erie Canal Trail from northern and central Brighton. The trail expansion would also create a new attraction along the Erie Canal Trail, allowing trail users to access Sandra L Frankel Nature Park from the Canal Trail along a continuous trail system. Bringing Erie Canal Trail users into the Town of Brighton would increase trail tourism and allow the Town to capitalize on the proposed statewide Empire State Trail. Concepts for a pedestrian bridge over I-590 have been generated, including the I-590 Bicycle Pedestrian Bypass Feasibility Study (2009) funded by the Genesee Transportation Council.

### » **PFP 6. TRAIL BEHIND TEMPLE SINAI**

Constructed. This trail is part of the Corbett's Glen addition project completed in 2007. This project connected two of the Town's natural resources, creating a popular passive recreation destination for the Town of Brighton. Improvements to these trails in order to make them more sustainable are recommended.

## OPEN SPACE PLANNING

In conjunction with the proactive acquisition of open space, Brighton has taken the following actions and implemented the following policies to provide for the recreation needs of its residents, preserve significant areas for future generations, and protect sensitive environmental areas.

1. *Brickyard Trail (2015)*
2. *Bike/Walk Brighton (2012)*
3. *Monroe Avenue Corridor Community Vision Plan (2011)*
4. *I-590 Bicycle Pedestrian Bypass Feasibility Study (2009)*
5. *Town of Brighton Open Space Index Update (2006-2007)*
6. *Highland Crossing Trail Study (2004)*

Despite the acquisitions of new public open space in Brighton, total open space is decreasing. As development continues in Brighton, making key open space connections will become progressively more challenging. Investing in open space and recreation will preserve and enhance town character and promote a healthy, sustainable future for the Town of Brighton.

## KEY ISSUES, CHALLENGES & OPPORTUNITIES

### ISSUES

- » No Town-wide Parks & Recreation Master Plan has been adopted.

### CHALLENGES

- » Available indoor facilities are not adequate for recreational programming and events.
- » Undeveloped open space in Brighton is a diminishing resource.

### OPPORTUNITIES

- » Improve access and connectivity to Erie Canalway Trail and the Lehigh Valley Trail.
- » Implement trail system and improvements in Lynch Woods Park.
- » Development of the Brighton Auburn Trail is feasible and desirable.
- » Employ sustainable parks maintenance practices to save money and minimize environmental impacts.
- » Connect open spaces and parks with off-road routes and augment their collective recreational and transportation value through a Town-wide Parks & Recreation Master Plan.
- » Conserve remaining open space for appropriate low-impact recreational use.
- » Explore the feasibility of a new Community Center that can address recreational needs of the town.



## MUNICIPAL INFRASTRUCTURE

### HIGHWAYS & ROADS - SEE MAP 7

Over the last 50 years, State and County roadways have increasingly been used for trips originating and ending in other communities. Combined with steady development within Brighton, these through-trips have placed increasing pressure on the Town's primary roadways and have increased issues with "cut through" traffic on local residential streets. Further, primary east-west arterials in the Town are operated and maintained by either New York State or Monroe County, thus making improvements more difficult due to various agency coordination and requirements.

Three interstate highways cross the Town of Brighton. I-490 runs through the eastern part of the Town and connects the I-90 corridor with Downtown Rochester. I-590 runs through the center of the Town, connecting Rochester's eastern edges and Irondequoit with I-490, I-390, and ultimately I-90 to the south. Interstate-90 (NYS Thruway), offers express vehicular transportation to major markets of the northeastern United States and Canada. I-90 East offers access to Syracuse, Albany, Boston, and New York City while I-90 West connects the Finger Lakes Region with Rochester, and Buffalo, and ultimately urban centers in the Midwest.

I-390, the Genesee Expressway, runs through the central and western parts of the Town and connects the western areas of Rochester with the I-90 corridor and Southern Tier and Finger Lakes Regions to the south.

Several NYS highways traverse the Town of Brighton. NYS Route 590 is an extension of I-590 running further northward into the Town of Irondequoit through the northeastern part of Brighton. Also in the eastern part of the Town are NY-286 (Browncroft Boulevard), NY-96 (East Avenue), NY-65 (Clover Street), and NY-441 (Linden Avenue). In the center of Brighton is NY-31 (Monroe Avenue) which runs northwest to southeast connecting Downtown Rochester with the Twelve Corners and onto Pittsford. To the west, NY-15 (West Henrietta Road) and NY-15A (East Henrietta Road) run north-to-south from the City of Rochester into the Town of Henrietta,

connecting the University of Rochester to Monroe County Community College and Rochester Institute of Technology.

Monroe County Highways 269 (Penfield Road), 87 (Elmwood Avenue), 239 (Westfall Road) and 85 (Brighton Henrietta, Town Line Road) cross the Town in an east-to-west direction. County Routes 98 (Winton Road) and 10 (Clinton Avenue) cross the Town in a north-to-south direction. Other stretches of County Routes include County Routes 60 (Allens Creek Road) and 84 (East River Road).

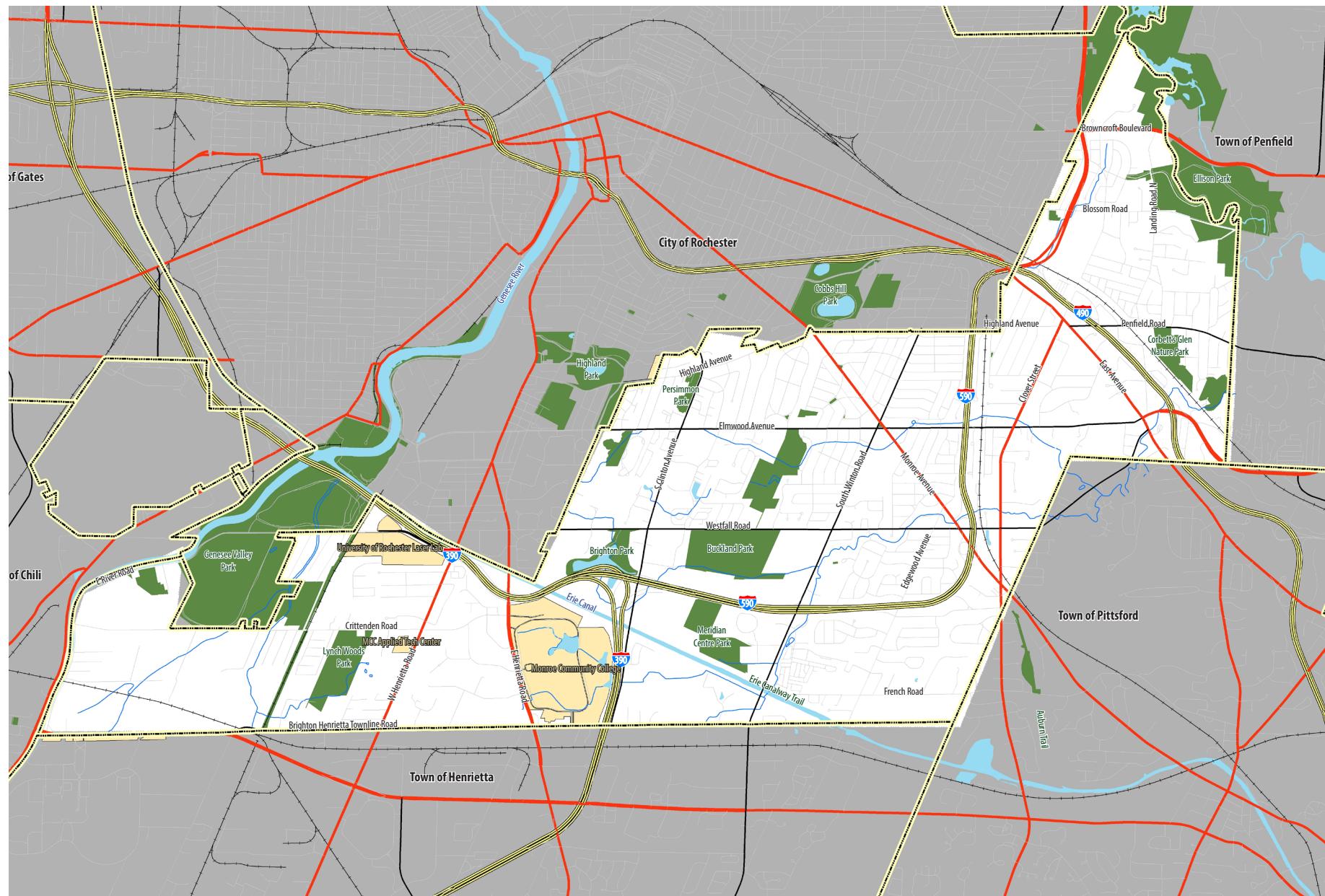
When it comes to the local road system serving residential areas, particularly in older neighborhoods, those roads' drainage facilities such as bioswales, culverts, or ditches that are intended to convey stormwater from front and side yards to collection and treatment areas have been modified over time and no longer function. As such, water ponds in the yards during moderate storm events, raising concerns related to flooding and standing water-born viruses transmitted by mosquitoes.

### RAILROADS

Two railroad lines cross the Town of Brighton at its northeastern end and southwestern ends, respectively. Both are part of the CSX east-west main line across Upstate New York. The line crossing northeast Brighton carries Amtrak passengers to Rochester Amtrak Station as well. This station is the closest to Brighton, five miles from Twelve Corners. One concern that continues to be raised through public outreach efforts relates to the increased traffic of oil containing rail cars. These rail lines traverse in close proximity to residential neighborhoods, and the fear of a spill contamination or worse has been an issue in the Town.

## MAP 7

### Roadways



Municipal Boundaries  
Parks  
Colleges / Universities

Road Jurisdiction  
Interstate (19 Miles in Brighton)  
State (14.6 Miles in Brighton)  
County (17 Miles in Brighton)  
Local

0 1 2  
Graphic Scale (Miles)



### WATERWAYS

Water transportation is currently available in the Town via the Erie Canal as part of the NYS Enlarged Barge Canal System. The Genesee River is also navigable for stretches along the Town's western border. Lastly, Irondequoit Creek abuts the Town's northeastern tip connecting to Irondequoit Bay and ultimately Lake Ontario.

### AIRPORTS

The closest airport with commercial services is Greater Rochester Airport, which is just across the Genesee River, approximately seven miles west of Twelve Corners.

### TRANSIT - SEE MAP 8

Regional Transit Service (RTS) provides fixed-route service through the Town of Brighton on a weekday and (reduced) weekend schedule as part of its Monroe County operations. As an inner-ring suburb close to the Rochester city center, universities, and colleges, Brighton is ideally situated to benefit from convenient, reliable public transit access to key destinations in the Greater Rochester area. It should be noted that just prior to the initiation of this Comprehensive Planning process, RTS completed a study regarding location and number of transit stops along Monroe Avenue and other commuter routes in the Town, resulting in a substantial consolidation of bus stops and reduction of convenience for transit users. At the time of this report, RTS is undergoing a system-wide revision that- based on preliminary draft plans released to the public- threatens to further reduce reliable public transit in and through Brighton.



In 2013, the Town adopted Bike Walk Brighton, a comprehensive pedestrian and bicycle master plan. A full analysis of the active transportation network within the Town as well as land use recommendations can be found in the plan.

### KEY ISSUES, CHALLENGES & OPPORTUNITIES

#### ISSUES

- » The majority of short distance travel takes place in single-occupancy vehicles. Impacts from the transportation status quo include traffic congestion, parking shortages, increased accident rates, inadequate access to alternative transportation options (especially public transit), environmental degradation, and health problems related to inactivity.
- » Plans to restrict transit routes and availability in Brighton could further exacerbate reliance on personal vehicles.

#### CHALLENGES

- » Over 40 centerline miles of roadways in Brighton are under jurisdiction of MCDOT or NYSDOT.
- » High traffic volumes along primary roadways in part due to Brighton's central location in Monroe County and the proximity to University of Rochester.
- » Past and current development patterns have resulted in "auto-centric" built environments that favor automobile infrastructure over community character, environmental sustainability, and other modes of transportation.

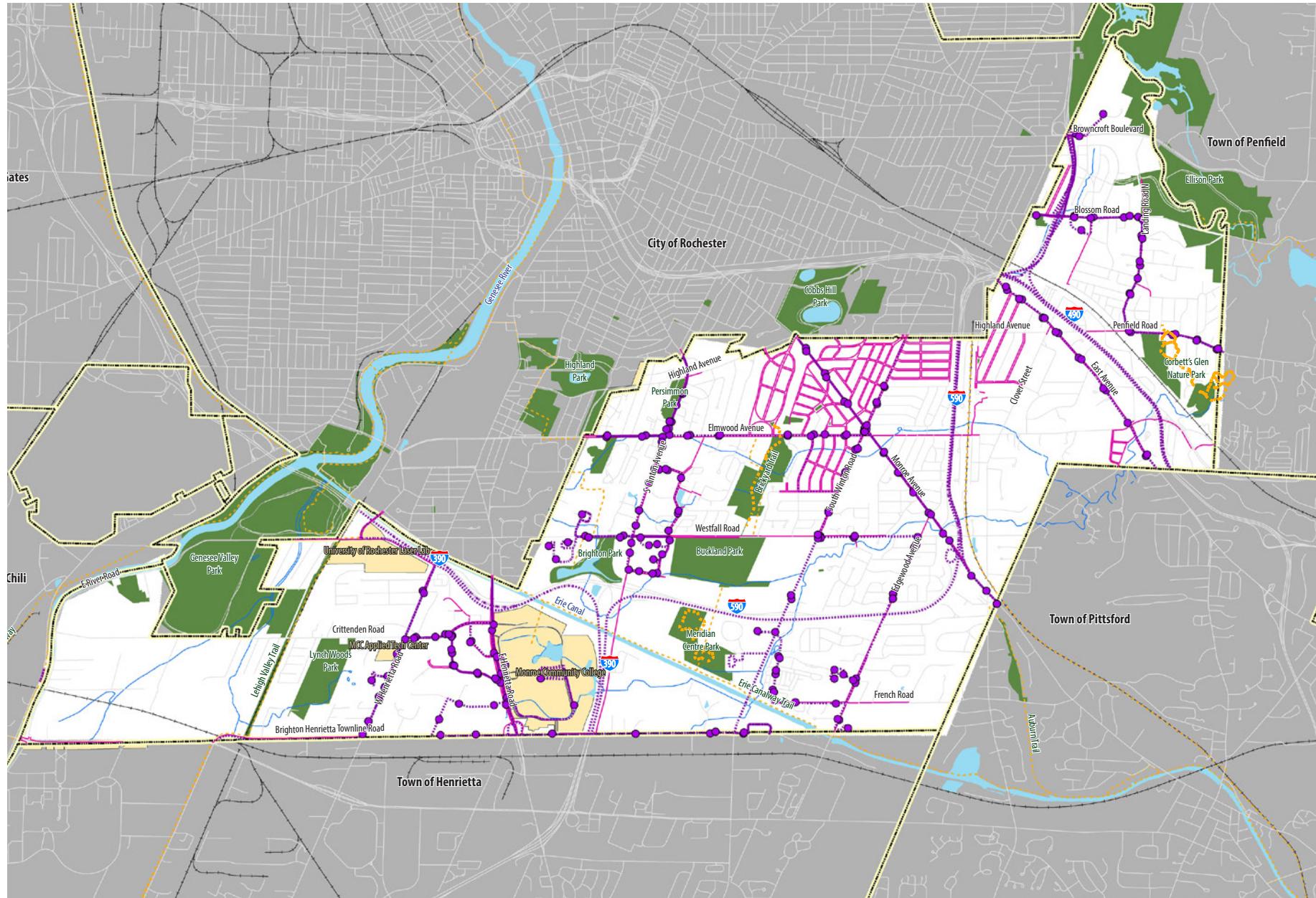
#### OPPORTUNITIES

- » Public or alternative transportation options to reduce the traffic impacts on the local roadway system.
- » Implementation of Complete Streets design projects. As a Climate Smart Initiative, building transportation facilities for all modes of travel is critical.
- » Compact geography and short distances between key destinations are advantageous to active transportation.
- » Public support for enhanced active transportation opportunities (trails, bikeways). There is a need to connect recreational assets and educational facilities with non-vehicular routes, which would also serve an active transportation function.
- » Greater Rochester International Airport (6.7 miles) and Rochester Train Station (4.7 miles) are in close proximity to Twelve Corners in Brighton.

## MAP 8

### Transit & Walkability

- Bus Stops
- Bus Routes
- Sidewalks
- Trails
- Municipal Boundaries
- Parks
- Colleges / Universities



0 1 2  
Graphic Scale (Miles)



- » Connecting recreational, educational, institutional and cultural facilities with neighborhoods via a Bike Share program.

### ELECTRICITY

Rochester Gas and Electric (RG&E), a subsidiary of Iberdrola USA, provides electricity to Monroe County, NY and the Brighton area. While there is the ability to service most areas of the Town, recent history has brought about cause for concern due to RG&E's refusal to subsidize any infrastructure upgrades to service new development. This puts a hardship on small scale development projects that could provide much needed housing for seniors or other important projects.

### TELEPHONE, CABLE, & WIFI

Telephone and cable television services are available in the Brighton area from a variety of firms including Time Warner, Verizon, and Frontier Communications. While high-speed Internet access is available in the Town, expansion of that infrastructure continues to be an important service to consider in the future.

### NATURAL GAS, OIL & PROPANE

RG&E provides natural gas to Monroe County, NY and the Brighton area. Heating oil and propane services are available in the Brighton area from many private firms. However, as previously mentioned, fuel-containing rail cars along the Town's rail lines continue to be of concern for residents in nearby neighborhoods.

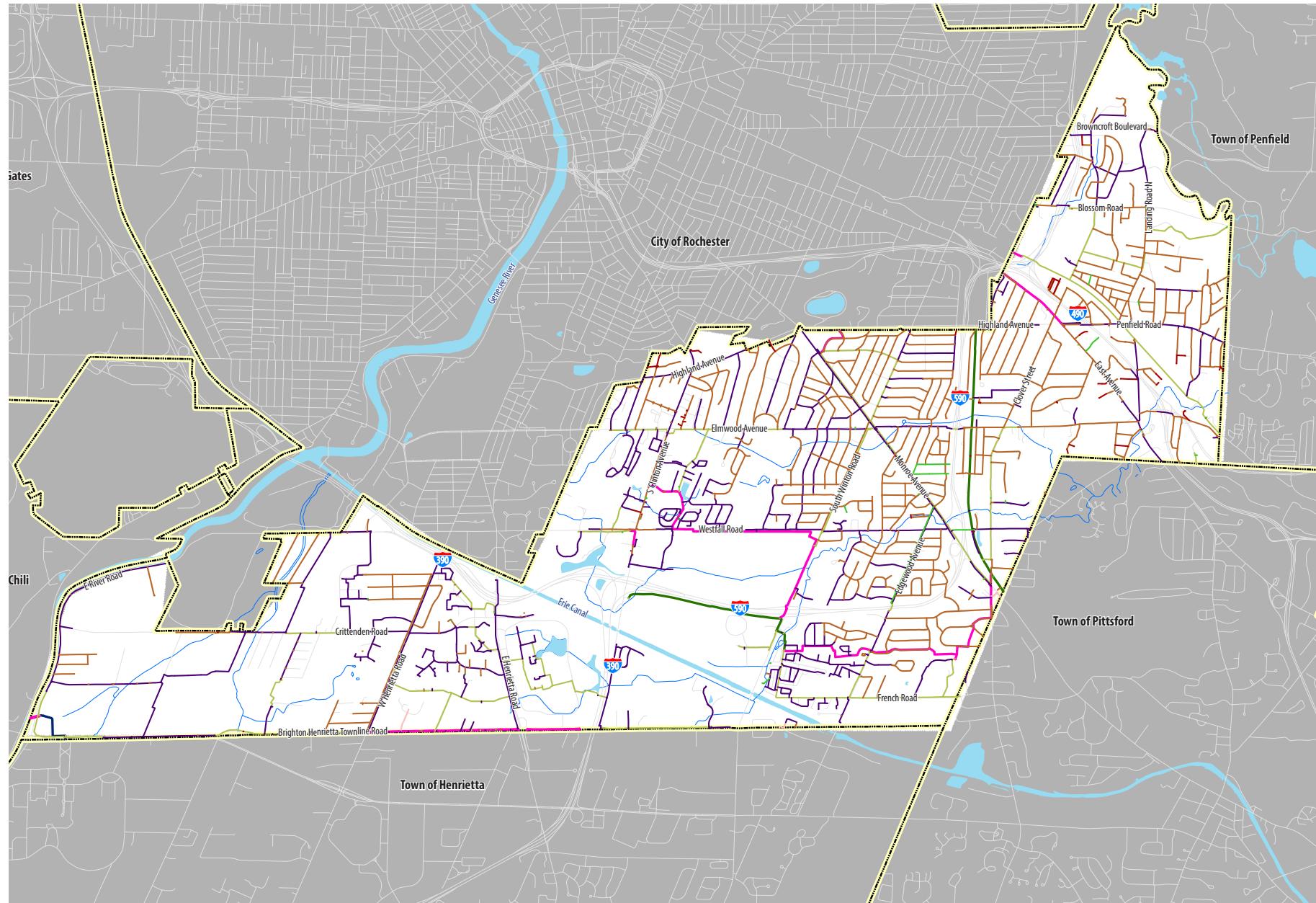
### WATER - SEE MAP 9

The Town of Brighton has municipal water services throughout the Town for properties on almost every municipal road. The Monroe County Water Authority provides this service to Brighton as it does for the other municipalities within the Town and beyond. The Town of Brighton is a retail subscriber to this service. Water sources vary across the Town with the western and extreme northeastern parts using Lake Ontario water, central areas using water from Hemlock Lake, and most of eastern Brighton using a combination of Hemlock Lake and Lake Ontario Water.

The Monroe County Water Authority has water treatment plants in the Town of Webster, Town of Greece, Town of Livonia at Hemlock Lake (Livingston County), and the Town of Pembroke at Corfu (Genesee County).

## MAP 9

### Water Service



Water Mains (160.6 miles)

Pipe Diameter in Inches

2
4
6
8
10
12
16
20
24

0 1 2  
Graphic Scale (Miles)





### SEWER - SEE MAP 10

Municipal sewer service is also available Town-wide with the exception of the West Brighton and pockets in Central and Eastern Brighton. The Brighton Sewer Department and Sewer District is responsible for the maintenance and repair of all 150 miles of public sanitary sewer mains and manholes, including 4 sanitary sewer pump stations. The purpose of the Brighton Sewer Department is to ensure the efficient and sanitary movement of waste water to the Monroe County Treatment Facility – the largest treatment plant in the County and located in the lake-shore area of the City of Rochester along Lake Ontario.

### **KEY ISSUES, CHALLENGES & OPPORTUNITIES**

#### **ISSUES**

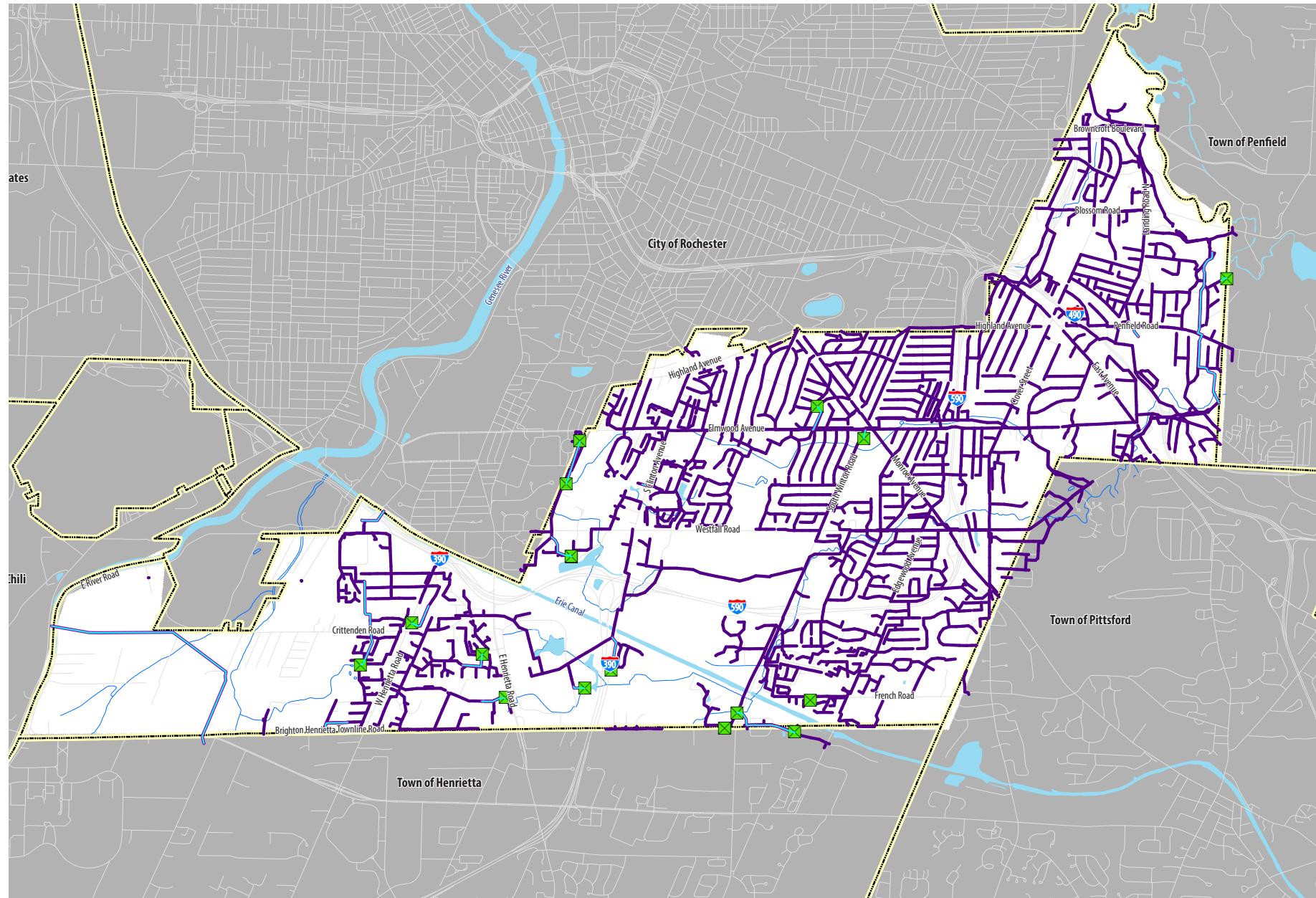
- » Providing necessary infrastructure of all types to development demand areas as well as existing neighborhood and commercial centers.

#### **CHALLENGES**

- » Upgrading the ailing street light system in older neighborhoods.
- » Lack of sanitary sewer service, high-speed Internet, and electrical infrastructure to accommodate future large commercial development projects.

#### **OPPORTUNITIES**

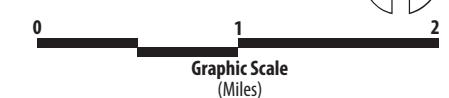
- » Municipal water and sewer services are also available in most areas of the Town, with the exception of small pocket areas, particularly in West Brighton. This puts limitations and increased costs on development in this area, but also helps reduce development pressure in the interest of open space preservation.



## MAP 10

### Sewer Service

- Sewer Pump Stations
- Sewer Force Mains (6.5 miles)
- Sewer Mains (154.2 miles)
- Municipal Boundaries



## COMMUNITY RESOURCES

### SCHOOLS - SEE MAP 11

The Town of Brighton has an abundance of educational institutions. Many of these centers of learning, especially colleges and universities, are also major employers and health care centers.

Brighton contains four colleges and universities within its borders:

1. *University of Rochester (mostly situated within the City of Rochester)*  
*Enrollment: 11,060*
2. *Monroe County Community College*  
*Enrollment: 14,586*
3. *Medaille College*  
*Enrollment: 3,200 (includes other branches in Buffalo and Amherst)*
4. *SUNY Empire State College (opening in 2016)*  
*Enrollment: Over 20,000 across New York State*

There are also three more institutions of higher learning located just beyond Brighton's borders:

1. *Rochester Institute of Technology (RIT owns land in Brighton)*  
*Enrollment: 18,063*
2. *Nazareth College*  
*Enrollment: 2,800*
3. *St. John Fisher College*  
*Enrollment: 3,700*

In total, there are over 43,000 students at these local colleges and universities. Not only does this improve the quality of life for local residents, but it also provides a market for local businesses and properties owners/landlords.

For families, Brighton also has many high school, middle school, and elementary school options to choose from. There are four high schools located within the Town.

1. **Brighton High School:** *a public high school located at Twelve Corners*
2. **McQuaid Jesuit High School:** *a private, Catholic high school located in west-central Brighton.*
3. **Our Lady of Mercy High School:** *a private, Catholic high school located in northeastern Brighton*
4. **The Harley School:** *a private, independent, college preparatory school located in eastern Brighton*

The Town of Brighton is crossed by numerous public school districts whose campuses lie beyond the Town line (Indian Landing School and Allens Creek School are in Brighton). These include Penfield Central, Pittsford Central, Rush-Henrietta Central, and Wheatland-Chili Central.

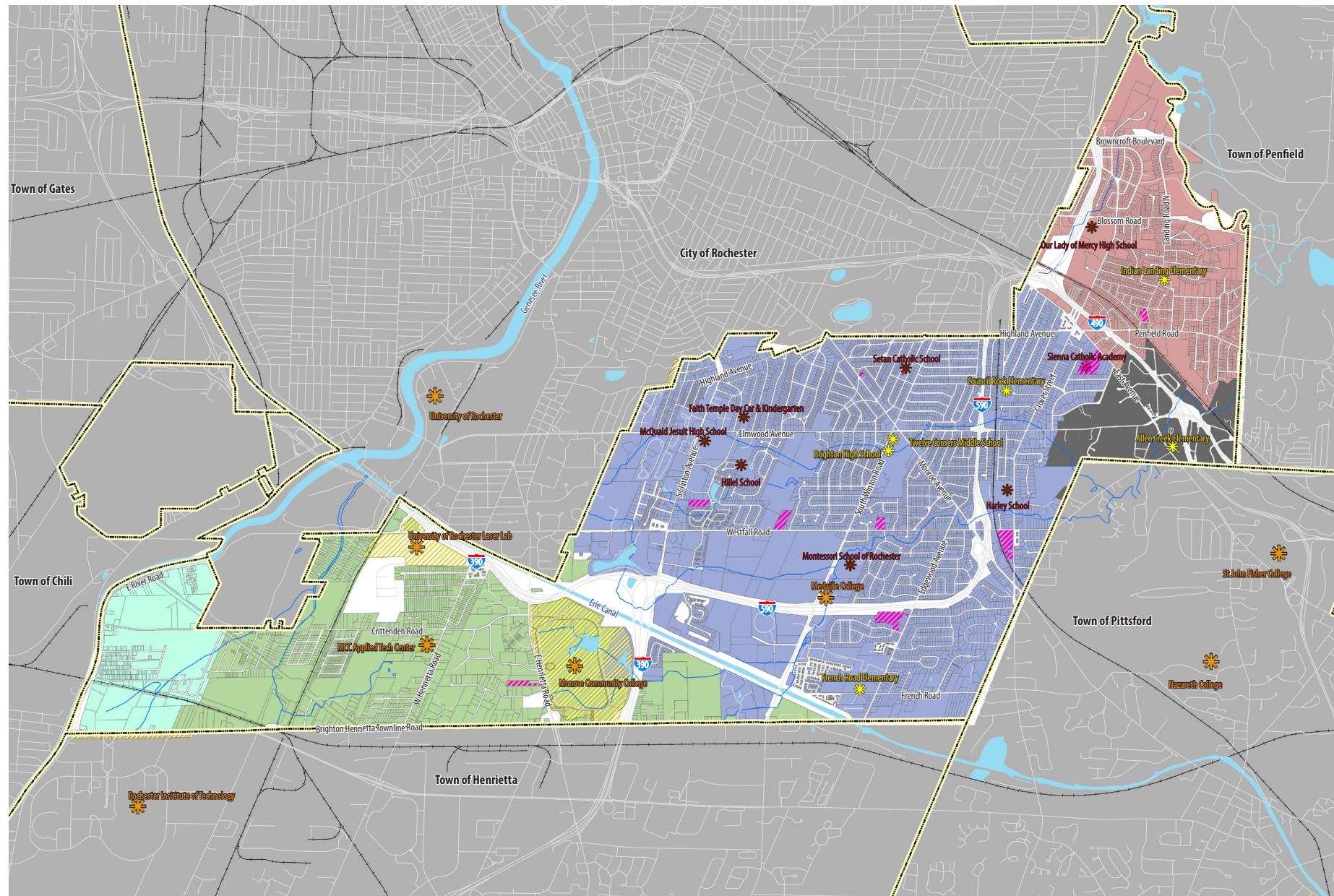
### KEY ISSUES, CHALLENGES & OPPORTUNITIES

#### OPPORTUNITIES

- » The ability to draw-in the "Creative Class" emanating from the local universities and colleges will be critical to the sustainable development and redevelopment of Brighton's economy. There are over 43,000 students enrolled at these institutions. Given this geographic proximity, Brighton has the first opportunity to attract and retain this educated class into its neighborhoods.
- » Identify light industrial or R&D opportunities through collaboration with the West Brighton 'Multiversity' triangle.

## MAP 11

### Schools



- Municipal Boundaries
- Places of Worship
- School District Locations
- \* Private
- \* Public
- \* Colleges / Universities
- College Properties
- School Districts
- Brighton Central
- Penfield Central
- Pittsford Central
- Rush Henrietta Central
- Wheatland Chili

0      1      2  
Graphic Scale (Miles)



### HISTORIC RESOURCES - SEE MAP 12

The New York State Historic Preservation Office (NYSHPO) maintains records of State Register of Historic Places listings, and reviews structures, buildings, districts, landscapes and objects for potential eligibility and listing on the Register. The NYSHPO also designates Historic Districts, which are areas containing several structures with historic significance. The National Historic Preservation Act (NHPA) regulates federally listed structures on the National Register of Historic Places.

Established in 1814, the Town of Brighton was a Seneca hunting ground prior to European settlement and the coming of the Erie Canal in 1825. Agriculture and brick-making were the first industries to take root in Brighton. Due to local soils and geology, Brighton became a center of the brick and tile industry, helping provide building materials for the burgeoning City of Rochester just to its north. Rochester grew at a torrid pace, even annexing the village of Brighton – the Erie Canal-side urban center of the Town – in 1905.

In the 20th century, the Town of Brighton absorbed the first wave of suburban Rochester development, converting much of its farmland into suburban-style residential development. Monroe Avenue, East Avenue, West Henrietta Road, and the new town center of "Twelve Corners" became the primary economic and development corridors in Brighton. Numerous historic homes were constructed in Brighton during the late 19th and early 20th centuries. The presence of several universities within or just outside the Town combined with an abundance of primary and secondary school options made Brighton an attractive place to work and raise a family.

Today, historic properties in Brighton are the focus of the Brighton Historic Preservation Commission which remains responsible for identifying and designating historic landmarks in the Town. Established in 1995, the Commission also regulates exterior modifications to designated historic properties.

It is important to note that being designated as a Brighton Town Landmark does not mean a property is listed on the National Register of Historic Places.

There are 106 sites and structures that are eligible on the National Register of Historic Places across the Town of Brighton, 70 of which have received designation. Notable historic sites include:

1. **Stone Tolan House (1792)** – *oldest building in Monroe County and located on East Avenue*
2. **New York State Barge Canal (1918)** – *the barge canal is a historic landmark across Upstate New York, now crossing the southern and western parts of the Town of Brighton.*
3. **Alcoa Care-free Home (1957)** – *built as a demonstration project to provide modern housing by Alcoa, the home features plate glass end walls framed by aluminum and wood columns clad in aluminum.*

In addition to the designation list, there are 39 sites that have not been designated, but have been surveyed, and placed on a list adopted by the Historic Preservation Committee.

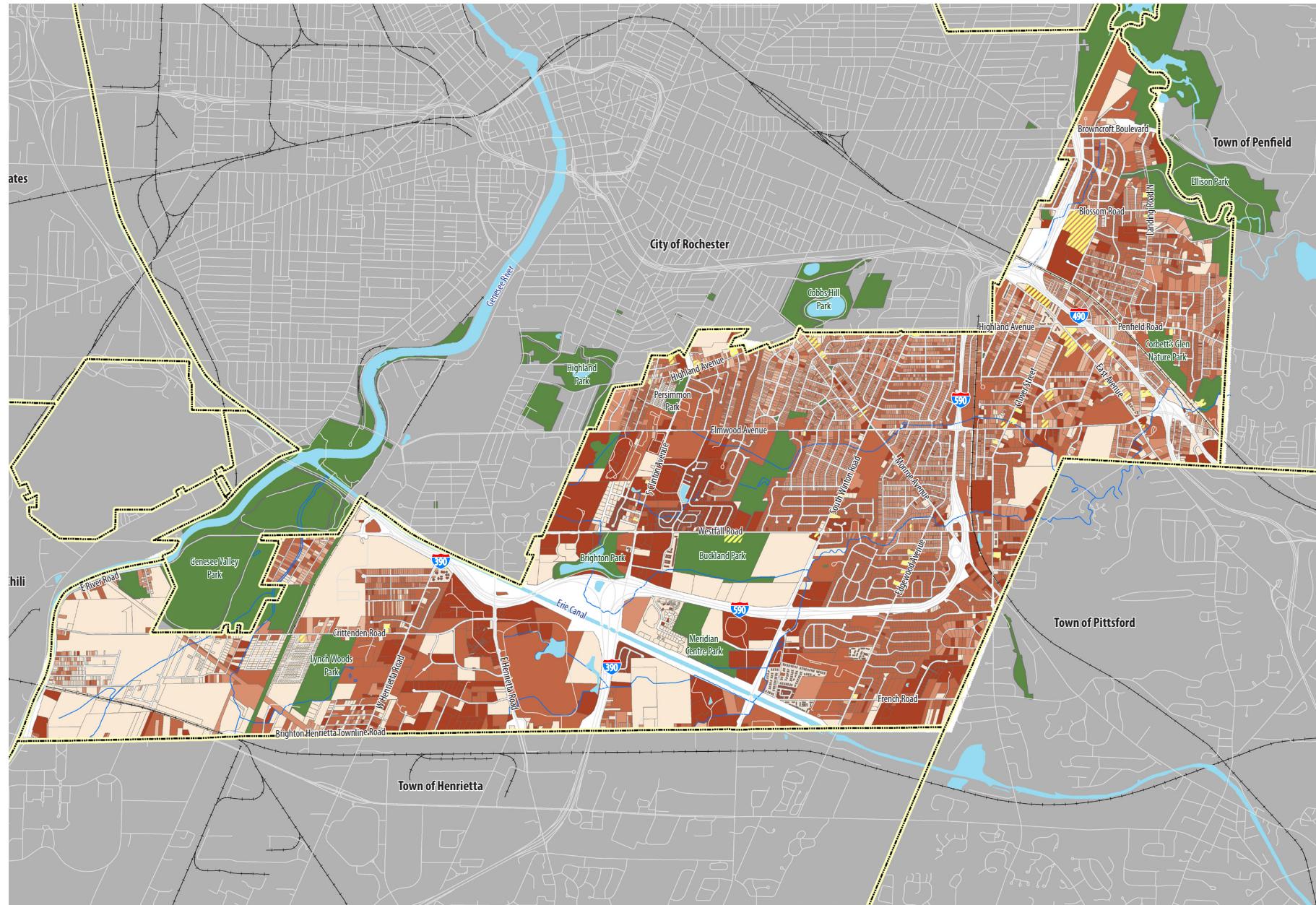
### KEY ISSUES, CHALLENGES & OPPORTUNITIES

#### ISSUES

- » The early 20th Century neighborhoods of Brighton are filled with architecturally-sound manor homes that are ideal for attracting residents with disposable income.

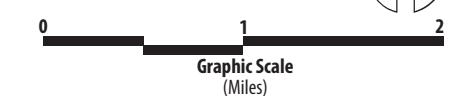
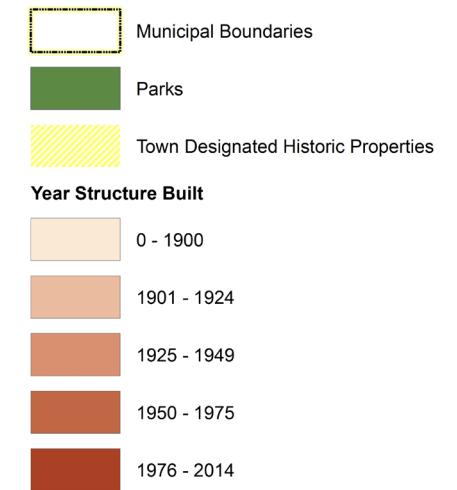
#### OPPORTUNITIES

- » Maintenance of these historic homes gives the Town a "sense-of-place" beyond that of the stereotypical, cookie-cutter suburban community. The Town should maintain these aesthetic and local cultural qualities and extend them onto Monroe Avenue and East Avenue.
- » Combining these efforts with retaining college students and young professionals will give Brighton a uniqueness that will help foster continued prosperity.



## MAP 12

### Historic Resources







# EXISTING LAND USE SUMMARY

ENVISION BRIGHTON 2028  
*Planning for a Sustainable Future*

## EXISTING LAND USE

### LAND OWNERSHIP - SEE MAP 13

An review NYS Real Property Tax Data ([see Table 5](#)) indicates approximately 71% (7,116 acres) of the land within the Town is currently held in private ownership. Publicly held properties within the Town cover just 11% of the acreage, equating to 1,116 acres. The Town of Brighton owns a total of 552 acres, Monroe County owns 496 acres, and New York State owns 63 acres – or 99.5% of all publicly held lands. The remainder of territory – 1,763 acres or 18% of total acreage – within the Town of Brighton is attributable to public rights-of-way. This amount is especially high due to the presence of three interstate highways and their wide spans through the Town.

**Table 5 - Town Land Ownership by Acreage**

Ownership	Acreage	Percentage
Private	7,117	71%
Public	1,117	11%
New York State	63	5.6%
Monroe County	496	44.4%
Town of Brighton	552	49.5%
Brighton Fire District	1.4	0.1%
Brighton Volunteer Ambulance	1.5	0.1%
West Brighton Fire Department	1.9	0.2%
Brighton Water District	1.2	0.1%
Right-of-Way	1,763	18%
<b>Total</b>	<b>9,997</b>	<b>100%</b>

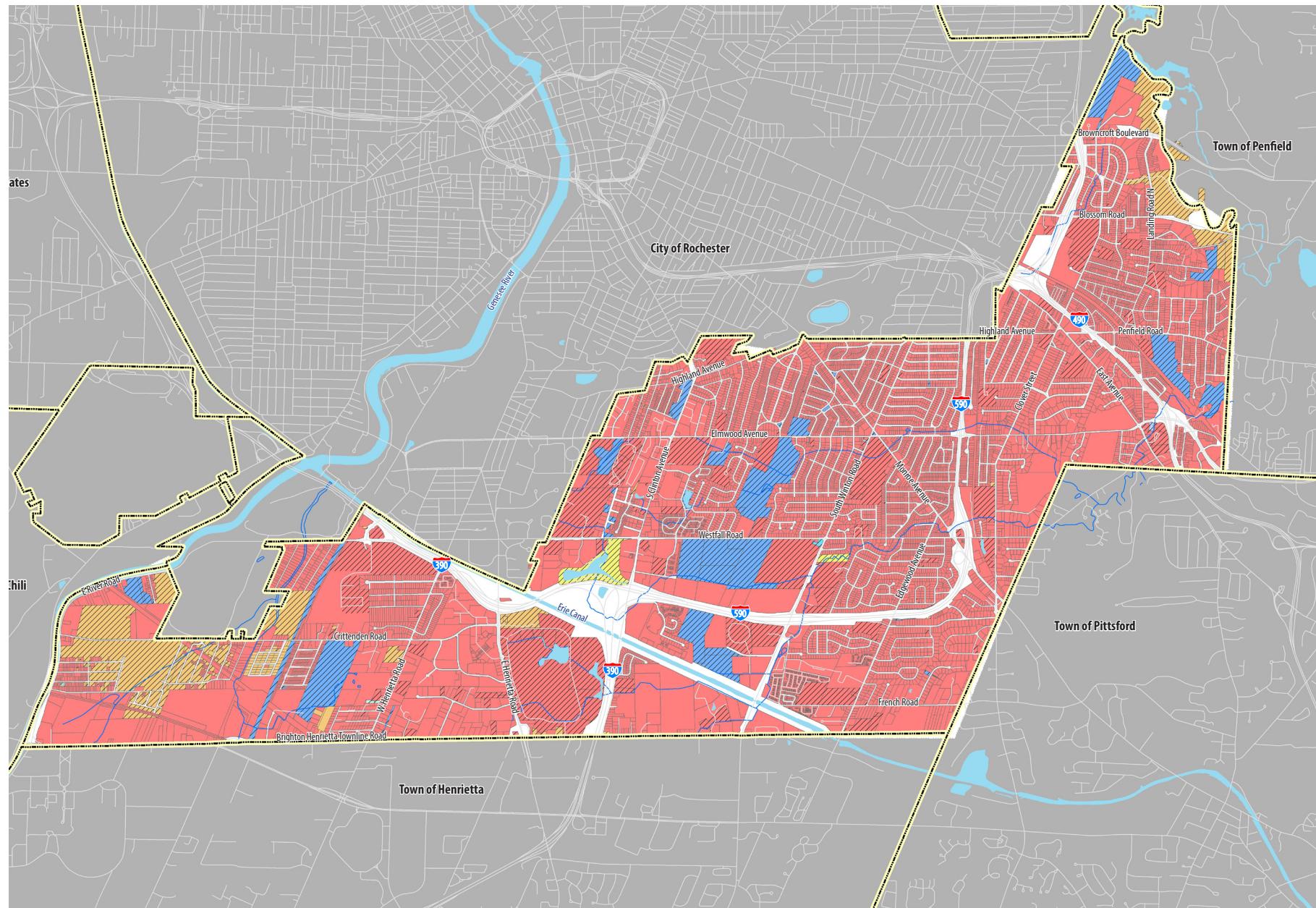
Understanding land ownership patterns within the Town of Brighton is an important step in formulating future development scenarios. Projects that occur on publicly owned properties can be easier to redevelop consistent with a desired vision than projects on privately held parcels. This is because private property owners cannot be required to conform to a specific community vision unless regulated through the existing zoning code or through other land use controls, such as incentive zoning.

### LAND USE CLASSIFICATION - SEE MAP 14

NYS Real Property Tax Data also 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. [Table 6](#) below shows the current breakdown of land use categories in Brighton, while also indicating the change in land use acreage from 1998 to 2013.

**Table 6 - 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%
<b>Total</b>		<b>8,310</b>	<b>100%</b>	<b>8,232</b> <b>100%</b>



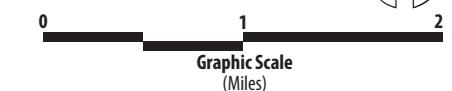
## MAP 13

### Land Ownership

	Municipal Boundaries
	Tax Exempt Parcels (2,246 acres, 22.5%)
	Public Ownership (1,130 acres, 11.3%)
	Town of Brighton (552 acres, 48.8%)
	Monroe County (516 acres, 45.6%)
	New York State (57 acres, 5%)
	Brighton Fire District (1.4 acres, 0.12%)
	Brighton Volunteer Ambulance Inc (1.5 acres, 0.13%)
	West Brighton Fire Department (1.9 acres, 0.17%)
	West Brighton Water District (0.55 acres, 0.05%)
	Private Ownership (7,103 acres, 71%)
	Private
	City/Town
	Right of Way (1,762 acres, 17.6%)
	Right of Way (1,762 acres, 100%)

#### Primary Tax Exempt Entities

Town of Brighton (552 acres)  
 Monroe County (516 acres)  
 Monroe Community College (280 acres)  
 University of Rochester (117 acres)



# ENVISION BRIGHTON 2028

## Planning for a Sustainable Future

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 annual parcel inventory.

The following sections provide a brief assessment of each land use category within the Town. For ease of reference the color of each section corresponds with the color of that land use classification on [Map 14](#).

## RESIDENTIAL

*PROPERTY USED FOR HUMAN HABITATION (APARTMENTS ARE CLASSIFIED AS COMMERCIAL)*

Residential uses (shown in yellow on the map) 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 located generally located in the southern and eastern portions of the Town. The photos at right show the variety in residential development patterns that exist throughout Brighton.



*Westland Avenue is an example of the Town's traditional residential development pattern with small lots, sidewalks, and street lights. (Google, 2015)*



*Warren Avenue is an example of a Brighton neighborhood that is more suburban in character with large lots and no sidewalks (Google, 2015).*

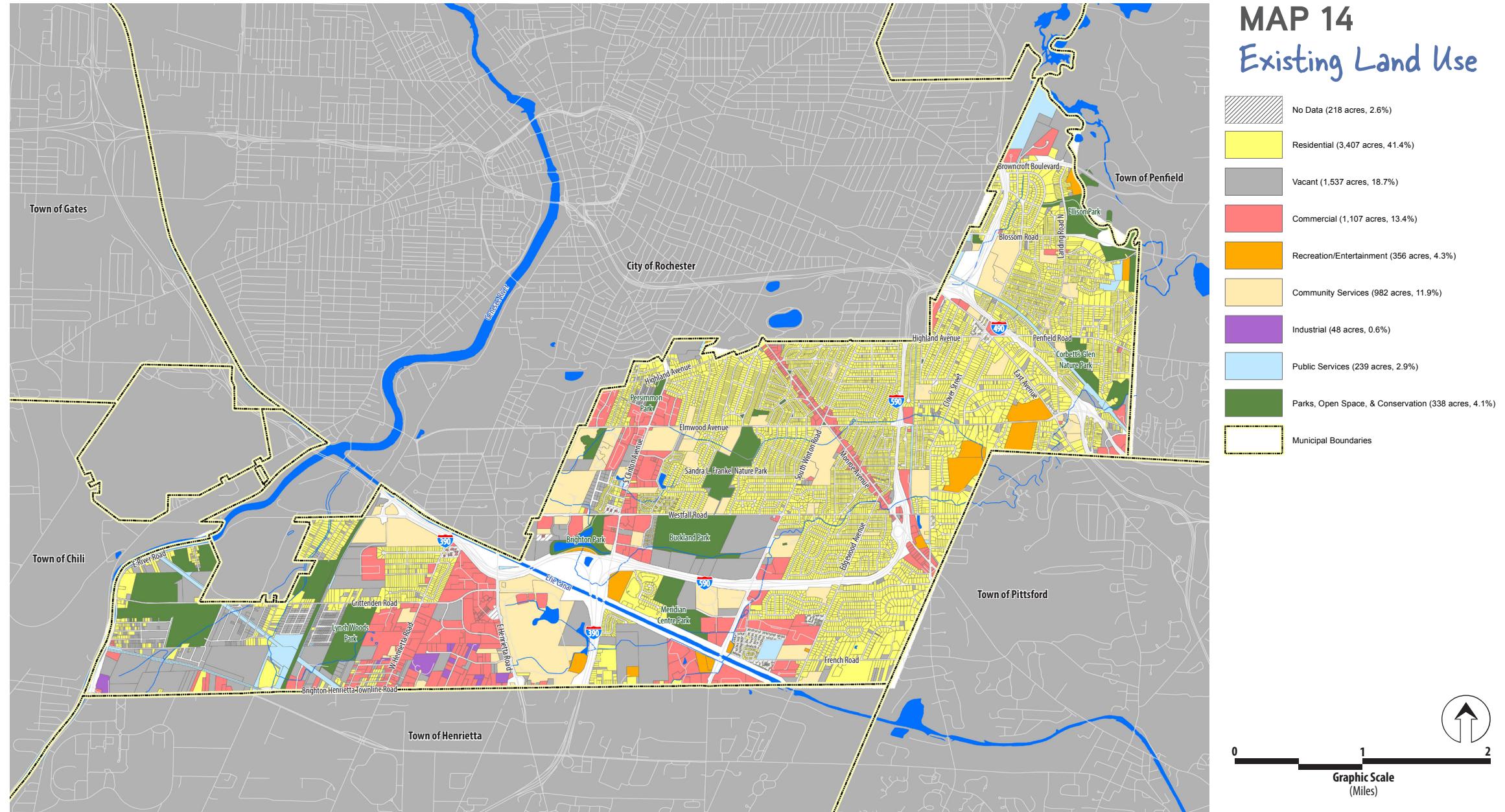
## VACANT LAND

*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 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 Farash Lands, north of Buckland Park, are owned by the Town and include trails connecting to surrounding destinations and residences.

## MAP 14

### Existing Land Use

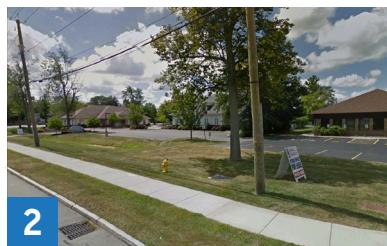




1



3



2



4

Commercial corridor existing conditions (Google, 2015)

## COMMERCIAL

### PROPERTY USED FOR THE SALE OF GOODS AND/OR 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 map) are generally concentrated along the following corridors. The numbers correspond to the photos above, showing some of the existing conditions along these 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 of 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 & 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.

## EXISTING LAND USE SUMMARY

### COMMUNITY SERVICES

#### *PROPERTY USED FOR THE WELL BEING OF THE COMMUNITY*

Community service land uses are shown using a light yellow color on the 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*

Shown in purple on the Land Use Map, the Town's industrial uses 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

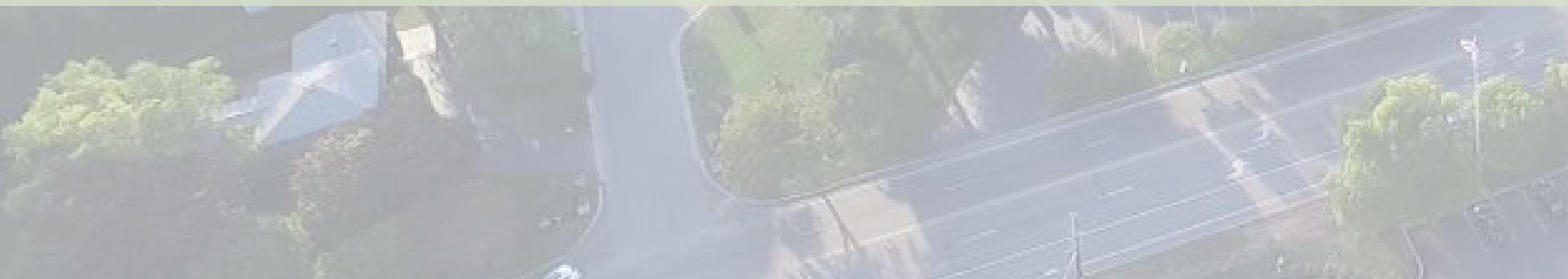
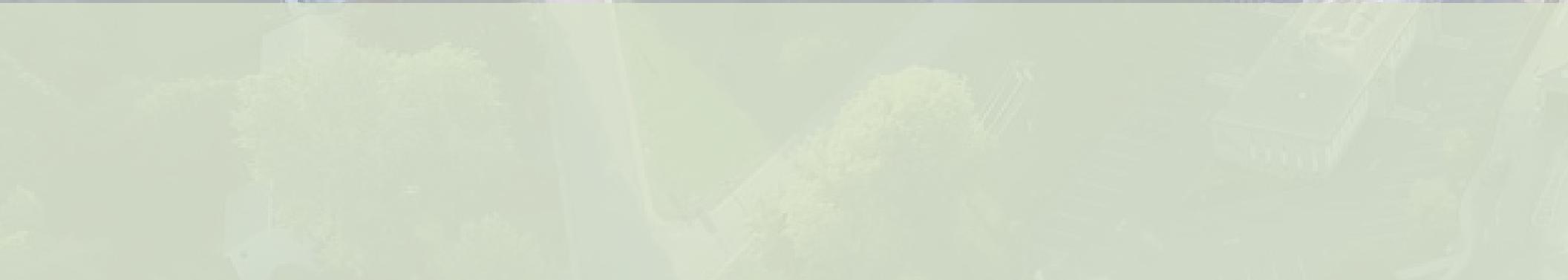
#### *PROPERTY USED TO PROVIDE SERVICES TO THE GENERAL PUBLIC*

Public service land uses within the Town are shown in light blue on the 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, & FORESTED LANDS

#### *REFORESTED LANDS, PRESERVES, AND PRIVATE HUNTING AND FISHING CLUBS*

The green parcels on the 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.





# ZONING CODE ANALYSIS

ENVISION BRIGHTON 2028  
*Planning for a Sustainable Future*



## ZONING CODE ANALYSIS

### ZONING DISTRICTS - SEE MAP 15

Chapter 203 of the Brighton Town Code is the Zoning Code, detailing all the Town's zoning districts, their permitted and specially permitted uses, and bulk and dimensional requirements. Brighton has a total of 17 mapped zoning districts. These districts and their corresponding acreage are listed in **Table 7** to the right and are shown on **Map 15** on the following page.

There is a sizable difference in total acreage reported for the Town's zoning districts from that of the land use classification codes. This is likely due to the inclusion of public rights-of-way in the zoning acreage calculations.

This section serves to provide a summary of Brighton's existing zoning district regulations. This overview addresses the current and potential use of each zoning district within the Town. The Town's Incentive Zoning Chapter has also been included in this summary, as it is a frequently used tool by the Town with significant implications for future development.

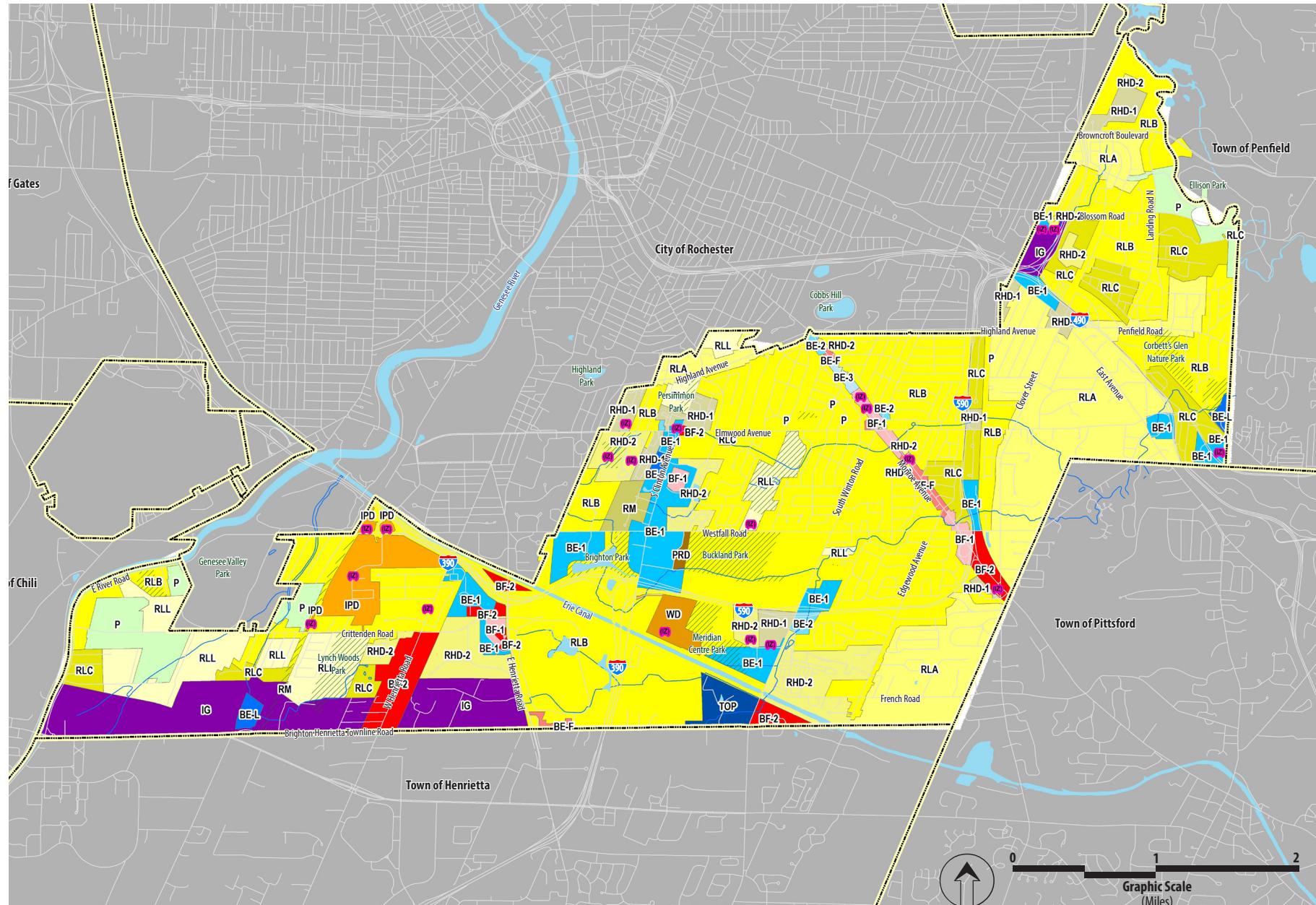
Following this summary is a series of Regulatory Opportunities that provides recommendations for further incorporating sustainable land use and zoning principles into Town policy. The intent of these recommendations is to help the Town to achieve their future development vision in accordance with this Plan.

**Table 7 - Town of Brighton Zoning Districts by Acreage**

District Classification	Symbol	Acreage (2015)	
Parkland (not a zoning district)	---	301	3.2%
<b>Residential Districts</b>			
Large Lot	RLL	521	5.5%
Low Density	RLA	1,493	15.6%
Low Density	RLB	4,757	49.8%
Low Density	RLC	515	5.4%
Medium Density	RM	52	0.5%
High Density	RHD-1	218	2.3%
High Density	RHD-2	529	5.5%
<b>Commercial Districts</b>			
Low Intensity Commercial	BE-F	37	0.4%
Neighborhood Commercial	BF-1	76	0.8%
General Commercial	BF-2	218	2.3%
<b>Office Districts</b>			
Low Density	BE-L	44	0.5%
Office & Office Park	BE-1	14	0.2%
Office/Transitional	BE-2	26	0.3%
Office/Commercial Mixed-Use	BE-3	11	0.1%
<b>Other Mapped Districts</b>			
Light Industrial	IG	650	6.8%
Technology & Office Park	TOP	72	0.8%
Planned Residential Development	PRD	11	0.1%
<b>Total</b>		<b>9,544</b>	<b>100%</b>

## MAP 15

### Zoning Districts



## RESIDENTIAL DISTRICTS

Brighton's residential zoning districts, shown in varying shades of yellow and light green on the Zoning Map, account for approximately 80% of the Town's zoned parcels. Generally, these districts are classified as Large Lot (RLL), Low Density (RLA, RLB, RLC), Medium Density (RM), and High Density (RHD-1, RHD-2).

Single-family detached homes, municipal buildings, in-home family child-care uses, and certain home occupations are permitted in all residential districts, while two-family dwellings, townhouses, and garden apartments are only permitted by right in the High Density Districts. Conditional Uses across all residential districts include places of worship, public service uses, and comfort care homes. Public and private schools are also conditionally permitted in all districts except RLL.

**Table 8** to the right shows the minimum and maximum bulk requirements for each district. The RLL District is the lowest permitted density district with a minimum lot size of one acre and maximum building coverage of 15%. Development density within the Low Density Districts increases from RLA to RLB, and RLC with respect to lot size and building coverage. The RHD-1 District permits the highest density of development and lists high-rise apartments (up to 80 feet) as a conditional use.

It is important to note that the Town applies the Residential Large Lot District to areas where there are environmentally sensitive features and/or areas with an existing semi-rural character. The intent of this is to identify those areas where there may be significant environmental development constraints and trigger an assessment of density impacts when development applications are received.

**Table 8 - Residential District Bulk Requirements**

### Low Density Districts

	RLL	RLA	RLB	RLC
<b>Minimum</b>				
Lot Area (sf)	43,560	23,125	13,500	11,250
Lot Width (ft)	150	125	90	75
Front Yard (ft)	75	60	40	40
<b>Maximum</b>				
Building Height (ft)	30	30	30	30
Building Coverage	15%	20%	25%	25%

### MEDIUM & HIGH DENSITY DISTRICTS

	RM	RHD-2	RHD-1
<b>Minimum</b>			
Lot Area (sf)	7,000	20,000	40,000
Lot Width (ft)	55	150	150
Front Yard (ft)	35	40	60
<b>Maximum</b>			
Building Height (ft)	30	40	80
Building Coverage	25%	35%	35%

## COMMERCIAL DISTRICTS

The commercial districts utilized within Brighton are shown in varying shades of red on the Zoning Map. The General Commercial District is currently the most widely utilized commercial district at 2.2% of the Town's zoned acreage. Below each commercial district is listed with its purpose statement followed by a brief summary of the type of commercial development permitted.

**Table 9** outlines the bulk requirements for each commercial district. The Low Intensity (BE-F) and Neighborhood Commercial (BF-1) Districts are largely similar in their permitted development patterns, with the exception of lot size and floor area restrictions, while the General Commercial (BF-2) District requires a larger lot size and front yard space.

### LOW INTENSITY COMMERCIAL (BE-F)

This district is intended to provide locations along selected arterials for a wide range of small scale, low intensity office, service, retail and restaurant uses that are compatible with nearby residential areas and adequately served by off-street parking. This district is intended to accommodate local businesses with local clientele rather than regional outlets occupied by nationally known retail service and restaurant establishments. Limitations on use, scale and intensity are intended to protect adjacent residences from commercial activity.

Permitted uses in the BE-F District include offices, upper floor residential units, service establishments, art studios and non-food retail sales. Drive-through facilities, except as an accessory use to banks, are prohibited.

### NEIGHBORHOOD COMMERCIAL (BF-1)

This district is intended to provide locations for freestanding businesses, multi-tenant buildings and neighborhood convenience centers accommodating local and nationally known businesses with local or regional clientele. The assignment of permitted and conditional uses is intended to provide control of use, scale and intensity to protect adjacent residential areas from commercial activity.

**Table 9 - Commercial District Bulk Requirements**

	BE-F	BF-1	BF-2
<b>Minimum</b>			
Lot Area (sf)	8,500	5,000	10,000
Lot Width (ft)	75	70	150
Front Yard (ft)	30	30	60
<b>Maximum</b>			
Gross Floor Area per Lot (sf)	7,000	-	-
Gross First Floor Area (sf)	3,500	-	-
Building Height (ft)	40	40	40
Lot Coverage	65%	65%	65%
Density (sf of floor area/acre)	10,000	10,000	10,000

Permitted uses in the BF-1 District include all uses permitted under BE-F plus laundromats and dry-cleaning drop-off facilities. Drive-throughs are allowable as an accessory use to any permitted use.

### GENERAL COMMERCIAL (BF-2)

This district is intended to provide locations for the widest range of commercial businesses serving a local or regional clientele. Typically, a general commercial area includes locations for larger concentrations of commercial and business activities in both unified shopping centers and along appropriate arterial roads.

The BF-2 District permitted uses are the same as listed under BF-1 with the addition of some conditional uses that may be more intensive, traffic generating commercial operations such as animal hospitals, auto sales shops, and lodging.

## OFFICE DISTRICTS

The Town of Brighton utilizes a number of office zoning districts throughout the Town, shown in shades of blue on the Zoning Map. The Technology and Office Park (TOP) District is not included in this summary as its application is best addressed on its own later in this assessment. The intent of each of Brighton's office districts can be summarized as follows:

### OFFICE LOW DENSITY (BE-L)

Promote the preservation of existing natural features, open space, and habitats, while providing for office and business service uses that are scaled and designed for compatibility with surrounding residential areas. Permitted uses include professional offices, with public uses and business services allowable as a conditional use. Bulk requirements for this District include a one-acre minimum lot requirement, as well as gross first floor area and building size restrictions.

### OFFICE & OFFICE PARK (BE-1)

Permit the large scale development of professional and medical office parks (minimum 40,000 square foot lot) with provisions allowing supporting services such as public, cultural and municipal facilities, day-cares, and nursing homes as a conditional use.

### OFFICE/TRANSITIONAL (BE-2)

Create a transitional zone allowing the mixing of office, service, and residential uses on approximately one-third the lot size of BE-L or BE-1. Permitted uses include professional, medical, and governmental offices, as well as upper floor residential units. Conditional uses include supporting services such as banks, public/cultural facilities, day-cares, nursing homes, and places of worship.

### OFFICE/COMMERCIAL MIXED USE (BE-3)

Expand upon the mixed-use development pattern of the BE-2 District by also permitting limited-scale retail uses, such as non-food retail sales and supporting service establishments. BE-3 serves as a transition zone between larger-scale office/commercial uses and residential uses by mitigating potential negative impacts (traffic, building size, etc.) through bulk requirements that limit use scale and intensity.

**Table 10 - Office District Bulk Requirements**

	BE-L	BE-1	BE-2	BE-3
<b>Minimum</b>				
Lot Area (sf)	43,560	40,000	12,000	8,500
Lot Width (ft)	150	150	150	75
Front Yard (ft)	40	50	30	30
<b>Maximum</b>				
Gross Floor Area per Lot (sf)	-	-	-	3,500
Gross First Floor Area (sf)	7,000	-	-	2,500
Building Height, Pitched (ft)	22	40	40	40
Building Height, Flat (ft)	18	40	40	40
Lot Coverage	50%	65%	65%	65%
Density (sf floor area/acre)	7,000	10,000	10,000	10,000
Building Size (sf)	14,000	-	-	-

### LIGHT INDUSTRIAL DISTRICT (IG)

Indicated by the color purple on the Zoning Map, the Town's Light Industrial District is the largest nonresidential zoning district by acreage within the Town at nearly 7%. The IG District generally permits a variety of professional, medical, and business office uses by right. Light industrial operations, such as enclosed manufacturing, processing, assembly, or research and development facilities are allowable by conditional use permit. Prohibited uses in this district include residences and any use that is hazardous or noxious.

## TECHNOLOGY & OFFICE PARK (TOP) DISTRICT

The Technology and Office Park (TOP) District is shown in dark blue on the Zoning Map. This district is intended to permit large scale development projects of 25 acres or more that may include a mix of professional, medical, and governmental office uses (permitted by right) and supporting light industrial or commercial uses (conditionally permitted). Prohibited uses in this district include residences and any use that is hazardous or noxious.

## AIRPORT OVERLAY (AO) DISTRICT

Not shown on the Zoning Map, the Airport Overlay District applies to land in the Town that is within one mile from the boundary of the Greater Rochester International Airport as well as land within the approach and departure corridors of the Airport. The purpose of the AO District is to restrict concentrated development in the area surrounding the Airport which may pose hazards to aircraft operations, people, or property.

## ENVIRONMENTAL PROTECTION OVERLAY DISTRICTS (EPODS)

In an effort to protect and preserve the various environmentally critical areas within the Town, Brighton utilizes EPODs to regulate steep slopes, woodlots, watercourses and floodplains, and waste site disposal. The standards applicable to each EPOD are not intended as a substitute for the underlying zoning district's provisions, but rather provide an additional layer of control for development in these areas. Each EPOD may superimpose more restrictive requirements on development such as increased setbacks and reduced densities, as well as regulations on certain activities such as the removal of natural vegetation and waste disposal site management.

## WATERFRONT DEVELOPMENT (WD) DISTRICT

The WD District is intended to be applied to areas where there are unique opportunities for the development of water-oriented uses adjacent to the Erie Canal and Genesee River. Additionally, the District serves to protect sensitive environmental features along the shoreline and encourage public access to the shoreline. All uses within the WD District are conditionally permitted and subject to site plan review. The types of uses listed include, but are not limited to, boat slips, docks, retail stores, cafes, and restaurants, as well as apartments and townhouses.

## PLANNED DEVELOPMENT DISTRICTS

Planned development districts are a useful tool for communities who may wish to allow for more flexibility in the planning and development of larger projects while still operating under the administrative control of the Town. Brighton currently utilizes three planned development districts, which are summarized below:

### » INSTITUTIONAL PLANNED DEVELOPMENT (IPD)

The IPD District is intended to permit the large-scale development (minimum five acres) of unified and orderly cultural, educational, and medical institutional districts to "enhance their benefit to the community."

### » PLANNED RESIDENTIAL DEVELOPMENT (PRD)

The PRD District promotes and encourages the development of a variety of housing types within the Town's medium- and high-density ranges. Innovative proposals that serve the growing demand for housing at all economic levels is specifically encouraged. Minimum district size is five acres with a maximum density of six units per acre. Open space must be provided at a rate of 1,200 square feet per unit.



### » PLANNED UNIT DEVELOPMENT (PUD)

The PUD District provides performance criteria to permit the development of small-to-large scale residential neighborhoods with both individual building sites and common property. Similar to the PRD District, PUD in Brighton encourages the development of residential housing for all economic levels. The minimum district size is 50 acres with a minimum 15% open space requirement, of which 20% must be designated for detached single-family housing. Minimum density is four units per acre, while the maximum density of multi-family developments is 14 units per acre.

### INCENTIVE ZONING

Brighton's Incentive Zoning Chapter (Chapter 209) plays an important role in the future planning of potential development sites. Upon receiving an application for development, the Town utilizes the existing Incentive Zoning Chapter and the whole of the Town's Comprehensive Development Regulations to work with the applicant and reach a favorable development proposal.

In practice the Town requires applicants to offer community amenities to offset the impacts of incentives that may be granted per Chapter 209. A complete listing of the amenities and incentives permitted through incentive zoning are listed in the next column.

All applications must go through the Town's sketch plan process, preliminary plan approval, and final site plan review. In some cases a cash payment in lieu of the proposed amenity may be accepted if it is determined by the Town Board that the amenity is not immediately feasible or practical at the time of application.

The Landing of Brighton, an assisted living and memory care facility, is a recently approved incentive zoning project that led to the acquisition of 72 acres of undeveloped land, the creation of the Sandra L. Frankel Nature Park, and construction of the Brickyard Trail.

### SECTION 209-3. AMENITIES FOR WHICH INCENTIVES MAY BE OFFERED

- » Affordable housing
- » Passive and active open space and related improvements
- » Parks
- » Child-care or elder-care facilities
- » Utilities
- » Road improvements
- » Health or other human-service facilities
- » Cultural or historic facilities
- » Other facilities or benefits to the residents of the community
- » Any combination of amenities and/or cash in lieu of any amenity(s).

### SECTION 209-4. INCENTIVES PERMITTED UNDER THIS ARTICLE

- » Increases in residential/nonresidential unit density
- » Changes of use
- » Increases in lot coverage
- » Changes in setbacks or height
- » Increases in floor area
- » Reduction of open space
- » Any other changes in the Comprehensive Development Regulations provisions.

## REGULATORY OPPORTUNITIES

The following elements are ways in which the Town may desire to capitalize on regulatory opportunities to further achieve desirable, sustainable developments and investment.

### PARKING DESIGN

There are opportunities within Brighton's Town Code to implement sustainable development principles in the requirements for off-street parking lots as well as their design. As previously stated, the Town relies on its Incentive Zoning Chapter and Comprehensive Development Regulations to accommodate desirable development proposals. These approaches provide the Town and developer flexibility in determining the amount and placement of parking on a site. However, in traditional commercial districts in established areas, this flexibility is not an option to businesses and property owners.

The Town has a "Combined Spaces" provision in the code, permitting shared parking at the Planning Board's discretion for uses that generate a demand for parking at differing times of use. However, this provision should be amended to encourage formal shared parking, access, and maintenance agreements. In areas where two or more uses utilize off-street parking areas at varying peak hours, shared parking and access can reduce the overall number of spaces and curb cuts needed for a development or use. This could result in better access management for major roadways such as Monroe Avenue and West Henrietta Road. Furthermore, the Town's off-street parking design requirements include considerations for landscaping elements, but not paving material or natural stormwater management techniques. Incorporating language that encourages the use of pervious pavement or bioswales in parking islands and landscaping may help to minimize the potential negative impacts of required off-street parking lots on the natural environment.

## STORMWATER MANAGEMENT

The inclusion of green infrastructure as part of the Town's stormwater management regulations provides the opportunity to capture, cleanse, and reduce stormwater runoff in a more natural and aesthetically pleasing way. Site-specific management practices, such as rain-gardens (pictured below) and bioswales, help to absorb and infiltrate precipitation where it falls and maintain natural hydrolic functions. The Town should ensure that any potential regulations for the design and construction of bioretention cells are consistent with NYS Stormwater Management Design Requirements.

Another consideration for better stormwater management within the Town would be to implement Environmental Site Design (ESD) Standards. ESD is an approach to site design and development that replicates natural water flow patterns to preserve water quality and reduce the volume of stormwater runoff. Implementing ESD principles in the early stages of planning can drastically reduce the amount of conventional stormwater infrastructure required. Principles include, but are not limited to, minimizing and disconnecting impervious cover, preserving open space, and utilizing vegetated channels to treat stormwater.



Buckland Creek Restoration (Barton & Loguidice, 2015)

## LEED PROGRAMS & GREEN BUILDING DESIGN



The US Green Building Council developed the Leadership in Energy and Environmental Design (LEED) certification program as a guide for the implementation of building design practices that save money and resources, while also promoting renewable clean energy. LEED certification standards can cover a wide range of projects including: building design and construction, interior design and construction, building operations and maintenance, neighborhood development, and homes. Buildings and developments may be certified by LEED depending on the number of points a project earns for various sustainability elements. In 2008 the Green Brighton Task Force prepared a report which identified specific opportunities for implementing green building design under LEED principles. These regulatory actions considered include:

1. Reducing the off-street parking requirement where appropriate.
2. Requiring concrete rather than asphalt paving, where feasible.
3. Requiring the use of light-colored or green roofs.
4. Requiring the use of native species in landscaping.
5. Requiring a formal commissioning process for HVAC systems.
6. Requiring the provision of interior and/or exterior spaces for the storage and collection of recyclables.
7. Adopting a LEED ND Floating Zone to incentivize development that achieves the intended sustainability vision of the Town and offers flexibility to the applicant and developer.
8. Empowering the Architecture Review Board to review a building's orientation and window area with an eye to reducing cooling loads and interior lighting needs.

The 2008 Green Brighton Task Force Report also outlined specific issues that should be considered as part of a project's environmental review prior to approval. These issues include:

1. *Conservation of energy in the design, construction, and operation of the project.*
2. *Impacts on the generation and the recycling of construction and demolition debris.*
3. *Impacts on movement by foot, bicycle, and mass transit.*
4. *Impacts of exterior lighting.*
5. *Input from the Rochester Genesee Regional Transportation Authority (now Regional Transit Service or RTS) when proposing major commercial and multi-family housing developments.*

## BICYCLE & PEDESTRIAN ACCOMMODATIONS

In Section 217-15.1 of the Town Code, Brighton's site plan approval process considers the inclusion of bicycle and pedestrian facilities only when required by the Planning Board. Although the maintenance of sidewalks is clearly defined within the Town Code, the overall pedestrian and bicycle network is not addressed. The Town should update the Town Code to include the following development requirements:

1. *Bicycle parking and storage as part of off-street parking calculations.*
2. *Safe, comfortable pedestrian connections from public sidewalk onto building sites and to building entrances.*
3. *Designated pedestrian and/or bicycle circulation patterns within off-street parking areas and internally throughout development sites.*
4. *Bike and pedestrian accommodations included as required greenspace.*

## MIXED-USE DEVELOPMENT

Mixed-use developments can vary in the types and scale of land uses that they accommodate. The most commonly considered mixed use development pattern is the traditional multi-story building with commercial and/or office uses in the first floor and residential and/or office units above. Currently the Town Code permits upper floor residential units in all commercial districts and permits building heights up to 40 feet or three stories. Additionally, the Town permits the same traditional mixed use development pattern in its Office/Transitional (BE-2) and Office/Commercial Mixed Use (BE-3) Districts. The Town should consider expanding the permitted uses on the upper floors beyond residential uses in some or all of its commercial districts.

The Monroe Avenue corridor has long been identified as a prime opportunity for denser, mixed use development, particularly with its access to transit and opportunity for improved bicycle and pedestrian facilities. In order to foster this in the vicinity of the Twelve Corners the Town should consider specific incentives within the BF-1 District. The exact nature of these incentives will need to be carefully evaluated by the Town to ensure the quality of life in adjacent residential areas is not negatively impacted.

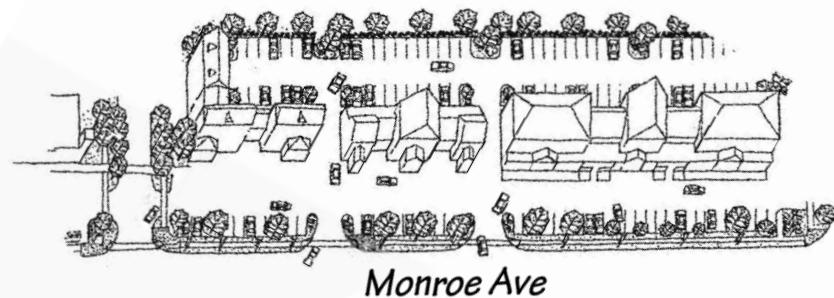
## MONROE AVENUE DESIGN PLAN

The Monroe Avenue Design Plan is a three part document that outlines design plans, guidelines, and standards for the approximately 2.25 mile corridor within the Town. The Plan provides the history and vision for Monroe Avenue while also defining the guiding design criteria for the document - architecture, streetscape, and site plan. Monroe Avenue is divided into six unique character areas that are given great consideration in the document. Each area is assessed based on existing conditions and constraints, as well as recommendations for alterations, improvements, and new construction. The Design Standards section outlines specific recommendations for physical elements within the corridor, such as signage, street lights and benches.

The design principles outlined in the Monroe Avenue Design Plan align with the results of the Community Preference Survey (CPS) given at the October 29, 2015 Community Forum.

The image below is an illustration from the Monroe Avenue Design Plan of what the architectural, streetscape, and site plan criteria may look like if applied to the Glen Ellyn character area. Some of the architectural improvements include increasing buildings to two or three stories and providing accentuated entryways, while the streetscape and design criteria call for the addition of street trees, integrated pedestrian and vehicular circulation patterns, and cross-easements connecting rear yard parking areas for shared parking.

The implementation of this Plan will continue to be instrumental in shaping the character of the corridor moving forward. The Town should strengthen the language and application of the guidelines to further ensure future investment conforms to the desired aesthetic.



(Monroe Avenue Design Plan, Guidelines and Standards, Page 85)

## RENEWABLE ENERGY RESOURCES

In 2015, the Town adopted a Solar Energy System Law permitting solar panels as accessory uses in all districts. As technology is constantly evolving regarding renewable energy resources, Brighton may desire to expand upon this law to include language that encourages more solar energy, geothermal energy, or other energy saving devices where appropriate. Currently the Town allows wind energy collection devices as accessory uses in Planned Residential Development (PRD) and Technology and Office Park (TOP) Districts. However, there may be other desirable opportunities to allow the use of these devices and other energy saving technologies elsewhere within the Town. The following actions are intended to facilitate the implementation of green and renewable energy devices in Brighton:

1. *Provide information to builders/property owners on the benefits of solar collection systems, green roofs, solar hot water heaters, and other sustainable energy systems.*
2. *Encourage solar energy systems or small solar farms as a primary use in nonresidential districts where they may produce minimal impacts to neighborhood character, such as the Light Industrial (IG) District.*
3. *Include language that encourages the inclusion of electric vehicle charging stations as part of parking regulations.*

## KEY ISSUES, CHALLENGES AND OPPORTUNITIES

### ISSUES

- » The land use pattern in east Brighton is very well established with a mix of land uses in close proximity to each other. East Brighton's more traditional development pattern lends itself to a more sustainable lifestyles. By comparison, west Brighton's development pattern is fragmented and less sustainable.

### CHALLENGES

- » Weaving east, central, and west Brighton together in a manner that is more sustainable and provides a more cohesive character.
- » Duplicating the flexibility the Town has experienced using incentive zoning and planned development districts in more traditional commercial zoning districts.

### OPPORTUNITIES

- » The Town has had success in implementing the Incentive Zoning Chapter to ensure new development projects positively contribute to the Town's fiscal health and community character. Future applications of incentive zoning may be adapted to incorporate additional zoning and development review best practices to achieve the highest quality of investment possible for the Town and its residents. Consider undeveloped areas in Central Brighton.
- » Foster a development pattern within the existing commercial areas that positively contributes to the public realm in order to promote walking and biking.
- » Ensure housing and commercial investment caters to individuals and families that are looking for a more vibrant and urban environment.
- » Employ sustainable regulatory provisions that promote better parking lot design, stormwater management practices, green building design, and a mixed-used development pattern.
- » Review the Planned Residential Development (PRD) District standards for opportunities to promote more diverse, dense, sustainable residential development patterns where appropriate.

**END OF VOLUME 1: EXISTING CONDITIONS**  
ENVISION BRIGHTON 2028